

CITY OF BEND, OREGON

2023-2025 ADOPTED BIENNIAL BUDGET

For Budget Period July 1, 2023 – June 30, 2025



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City of Bend
and
Bend Urban Renewal Agency (BURA)

2023-2025 Adopted Biennial Budget

Budget Committee

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Table of Contents

GFOA DISTINGUISHED BUDGET PRESENTATION AWARD 9

READER'S GUIDE 10

CITY OF BEND ORGANIZATIONAL CHART 12

CITY MANAGER'S BUDGET MESSAGE 13

Introductory Section

The City of Bend, Oregon 17
Statistical Information:
2022 Demographic Highlights 22
2022-23 Top 10 Taxpayers 22
Housing Comparisons and Population Trends 23
City Government 24
The Budget Process 26
2023-2025 Budget Development Calendar 29
Fiscal Year 2023-24 Fiscal Policies 30
Fund Accounting 47
Council Goal Setting and Framework 56
Performance Measures 75

Financial Section

2023-2025 Adopted Biennial Budget Summary by Service Area 79
Combined Summary of Financial Sources and Uses 81
Resource and Requirement Summaries 82
Fund Balance Summary Years 2019-2025:
All Funds 83
Summary of Governmental Funds 84
Summary of Proprietary Funds 85
Fund Balance Detail Years 2019-2025:
By Governmental Fund Type 86
By Proprietary Fund Type 91
Analysis of Changes in Fund Balance > 10% for Governmental Funds 92
Analysis of Revenue Sources:
Revenue Highlights 99
General Fund Property Taxes 104
Room Taxes 105
Franchise Fees 106
State Allocated Revenues 107
System Development Charges 108

Development Fees and Permits 109
Utility Rate Revenues 110
General Fund Fines and Forfeitures 110
Debt Overview and Analysis 112
Projected Statement of Indebtedness 118
Schedule of Future Debt Services as of June 30, 2023 122

Adopted Budgets

General Fund
Service Area Structure 125
General Fund 127
General Fund Subsidies, Loans & Transfers 129
General Fund Community Projects 131
General Fund Revenue Stabilization Fund 137

Public Safety Service Area
Service Area Structure 139
Police 141
Police Reserve 147
Fire/EMS 149
Fire Station Debt Service 155
Municipal Court 157
Helen Lorenz Estate 159

Infrastructure Service Area
Service Area Structure 161
Utility Department – One Water overview 163
Water 167
Water Reclamation 173
Stormwater 179
Utility Laboratory 185
Engineering & Infrastructure Planning 189
Streets & Operations 193
Transportation Construction 199
2011 General Obligation Bond 203
2020 General Obligation Bond 205
Accessibility Construction 211
Parking Services 215
Cemetery 219
Cemetery Permanent Maintenance 223
Airport 225
System Development Charge (SDC) 231

Local Improvement District (LID) 233

Community & Economic Development Service Area

Service Area Structure 235
Community Development Department (CDD) Administration 237
Building 241
Planning 245
Private Development Engineering 249
Code Enforcement 253
Growth Management 255
Community Development Block Grant (CDBG) 259
Affordable Housing 263
Commercial & Industrial Construction Tax 265
Houseless 267
Business Advocacy 271
Tourism 273
Economic Improvement District 275
Juniper Ridge City Owned Land 277
Bend Urban Renewal Area (BURA) General Fund 279
Bend Urban Renewal Area (BURA) Juniper Ridge 281
Bend Urban Renewal Area (BURA) Murphy Crossing 287
Bend Urban Renewal Area (BURA) Core Area 293
American Rescue Plan Act (ARPA) 299

Administration & Central Services Service Area

Service Area Structure 303
Administrative & Financial Services 305
Diversity, Equity, Inclusion, and Accessibility 327
Sustainability 331
Information Technology 333
Insurance & Risk Management 337
Facilities Management 341
Fleet Management 345
PERS Debt Service 349
Other Post-employment Benefits (OPEB) Fund 351
Energy ARRA Grant 355

Supplemental Information

Capital Improvement Program Overview 357
Summary of Infrastructure Capital Projects 362
Detail of Capital Projects:
Water 365

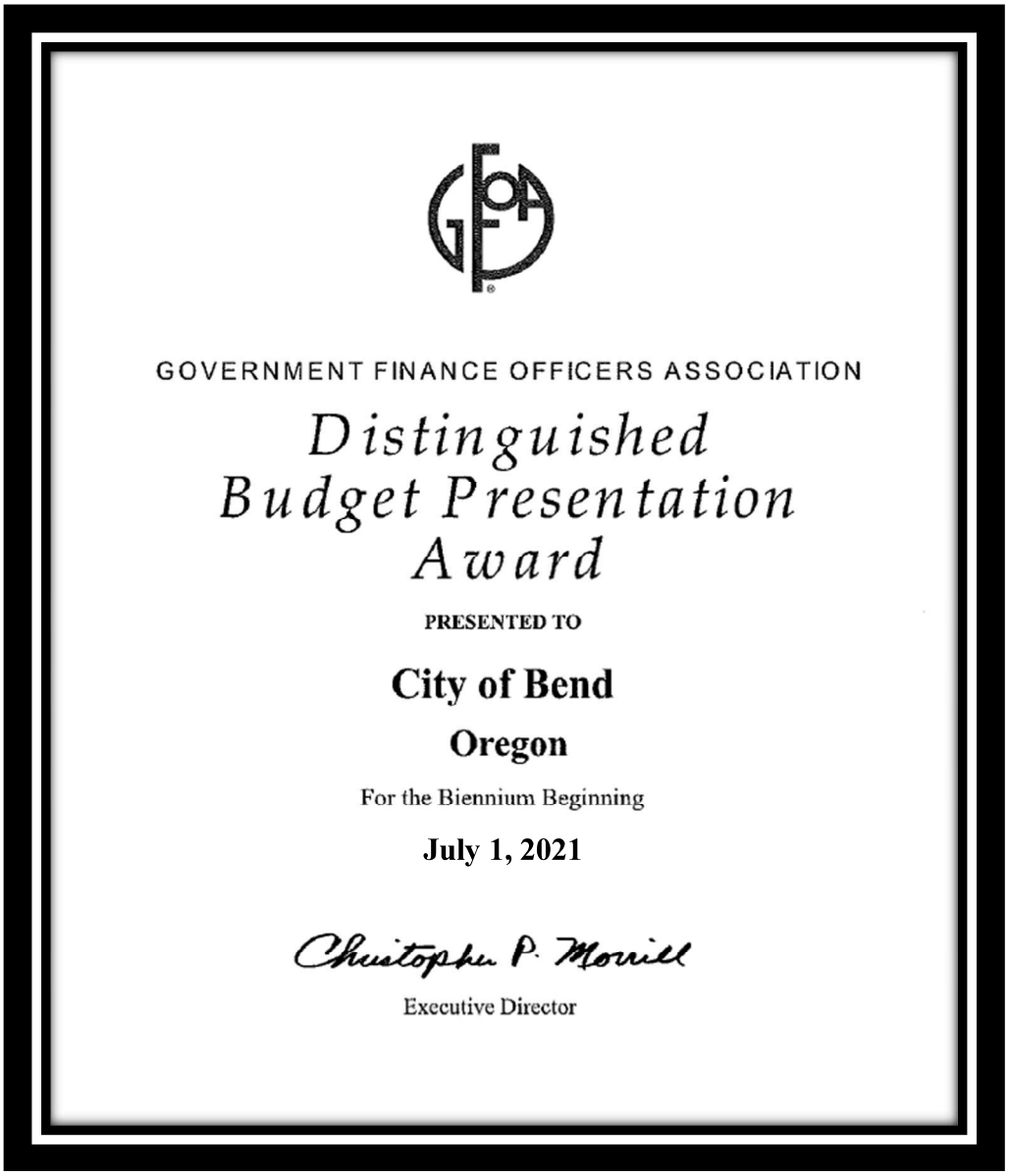
Water Reclamation 393
Stormwater 441
Transportation Construction 459
2020 General Obligation Bond 497
Accessibility Construction 555
Bend Urban Renewal Area (BURA) Juniper Ridge 565
Bend Urban Renewal Area (BURA) Murphy Crossing 569
Bend Urban Renewal Area (BURA) Core Area 577
Parking Services 585
Airport 589
Facilities 599
Acronyms 607
Glossary 611
Staffing Schedule by Service Area 621
Descriptions of New Full-Time Equivalents and Limited-Term Employees 622
Resolutions and Tax Certifications:
City of Bend Resolution No. 3331 to Adopt 2023-2025 Biennial Budget ... 627
City of Bend Reconciliation of 2023-2025 Proposed, Approved, Adopted Budget 634
City of Bend Resolution No. 3334 to Levy Taxes for 2023-24 639
City of Bend Required Public Notices and Tax Certifications 641
BURA Resolution No. 150 to Adopt 2023-2025 Biennial Budget 646
BURA Resolution No. 152 to Levy Taxes for 2023-24 648
BURA Required Public Notices and Tax Certifications 649

Additional information and documentation can be found on the City of Bend Finance Department website:
https://www.bendoregon.gov/government/departments/finance

Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. Please contact the Communications Department at communications@bendoregon.gov or 541-388-5573. Relay Users Dial 7-1-1.

GFOA Distinguished Budget Presentation Award



The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the City of Bend, Oregon for its biennial budget for the biennium beginning July 1, 2021. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

The award is valid for a period of two years only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

Reader's Guide

Budget Document users have a wide variety of backgrounds including City staff, City Councilors, Budget Committee members, community members, and financial market experts. The information in the biennial budget is designed to provide a wide variety of data about the City to many different users. The budget can be grouped into one of four main areas to facilitate an understanding of what services the City plans to provide with its resources for the next biennium period.

1. A Policy Document: The City's biennial budget addresses two primary kinds of policies: policies that are under development (usually stated as goals to be accomplished) that may change how the City operates in the future, and policies that are already in place. The City Manager's Budget Message, found at the beginning of the document, provides the background, sets the stage for the specific work plan that will be accomplished during the coming budget period, and identifies the policy issues that are important in the community as identified by the City Council through their goal setting process. Each budget narrative will discuss how the 2023-2025 budget reflects implementation of Council's goals and policy direction set forth by the City Council.

2. A Financial Plan: The Budget Document is foremost a financial plan, providing a numerical road map that matches resources available with the spending priorities established through policy direction and goals established by the City Council.

a. The Budget by Service Area: The budget document is organized into 5 Service Areas: General Fund, Public Safety, Infrastructure, Community & Economic Development, and Administration & Central Services. A financial summary by service area can be found at the beginning of the Financial Section. This document provides a brief summary of the more detailed financial data found later in the budget document. The beginning of each Adopted Budget section also indicates the funds included in each service area.

b. The Budget by Fund: Summaries of the City's adopted budget by fund can be found in the Adopted Budgets section. Like other government entities, the City uses a fund structure as the primary method of accounting for financial operations. A fund can be thought of as a "business", with all revenues in the fund specifically associated with the expenditures in the fund. In most cases, there is a legal restriction on the use of the revenue in a fund. The General Fund is used as a "catch-all" fund, and is specifically defined as the fund used to account for the discretionary/non-restricted revenues of the City.

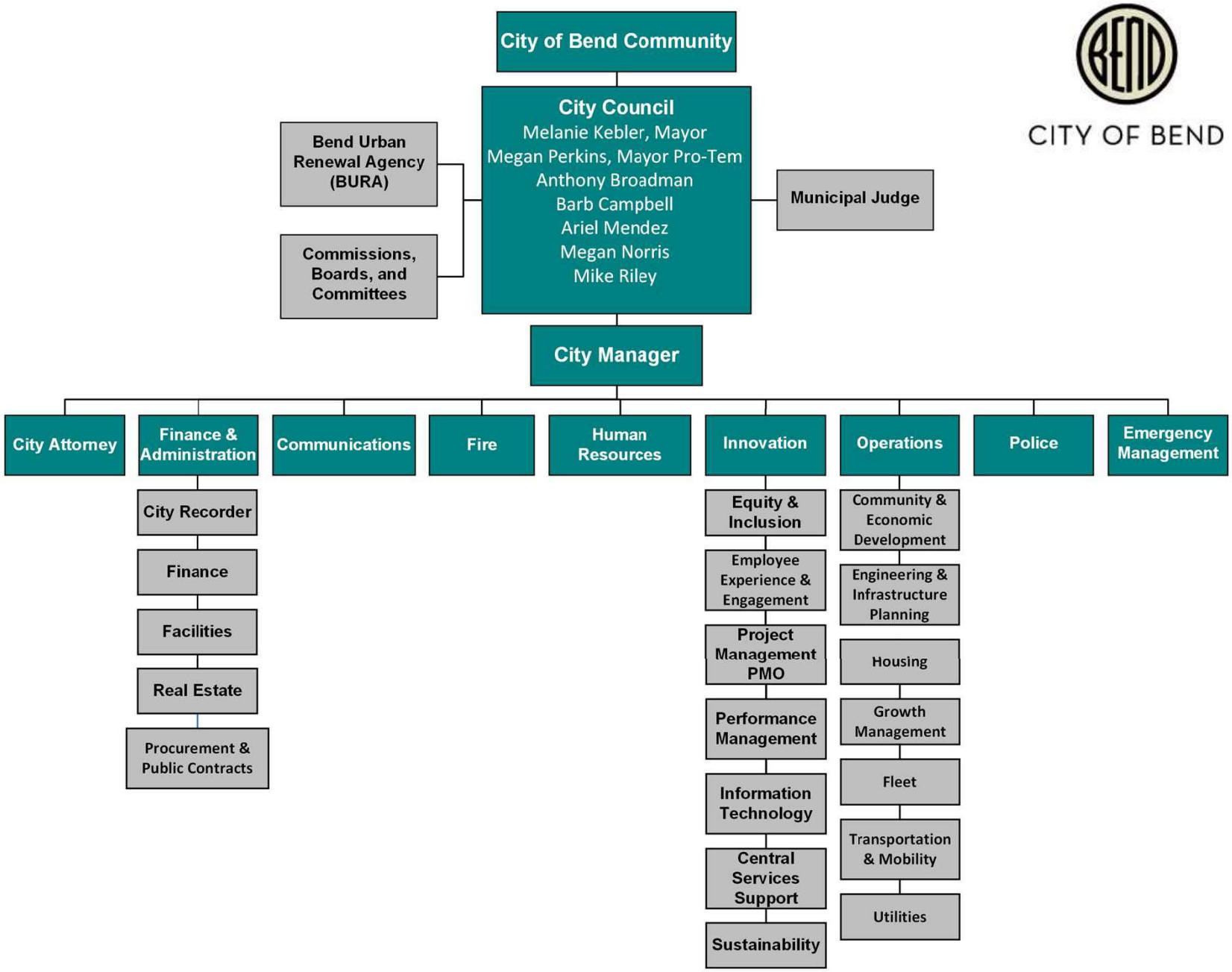
   Presentation of budgeted expenditures is consistent with Oregon Budget Law and the format in which the City Council will adopt the final biennial budget: The "program" summary includes personnel costs, materials & services, and capital expenditures for the service area associated with each fund; debt service, interfund/interagency transfers, contingency and reserves are presented and adopted separately.

3. An Operations Guide: The City's operations are defined through the budget document in each program's narrative discussions. At the beginning of every service area section is a page showing the

organizational structure within that service area. After every budget presentation by fund is a narrative for that program detailing major accomplishments for the prior biennial period, key objectives, goals and any significant changes for the upcoming biennial period. The Budget Message also ties operational services and initiatives back to community member needs and Council goals. The budget document as a whole is used by staff operationally as both a guide for the work plan to be accomplished and as a reference tool, serving as a comprehensive source of historical information and projections based on current assumptions.

4. A Communications Device: The City's biennial budget provides information about the priorities the City Council has set to be accomplished during the next two fiscal years, but it also includes information about the day-to-day activities the City performs. The City Manager's Budget Message provides a concise discussion of the major priorities of the City; the financial and program information included in the Adopted Budget section provides more detailed information about the budget for the major priorities, but also provides a considerable amount of information about the day-to-day activities and the resources required to meet service demands.

City of Bend Organizational Chart



CITY OF BEND

2023-2025 Proposed Biennial Budget
City Manager's Budget Message
May 3, 2023

To the City of Bend and Bend Urban Renewal Agency Budget Committee:

It is my honor to present the Proposed Biennial Budget for the 2023-2025 biennium. This budget reflects the City's commitment to providing essential services to the community within the City Council's guiding principles of Equity, Inclusive Leadership, Fiscal Stewardship, Governance and Partnership.

Financial Overview

Development of the 2023-2025 biennial budget reflects revenue pressures associated with modest revenue growth forecasts and headwinds associated with a potentially slowing economy. Coupled with pressures on expenses, there is an imbalance of money coming in versus money going out across most funds. Without additional revenue or funding increases, annual operating revenues are projected to increase 3.4% and 5.7% for each year of the biennium, which are not sufficient to keep up with rising costs. The proposed budget reflects funding increases that are needed to keep operations at current service levels.

Many of the budget challenges relate to the City's low property tax rate. Property taxes represent the majority of General Fund revenues. The City's permanent tax rate of $2.80 per $1,000 of taxable assessed value (TAV) is significantly less than that of our peer cities, and Measures 5 and 50 approved by Oregon voters in the 1990's restrict the City's ability to increase the permanent rate. Property taxes, including new construction, are assessed on TAV which is significantly lower than market value and is limited to annual increases of 3%. These restrictions, along with limitations on the City's ability to quickly increase other General Fund revenues such as room taxes and franchise fees, have created a structural funding challenge in the General Fund. Consistent with previous budgets, roughly 78% of the General Fund is used to fund public safety, and this structural challenge directly impacts their ability to keep pace with the changing needs of the community. If the fire levy measure passes, the General Fund support for the Fire Department will not change.[1]

To mitigate the impact of funding increases on the community, the City plans to draw down its reserve and contingency levels. The City has also limited any increases in staffing during the biennium to areas where it is needed to keep pace with community growth and needs, primarily in public safety and utilities.

Expenditures

Proposed investments in infrastructure reflect the largest portion of proposed budget expenditures. Many of the projects outlined in the Capital Improvement Program (CIP) are complex, multi-year projects involving improvements to water, water reclamation (sewer), stormwater and transportation infrastructure. Examples include improvements to the Wilson Corridor, the intersection at Neff and Purcell and replacement of the Awbrey Butte Waterline Distribution system among many others. To use revenues responsibly, the City of Bend looks for opportunities to align multiple projects to achieve

[1] On May 16, 2023, voters approved the new fire levy.

economies of scale and lessen the impacts to the community. As an example, the Neff and Purcell Improvements Project includes replacing stormwater, water, water reclamation and street facilities versus just focusing on one piece of infrastructure.

Increasing project costs driven by inflation, coupled with a slowdown in development activity, which provides some of the funding for infrastructure projects, has necessitated that the City adjust the timing of projects in the 5-year CIP to match the funding available. The 5-year CIP includes total infrastructure investments of $545 million with $276 million programmed in the 2023-2025 biennium and represents a balance of the needs of the City with the funding available. To achieve this level of infrastructure spending, the City will leverage fee and rate increases to issue long-term debt for most of these projects to ensure the community today and future generations equally share in paying for investment and replacement of aging infrastructure, facilities, and equipment. The proposed budget also includes the issuance of $64 million in long term debt for the second series of General Obligation Bond projects, which have been reviewed and prioritized by the Transportation Bond Oversight Committee.

Personnel services expenses, which include salary and benefit costs for City employees, represent the second largest category of spending in the proposed budget. In 2022, the City made an investment in its current workforce with wage increases of approximately 10% which reflect inflationary pressures consistent with the broader economy. The 2023-2025 budget reflects limited increases in the City's workforce with the addition of 28 new staff, with most of those in the public safety and infrastructure core service areas.

Revenues

The $1.29 billion biennial budget includes all operating revenues for the biennium ($480.1 million), as well as debt proceeds, interfund transfers, sales from City-owned land in Juniper Ridge, one-time grant funding and ending reserves from the prior fiscal year. Of the $480.1 million of City-wide operating revenues, $136.1 million is in the City's General Fund.

Key revenue drivers include anticipated increases in tax assessed property value of 5% for each year of the biennium. Property taxes primarily fund police, fire, and street maintenance services. In the May 2023 election, voters will have the opportunity to consider a five-year local option levy which would provide funding for fire and emergency medical services. If the measure passes, it would cost property owners $0.76 per $1000 of assessed property value. At the time of budget development, the outcome of the May election is unknown. The proposed budget assumes that the measure passes.

Additional revenue drivers include projected flat room tax revenues in 2023-2024, and a 5% increase in tourism activity in the second year of the biennium. Franchise fee revenues are projected to be flat in the first year of the biennium, with minimal increases of 1.4% in 2024-2025, which is in line with the forecasted increase in population growth.

Rate increases are proposed for water utilities (2.5% for sewer, 3.8% for water and 7% for stormwater), to keep pace with existing infrastructure deficiencies and future needs. Based on the outcome of an external fee study, development revenues for building, planning and private development engineering reflect respective fee increases. Although the printed budget includes proposed development fee increases ranging from 10-30%, as well as an increase of the long range planning surcharge, current discussions are taking place with a group of stakeholders to phase in the increases over time, and

eliminate the increase of the long range planning fee. More information about the proposed increases will be shared during budget deliberations later this month. These increases are needed to support staffing levels necessary to maintain permit turnaround times and maintain reserves to ensure sustainable staffing levels into the future. Development activity is projected to remain the same in fiscal year 2023-2024 and increase 2.3% in fiscal year 2024-2025. There is also a projected increase in the Commercial & Industrial Construction Tax (also referred to as the Commercial Excise Tax) from 0.33% of building permit valuation for qualified projects, to 1.2% of valuation.

The Streets & Operations budget reflects revenues from a new transportation fee or other revenue source which is needed to maintain current levels of service. At the time the budget was developed, City Council was evaluating the scope of services and programs to be funded with a transportation fee or other revenue source, the public engagement approach and timeframe of how quickly to implement a new revenue source. At the time the budget was prepared, those decisions had not been made and the budget reflects a revenue placeholder pending implementation of additional revenues.

One of the key areas of focus for the upcoming 2023-2025 biennium is securing permanent, long-term funding for shelter operations. There are no General Fund revenues available to support shelter operations; service continuity is reliant on state and federal revenues. The City continues to work collaboratively with local and state partners to establish stable funding for operations and maintenance of the three shelter facilities purchased during the current 2021-2023 biennium.

Contingency and Reserves

City-wide, contingency and reserve levels are being utilized to help mitigate the impact of funding increases on the community. In the upcoming biennium, General Fund reserve levels are projected to decline but at the end of the biennium will remain in line with the City Council adopted fiscal policies of 16% of operating expenditures, which includes the General Fund Revenue Stabilization Fund balance. Even with the proposed development fee increases, reserve balances in the Community & Economic Development service area, specifically in the Building, Planning, and Private Development Engineering Funds, are proposed to decline to help lessen the impact of necessary fee increases on the community. Infrastructure service area reserves are increasing slightly as the City issues debt for transportation projects that will span multiple years and beyond the 2023-2025 biennium. Administration and Central Services reserves are projected to be fairly consistent with prior years.

Implementation of the City Council Goal Framework

As specified in the Council Rules, the City Council goal setting process is aligned with the development of the biennial budget. The process is guided by input from community members, community organizations, City advisory boards and committees, Councilor priorities and City staff. The following information and inputs were shared with the Council in preparation for developing their 2023-2025 goal framework:

- 2022 Community Survey results and presentation;
- Summary of input from community members, community organizations, and Roundtable Listening Sessions held on Jan. 19, 2023;
- Equity Lens/Impact Assessment Best Practices and Considerations;
- An organizational Strengths, Problems, Opportunities, and Threats (SPOT) analysis; and
- Background information provided by City staff related to permit review timelines and initiatives, the transportation system, organizational capacity and a financial and budgetary update.

In late January 2023, the Council met for a two-day goal setting retreat to consider the input they had received, develop a vision and prioritize their goals for the next two years. That feedback was incorporated into the 2023 -2025 Goal Framework, which was adopted on March 15, 2023, and is summarized in the graphic below.



A copy of the Council Goal Framework, that includes detailed strategies and actions that support each goal area, can be found at the end of the "Introductory Section" of the budget document.

Budget Summary and Looking Forward

A growing community like Bend will always bring a certain number of challenges, with funding being among them. These challenges also tell the story of a community asking its leaders to not only preserve what makes Bend great, but to ensure it is better for generations to come. This proposed budget reflects Council's goals and strategies for the 2023-2025 biennium, and makes great strides to serve everyone equitably, create a more connected community and preserve Bend's character as we grow.

Respectfully submitted,

Eric King
Budget Officer / City Manager

The City of Bend, Oregon



Wall Street

History

Bend, Oregon is located on the traditional territory of the Wasco, Northern Paiute, and the Warm Springs tribes. Prior to settler arrival in the West, many distinct tribes lived in the vicinity of the Deschutes River and relied on its waters. In the winter of 1824, Peter Skene Ogden's fur trapping party became the first non-native visitors to the region. John Fremont and other army survey parties followed soon thereafter, as did caravans of settlers who forded the Deschutes at a bend in the river known as "Farewell Bend". A small community grew up around that historical crossing, and the City of Bend was officially incorporated in 1905, boasting a start-up population of 300.

In 1909, two competitive railroad barons, E.H. Harriman and James J. Hill, entered into a multi-million dollar battle to see who would first lay the track to Bend. In 1911, Hill's Oregon Trunk Railroad was completed, providing a short cut for rail freight from Northern California to the Columbia River. With the stimulus of the railroad, two large Minnesota based lumber companies (Brooks-Scanlon and Shevlin-Hixon) built mills in Bend in 1914, and timber became the mainstay of the local economy.

Bend continued to grow and became increasingly reliant on the timber industry until the mid 1970's when tourism began to change the face of the town. Still, it wasn't until the 1980's that timber as a mainstay in the City's economic diet, became a thing of the past. After the recession of the mid 1980's, Bend was quick to come back and was once again experiencing significant growth by the late 1980's and early 1990's.

Growth was triggered by several factors. First, Mt. Bachelor Ski Resort matured as a ski area achieving national status. This then became the catalyst for the visitor industry, which simultaneously generated industrial and commercial expansion. Coupled with an already popular summer season, a year around tourism industry was developed, which stimulated the development of other major destination resorts.

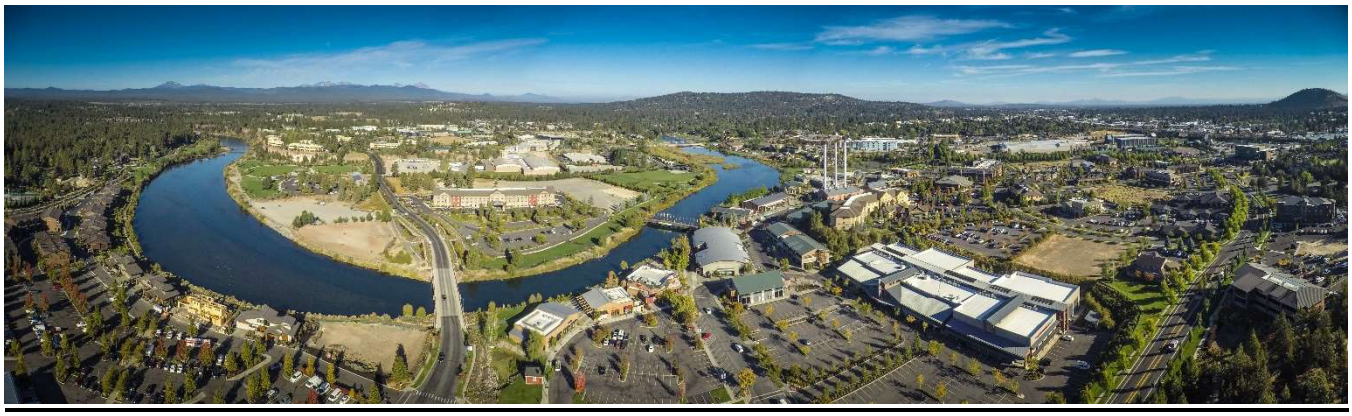
Lumber remanufacturing firms settled in Bend, and wood products continued to be a leading economic factor, along with tourism, and other diversified industries developing. This economic growth, and accompanying population expansion, established Bend as the largest Oregon city east of the Cascade Mountain Range and is the region's principal tourism, professional services, retail, medical and governmental service center.



Bill Healy Memorial Bridge – Deschutes River
©2008 Dustin Mitsch / Alpen Exposure

2022 Bend Principal Private & Public Employers [1]	Product or Services	Number of Employees	Percent of Total Employment [2]
St. Charles Medical Center	Health Care	3,527	3.5%
Bend-La Pine School Dist. No. 1	Education	2,160	2.1%
Deschutes County	Government	1,043	1.0%
Mt. Bachelor Ski Resort	Recreation	894	0.9%
City of Bend	Government	702	0.7%
COCC	Education	653	0.6%
Summit Medical Group	Healthcare	612	0.6%
OSU – Cascades	Education	442	0.4%
Lonza	Pharmaceutical	440	0.4%
Les Schwab Headquarters	Automotive	398	0.4%
	Total	10,871	10.7%

Notes:
[1] The above listing of principal employers represents major employers in Bend, Oregon. *Source:* Economic Development for Central Oregon
[2] Percent of total employment represents percent of employer's employees to total employment for the Bend Metropolitan Statistical Area. Total employment for Bend MSA was 101,794 as of June 2022. *Source*: Bureau of Labor Statistics, Bend, OR Economy at a Glance



Bend Today

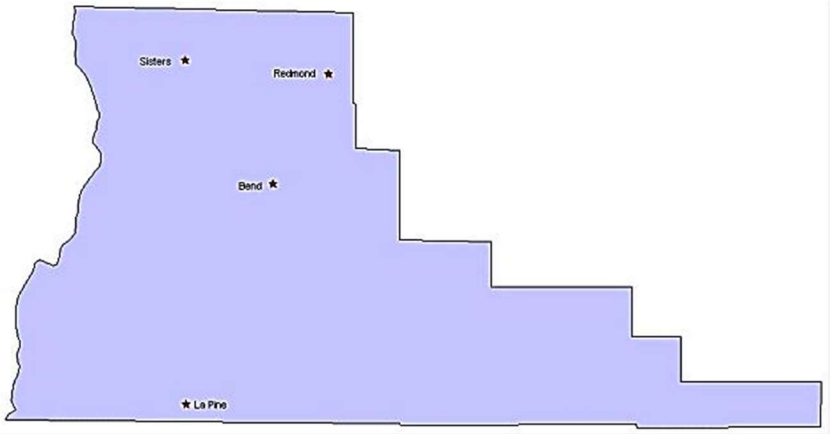
Bend is nestled on the Eastern side of the Cascade Mountain Range and little of the precipitation that is so often associated with Oregon actually makes it across the mountains. Bend receives an average of less than 12 inches of precipitation per year and enjoys lots of sunny, blue skies which is one reason our city is ranked among the most desirable places to live by national magazines.



Source: GISGeography.com

2022 Deschutes County Population Estimate

Bend	102,834
La Pine	2,838
Redmond	37,566
Sisters	3,489
Unincorporated	60,834
Total	207,561



Population Data: Portland State Population Research Center
https://www.pdx.edu/population-research/population-estimate-reports

Bend offers many amenities for a city of its size. In addition to the sunny climate, people continue to move to the region for its year-round outdoor recreational activities, well established retail, top-rated restaurants, award winning parks system and thriving sense of community.

Activities

With over 2.5 million acres of public land and open space, the area offers something for everyone. Opportunities abound for a variety of activities:

- Golf
- White water rafting
- Fishing
- Hunting
- Mountain bike riding
- Boating
- Hiking
- Rock climbing
- Snow skiing
- Snowmobiling
- Water skiing
- Fishing
- Camping
- Horseback riding
- Stand-up paddle boarding



Cascade mountains, Broken Top and South Sister

Local Attractions



Tumalo Falls
©2006 Dustin Mitsch / Alpen Exposure

Local attractions in Central Oregon include:

- Mt. Bachelor
- Smith Rock State Park
- Newberry National Volcanic Monument
- Tumalo Falls
- Cascade Lakes
- High Desert Museum
- Tower Theater
- Old Mill District
- Drake Park

Statistical Information – 2022 Demographic Highlights *

General Facts	
Date of incorporation	1905
Form of government	Council/Manager
Population	102,834
Area in square miles	37.2
Number of Full Time Equivalents **	767.62
Community Development	
Permits issued	12,733
Building inspections performed	52,116
Public Safety	
Fire Responses	2,134
Ambulance Responses	10,896
Number of physical arrests	2,363
Number of traffic violations	6,486
Number of calls for Police service	55,802

Infrastructure	
Street lane miles***	882
City owned traffic signals	34
Number of streetlights	2,640
Miles of water mains	473
Water service connections	27,379
Total Reservoir Capacity (millions of gallons per day "mgd")	30.5 mgd
Maximum daily demand of water system (in millions of gallons)	26.0
Number of fire hydrants	5,567
Miles of sanitary sewer lines	484
Sewer service connections	34,761
Daily average treatment	6.3 mgd
Maximum daily capacity of treatment plant	8.5 mgd
Airport runway (in feet)	5,200

** These statistics are compiled from the City of Bend 2021-22 Annual Comprehensive Financial Report unless otherwise noted.*

*** The number of Full Time Equivalents reflects the Council adopted staffing schedule for FY 2022-23*

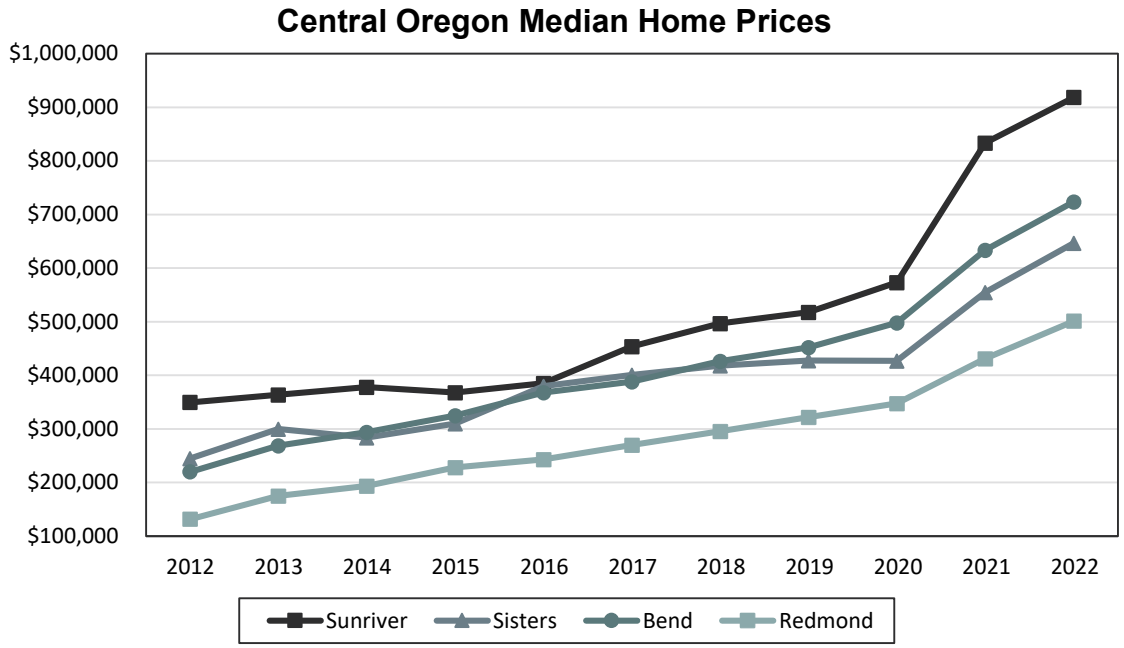
**** Street lane miles is compiled from the Pavement Management Budget Options Report*

Statistical Information – 2022-23 Top 10 Taxpayers

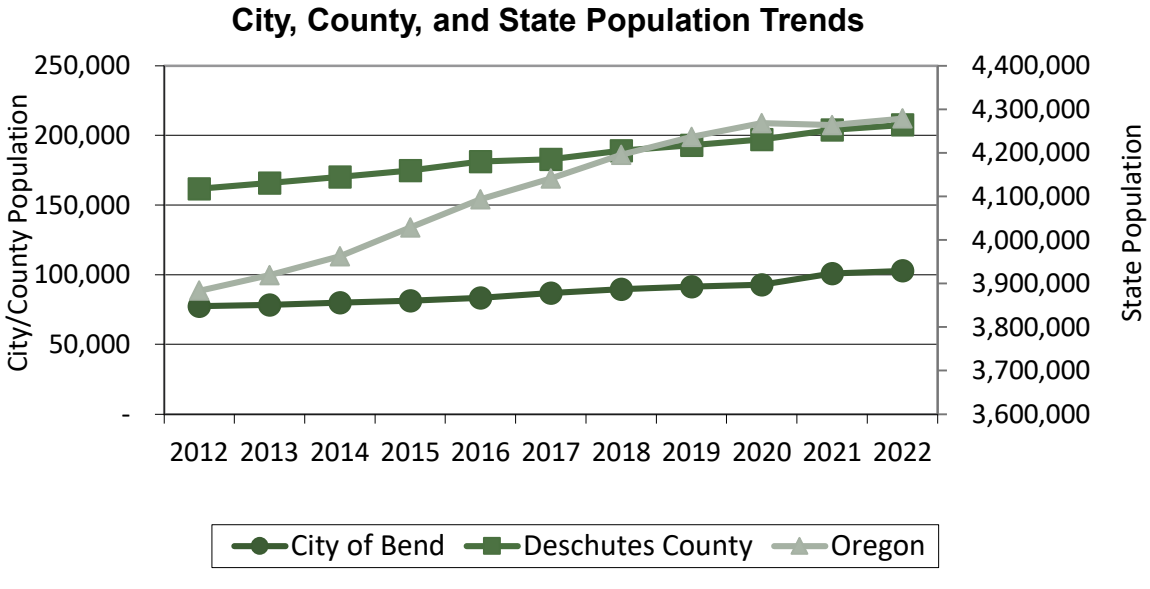
Taxpayer	Type	Taxable Assessed Valuation (in 000's)	Percent of Total Valuation
TDC Baja Broadband LLC	Cable utility	$ 80,065	0.6%
Pacificorp (PP&L)	Electric Utility	76,947	0.5%
Deschutes Brewery Inc	Microbrew manufacturer	60,528	0.4%
Crowdstrike Inc	Cybersecurity technology	58,665	0.4%
Bend Research Inc	Biotechnology services	56,046	0.4%
Cascade Natural Gas Corporation	Gas utility	56,141	0.4%
Touchmark At Mt Bachelor Village SPE	Retirement community	54,688	0.4%
Suterra LLC	Biorational products	52,871	0.4%
CVSC LLC	Shopping center	48,707	0.3%
Forum Westside LLC	Shopping center	42,986	0.3%
TOTAL		$587,644	4.1%

Total 2022-23 Taxable Assessed Valuation (Value Used to Compute Rate) for City of Bend was $14.3 billion.
Source: Deschutes County Assessor's Office

Statistical Information - Housing Comparisons and Population Trends



Source: The Beacon Report



Source: United States Census Bureau and Portland State University

City Government

Form of Government

The City of Bend was founded by a ballot measure in November 1904 and incorporated in 1905. Organized under a council/manager form of government, the City is served by the Mayor and six-member City Council, elected to terms of four years. Since November 2018, following a City Charter amendment approved by voters, the Mayor is directly elected rather than being selected amongst the other Councilors. A full-time City Manager administers the affairs of the City for the City Council.

The City Council meets twice a month to conduct City business, exercising legislative, quasi-judicial and administrative powers. They vote on budgets, ordinances and resolutions (legislative), hear various appeals of administrative decisions (quasi-judicial), and provide direction to management staff (administrative).

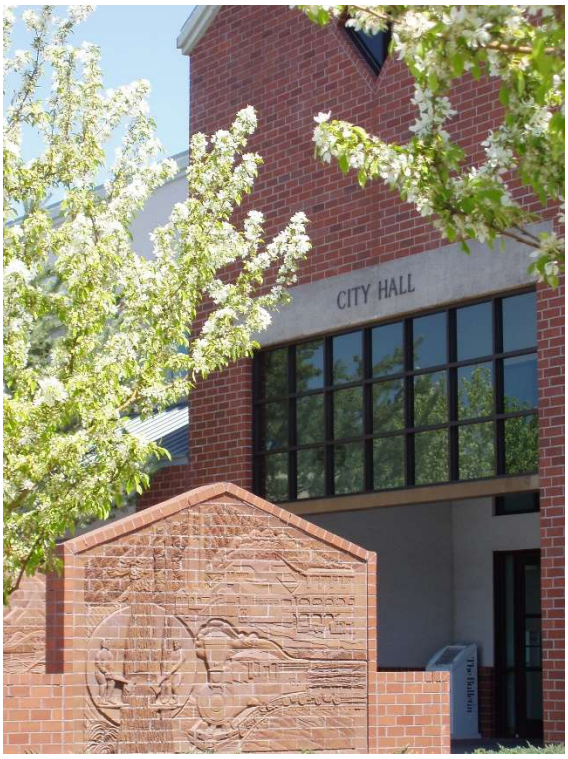
The Mayor presides over Council meetings but, like the other Councilors, has only one vote on Council matters. In this respect, the council form of government places the duties and responsibilities of directing the City in the hands of a group of elected officials of equal rank and power. City Councilors are elected at large and are accountable to the voting public city-wide.

Meetings

The City Council meets the first and third Wednesday of each month at 7:00 pm. Meetings are typically held in the Council Chambers in City Hall. All City Council meetings are open to the public, streamed live on the internet, and archived on the City's website www.bendoregon.gov for greater community member access. Additional meetings may be held as necessary and are advertised as to time, place and agenda prior to the meeting. Work sessions are held prior to each Council meeting. If a Council meeting day falls on a legal holiday, the meeting will be held on the next regular business day.

Council Agenda

On the Thursday preceding each regularly scheduled City Council meeting, the City Council agenda is posted on the City's webpage, www.bendoregon.gov providing a listing and summary of all matters to be discussed by the Council at the meeting. Ordinances and resolutions are listed by title and include a summary.



City Hall
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The Process for Adopting Ordinances and Resolutions

During Council meetings, legislative business is addressed by passing an ordinance (law) or resolution. Reports and miscellaneous documents may also be presented for Council action. An overview of the Council action is summarized in an issue summary written by the department that oversees the issue being addressed.

A resolution states a policy or directs that an action be taken announcing to the public what the Council intends to happen.

An ordinance is a binding legislative act. The City Manager places the ordinance on the Council agenda to be discussed by the entire Council.

Proposed ordinances may be discussed by the Council and the public. After all testimony is heard, the Council may choose to either vote on the issue or table it for further discussion or more information. If an affirmative vote is taken, the ordinance will be placed on the next Council agenda for a second reading. Only if an ordinance is passed a second time, with four or more affirmative votes, will it be considered binding and become law.

Becoming a Law: The Final Step

After an ordinance is passed by the City Council, it goes to the Mayor to be signed. The original ordinance is filed by the City Recorder.

Resolutions, including those that provide appropriations and annual tax levies as well as all emergency ordinances, take effect immediately upon passage or on any date within 30 days as specified in the resolution. All other, non-emergency ordinances take effect 30 days after passage unless a later date is declared.

Minutes are taken of all formal City Council meetings. The minutes are kept in the Recorder's office where they are available for public inspection. They are also available on the City's website www.bendoregon.gov.

Initiative and Referendum

There is always opportunity for community members to become involved in the decisions made by the City Council. Oregon was one of the first states to allow registered voters to bring issues to a vote of the people through the initiative process. Bend community members can offer their opinion on pending Council actions through testimony and communication with decision-makers and by voting on referendums. Community members can also create laws through these processes:

- Referendum Process: Before an ordinance becomes a law, it may be referred to a vote of the people through the referendum process. Any registered voter may do this by sponsoring a petition. A certain number of valid signatures must be gathered and verified within thirty days of the passage of the ordinance.
- Initiative Drive: If an ordinance has already gone into effect, an initiative drive can be brought before the voters to repeal the ordinance. In this case, more time is allotted to gather signatures. However, more names are required for the petition to be valid.
- Voter Approval: The City Council may refer any proposed ordinance to the voters.

The Budget Process

The City of Bend's biennial budget process complies with Local Budget Law established by the State of Oregon. Oregon's Local Budget Law serves the following purposes:

- Establishes standard procedures for preparing, presenting, and administering the budget
- Outlines programs and fiscal policies
- Requires estimates of resources and expenditures
- Encourages community member involvement in the preparation of the budget and public disclosure of the budget before its formal adoption
- Controls expenditure of public funds

To give the public ample opportunity to participate in the biennial budgeting process, Local Budget Law requires that a Budget Officer be appointed and a Budget Committee, consisting of community members and members of the City Council be formed.

Preparing the Budget

The City Manager is appointed by the City Council as the Budget Officer for the City of Bend. Staff then prepare the biennial budget with the supervision of the City Manager, which ultimately results in a presentation of the Proposed Biennial Budget to the Budget Committee.

Budget Committee Approval of Proposed Budget

Notices are published in accordance with Local Budget Law. Before the Budget Committee meetings begin, the City Manager distributes a copy of the proposed biennial budget document to each member of the Budget Committee. It is at this time that the Proposed Budget is considered a public record and must be made available for public inspection. The Budget Message, which explains the Proposed Biennial Budget and significant changes in the City's financial position, is delivered at the time the budget document is distributed. All Budget Committee meetings are open to the public, and community members are given an opportunity to ask questions about or comment on the Proposed Budget. The Budget Committee may make additions or changes to the Proposed Budget that has been prepared by the Budget Officer, at which time the Committee will approve the document and forward it to the City Council for adoption. The Budget Committee also approves a rate of total ad valorem property taxes to be certified for collection.

Advertising and Holding Hearings

After the budget is approved by the Budget Committee, a Budget Summary and a "Notice of Budget Hearing" are published. A public hearing is then held by the City Council on the date specified in the public notice. The purpose of the hearing is to receive community members' testimony on the biennial budget as approved by the Budget Committee.

City Council Adoption of the Budget

After the City Council considers the testimony given at the public hearing, they then adopt the budget. Resolutions are prepared, approved by the City Council, and signed by the Mayor to (1) formally adopt the budget; (2) make appropriations; (3) levy tax; and (4) categorize tax. The Adopted Budget is then filed and the property tax levies are certified. A notice of levy and certification of tax is submitted to the Deschutes County Assessor's Office.

Procedures for Amending the Adopted Budget

The City Council may approve additional appropriations for unforeseen circumstances and necessary expenditures which could not be reasonably estimated at the time the budget was adopted. Such circumstances include service level policy changes, catastrophic events or redirection of resources. Oregon Local Budget Law sets forth procedures to be followed to amend the budget as events occur after budget adoption. The procedure that must be followed is determined by the set of circumstances surrounding the amendment.

Budgets may be modified during the biennial budget period by the use of appropriation transfers between legal categories or appropriation transfers from one fund to another. Such transfers must be authorized by official resolution of the City Council. The resolution must state the need for the transfer, the purpose of the authorized expenditures and the amount of the appropriation transferred.

Transfers of operating contingency appropriations which in aggregate during a budget period exceed 15% of the total original appropriations of the fund may only be made after adoption of a supplemental budget prepared for that purpose. A supplemental budget less than 10% of the fund's original budget may be adopted at a regular meeting of the governing body. A supplemental budget greater than 10% of the fund's original budget requires a public hearing, publication in the local newspaper and approval by the Council.

Local Budget Law provides for certain exceptions to the supplemental budget requirements. The following are common exceptions where a budget amendment may be made by the City Council after enactment of a resolution or ordinance:

- Award and expenditure of a grant for a specific purpose
- Expenditure of proceeds from sale of certain bonds
- Expenditure to pay debt service on certain bonds

Summary of Changes from Proposed to Adopted Budget

During deliberations on May 23, 2023, the Budget Committee added the following items to the Approved budget in support of City Council's goals by reducing General Fund Contingency:

- Affordable Housing & Sustainable Development
    - $1,000,000 transfer to the Houseless Fund to supplement restrictive funding and offset administrative costs
    - $400,000 transfer to the Planning Fund to contribute to city legislative work and code updates performed by Planning Staff
    - $100,000 transfer to the Affordable Housing Fund to offset administrative costs
- Public Safety
    - $536,000 to support an additional Patrol Officer position beginning in Fiscal Year 2023-24 and an additional Investigative position beginning in Fiscal Year 2024-25.

On June 21, 2023, the City Council approved the Adopted budget including the following changes:

- Community Development Block Grant Fund
    - Recognize additional Beginning Working Capital and increase Debt Service appropriations by $250,000 in the Community Development Block Grant Fund to repay a year-end operating loan from the General Fund to the CDBG Fund of up to $350,000 to provide interim financing before grant funds are received. The $350,000 loan will be repaid in July 2023.
- Airport Fund
    - Recognize additional Beginning Working Capital and increase Debt Service appropriations by $400,000 in the Airport Fund to repay a year-end operating loan from the General Fund to the Airport Fund which provide interim financing before reimbursement-based grant funds are received. The $400,000 loan will be repaid in July 2023.

2023-2025 Budget Development Calendar

The City's Biennial Budget development cycle begins in November of even-numbered years and concludes in June of odd-numbered years.

NOVEMBER

- Budget Kick-off – the budget calendar, process, instructions, and manual for the 2023-2025 Biennial Budget are reviewed
- Estimates for special I.T. and Facility projects and personnel requests are submitted

DECEMBER

- Budget office reviews revenues, reserve requirements, and personnel expenditures with the departments
- Preliminary revenue projections are completed (with final projections updated in February)

JANUARY

- 2023-2025 Personnel Services (salaries and benefits) budgets are completed
- 2023-2025 Overhead, Cost Allocation, Interfund Transfers, and Debt Service expenditures completed

FEBRUARY

- FY 2022-2023 materials and services and capital outlay year end expenditure projections submitted by the departments
- 2023-2025 expenditure requests submitted by the departments

MARCH

- Five-year vehicle & equipment plans and Capital Improvement Programs are submitted to budget office
- Budget office reviews budget, performs analyses and balances the budget
- Budget Officer (City Manager) reviews budget

APRIL

- Budget office makes updates based on Budget Officer review
- Publish Notice of Budget Committee Meeting in the Bend Bulletin and on the City's website

MAY

- 2023-2025 Proposed Budget distributed to Budget Committee and made available for public review
- Budget Committee deliberates, receives public comments, and approves the 2023-2025 Biennial Budget

JUNE

- Notice of Budget Hearing and Budget Summary is published
- City Council holds a Public Hearing and adopts the 2023-2025 Biennial Budget
- The 2023-2025 Biennial Budget goes into effect July 1, 2023

Fiscal Year 2023-24 Fiscal Policies

The following fiscal policies were originally adopted by the City Council on November 18, 2009 and most recently revised by the City Council on June 21, 2023. The fiscal policies apply to both the City of Bend and the Bend Urban Renewal Agency.

The City of Bend and Bend Urban Renewal Agency (BURA) are committed to responsible fiscal management through financial integrity, prudent stewardship of public assets, planning, accountability and full disclosure. The broad purpose of the Fiscal Policies is to enable the City and BURA to achieve and maintain a long-term stable and positive financial condition. These policies are adopted by Council as the basic framework for overall financial management of the City and BURA. Any references to "the City" in this document shall also apply to BURA. The policies are designed to guide day-to-day and long-range fiscal planning and decision making, and to achieve the following general financial goals:

1. Provide an adequate financial base to sustain a sufficient level of municipal services to maintain the social well-being and physical conditions of the City.

2. Deliver cost effective and efficient services to community members.

3. Provide and maintain essential public facilities, utilities, and capital equipment.

4. Protect and enhance the City's credit rating so as to obtain the lowest cost of borrowing and also to assure taxpayers and the financial community that the City is well managed and financially sound.

5. Provide the financial stability needed to navigate through economic downturns, adjust to changes in the service requirements of the community and respond to other changes as they affect the City's residents.

6. Adhere to the highest standards of financial management and reporting practices as set by the Government Finance Officers Association, the Governmental Accounting Standards Board and other related professional financial standards.

7. Fully comply with finance related legal mandates, laws and regulations.

8. Promote intergenerational equity for the City's taxpayers and ratepayers by spreading the cost of new or upgraded City infrastructure over time so that generations benefitting from such infrastructure contribute to its cost.

To achieve these goals, fiscal policies generally cover areas of revenue management, operating and capital budgeting, financial planning and forecasting, investment and asset management, debt management, accounting and financial reporting, reserves and internal controls. These policies are reviewed and updated every other year as part of the biennial budget preparation process.

REVENUE POLICIES

1. The City will strive for and maintain a diversified and stable revenue system to prevent undue or unbalanced reliance on any one source of funds. This revenue diversity will shelter the City from short-run fluctuations in any one revenue source.

2. When evaluating new revenue sources, the following elements will be taken into consideration: sustainability of the revenues to the programs they are intended to support, administrative costs, operational and maintenance costs, acceptability to the community, and the impact on economic competitiveness relative to other communities.

3. One-time and non-recurring revenues will be used only for one-time expenditures. The City will avoid using temporary revenues to fund mainstream services or for budget balancing purposes.

4. User fees and charges will be established for services provided that benefit specific individuals or organizations. Cost of service analyses will be prepared so that user fees and charges can or will be set at a level sufficient to recover full cost of service whenever practical to minimize subsidization by taxpayers. The City will systematically review user fees and charges to take into account the number of customers served, changes in methods or levels of service delivery as well as changes in cost of living/inflationary increases.

5. Unless prohibited by law, certain fees may be deferred by Council action when it can be demonstrated that a direct public benefit will be obtained. In addition, the Council may direct that certain fees be paid on behalf of applicants and Council's action will include a determination of the source of funds to pay such fees.

6. All fees, charges or assessments that are deferred for later payment will be evidenced by a promissory note or agreement. The City may charge periodic interest, processing fees and additional interest and penalties for delinquencies as appropriate.

7. Water, Water Reclamation (Sewer) and Stormwater funds will be self-supporting through user fees. Fee adjustments will be based on long term financial plans that include a forecast period of no less than five years. The water and water reclamation utility rates should be set to yield a minimum 1.50 debt service coverage ratio or a debt service coverage ratio sufficient to maintain the credit rating of the Water and Water Reclamation systems.

8. To emphasize and facilitate long-range financial planning, the City will maintain current projections of revenues and expenditures in the General Fund and other major funds for the succeeding five years.

9. All potential grants shall be evaluated for matching requirements and on-going resource requirements and balanced with the benefits of the grant before acceptance. Grants may be rejected to avoid commitments beyond available funding. Grant applications must be internally reviewed by staff in the Finance Department prior to submission. Grant applications must also

be internally reviewed by the City Attorney's Office if the City will be required to accept the grant upon award. Lump sum grant awards in an amount less than $100,000 may be accepted by the City Manager without City Council approval unless otherwise required by the grant's terms and conditions. Grant awards of $100,000 or more, multi-year grants, or grants that will fund additional staff, must be accepted by the City Council, regardless of amount.

10. The City will not respond to long-term revenue shortfalls with deficit financing and borrowing to support on-going operations. Expenses will be reduced to conform to the long-term revenue forecasts and/or revenue increases will be considered.

11. Revenues will be estimated realistically and prudently. Revenues of a volatile nature will be estimated conservatively; explanations of the underlying assumptions and risks to the forecast, including both upside and downside risks, will be provided. The City will estimate its revenues by an objective, analytical process using best practices as defined by the Government Finance Officers Association.

12. The cost of revenue collection efforts should not exceed the marginal additional revenue obtained and should not absorb a large percentage of the amount collected.

13. Non-restricted revenues are recorded in the General Fund and are used at the City Council's discretion and unless otherwise noted, discretionary revenues are not earmarked for specific purposes. Exceptions include:

    a. Grants or other revenues that are legally restricted for specific purposes.
    b. Water/Sewer Franchise Fees are dedicated to the Transportation Construction Fund and Accessibility Construction Fund.

14. Before the City sells any major asset or relinquishes any operating or capital arrangements that involved fixed revenue, the implications of such a sale or arrangements will be fully determined for impact on current and future year revenue estimates.

OPERATING BUDGET POLICIES

1. The City will prepare a biennial budget with the participation of all Departments.

2. All budgetary procedures will conform to existing state and local regulations. Oregon budget law requires each local government to prepare a balanced budget and Oregon Administrative Rules state: 1) the budget must be constructed in such a manner that the total resources in a fund equal the total of expenditures and requirements for that fund, and 2) the total of all resources of the district must equal the total of all expenditures and all requirements for the district. Budgets for all City funds will be prepared on a modified accrual basis consistent with Generally Accepted Accounting Principles.

3. The budget process will allocate resources to achieve Council goals and city-wide strategic plans. Department goals and objectives will be identified and incorporated into the budget.

4. A cost allocation plan will be developed and incorporated into the City budget. The cost allocation plan will be the basis for distribution of general government and internal service costs to other funds and capital projects to reflect the full cost of providing services. If grant funding is available to cover the cost of indirect costs, the cost allocation plan will be submitted to the City's cognizant agency for review and approval when required by an outside party, including other government agencies.

5. A budget preparation calendar is crucial for successful budget preparation and execution. Finance department staff will prepare a detailed budget schedule for internal use that ensures the biennial budget is approved by the Budget Committee and adopted by the City Council no later than June 30 of odd numbered years. A summary of primary budget milestones by month will be included in the proposed and adopted budget documents.

6. The biennial budget will be constrained to the total amount approved by the Budget Committee and as adjusted, adopted, and amended by the City Council.

7. The City Council shall adopt the budget for each fund or program as required by budget law.

8. Performance measures will be used and reported in department budgets. The City will prepare trends, comparisons to other cities, and/or other financial management tools to monitor and improve service delivery in City programs.

9. Essential services will receive first priority for funding. The City will attempt to maintain current service levels for all essential services. The quality of existing core services will be maintained before the City adds new services unless there is an explicit decision to lower the quality of existing services in favor of providing a new service. Essential services for the City are defined as follows (based on ORS 221.760 which determines if a city is eligible to receive state shared revenues):

    a. Police protection
    b. Fire protection
    c. Street construction, maintenance, and lighting
    d. Sewer
    e. Stormwater
    f. Water utility
    g. Planning, zoning, and subdivision control

10. The summary of full time equivalents (FTE), which includes regular and limited term employees (LTE) for each operating fund or department, shall be brought before City Council for adoption with the budget, and any mid-budget cycle increases to the total number of positions must be approved by City Council by resolution. The City Manager may reassign positions among

departments, restructure departments, and convert LTEs to FTEs without Council approval, so long as the total number of positions adopted on the FTE schedule is not increased.

11. All supplemental appropriations for programs requested after the original budget is approved will be analyzed by the City Manager's Office and Finance Department and will only be presented to Council for approval after consideration of availability of revenues.

12. Oregon budget law provides a means to adjust the budget for emergency expenditures or unforeseen circumstances. All resolutions adjusting the budget will be prepared by the Finance Department, at the direction of the City Manager's Office, for Council approval to ensure compliance with budget laws.

13. A mid-biennial review process will be conducted by the City Manager in order to make any necessary adjustments to the adopted biennial budget.

14. The City will submit the Adopted Budget Document to obtain the Award for Distinguished Budget Presentation from the Government Finance Officers Association (GFOA).

15. Monthly reports comparing actual to budgeted expenditures will be prepared by the Finance Department and distributed to the City Manager and City Council. Significant budget to actual variances will be investigated and explained.

EXPENDITURE CONTROL POLICIES

1. Expenditures will be controlled through appropriate internal controls and procedures. Management must ensure expenditures comply with the legally adopted budget. Each Department or Division Manager or Director will be responsible for the administration of his/her department/division/program budget. This includes accomplishing the goals and objectives incorporated into the budget and monitoring each department/division/program budget for compliance with spending limitations. Internal controls over payment requests include a review by the Finance Department. Payment requests are not considered approved and authorized for payment until the Finance Director or their designee has approved the disbursement.

2. The City Council will adopt the budget by fund at the category or program level. Expenditures anticipated to be in excess of these levels require approval of a Council resolution.

3. All purchases of goods and services must comply with the City's Purchasing Policies, guidelines and procedures and with State and Federal laws and regulations.

4. Before the City purchases any major asset or undertakes any operating or capital arrangements that create fixed costs or ongoing operational expenses, the implications of such purchases or arrangements will be fully determined for current and future years.

5. All compensation planning and collective bargaining will include analyses of total cost of compensation which includes analysis of salary increases, health benefits, pension contributions, fringe benefits and other personnel costs. The City will only propose operating personnel costs which can be supported by on-going operating revenues.

6. The City will make every effort to control expenditures to ensure City services and programs provided to its community members and taxpayers are cost effective and efficient.

CAPITAL IMPROVEMENT POLICIES

1. A five year Capital Improvement Program (CIP) encompassing all City facilities shall be prepared and updated annually. A public hearing will be held to provide for public input on the CIP. The five year CIP will be incorporated into the City's budget and long range financial planning processes. The CIP will be balanced; estimated resources will be available for capital spending identified in the five year plan.

2. Projects included in the CIP shall have complete information on the need for the project, description and scope of work, total cost estimates, future operating and maintenance costs and how the project will be funded.

3. An objective process for evaluating CIP projects with respect to the overall needs of the City will be established through a ranking of CIP projects. The ranking of projects will be used to allocate resources to ensure priority projects are completed effectively and efficiently. CIP master plans will be created consistent with Oregon Land Use Laws. Twenty year master plans will be prepared for the water, sewer and stormwater utilities as well as the transportation system. The priorities and timelines established in those master plans will guide updates of the five year CIP. Public involvement is encouraged during project prioritization and at a minimum, is required during the master planning process.

4. Changes to the CIP such as addition of new projects, project goals, changes in scope and costs of a project or reprioritization of projects will require City Council or City Manager approval. Furthermore, City staff will provide master plan and CIP updates to Council annually at a minimum with information about new projects that have emerged as well as changes to scope, estimated costs and/or schedule of projects already on the list with estimated impacts on user charges and fees.

5. Every CIP project will have a project manager who will prepare the project proposals, coordinate as necessary with operations and maintenance staff, ensure that required phases are completed on schedule, authorize project expenditures, ensure that all regulations and laws are observed, and periodically report project status.

6. The City will maintain its physical assets at a level adequate to protect the City's capital investment, meet any and all regulatory requirements and minimize future operating maintenance and replacement costs. The City recognizes that deferred maintenance increases

future capital costs, thus placing a burden on future residents. Therefore, the budget will provide for adequate maintenance and the orderly replacement of capital plant and equipment from the appropriate combination of current revenues, cash reserves, and debt.

7. If project costs at the time of the bid award for construction are less than the budgeted amount the balance will be unappropriated and returned to reserves for future capital projects or allocated to another project. If project costs at the time of bid award are greater than budgeted amounts, the following options will be considered:

    a. Re-scope or change the phasing of the project to come within existing budget amounts
    b. Transfer funding from another, lower priority project
    c. Decrease reserves for future capital projects to provide for an increase in budget appropriations
    d. Defer the project to the next biennial budget period
    e. Eliminate the project

8. The City will determine the least costly funding method for its capital projects and will obtain grants, contributions and low cost state or federal loans whenever possible.

9. The City will establish capital equipment reserves to provide for funding of vehicles and equipment. The City will also establish major repairs and replacement (R&R) reserves to provide for funding of major repairs and replacements. R&R reserves will be used for significant system or facility repairs, replacement or maintenance costs that are unanticipated and exceed ongoing repair and maintenance expenditures in the fund's operating budget. Long term forecasts will be used to determine available capacity to fund repair and replacement of capital assets and infrastructure and avoid a significant unfunded liability from deferred maintenance. If resources are not sufficient to fully fund R&R reserves without program impacts, alternatives will be presented to the City Council during the budget process.

10. The City will utilize "pay-as-you-go" funding for capital improvement expenditures considered recurring, operating or maintenance in nature. The City may also utilize "pay-as-you-go" funding for capital improvements when current revenues and adequate fund balances are available, when issuing debt would unduly affect the City's credit rating, or when market conditions are unstable or suggest difficulties in marketing a debt.

11. The City will consider the use of debt financing for capital projects under the following circumstances:

    a. When the project's expected useful life is sufficient to warrant long term debt financing and comply with the internal revenue code requirements for tax-exempt financing

b. When projected annual revenues are deemed sufficient and reliable to service the long-term debt
c. When market conditions present favorable interest rates for City financing
d. When the issuance of debt will not unduly affect the City's credit rating and debt service coverage ratios
e. When a project is mandated by state or federal government and current revenues or fund balances are insufficient to pay project costs

FINANCIAL PLANNING POLICIES

1. The City will prepare a long term financial plan to promote responsible planning for the use of resources. The long term financial plan will include projected revenues, expenditures and reserve balances for a minimum of the next five years. Financial plans will extend beyond five years when specific issues call for a longer time horizon. Financial challenges and possible solutions will be identified, if not implemented, with structural balance as a goal.

2. The City's financial plan should be strategic, meeting regulatory requirements and reflecting the Council's and the community's priorities for service while providing resources that realistically fund routine operations.

ECONOMIC DEVELOPMENT FUNDING POLICIES

1. The City may employ economic development incentives to encourage value-added development and accrue public benefits to the City of Bend. Public benefits may include but not limited to, the following:

    a. A benefit that increases the City's employment base or materially enhances the financial position of the City by increasing assessed valuation.
    b. A contribution to the basic infrastructure of the City that is greater than that which would be required of the development alone
    c. A benefit that increases access to other public services

2. Economic development incentives may include formation of improvement or redevelopment districts, reimbursement, exemption or deferral of certain fees and charges, use of discount lease rates or other forms of financial incentives. All such incentives will be fully evaluated by the Finance Department and Economic Development Department as to the costs, risks and level of benefit as well as the financial impact of such incentives on the City's operating and capital budgets.

3. The fiscal impact evaluation will be presented to Council along with City Manager's recommendation. The City Council shall make the final decision concerning proposed economic development incentives including any repayment of incentives if performance requirements are not met.

4. Funding for economic development incentives must be identified before approval of all such incentives.

5. A development incentive shall not be provided if the development does not provide sufficient public benefit or if the cost and risks to the City will have a materially adverse impact on the City's finances or operations.

PENSION AND RETIREMENT FUNDING POLICIES

1. The City is an employer-participant in the State of Oregon Public Employees Retirement System (PERS). Actuarial valuations of PERS are performed for the Public Employees Retirement Board (PERB) to evaluate PERS' assets and liabilities and indicate its current and prospective financial condition. The PERB determines employer-participant contribution rates, which are then used to calculate each employer-participant's annual required contribution. It is the City's policy to make contributions at no less than the rate established by PERB and required by ORS 238.225. All current pension liabilities shall be funded on an annual basis.

2. In addition to providing pension benefits, the City provides certain health and dental care benefits for retired employees. Funding the liability for future retiree benefits will be determined by City Council action.

CASH MANAGEMENT AND INVESTMENT POLICIES

1. The Finance Director or designee shall invest all City funds according to four criteria, in order of their importance: (1) legality, (2) safety, (3) liquidity, and (4) yield.

2. The City shall maintain and comply with a written Investment Policy that has been approved by City Council. The Investment Policy is a standalone document from these fiscal policies.

3. The City will consolidate or pool cash balances from various funds for investment purposes and will allocate investment earnings to each participating fund.

4. The City's investment securities will be held by a third party for custodial safekeeping.

5. Quarterly investment reports summarizing investment holdings and compliance with the City's Investment Policy will be provided to City Council.

ACCOUNTING, AUDITING, AND FINANCIAL REPORTING POLICIES

1. The City will comply with the following accounting and reporting standards:

    a. Generally Accepted Accounting Principles (GAAP) developed by Governmental Accounting Standards Board,

b. Government Accounting, Auditing and Financial Reporting standards prescribed by the Government Finance Officers Association (GFOA),
c. Government Accounting Standards, issued by the Comptroller General of the United States,
d. Oregon Revised Statues relating to Municipal finance and
e. U.S. Office of Management and Budget (OMB) Circular A-133.

2. The primary responsibility for the City's financial reporting and internal controls rests with senior management as overseen by the City Council. The Council shall appoint three members to serve on an Audit Committee. The purpose of the Audit Committee is to provide oversight of the City's audit functions as well as other investigations. The Audit Committee's authority includes retention of the City's external auditors, investigation of any matter brought to its attention with complete and unrestricted access to all books, records, documents, facilities, and personnel of the City, and retention of outside counsel, auditors, investigators, or other experts in the fulfillment of its responsibilities.

3. Monthly financial reports summarizing financial activity by fund will be presented to the City Manager and City Council.

4. A system of internal controls and procedures will be maintained to provide reasonable assurance of the safeguarding of assets and proper recording of financial transactions and compliance with applicable laws and regulations.

5. In accordance with State law, a comprehensive financial audit including an audit of federal grants will be performed annually by an independent public accounting firm with the objective of expressing an opinion on the City's financial statements and assessing the accounting principles used and evaluating the internal controls in place.

6. The City will prepare its financial statements and maintain its accounting and internal control systems in accordance with applicable standards with the goal of obtaining an unqualified opinion from its auditors.

7. The Finance Department will prepare a Comprehensive Annual Financial Report and submit the report to the GFOA's "Certificate of Achievement for Excellence in Financial Reporting" program.

8. All departments will provide notice of all significant events and financial and related matters to the Finance Director for the City's annual disclosures to the municipal markets as required by SEC Regulation 15-C-2-12. Full disclosure will be provided in the financial statements and bond representations. Significant events include delinquencies and defaults related to the City's bonds, adverse tax opinions or events affecting the tax exempt status of bonds, the release, substitutions or sale of property securing repayment of bonds and other events having a significant impact on the City's finances and outstanding bonds. The Finance Director will notify the Municipal Securities Rulemaking Board's Electronic Municipal Market Access (EMMA) database of these significant events.

9. The City's asset capitalization policy is to capitalize and depreciate assets greater than $10,000 with a useful life beyond two years. Capital assets costing less than $10,000 or having a useful life of two years or less will be treated as operating expenditures. The asset capitalization threshold will be applied to individual assets rather than to groups of assets (i.e. office furniture, computer equipment, radio equipment, etc.)

DEBT MANAGEMENT POLICIES

1. The debt management policy sets forth comprehensive guidelines for the financing of capital expenditures. It is the objective of the policies that:

    a. The City obtain financing only when prudent,
    b. The process for identifying the timing and amount of debt or other financing be as efficient as possible,
    c. The most favorable interest rate and other related costs be obtained,
    d. When appropriate, future financial flexibility be maintained.

2. In conjunction with the City's debt financing team including but not limited to bond counsel and financial advisors, the Finance Director structures and recommends to the City Manager and City Council all debt issuances and oversees the on-going management of all City debt. Debt includes voter approved general obligation bonds, tax increment financing, full faith and credit bonds, lease purchase obligations, revenue bonds, special assessment obligations, promissory notes, lines and letter of credit, interfund borrowings, variable rate debt, equipment financing agreements and any other contractual arrangements that obligate the City to make future principal and interest payments.

3. No debt shall be issued for which the City is not confident that a sufficient specifically identified revenue source is available for repayment. The Finance Director shall prepare an analysis of the source of repayment prior to issuance of any debt.

4. The City will not use long-term debt to fund current operations, to balance the budget or to fund projects that are more appropriately funded from current resources.

5. The City will issue advance refunding bonds (as defined by federal tax law) when advantageous, legally permissible, prudent and when the net present value savings is a minimum of three percent of the purchase price of the refunding bonds (defined as the par amount of the refunding bonds, plus net original issue premium, or less net original issue discount). The City will issue current refunding bonds (as defined by federal tax law) when advantageous, legally permissible, prudent and when the net present value savings exceed $100,000. Refundings may also be undertaken for other reasons when legally permissible, prudent and when in the best interests of the City.

6. The City may utilize short-term debt or interfund loans as permitted, to cover temporary shortage due to timing of cash flows which may result from delay in receiving grant proceeds or other revenues and delay in issuance of long term debt.

7. When issuing long-term debt, the City will ensure that the debt is soundly financed by:

    a. Incurring debt only when necessary for capital improvements not appropriate to be financed from current available resources.
    b. Insuring that capital projects financed through long term debt shall be financed for a period not to exceed the useful life of the project. This precludes future generations of rate payers or taxpayers from paying debt service on an asset that no longer provides benefit and prevents debt capacity from being tied up servicing a defunct asset in the event the asset needs replacing.
    c. Determining that the benefits of financing exceeds the cost of financing.
    d. Analyzing source of repayment, debt service coverage ratios and the impact of debt service on annual fixed costs prior to issuance of long term debt.
    e. Amortizing debt on a level payment plan to the extent practical considering the forecasted available pledged revenues and impact on the City's aggregate overall debt payment schedules.

8. The City may issue debt on either a competitive or negotiated basis. Bank placements and other private offerings are authorized under circumstances such as interim financings or to avoid the cost of a public sale for smaller issuances. The Finance Director will recommend the most appropriate method of sale in light of financial, market, transaction specific, and issuer-related conditions. If a negotiated public sale is determined to be in the City's best interest, the underwriter should typically be selected through a request for proposal (RFP) process.

9. All bond issuances and promissory notes will be authorized by resolution of the City Council.

10. The City will comply with all statutory debt limitations imposed by the Oregon Revised Statutes.

11. ORS 287A.050 establishes a limitation on the amount of general obligation bonds the City may issue. This limitation is 3% of the City's Real Market Value as certified by the Deschutes County Assessor. "General obligation bonds" are defined by ORS 287A.010(10) to mean exempt bonded indebtedness, as defined in ORS 310.140, that is secured by a commitment to levy ad valorem taxes outside the limits of sections 11 and 11b, Article XI, of the Oregon Constitution (i.e., voter approved, unlimited tax general obligation bonds). Additionally, ORS 287A.050(3) excludes certain types of general obligation bonded indebtedness from being included in the limitation, including for example general obligation bonds issued for water supply, treatment or distribution or sanitary or storm sewage collection or treatment. The City is not required to include full faith and credit obligations when computing its statutory general obligation bond debt limit. However the City's policy is to limit full faith and credit obligations to 3% of Real Market Value as certified by the Deschutes County Assessor.

12. The City will strive to maintain its current credit ratings which are as follows:

	Moody's Investors Service	S&P Global
Full faith and credit obligation bonds	Aa2	AA+
General obligation bonds	n/a	AA+
Water revenue bonds	Aa2	AA
Sewer revenue bonds	n/a	AA

13. The City will strive to maintain debt service coverage ratios and percentages that uphold the City's credit rating. Water and Water Reclamation (Sewer) debt coverage ratios should be maintained at a minimum of 1.50 or at a level sufficient to protect the credit rating of the Water and Water Reclamation systems.

14. The City will comply with all bond covenants, arbitrage requirements, disclosure and other requirements specified by law.

    a. Post Debt Issuance Tax Compliance
        i. External Advisors and Documentation-The City shall consult with bond counsel and other legal counsel and advisors, as needed, throughout the Bond issuance process to identify requirements and to establish procedures necessary or appropriate so that the Bonds will continue to qualify for tax-exempt status. Those requirements and procedures shall be documented in the tax certificate and agreement ("Tax Certificate") and/or other documents finalized at or before issuance of the Bonds. Those requirements and procedures shall include future compliance with applicable arbitrage rebate requirements and certain other applicable post-issuance requirements of federal tax law throughout (and in some cases beyond) the term of the Bonds. This shall include, without limitation, consultation in connection with any potential changes in use of Bond-financed or refinanced assets.

        The City shall engage expert advisors (each a "Rebate Service Provider") to assist in the calculation of arbitrage rebate payable in respect of the investment of Bond proceeds, unless the Tax Certificate documents that arbitrage rebate will not be applicable to an issue of Bonds.

        Unless otherwise provided by the transaction documentation relating to the Bonds, unexpended Bond proceeds shall be segregated from other funds of the City, and the investment of Bond proceeds shall be managed by the City. The City shall prepare (or cause to be prepared) regular, periodic statements regarding the investments and transactions involving Bond proceeds.

        ii. Arbitrage Rebate and Yield—Unless the Tax Certificate documents that arbitrage rebate will not be applicable to an issue of Bonds, the Finance Director, or

persons reporting to the Finance Director shall be responsible for:

- either (a) engaging the services of a Rebate Service Provider and, prior to each rebate calculation date, causing the trustee or other financial institution to deliver periodic statements concerning the investment of Bond proceeds to the Rebate Service Provider, or (b) undertaking rebate calculations itself and retaining or obtaining periodic statements concerning the investment of Bond proceeds;
- providing to the Rebate Service Provider additional documents and information reasonably requested by the Rebate Service Provider;
- monitoring efforts of the Rebate Service Provider;
- assuring payment of required rebate amounts, if any, no later than 60 days after each 5-year anniversary of the issue date of the Bonds, and no later than 60 days after the last Bond of each issue is redeemed;
- during the construction period of each capital project financed in whole or in part by Bonds, monitoring the investment and expenditure of Bond proceeds and consulting with the Rebate Service Provider to determine compliance with any applicable exceptions from the arbitrage rebate requirements during each 6-month spending period up to 6 months or 18 months, as applicable, following the issue date of the Bonds; and
- retaining copies of all arbitrage reports, investment records and trustee statements.

iii. Use of Bond Proceeds and Bond-Financed or Refinanced Assets—The City's Finance Director, or persons under the supervision of the Finance Director, shall be responsible for:

- monitoring the use of Bond proceeds (including investment earnings and including reimbursement of expenditures made before bond issuance) and the use of the financed asset throughout the term of the Bonds to ensure compliance with covenants and restrictions set forth in the Tax Certificate relating to the Bonds;
- maintaining records identifying the assets or portion of assets that are financed or refinanced with proceeds of each issue of Bonds (including investment earnings and including reimbursement of expenditures made before bond issuance), including a final allocation of Bond;
- consulting with bond counsel, City's counsel and other legal counsel and advisers in the review of any change in use or transfer of Bond-financed or refinanced assets to ensure compliance with all covenants and restrictions set forth in the Tax Certificate relating to the Bonds;
- to the extent that the City discovers that any applicable tax restrictions regarding use of Bond proceeds and Bond-financed or refinanced assets will or may be violated, consulting promptly with bond counsel and other legal counsel and advisers to determine a course of action to preserve the tax-exempt status of the bonds.

b. Continuing Disclosure Policies
    i. The Finance Director, or persons under the supervision of the Finance Director, shall have a clear understanding of the continuing disclosure requirements for each bond transaction.
    ii. Internal procedures shall be developed that identify the information that is obligated to be submitted in an annual filing, disclose the dates on which filings are to be made, list the material events as stated by the Securities and Exchange Commission (SEC) and the continuing disclosure agreement, and identify the person responsible for making the filings.
    iii. The Comprehensive Annual Financial Report may fulfill annual financial information obligations. The information provided in the annual financial report does not have to be replicated when filing with Electronic Municipal Market Access (EMMA) portal. If the City agrees to furnish information that is outside the scope of its annual financial report, that information may be included as a supplement to the annual financial report when filing with EMMA.
    iv. As recommended in the Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting program, the City should complete its audited annual financial information within 180 days of the end of its fiscal year. Upon its completion, the annual financial report should immediately be submitted to EMMA.
    v. Material event notices will be filed within 10 business days of the event.

RESERVE POLICIES

1. The City will maintain sufficient contingency and reserves in each fund for the ability to:
    a. Mitigate short-term volatility in revenues and makeup the temporary shortfall in revenue
    b. Mitigate short-term economic downturns (2 years or less)
    c. Absorb unanticipated operating needs that arise during the fiscal year but were not anticipated during the budget process
    d. Sustain city services in the event of an emergency
    e. Meet operating cash flow requirements before the collection of property taxes, grant proceeds and other operating revenues
    f. Absorb minor claim or litigation settlements
    g. Purchase vehicle and equipment without the need to finance such purchases
    h. Meet routine facility and equipment repair needs
    i. Meet requirements for debt service reserves
    j. Maintain good standing with rating agencies

2. General Fund Reserves – the City will maintain General Fund unassigned reserves of at least 16% of the operating budget of the General Fund. Reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. Funding of General Fund reserves will generally come from excess revenues over expenditures or one-time revenues. Ending reserve levels will be evaluated annually.

3. Development Funds – The City will strive to maintain undesignated reserves of at least 50% (or 6 months) of the operating budget for development related funds.

4. Insurance Fund – The City will maintain reserves in its Insurance Fund for self-insurance and major accidents, disasters and catastrophic events. Use of such reserves will be limited to significant expenditures not covered by the City's insurance and that are too large to be absorbed in the department or fund's operating budget or reserves.

5. Water, Water Reclamation and Stormwater Funds – The City will maintain undesignated reserves of at least 25% (or 3 months) of the operating budget for its utility funds. The Water and Water Reclamation Funds will also have rate stabilization reserves no less than $1.5 million and $1 million respectively to protect against volatility of revenues. Ending fund balance and reserves in the Water and Water Reclamation utility funds will be prioritized as follows:
    a. Required debt service reserves
    b. Operating reserves
    c. Rate stabilization reserves
    d. Repair & replacement (R&R) reserves which have been identified as a minimum of $5 million for both the Water and Water Reclamation funds. Refer to the Capital Improvement Policies section for more information on R&R reserves.

6. All Other Operating Funds – The City will maintain undesignated reserves of at least 16% (or 2 months) of the operating budget in all other operating funds unless it can be demonstrated that less than 16% is adequate to meet the needs of the operation.

7. The City will use reserves on a one-time or temporary basis for purposes described above. In the event that reserve funds decrease to levels below the levels established by this policy, the City will develop a plan to restore reserves to the required levels. If feasible, minimum reserve balances shall be replenished in the following year of use and no longer than within five years.

GENERAL FUND STABILIZATION FUND POLICY

1. The City will maintain and manage a General Fund Stabilization Fund in accordance with this policy.

2. The purpose of the General Fund Stabilization Fund will be to provide for severe economic downturns or major unforeseen events (as determined by Council action) where a significant portion of revenues supporting critical basic operations are projected to decline for more than 2 years or permanently, and such decline cannot be absorbed by the department or fund. In these

events, the City will need time to affect reductions, consolidate operations, reprioritize critical programs or implement an alternate revenue source. The General Fund Stabilization Fund will provide temporary support to minimize the impacts to community members who rely on these critical operations.

3. The General Fund Stabilization Fund will also be maintained to protect and enhance the City's credit rating. In the event that the City's General Fund Reserves temporarily fall below desired levels, the General Fund Stabilization Fund will serve to ensure that the City's credit rating is not adversely affected.

4. The General Fund Stabilization Fund will be funded annually as follows:

    a. 50% of investment earnings of the General Fund
    b. 50% of investment earnings of all other funds except as prohibited by law or by internal policy
    c. Excess revenues and/or additional allocations from the General Fund as recommended by the Finance Director and/or City Manager and approved by City Council. Examples of excess revenues include one-time payments from franchisees as a result of an audit, refunds or other one-time discretionary payments not anticipated to be needed for current operations.

5. The General Fund Stabilization Fund will only be used to provide temporary support for critical basic services and operations meeting the criteria established by this policy. In no event will the General Fund Stabilization Fund be used to fund new programs or to fund expenditures that should otherwise be funded with operating revenues, contingencies and reserves.

6. All request for use of the General Fund Stabilization Fund will include the following:

    a. Projection of revenues indicating decline for more than 2 years or permanent decline as a result of economic downturn or unforeseen event
    b. Analysis that revenue decline is so significant that it cannot be absorbed in the department or fund's operating budget through increases in other revenues or reduction of current expenditures
    c. Determination that critical basic services and operations will be affected and community members will be negatively impacted
    d. Determination that request meets any other criteria determined by Council
    e. Plan of action and long term financial solution to address the revenue shortfall

7. All requests for use of the General Fund Stabilization Fund will be presented to Council along with City Manager's recommendation. The City Council shall make the final decisions concerning appropriation of funds from the General Fund Stabilization Fund.

Fund Accounting

For accounting purposes, a state or local government is not treated as a single, integral entity. Rather, a government is viewed as a collection of smaller, separate businesses known as 'funds'. A fund is a fiscal and accounting entity with self-balancing accounts to record cash and other financial resources, related liabilities and expenditures, which are segregated for specific activities and objectives. All of the governmental and proprietary funds listed below require budget appropriations. The Agency Fund, a fiduciary fund, is the only City of Bend fund that does not require budget appropriations.

All of the funds used by a government must be classified into three types of activities, and further delineated into one of seven fund types:

Governmental Funds (Governmental Activities)

1. General Fund
2. Special Revenue
3. Debt Service
4. Capital Projects
5. Permanent Fund

Proprietary Funds (Business-Type Activities)

6. Enterprise
7. Internal Service

Fiduciary Funds (Fiduciary Activities)

8. Custodial

The fund descriptions in this section only include those funds with a 2021-2023 biennial budget. Funds that are no longer active are not included in this section.

Governmental Funds - Governmental Activities

Many government services are funded through taxes and intergovernmental revenues, which are often called non-exchange revenues because there is not normally a direct relationship between the cost of the service provided and the amounts being paid by the individual taxpayer. When a service is largely funded through non-exchange revenues it is called a governmental activity. The accounting for governmental activities focuses on current available resources and the near-term demands upon them rather than on net income.

General Fund

The City of Bend's General Fund primarily accounts for police and municipal court operations and the allocation of general discretionary revenues such as taxes and intergovernmental revenues to other funds that rely on those discretionary revenues. The General Fund also accounts for other general services not accounted for within another fund, including growth management and code enforcement. The principal sources of revenue include property taxes, franchise fees, intergovernmental revenues, room taxes and fines.

Special Revenue Funds

The Special Revenue fund type is used when certain revenues have been earmarked or are legally restricted for specific purposes.

General Fund Revenue Stabilization Fund

This revenue stabilization fund is established and maintained to ensure the continued delivery of City services. Funds will be available for emergency situations, temporary revenue shortfalls, or to provide stability during economic cycles. This is considered the City's "Rainy Day" Fund.

Police Reserve Fund

This fund is used to set aside operating reserves for the Police Department. Funds may be utilized for sustaining services in the event of an emergency and absorb unanticipated operating needs that arise during the year but were not anticipated during the budget process.

Fire/EMS Fund

Activities within this fund include fire suppression, fire prevention and education, fire investigation services and emergency medical services. Revenues earmarked for Fire/EMS operations include allocation of General Fund discretionary revenues and property taxes from the Deschutes County Rural Fire Protection District #2 as the City partners with the district to provide fire protection in the district's boundaries, and the Fire Operating Levy approved by voters in 2014 and renewed in 2018. The budget includes the increased operating levy as approved by voters that will be in effect from 2024-2029. Revenues also include billings for ambulance and emergency medical services.

Streets & Operations Fund

This fund accounts for the Street Operations of the City. The funding sources include state highway apportionment revenues, internal billings, solid waste franchise fees, grants and allocation of general discretionary revenues from the General Fund. The City Council is also considering a transportation fee as an additional funding source for the programs in this fund.

System Development Charge (SDC) Fund

The SDC Fund provides the accounting for system development charges restricted for transportation, water, and water reclamation capital projects. The use of the SDCs is shown as a transfer out to the Transportation Construction, Water and Water Reclamation Funds respectively.

Helen Lorenz Estate Fund

The Helen Lorenz Estate Fund accounts for earnings received from the Helen Lorenz estate and expenditures to fund Public Safety purposes.

Building Fund

Activities within the Building Fund include inspection, building and code compliance. The principal sources of revenue for this fund are permit fees and charges for services.

Planning Fund

This fund is used to account for the expenditures of the City's Planning Department which

provides current and long-range planning services. Funding for this department is provided through planning fees.

Private Development Engineering Fund

This fund accounts for resources and costs related to ensuring that public improvements made in conjunction with community development are constructed to development standards so they can be accepted into the inventory of public assets for perpetuity. The program also coordinates with the Growth Management and Legal departments to assure infrastructure planning is coordinated with the projected long term demand of future development.

Community Development Block Grant (CDBG) Fund

CDBG funds are allocated annually to the City from the US Department of Housing and Urban Development (HUD). This fund is used to account for the receipt and distribution of those grant funds in accordance with an action plan approved by HUD.

Affordable Housing Fund

This fund accounts for the City's Affordable Housing Program, which is funded by an affordable housing fee assessed on building permit valuation. The affordable housing fee was adopted through City ordinance and earmarked for promotion of and assistance with affordable housing developments.

Commercial and Industrial Construction Tax Fund

This fund was created in fiscal year 2020-21. In accordance with Bend Code Chapter 9.45, tax revenues will initially be recorded in the City's General Fund and then transferred in to this Tax Fund. State law requires that 50% of the tax revenue to be used to fund programs of the City related to housing. The other 50% of revenue is unrestricted, and can be allocated and spent on a discretionary basis as defined by ordinance and code. At the direction of City Council, the unrestricted revenue will be dedicated to support, services, and programs for people making up to 30% of Area Median Income.

Houseless Fund

This is a new fund created in Spring 2023 to account for all of the revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum.

Business Advocacy Fund

This fund is used to account for the expenditures of the City's Business Advocacy Program which is responsible for implementing the Bend Economic Development Advisory Board's Strategic Plan. Funding for this department is mainly provided through business license fees.

Tourism Fund

Oregon Revised Statutes requires a portion of room taxes to be dedicated to tourism promotion. This fund accounts for the collection and use of that portion of transient room taxes. The City partners with Visit Bend for tourism promotion efforts.

Economic Improvement District (EID) Fund

An EID was created at the request of the Downtown Bend Business Association to provide a funding program for the maintenance and beautification of downtown Bend. Assessments are collected from properties within the EID and passed through to the association for program expenditures.

American Rescue Plan Act (ARPA) Fund

This fund accounts for funds received from the US Department of Treasury through the American Rescue Plan Act, Coronavirus State and Local Fiscal Recovery funds.

Debt Service Funds

This fund type accounts for the accumulation of resources for the payment of debt principal and interest. The use of Debt Service Funds is necessary only if required by law or governmental accounting standards. The City maintains the following debt service funds which are determined to be required or necessary for fiscal management.

Fire Station Debt Service Fund

This fund accounts for the debt service associated with debt issued in partnership with the Deschutes County Rural Fire Protection District #2 to finance construction of four fire stations and the fire administration facility. The principal source of revenue is payment from the District.

2011 General Obligation Bond Debt Service Fund

This fund accounts for the debt service associated with the General Obligation (GO) Bonds issued for transportation construction projects included in the GO Bond approved by voters in May 2011. The principal source of revenue to pay the debt comes from property taxes.

2020 General Obligation Bond Debt Service Fund

This fund accounts for the debt service associated with the General Obligation (GO) Bonds issued for transportation construction projects included in the GO Bond approved by voters in November 2020. The principal source of revenue to pay the debt comes from property taxes.

Bend Urban Renewal Agency (BURA) – Juniper Ridge Debt Service Fund

This fund accounts for the principal and interest debt service associated with debt to be issued for the Juniper Ridge urban renewal area construction projects. The principal source of revenue to pay the debt comes from property taxes on new growth or assessed value increment within the Juniper Ridge urban renewal area.

Bend Urban Renewal Agency (BURA) - Murphy Crossing Debt Service Fund

This fund accounts for the principal and interest debt service associated with debt issued for the Murphy Crossing urban renewal area construction projects. The principal source of revenue to pay the debt comes from property taxes on new growth or assessed value increment within the Murphy Crossing urban renewal area.

Bend Urban Renewal Agency (BURA) – Core Area Debt Service Fund

This fund accounts for the principal and interest debt service associated with debt issued for projects in the Core Area tax increment financing (TIF) district. The principal source of revenue to pay the debt comes from property taxes on new growth or assessed value increment within the Core Area TIF district.

PERS Debt Service Fund

This fund accounts for the debt service on bonds issued to pay off a portion of the City's unfunded pension liability with the Oregon Public Employees Retirement System.

Capital Project Funds

This fund type accounts for the construction of major capital facilities. The use of Capital Project Funds is necessary only if required by law or governmental accounting standards to provide for proper management of resources. The City maintains the following capital project funds which are determined to be required or necessary for fiscal management.

Transportation Construction Fund

This fund accounts for the construction of transportation improvements in the City's Capital Improvement Program. Funding comes from Transportation SDCs, water and water reclamation franchise fees, grants and contributions.

2020 General Obligation Bond Construction Fund

This fund accounts for construction projects related to the Transportation Bond measure that passed in November 2020 for traffic flow, east-west connections, and neighborhood safety improvements.

Accessibility Construction Fund

This fund accounts for accessibility related improvements to mainly sidewalks and curb ramps. General Fund discretionary revenues, grants, and water and water reclamation franchise fees are used to fund these improvements.

Local Improvement District (LID) Construction Fund

This fund accounts for the cost of infrastructure constructed through the LID process. There are currently no active LID projects; the reserve balance in this fund will be used for future LIDs.

BURA - Juniper Ridge Construction Fund

This fund accounts for construction projects related to development of the Juniper Ridge Urban Renewal Area. Funding for this activity is derived through debt financing and property sales.

BURA – Murphy Crossing Construction Fund

This fund accounts for projects in the Murphy Crossing urban renewal area. Funding for this activity is derived through debt financing.

BURA – Core Area Construction Fund

This fund accounts for projects in the Core Area tax increment financing district. Funding for this activity is derived through debt financing.

Permanent Fund

Permanent Funds are generally used to report resources that are legally restricted so that only earnings, and not principal, may be used for purposes that support the program. The City maintains the following permanent fund:

Cemetery Permanent Maintenance Fund

This fund accounts for the perpetual care endowment of the City's cemetery. As provided by Oregon Revised Statutes, funding for this activity is derived through the permanent maintenance fees received from the sale of plots.

Proprietary Funds – Business-Type Activities

Certain government services are operated like for-profit businesses and are funded through user charges for which the cost to the user is proportionate to the benefit received by the user. There are two types of proprietary funds, Enterprise Funds and Internal Service Funds.

Enterprise Funds

Enterprise funds are used to account for operations that provide services to the community members of Bend and are funded and operated in a manner similar to private enterprises.

Water Fund

This fund accounts for the operation of the City's water utility. The principal source of revenue is water rates charged to users. Expenditures are for the administration, maintenance, improvement and expansion of the water system. Capital expenditures are funded by rates, long-term debt, and Water System Development Charges.

Water Reclamation Fund

This fund accounts for the operation of the City's wastewater utility. The principal source of revenue is Water Reclamation rates charged to users. Expenditures are for administration, maintenance, improvement and expansion of the water reclamation system. Capital expenditures are funded by rates, long term debt and Water Reclamation System Development Charges.

Stormwater Fund

This fund accounts for the operation of the stormwater utility. The principal source of revenue is stormwater rates. Expenditures are for administration of the stormwater program and improvements to stormwater facilities.

Airport Fund

This fund accounts for the operation of the Bend municipal airport. The principal sources of operating revenue are hangar and ground leases. Expenditures are for the administration, maintenance and improvement of the airport facilities. Capital expenditures are primarily funded from state and federal grants.

Parking Services Fund
The Parking Services Fund supports on-street parking, the Bend Centennial Parking Plaza (Parking Structure), and the Downtown coordination efforts.

Cemetery Fund
This fund accounts for the operation of the Pilot Butte cemetery, which is City owned and operated. The principal sources of revenue are burial and lot sales and support from the City's General Fund. Expenditures are for the operation of the cemetery.

Internal Service Funds
Internal Service Funds are generally used to account for the goods and services provided by one City department to other departments or agencies of the City. Goods and services are provided on a cost-reimbursement basis. The City maintains two Internal Service Funds with the following divisions:

Internal Service Fund – City Wide Administration

Administrative and Financial Services Division
This division accounts for the operations of the City Council, City Manager's Office, City Attorney's Office, Volunteer Program, Communications, Human Resources, Office of Performance Management and Finance department. Revenues are generated from overhead allocation through the City's Cost Allocation Plan to the departments or funds receiving service.

Diversity, Equity, Inclusion and Accessibility (DEIA) Division
This division accounts for the operations of the City's DEIA department, which is responsible for embedding a commitment to diversity, equity, inclusion and accessibility within the City of Bend through internal and external initiatives guided by the work of the City Council's new Human Rights and Equity Commission (HREC) and the internal Diversity, Equity, Inclusion and Accessibility (DEIA) Task Force. Revenues are generated from overhead allocation through the City's Cost Allocation Plan to operating departments or funds.

Sustainability Division
This division accounts for the operations of the City's Sustainability department, which is responsible for carrying out the City's energy and climate related initiatives, including developing, updating, and implementing the City's Community Climate Action Plan (CCAP) and the City's Strategic Energy Management Plan (SEM Plan). Revenues are generated from overhead allocation through the City's Cost Allocation Plan to operating departments or funds.

Information Technology Division
This division accounts for the operation of the City's Information Technology department, which oversees the City's computer hardware and software and phone systems. Revenues are generated from overhead allocation through the City's Cost Allocation Plan to the departments or funds receiving service.

Facilities Management Division
This division accounts for the facilities personnel and the operation and maintenance of the following City owned or leased buildings: City Hall campus, Wall Street, Bond and Franklin

Annexes, 15th Street Campus, Utilities Campus at Boyd Acres, the Police facility, future Public Works Campus, shelter facilities, and other city owned property. Revenues are generated from rent charges developed through the City's Cost Allocation Plan to the departments occupying the buildings, transfers from the Houseless Fund for the operating costs of shelter facilities and General Fund dollars to pay the annual debt service on properties acquired in the Bend Central District.

Insurance & Risk Management Division

This division accounts for the City's emergency management and safety/risk management programs, as well as commercial liability insurance and workers compensation insurance. Revenues are generated from overhead allocation through the City's Cost Allocation Plan to all funds of the City.

Other Post-employment Benefits (OPEB)

The City participates in three separate Other Post-employment Benefits (OPEB) plans. This fund accounts for resources that the City is required to set aside by generally accepted accounting principles (GAAP). Funding comes from monthly charges to user departments based on the departments' number of employees.

Internal Service Fund – Departmental Administration

Fleet Management Division

This division accounts for the maintenance and service of all City vehicles and heavy equipment. Revenue is generated by charges to the departments receiving service.

Utility Laboratory Division

This division accounts for laboratory services provided to the City's water, water reclamation and stormwater utilities. Revenue is generated from overhead allocation through the City's Cost Allocation Plan to the departments or funds receiving service.

Engineering & Infrastructure Planning Division

The Engineering & Infrastructure Planning Division accounts for the City's Engineering department which provides infrastructure and planning services. Revenue is mainly generated by user charges to other funds.

Community & Economic Development Department Administration Division

This division was created to provide support services to the operational divisions within the Community & Economic Development Department (CEDD). Through this consolidated support model, the CEDD Administration Division enables CEDD to work as one coordinated department, while allowing each division to focus on its specific regulatory areas of authority and expertise.

Fiduciary Funds – Fiduciary Activities

Assets held in a trustee capacity for others and not used to support the City's programs qualify as fiduciary assets. The City has only one fiduciary fund, described below, which does not require budget appropriations and therefore is not included in the budget document.

Custodial Fund

The Custodial Fund accounts for various monies received on behalf of third parties. Agency activity is custodial in nature and does not involve the measurement of results of operations.

Basis of Budgeting

The City maintains accounting records on a budget basis as well as on a Generally Accepted Accounting Principles (GAAP) basis. For financial reporting purposes, governmental funds use the modified accrual basis of accounting where revenues are recognized when they are both measurable and available and expenditures are recognized when incurred. Proprietary funds use the full accrual basis of accounting where revenues are recorded when earned and expenses are recorded when incurred.

The City makes adjustments at year-end for financial reporting to reflect GAAP basis as needed. Examples of GAAP basis adjustments include:

- Acquisition of capital assets or construction costs which are considered current expenditures under Oregon Local Budget Law but are reported as capital assets and depreciated over the life of the assets under GAAP;
- Proceeds from debt issues are considered budgetary resources while under GAAP, debt issued is recorded as a liability. Likewise, debt principal payments are a reduction in the liability under GAAP reporting but show as expenditures for budget purposes.
- Amortization and non-cash transactions are other examples of transactions that are not reported under the budget basis but are reported in GAAP-basis financial reporting.

Budgets for all City funds are prepared on a modified accrual basis consistent with GAAP.

2023-2025 Council Goal Setting and Work Plan

The City Council met at the beginning of 2023 to set goals and to prioritize objectives/projects to serve as a guide to achieve the higher priority goals for the upcoming biennium. The resulting document is the Bend City Council 2023-2025 Goals that can be found on subsequent pages.

In this document, the City Council goals are divided into the following focus areas:

1. Accessible + Effective City Government
2. Affordable Housing + Sustainable Development
3. Environment + Climate
4. Public Safety
5. Transportation + Infrastructure



The document on the following pages includes the overarching guiding principles for all of the Council goals, as well as the strategies and actions for each goal area. The work plan was adopted by City Council on June 21, 2023, and the 2023-2025 biennial budget was developed in alignment with these goals and objectives.

The City Council Goals were developed with input from community member committee and advisory groups, City Council and City staff. The City Council Goals can be revised as new challenges or opportunities arise. The City Council will also review progress of these goals on a quarterly basis during the biennium and make adjustments to timelines and citywide project priorities as necessary.



2023 – 2025
Council Goals and Work Plan

Bend City Council

These elected policy makers volunteer time and dedicate energy to keeping Bend special and providing crucial services for people in Bend. Councilors' 2023-25 goals emphasize the need to ensure services and opportunities are equitable for everyone in Bend.



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Guiding Principles

Equity

We want everyone to feel welcome and safe and will put that outcome at the center of our decision making and actions. Our engagement efforts will amplify the voices of historically excluded populations and work to ensure all groups have a seat at the table. We will apply an equity lens and consider the community of today and future generations with our actions and policies. We will strive for a Bend where everyone has a voice in decision making that leads to shared prosperity.

Inclusive Leadership

We will advocate for the community by working to gain recognition and the assistance necessary to meet our local needs, as outlined in our goals, from all levels of government. We will model these principles and community values in all aspects of our work.

Environment and Climate

We honor the people that came before us on these lands and acknowledge that the health of our community relies on the health of our environment. We will be stewards of our land, air, and water in accordance with our community's values. To ensure a healthy environment, we will work to preserve access to nature, reduce our community's carbon emissions, and support sustainable and smart growth.

Fiscal Stewardship

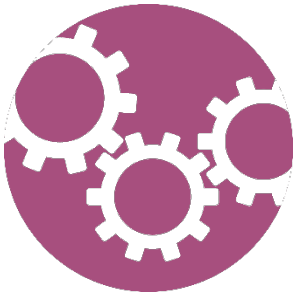
We will be responsible and accountable for our city's resources, carefully evaluating the short, medium, and long-term impacts of our decisions.

Governance

We will help people be heard by their local government and show up for the Bend community in new and creative ways. We will support a healthy organization. We will consider our capacity and allocate our resources to facilitate thoughtful conversations with the community, with a focus on aligning core services with community needs.

Partnership

We will meet the diverse and changing needs of the community through partnership with local government entities and building connection between community members and City government by providing services in ways that work for everyone, build public trust, and promote civic engagement.



Goal: Accessible + Effective City Government

Strategy

ADVANCE THE CITY'S COMMITMENT TO EQUITY

Actions

- Develop and pilot an equity framework
- Develop and implement a supplier diversity (community benefits) program
- Develop a process to connect community members who have experienced acts of discrimination with resources and assistance
- Develop and implement a language access policy and program

Strategy

EXPAND COMMUNITY ENGAGEMENT WITH AN EMPHASIS ON UNDERREPRESENTED COMMUNITY MEMBERS

Actions

- Research and develop innovative engagement tools to try as pilot programs, including ways to engage new voices
- Use the roundtable program to meet a variety of Council engagement opportunities, reporting back on what was learned and the actions taken in response
- Launch and grow the neighborhood association trailer program

Strategy

IMPLEMENT PROCESS IMPROVEMENTS AND EFFICIENCIES TO MEET THE NEEDS OF A GROWING CITY

Actions

- Review and evaluate current practices for information sharing between the City Council and City advisory boards, identify opportunities for improvement, and consider updates
- Review Council compensation
- Plan and build facilities to meet the needs of a growing city with a lens of sustainability and a reduced carbon footprint (Juniper Ridge & City Hall)
- Implement asset management strategies to support decision making and utilization of infrastructure assets

How We Will Measure Progress

- Percent of contracts awarded to women or minority-owned businesses
- Language Access Program utilization
- Survey feedback on trust in government, including number of Spanish language surveys submitted
- Customer satisfaction rating for service delivery (by core service area)
- Percent of community members who sign up for existing City communication resources
- Number and location of community trailer events
- Number of attendees at City sponsored community events



Goal: Affordable Housing + Sustainable Development

Strategy

PLAN FOR GROWTH IN ALIGNMENT WITH CLIMATE, ECONOMIC, AND HOUSING AFFORDABILITY STRATEGIES TO ENSURE SUFFICIENT LAND SUPPLY FOR FUTURE NEEDS

Actions

- Initiate an update to our plan for growth that is aligned with the Climate Friendly and Equitable Communities (CFEC) rules, ensures Bend has a sufficient land supply and adheres to the concept of 'complete neighborhoods' as we work to meet future needs for housing and jobs
- Bring Stevens Road Tract into the Urban Growth Boundary (UGB)
- Shape state efforts on housing to achieve housing goals in Central Oregon
- Improve permitting processes and review times to support housing and economic development

Strategy

ENCOURAGE ECONOMIC DEVELOPMENT THAT RESULTS IN SHARED PROSPERITY

Actions

- Leverage City-owned land at Juniper Ridge to increase opportunities for industrial development and housing
- Complete funding to begin construction of an air traffic control tower at Bend Municipal Airport
- Strategically invest in the Core Area to spur private development
- Establish an economic development strategic plan
- Complete the Economic Opportunity Analysis

Strategy

OPTIMIZE HOUSING CONTINUUM

Actions

- Seek sustainable funding for shelter operations to maintain existing level of shelter beds
- Explore revenue and code/policy options to increase affordable and middle-income housing
- Actively pursue partnerships to create land availability, funding, and additional capacity for emergency shelters, transitional and affordable housing, and supportive services
- Surplus City-owned properties to meet housing needs

How We Will Measure Progress

- Permitting processing times
- Walk score, Bike score
- Per capita Vehicles Miles Traveled (VMT)
- Ratio of private to public investment leveraged through Core Area programs
- Ratio of private to public investment within the Juniper Ridge Overlay Zone
- Percent of total housing stock that is Affordable
- Number of units for those making 30% AMI or below
- Number of people moved to stable housing
- Number of beds to support houseless individuals/households (low-barrier beds, transitional housing beds, permanent supportive housing beds, etc.)

Goal: Environment + Climate

Strategy

ADVANCE THE COMMUNITY CLIMATE ACTION PLAN (CCAP) AND ENCOURAGE SUSTAINABLE DEVELOPMENT

Actions

- Update the CCAP to integrate new greenhouse gas reduction strategies to achieve the City's climate action goals, including decarbonizing the energy supply and buildings and reducing emissions from transportation and waste sectors
- Implement 2-4 CCAP strategies prioritized by the Environment and Climate Committee (ECC)
- Develop new polices to support sustainable development including policies that are responsive to community concerns, such as the Tree Code, auto dependent uses in commercial zones and natural gas policy

Strategy

PROTECT OUR WATERSHED THROUGH CONSERVATION AND WATER STEWARDSHIP

Actions

- Implement conservation goals in the water management and conservation plan (WMCP)
- Continue participation in the Deschutes Basin Water Collaborative (DBWC)
- Explore options for future expansion of the Water Reclamation Facility through facility planning

How We Will Measure Progress

- Citywide Greenhouse Gas (GHG) emissions
- Per capita GHG emissions
- Per capita water utilization
- Number of utility customers participating in water conservation incentive programs



Goal: Public Safety

Strategy

MAINTAIN SERVICE LEVELS TO KEEP PACE WITH INCREASING CALLS AND EXPANDING RANGE OF SERVICE DEMANDS

Actions

- Maintain Fire/Emergency Medical Service response times and cardiac arrest survival rate
- Develop a long-term staffing strategy for the Fire and Police departments
- Continue to review and improve employee retention efforts

Strategy

REDUCE SERVICE DEMANDS THROUGH PARTNERSHIPS, USE OF TECHNOLOGY, ALTERNATIVE RESPONSE, AND COMMUNITY EDUCATION

Actions

- Identify and implement partnerships for alternative responses to ensure the right response for the right situation. Opioid settlement dollars will be utilized to support these efforts.
- Advance local gun safety policies in alignment with state policy changes
- Evaluate automated traffic enforcement to improve traffic safety
- Develop and implement a technology investment plan for both Police and Fire departments that expands the use of technology to build capacity and better meet community needs

Strategy

ENSURE HOUSING AND OTHER CRITICAL INFRASTRUCTURE CAN WITHSTAND WILDFIRES AND OTHER DISASTERS

Actions

- Establish the Department of Emergency Management
- Develop Continuity of Operations Plan (COOP)
- Develop Hazard Mitigation Plans
- Launch community education, prevention, and preparedness programs

How We Will Measure Progress

- Bend Fire & Rescue response times
- Cardiac arrest survival rates
- Employee retention rates
- Percent of calls that are dispatched/ addressed through alternative responses
- Emergency preparedness metric to be developed as part of the COOP



Goal: Transportation + Infrastructure

Strategy

IMPROVE THE TRANSPORTATION SYSTEM BY FOCUSING ON SAFETY AND SECURING SUSTAINABLE FUNDING ALIGNED WITH TRANSPORTATION SYSTEM PLAN (TSP)

Actions

- Update System Development Charges (SDC) methodology
- Pursue new revenue sources including grants and a transportation fee
- Collaborate with Central Oregon Intergovernmental Council (COIC) to pursue long term sustainable transit funding
- Implement transportation programs and mobility initiatives in alignment with available funding
- Implement near-term multimodal and safety projects to capitalize on existing system, including building one connected and protected North-South and one East-West key route, and wayfinding
- Continue to pursue funding and partnerships to build the Mid-Town Crossing

Strategy

ENSURE WATER, WASTEWATER, AND STORMWATER SYSTEMS ARE ALIGNED WITH THE NEEDS OF A GROWING CITY

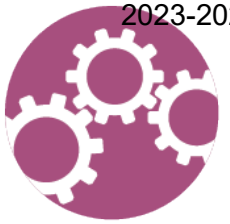
Actions

- Complete an in-conduit hydro feasibility study
- Continue Outback expansion land acquisition to support wildfire resiliency and facility needs
- Complete long-range master planning efforts for sewer collection and stormwater systems

How We Will Measure Progress

- Utilization of alternative modes of transportation, including transit
- Percentage of people who feel safe using alternative modes of transportation
- Miles of bike lane and sidewalk improvements
- Pavement Condition Index (PCI) score
- Parking utilization rate
- Energy consumption at Water Utility facilities

GOAL: ACCESSIBLE + EFFECTIVE CITY GOVERNMENT



	2023		2024				2025	
Strategy: Advance the City's commitment to equity	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Develop and pilot an equity framework		◆		◆	◆			
Develop and implement a supplier diversity (community benefits) program				◆				
Develop a process to connect community members who have experienced acts of discrimination with resources and assistance		◆						
Develop and implement a language access policy and program								
Strategy: Expand community engagement with an emphasis on underrepresented community members								
Research and develop innovative engagement tools to try as pilot programs, including ways to engage new voices								
Use the roundtable program to meet a variety of Council engagement opportunities, reporting back on what was learned and the actions taken in response								
Launch and grow the neighborhood association trailer program								
Strategy: Implement process improvements and efficiencies to meet the needs of a growing city								
Review and evaluate current practices for information sharing between the City Council and City advisory boards, identify opportunities for improvement, and consider updates	◆							
Review Council compensation	◆	◆						
Plan and build facilities to meet the needs of a growing city with a lens of sustainability and a reduced carbon footprint (Juniper Ridge & City Hall)		◆		◆				
Implement asset management strategies to support decision making and utilization of infrastructure assets	◆	◆						

GOAL: AFFORDABLE HOUSING + SUSTAINABLE DEVELOPMENT

Legend: ◆ Council Touchpoint; ▬ Action Timeline

	2023		2024				2025	
Strategy: Plan for growth in alignment with climate, economic, and housing affordability strategies to ensure sufficient land supply for future needs	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Initiate an update to our plan for growth that is aligned with the Climate Friendly and Equitable Communities (CFEC) rules, ensures Bend has a sufficient land supply and adheres to the concept of 'complete neighborhoods' as we work to meet future needs for housing and jobs	◆	◆	▬	▬	▬	▬	▬	▬
Bring Stevens Road Tract into the Urban Growth Boundary (UGB)	◆	▬						
Shape state efforts on housing to achieve housing goals in Central Oregon	▬	▬	▬	▬	▬	▬	▬	▬
Improve permitting processes and review times to support housing and economic development	▬	◆	▬	◆	▬	▬	▬	▬
Strategy: Encourage economic development that results in shared prosperity								
Leverage City-owned land at Juniper Ridge to increase opportunities for industrial development and housing	◆	◆						
Complete funding to begin construction of an air traffic control tower at Bend Municipal Airport	◆	▬	▬	▬	◆	▬	▬	▬
Strategically invest in the Core Area to spur private development	▬	◆	▬	▬	▬	◆	▬	◆
Establish an economic development strategic plan	▬	▬	◆	▬	▬	◆		
Complete the Economic Opportunity Analysis		◆	▬	▬	▬	◆	▬	▬
Strategy: Optimize housing continuum								
Seek sustainable funding for shelter operations to maintain existing level of shelter beds	◆	▬	▬	◆	▬	▬	▬	▬
Explore revenue and code/policy options to increase affordable and middle-income housing	◆	▬	▬	▬	◆	▬	▬	▬
Actively pursue partnerships to create land availability, funding, and additional capacity for emergency shelters, transitional and affordable housing, and supportive services	◆	▬	▬	▬	◆	▬	▬	▬
Surplus City-owned properties to meet housing needs	◆	◆	◆	▬	▬	◆	◆	▬

GOAL: ENVIRONMENT + CLIMATE

Legend: ◆ Council Touchpoint; ▬ Action Timeline

Strategy: Advance the Community Climate Action Plan (CCAP) and encourage sustainable development	2023 Q3	2023 Q4	2024 Q1	2024 Q2	2024 Q3	2024 Q4	2025 Q1	2025 Q2
Update the CCAP to integrate new greenhouse gas reduction strategies to achieve the City's climate action goals, including decarbonizing the energy supply and buildings and reducing emissions from transportation and waste sectors	▬	▬	▬	▬	▬	▬	▬	▬ ◆
Implement 2-4 CCAP strategies prioritized by the Environment and Climate Committee (ECC)	▬	▬	▬	▬	▬	▬	▬	▬
Develop new polices to support sustainable development including policies that are responsive to community concerns, such as the Tree Code, auto dependent uses in commercial zones and natural gas policy	▬	▬ ◆	▬	▬ ◆				

Strategy: Protect our Watershed through conservation and water stewardship								
Implement conservation goals in the water management and conservation plan (WMCP)	▬	▬	▬	▬	▬	▬ ◆		
Continue participation in the Deschutes Basin Water Collaborative (DBWC)	▬	▬	▬	▬	▬	▬ ◆		
Explore options for future expansion of the Water Reclamation Facility through facility planning	▬	▬ ◆	▬	▬	▬	▬	▬	▬ ◆

GOAL: PUBLIC SAFETY

Legend
- Council Touchpoint
- Action Timeline

	2023		2024				2025	
Strategy: Maintain service levels to keep pace with increasing calls and expanding range of service demands	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Maintain Fire/Emergency Medical Service response times and cardiac arrest survival rate								
Develop a long-term staffing strategy for the Fire and Police departments								
Continue to review and improve employee retention efforts								
Strategy: Reduce service demands through partnerships, use of technology, alternative response, and community education								
Identify and implement partnerships for alternative responses to ensure the right response for the right situation. Opioid settlement dollars will be utilized to support these efforts.								
Advance local gun safety policies in alignment with state policy changes	◆			◆				
Evaluate automated traffic enforcement to improve traffic safety			◆					
Develop and implement a technology investment plan for both Police and Fire departments that expands the use of technology to build capacity and better meet community needs								
Strategy: Ensure housing and other critical infrastructure can withstand wildfires and other disasters								
Establish the Department of Emergency Management							◆	
Develop Continuity of Operations Plan								
Develop Hazard Mitigation Plans								
Launch community education, prevention, and preparedness programs								

GOAL: TRANSPORTATION + INFRASTRUCTURE



Strategy: Improve the transportation system by focusing on safety and securing sustainable funding aligned with Transportation System Plan (TSP)	2023		2024				2025	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Update System Development Charges (SDC) methodology		◆		◆				
Pursue new revenue sources including grants and a transportation fee	◆		◆	◆		◆		
Collaborate with Central Oregon Intergovernmental Council (COIC) to pursue long term sustainable transit funding		◆				◆		
Implement transportation programs and mobility initiatives in alignment with available funding								
Implement near-term multimodal and safety projects to capitalize on existing system, including building one connected and protected North-South and one East-West key route, and wayfinding	◆		◆			◆		
Continue to pursue funding and partnerships to build the Mid-Town Crossing								

Strategy: Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city								
Complete an in-conduit hydro feasibility study		◆						
Continue Outback expansion land acquisition to support wildfire resiliency and facility needs							◆	
Complete long-range master planning efforts for sewer collection and stormwater systems	◆						◆	◆

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Performance Measures

Performance measures are included in the Adopted Budget to provide information on how efficient and effective the City is with resources in pursuit of meeting Council goals and management objectives.

	2019-20 Actuals	2020-21 Actuals	2021-22 Actuals	2022-23 Estimate	2023-24 Estimate	2024-25 Estimate
Public Safety						
Police						
Number of incidents dispatched calls for service	51,320	50,350	50,787	52,448	52,407	52,340
Number of officer-initiated calls for service	37,600	27,064	23,752	36,500	37,500	38,500
Total calls for service	*88,920*	*77,414*	*74,539*	*88,948*	*89,907*	*90,840*
Number of total calls for service per sworn staff	856	763	687	885	862	819
Number of mental health and suicidal subject calls	1,895	1,740	2,139	1,880	1,650	1,200
Number of citizen online reports	1,691	1,533	1,486	1,650	1,850	2,000
Number of crimes against persons per 1,000 residents	9	9	10	10	10	10
Number of crimes against property per 1,000 residents	35	33	30	35	34	33
Number of crimes against society per 1,000 residents	23	19	20	23	22	21
Number of vehicle collisions per 1,000 residents	18	18	23	20	20	20
Number of force incidents	76	60	72	74	75	77
Percentage of residents who have confidence in the Bend Police Department[1]	76%		78%		80%	
Fire						
Incident Count[2]	10,994	11,534	13,036	13,550	14,092	14,650
Average Response Time: City Limits	0:05:54	0:06:02	0:06:03	< 0:06:00	< 0:06:00	< 0:06:00
Average Response Time: Rural Fire Protection District	0:09:19	0:09:26	0:09:03	< 0:09:00	< 0:09:00	< 0:09:00
Cardiac Survivability Rate	64%	50%	40%	56%	50%	50%
Municipal Court						
Number of cases closed (dismissed, paid in full or written off as uncollectable) per new case filed	0.96	1.43	1.06	1.00	1.00	1.00
Total Cases	8,818	3,545	4,045	4,500	4,500	4,500
Cases filed per court clerk	2,205	886	1,011	1,125	1,125	1,125
Infrastructure						
Utilities						
Water						
Surface/groundwater produced (million gallons/annually)	4,475	4,944	4,437	4,500	4,600	4,700
Peak day usage (million gallons per day)	26.3	26.3	26.0	27.0	28.0	29.0
Percent of annual water produced from Surface Water	65%	64%	62%	62%	62%	62%
Number of breaks/leaks per hundred miles pipe	1.3	1.3	1.1	1.5	1.5	1.5
Sprinkler Inspection Program - Number of inspections	162	170	200	200	200	200
Operating cost of Potable Water Services (cost per million gallons)	$ 2,455	$ 2,493	$ 2,780	$ 2,879	$ 2,957	$ 3,039
Water Reclamation						
Average daily flow (million gallons per day)	6.1	6	6.2	6.3	6.4	6.5
Annual dry tons of biosolids produced	1,597	2,267	2,002	2,035	2,070	2,100
Number of odor complaints	28	30	15	25	25	25
Number of sanitary sewer overflows (SSOs) per year	5	5	4	4	4	4
Operating cost of Wastewater Treatment Services (cost per million gallons)	$ 1,691	$ 1,823	$ 1,916	$ 1,979	$ 2,044	$ 2,113

[1] Portland State University, *Community Attitudes Regarding Public Safety in Bend, Oregon* (2021)

[2] An 'incident' is any call received that results in a dispatch to assist the public including fire, EMS, rescue, hazardous materials, or other calls for assistance.

Performance Measures

	2019-20 Actuals	2020-21 Estimate	2021-22 Estimate	2022-23 Estimate	2023-24 Estimate	2024-25 Estimate
Infrastructure (continued)						
Utilities (continued)						
Stormwater						
Yards of debris removed from catch basins	302	236	467	300	300	300
Storm drains cleaned/inspected[1]	11,870	14,574	12,309	12,000	12,000	12,000
Underground Injection Control wells (UIC) cleaned/inspected[1]	5,739	941	1,835	2,000	2,000	2,000
Number of swales maintained	762	981	556	600	600	600
Utility Laboratory						
Number of Drinking Water Tests	2,841	2,751	2,697	2,687	2,741	2,796
Number of Wastewater Tests	17,105	13,677	16,778	15,872	16,189	16,513
Number of Stormwater Tests	1,821	1,502	1,449	1,200	1,224	1,248
NELAC Accreditation	Yes	Yes	Yes	Yes	Yes	Yes
Total Tests per year	23,033	18,179	21,266	20,175	20,578	20,990
Engineering & Infrastructure Planning[2]						
Total number of EIPD-managed Capital Improvement Plan (CIP) Projects Budgeted	45	34	46	45	54	47
Total amount budgeted for EIPD-managed CIP Projects (millions)	$ 83.8	$ 81.3	$ 68.2	$ 80.2	$ 87.1	$ 84.3
Total amount spent on EIPD-managed CIP Projects (millions)	$ 68.9	$ 67.5	$ 48.2	$ 72.4	$ 68.5	$ 66.3
Transportation & Mobility						
Streets & Operations						
Miles of street cleaned / sweeping	27,607	28,492	28,334	28,000	28,000	28,000
Number of self-performed curb ramps constructed	179	287	197	200	200	200
Number of Community Service Requests (CSR) received	4,018	1,887	2,334	2,500	2,750	3,000
Overall Pavement Condition Index (PCI)	74	75	75	76	75	74
Parking Services						
Parking permits issued	10,477	13,383	22,057	22,498	22,948	22,407
Parking transactions	54,233	75,862	176,204	190,300	205,524	215,801
Parking utilization	88%	63%	87%	92%	93%	93%
Operating cost of parking system	51%	68%	68%	73%	68%	65%
Cemetery						
Number of total burials	54	39	53	50	50	50
Years of cemetery capacity available at full build out	24	23	22	21	20	19
Community & Economic Development						
Community & Economic Development Department						
Building						
Building permit average review times (in days)						
Commercial building	65	56	110	55	90	90
Single family	66	66	41	50	35	35

[1] The reduction in cleanings and inspections beginning in 2020-21 reflects a realignment with regulatory requirements.

[2] Engineering & Infrastructure Planning focus on Capital Improvement Plan projects in the Water, Water Reclamation, Stormwater, Transportation Construction, 2011 General Obligation Bond Construction, 2020 General Obligation Bond Construction, Parking, and the Accessibility Construction Funds.

Performance Measures

	2019-20 Actuals	2020-21 Estimate	2021-22 Estimate	2022-23 Estimate	2023-24 Estimate	2024-25 Estimate
Community & Economic Development (continued)						
Community & Economic Development Department (continued)						
Building (continued)						
Permits Issued						
Single Family New Construction	458	494	718	520	520	532
Multi Family New Construciton (Duplex and up)	224	231	53	80	80	82
Commercial New Construction	85	78	60	45	45	46
New Commercial with Residences	4	1	1	15	15	15
Average number of Inspections per day	159	194	164	165	165	169
Planning						
Number of applications received	874	877	765	630	630	644
Number of sign permits issued (Includes temporary signs)	330	198	202	160	160	164
Private Development Engineering						
Number of applications received	687	1,267	942	900	900	921
Number of inspections	3,382	9,371	8,858	9,200	9,200	9,412
Engineering - Tier 3 Infrastructure Plans average review times	58	57	33	51	45	45
Code Enforcement						
Number of Cases	1,592	1,794	1,089	1,500	1,650	1,800
Development Services Administration						
Short Term Rental Land Use Approvals	118	134	155	131	125	125
Economic Development						
Affordable housing units developed	94	55	300	100	81	140
Number of households that benefitted from Affordable Housing Program Funds to attain home ownership	10	4	10	8	8	10
Total shelter beds in the City of Bend (number of city-supported shelter beds)	data not available		372 (142)	505 (248)	515 (258)	530 (273)
Total City-supported shelter nights provided	data not available			58,000+	65,000	75,000
Active Business Licenses	6,682	6,911	6,000	5,700	6,000	6,250
Airport						
Number of annual airport operations (takeoffs & landings)	148,347	158,450	141,175	143,800	148,061	151,629
Administration & Central Services						
Administration & Financial Services						
Communications						
Average City of Bend website visits per month	68,575	73,200	71,661	73,811	76,025	78,308
Average social media engagements per month	data not available	9,018	10,175	11,175	12,175	13,175
Percent of survey respondents that felt engaged with their Neighborhood Association		43%	39%	40%	45%	50%
Human Resources						
One-year turnover count	8.8%	12.1%	13.3%	10.0%	10.0%	10.0%
Number of voluntary resignations	37	66	62	53	53	53
Number of involuntary resignations	7	6	3	3	3	3
Number of retirements	11	8	7	7	7	7
Financial Services						
Receive the Distinguished Budget Presentation Award from the Government Finance Officers Association	Yes		Yes		Yes	
Receive the Certificate of Acheivement for Excellence in Financial Reporting from the Government Finance Officers Association	Yes	Yes	Yes	Yes	Yes	Yes

Performance Measures

	2019-20 Actuals	2020-21 Estimate	2021-22 Estimate	2022-23 Estimate	2023-24 Estimate	2024-25 Estimate
Administration & Central Services (continued)						
Performance Management						
Data sets prepared and published for public use, download, and redistribution	data not available		23	26	4	4
Information Technology						
Wireless network uptime (outside of maintenance windows, planned downtime)	99.99%	99.99%	99.99%	99.99%	99.99%	99.99%
Percent of support request survey response rated 'satisfied'	99%	99%	99%	99%	99%	99%
Percent of support request survey responses rated 'resolved' and 'timely'	98%	98%	98%	98%	98%	98%
Percent of support requests resolved on the first customer call (15 minutes)	15%	14%	14%	16%	17%	18%
Facilities						
Operating cost per square foot of facility maintained	$ 14.67	$ 13.24	$ 16.58	$ 20.64	$ 21.73	$ 24.18
Fleet Management						
Overdue preventative maintenance rate[1]	12%	11%	12%	13%	12%	12%
Fleet age for passenger and non-specialty vehicles (years)	11	11	9	8	8	8

[1] Each fleet vehicle or piece of equipment has a schedule for periodic preventative maintainance (PM) based on mileage and hours (utilization based) or by timing (frequency based). The overdue PM rate shows the amount of vehicle/equipment services that are completed based on the schedule.

2023-2025 Adopted Biennial Budget
Summary by Service Area

2023-2025 Resources

	General Fund (Includes General Fund Revenue Stabilization Fund)	Public Safety	Infrastructure	Community & Economic Development	Administration & Central Services	2023-2025 Total Biennial Budget City and BURA
RESOURCES						
Beginning working capital	$ 33,596,100	$ 9,261,700	$ 236,853,800	$ 31,717,600	$ 29,773,500	$ 341,202,700
Property taxes	84,530,500	14,890,700	13,572,700	7,137,200	-	120,131,100
Room tax	18,909,800	604,100	-	10,693,400	-	30,207,300
Franchise fees	16,437,400	-	10,020,400	-	-	26,457,800
Local marijuana tax	2,415,600	-	-	-	-	2,415,600
Commercial/Industrial construction tax	1,180,000	-	-	-	-	1,180,000
Licenses and permits	163,100	-	1,779,600	15,207,800	-	17,150,500
Intergovernmental revenues	8,191,300	15,799,800	22,664,700	12,534,500	-	59,190,300
Charges for services	1,909,600	9,790,600	147,367,400	23,841,800	3,790,600	186,700,000
System development charges (SDC's)	-	-	31,225,000	-	-	31,225,000
Fines and forfeitures	1,339,700	-	1,271,400	-	-	2,611,100
Juniper Ridge city owned land sales	9,200,000	-	-	-	-	9,200,000
Miscellaneous	988,700	407,300	5,769,300	1,969,000	885,300	10,019,600
Long-term debt proceeds	-	3,457,800	85,086,800	7,333,800	120,197,100	216,075,500
Long-term debt proceeds - DEQ* draw downs	-	-	7,850,000	-	-	7,850,000
Interfund loan repayments	6,963,500	-	-	6,763,500	-	13,727,000
Interfund activity:						
Interfund / Interagency transfers	2,740,500	288,300	57,303,700	15,136,600	85,851,100	161,320,200
General fund subsidy	-	39,040,200	12,783,400	177,000	-	52,000,600
Genral fund revenues allocated to:						
Police	(83,583,400)	83,583,400	-	-	-	-
Municipal court	(2,090,800)	2,090,800	-	-	-	-
Code enforcement	(1,863,600)	-	-	1,863,600	-	-
Growth management	(2,655,700)	-	-	2,655,700	-	-
Community projects	(3,979,000)	-	-	3,979,000	-	-
Juniper Ridge city owned land	(561,500)	-	-	561,500	-	-
TOTAL RESOURCES	$ 93,831,800	$ 179,214,700	$ 633,548,200	$ 141,572,000	$ 240,497,600	$ 1,288,664,300

*Department of Environmental Quality

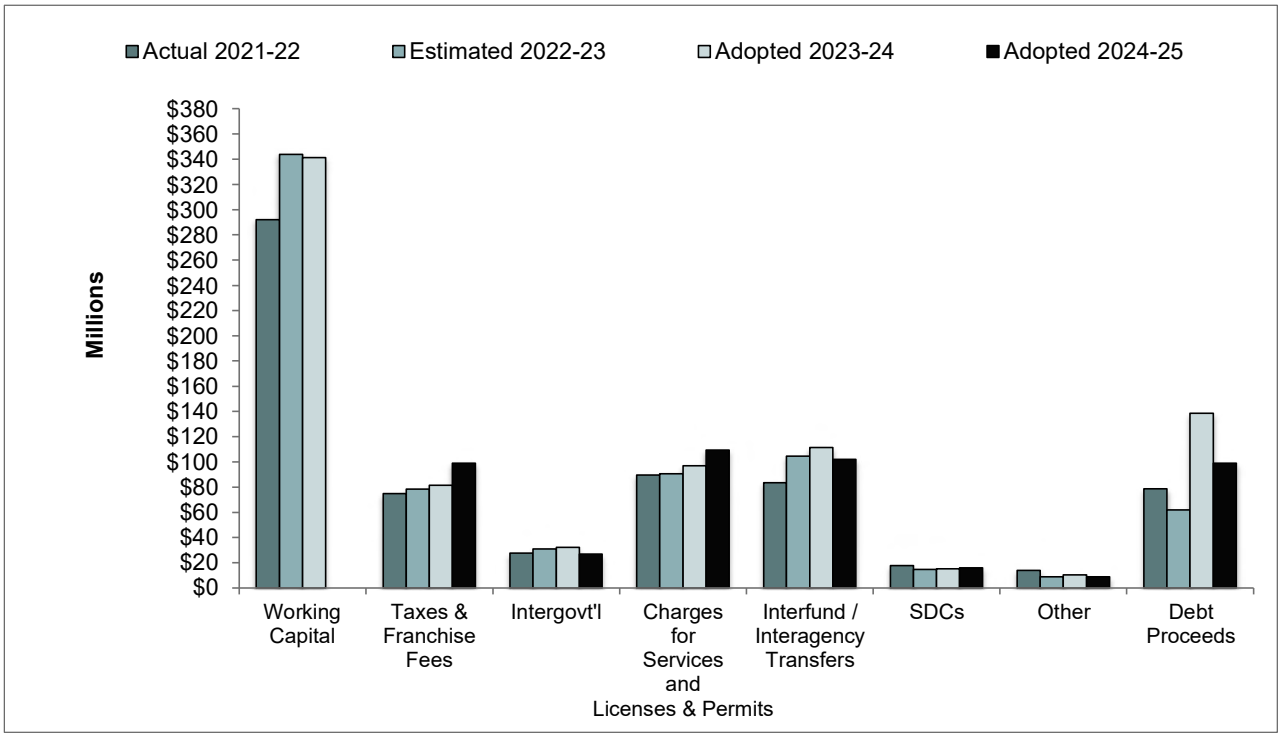
2023-2025 Adopted Biennial Budget
Summary by Service Area

2023-2025 Requirements

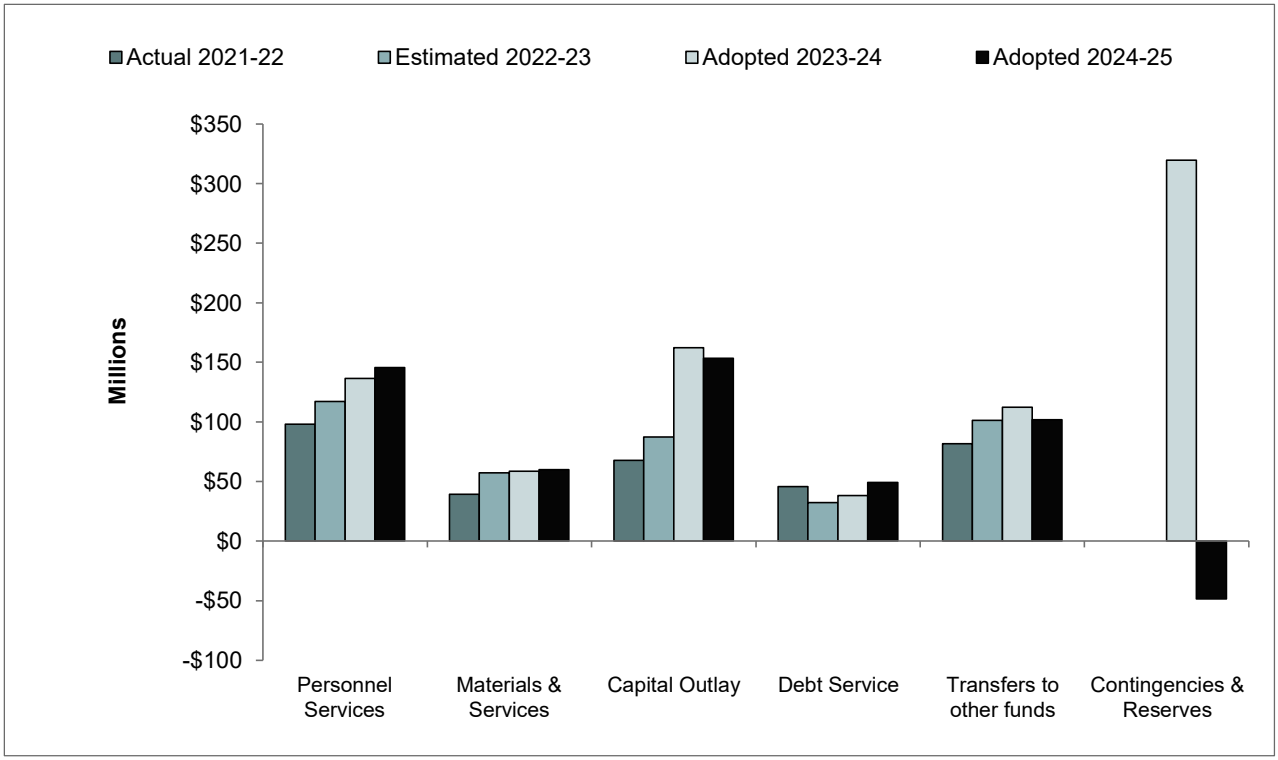
	General Fund (Includes General Fund Revenue Stabilization Fund)	Public Safety	Infrastructure	Community & Economic Development	Administration & Central Services	2023-2025 Total Biennial Budget City and BURA
REQUIREMENTS						
Personnel services	$ -	$ 123,076,700	$ 73,068,600	$ 39,611,700	$ 46,258,800	$ 282,015,800
Materials & services	-	14,694,700	39,029,300	34,684,300	30,280,600	118,688,900
Capital outlay	-	9,213,800	194,109,700	5,040,000	107,220,300	315,583,800
Total	-	146,985,200	306,207,600	79,336,000	183,759,700	716,288,500
Debt service	-	1,862,500	62,943,300	9,025,300	13,409,700	87,240,800
Interfund activity:						
Interfund / Interagency transfers	13,841,800	23,971,300	88,258,500	31,953,400	4,099,900	162,124,900
General fund subsidies	52,000,600	-	-	-	-	52,000,600
Contingency	7,029,500	5,828,700	15,964,500	11,243,100	1,487,600	41,553,400
Reserves	20,959,900	567,000	160,174,300	10,014,200	37,740,700	229,456,100
TOTAL REQUIREMENTS	$ 93,831,800	$ 179,214,700	$ 633,548,200	$ 141,572,000	$ 240,497,600	$ 1,288,664,300

Combined Summary of Financial Sources and Uses

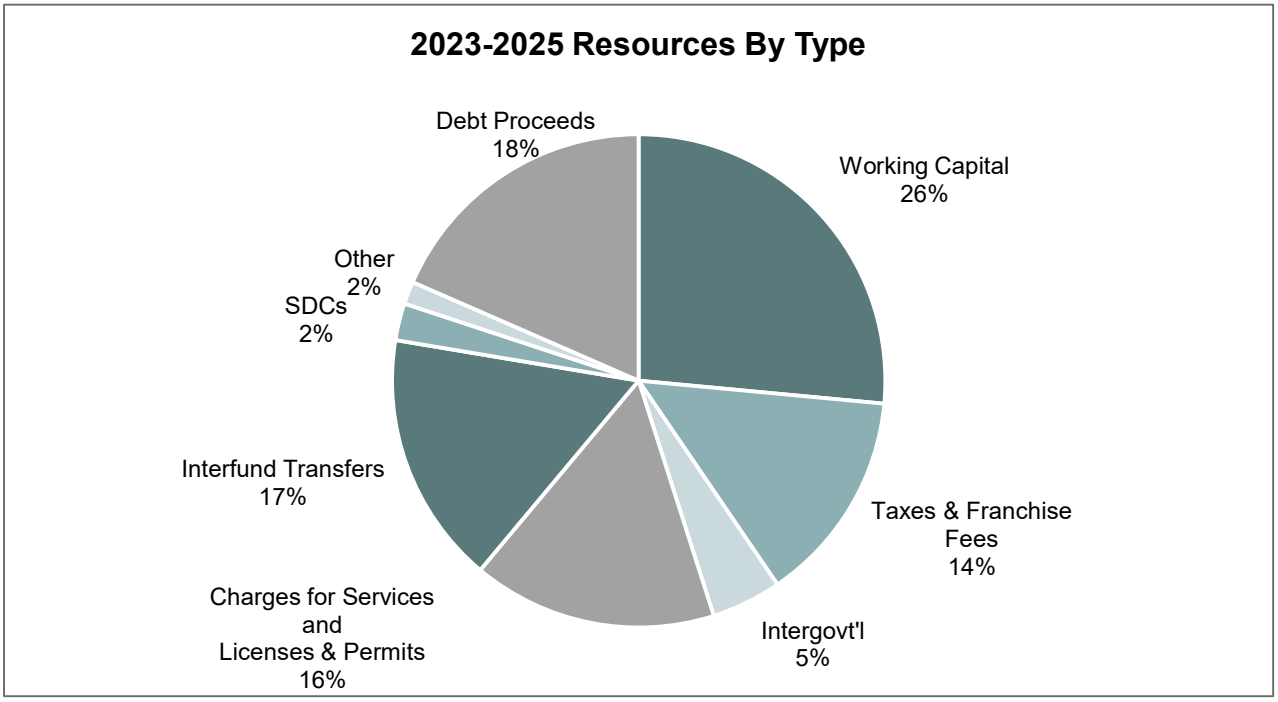
2023-2025 Resources
All Funds - $1,288.7 Million

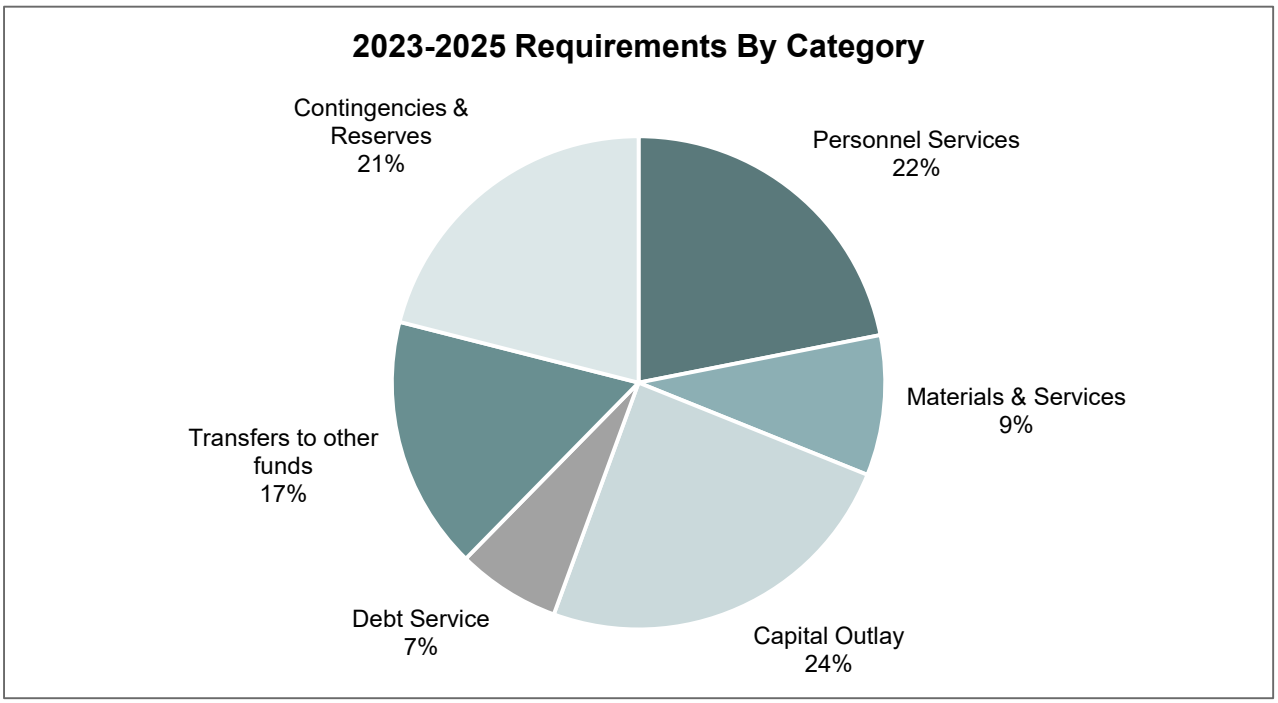


2023-2025 Requirements
All Funds - $1,288.7 Million



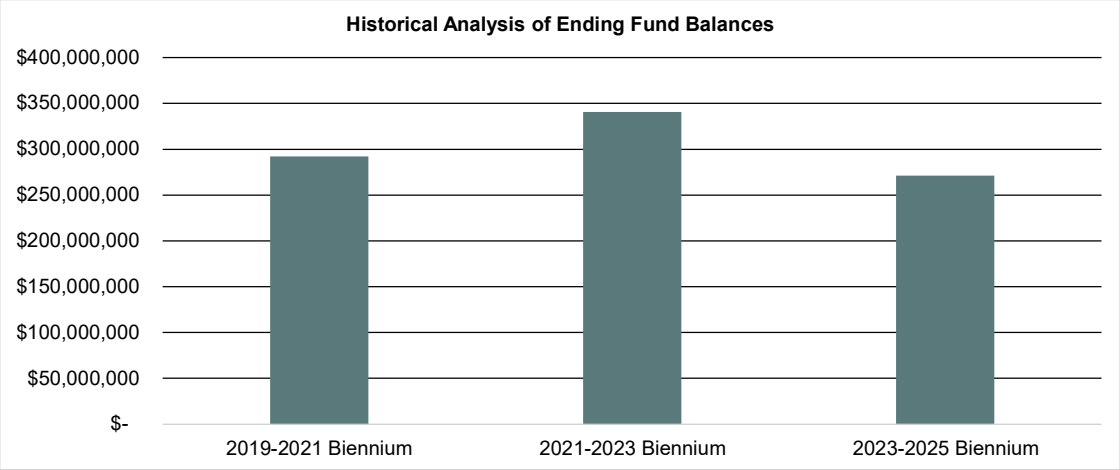
Resource and Requirement Summaries





Fund Balance Summary Years 2019 - 2025
All Funds

	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	2024-25	2023-2025	2023-2025 % Change From Prior Period
Total Governmental Funds						
Beginning Fund Balance	$ 81,619,454	$ 117,579,439	$ 126,929,400	$ -	$ 126,929,400	
Revenues	401,601,993	449,136,642	289,592,300	239,418,300	529,010,600	
Expenditures	365,642,006	440,036,604	264,744,300	274,716,000	539,460,300	
Net Change	35,959,987	9,100,038	24,848,000	(35,297,700)	(10,449,700)	
Ending Fund Balance	$ 117,579,441	$ 126,679,477	$ 151,777,400	$ (35,297,700)	$ 116,479,700	-8%
Total Proprietary Funds						
Beginning Fund Balance	$ 150,315,267	$ 174,648,616	$ 214,273,300	$ -	$ 214,273,300	
Revenues	311,106,150	326,889,711	196,341,700	222,109,300	418,451,000	
Expenditures	286,772,802	287,664,645	242,663,800	235,530,700	478,194,500	
Net Change	24,333,348	39,225,066	(46,322,100)	(13,421,400)	(59,743,500)	
Ending Fund Balance	$ 174,648,616	$ 213,873,682	$ 167,951,200	$ (13,421,400)	$ 154,529,800	-28%
TOTAL CITY OF BEND AND BEND URBAN RENEWAL AGENCY						
Beginning Fund Balance	$ 231,934,722	$ 292,228,054	$ 341,202,700	$ -	$ 341,202,700	
Revenues	712,708,142	776,026,353	485,934,000	461,527,600	947,461,600	
Expenditures	652,414,808	727,701,249	507,408,100	510,246,700	1,017,654,800	
Net Change	60,293,335	48,325,104	(21,474,100)	(48,719,100)	(70,193,200)	
Ending Fund Balance	$ 292,228,056	$ 340,553,158	$ 319,728,600	$ (48,719,100)	$ 271,009,500	-20%



The adopted budget is the biennial total amount showing in the 2023-2025 column. For clarity, the new biennial budget is presented along side the individual fiscal years comprising the biennium. There is no Beginning Fund Balance for the second fiscal year of the period. Beginning Fund Balance is a resource available at the start of a budget period that represents unspent resources of the prior period. In this 2023-2025 Biennial Budget period, there is one Beginning Fund Balance amount - the amount at July 1, 2023. (To also provide the estimate at July 1, 2024 would be a duplication of resources within the biennial period.)

Fund Balance Summary Years 2019 - 2025
Summary of Governmental Funds

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	ADOPTED BUDGET 2024-25	ADOPTED BUDGET 2023-2025	2023-2025 % Change From Prior Period
City of Bend General Fund						
Beginning Fund Balance	$ 9,748,173	$ 16,662,850	$ 27,983,000	$ -	$ 27,983,000	
Revenues	120,671,767	136,302,493	75,843,900	78,109,400	153,953,300	
Expenditures	113,757,088	124,982,369	85,054,100	75,522,300	160,576,400	
Net Change	6,914,679	11,320,124	(9,210,200)	2,587,100	(6,623,100)	
Ending Fund Balance	$ 16,662,852	$ 27,982,974	$ 18,772,800	$ 2,587,100	$ 21,359,900	-24%
BURA General Fund						
Beginning Fund Balance	$ 459,028	$ -	$ -	$ -	$ -	
Revenues	56,648	-	-	-	-	
Expenditures	515,676	-	-	-	-	
Net Change	(459,028)	-	-	-	-	
Ending Fund Balance	$ -	$ -	$ -	$ -	$ -	0%
Special Revenue Funds						
Beginning Fund Balance	$ 49,422,756	$ 65,390,035	$ 52,532,200	$ -	$ 52,532,200	
Revenues	179,975,720	199,111,416	109,182,000	121,799,900	230,981,900	
Expenditures	164,008,441	212,219,177	120,737,500	127,670,500	248,408,000	
Net Change	15,967,279	(13,107,761)	(11,555,500)	(5,870,600)	(17,426,100)	
Ending Fund Balance	$ 65,390,035	$ 52,282,274	$ 40,976,700	$ (5,870,600)	$ 35,106,100	-33%
Debt Service Funds						
Beginning Fund Balance	$ 8,125,599	$ 7,235,353	$ 10,457,700	$ -	$ 10,457,700	
Revenues	24,209,481	31,646,310	9,354,200	14,893,600	24,247,800	
Expenditures	25,099,727	28,423,884	9,785,700	14,927,700	24,713,400	
Net Change	(890,245)	3,222,426	(431,500)	(34,100)	(465,600)	
Ending Fund Balance	$ 7,235,353	$ 10,457,779	$ 10,026,200	$ (34,100)	$ 9,992,100	-4%
Capital Project Funds						
Beginning Fund Balance	$ 13,183,534	$ 27,638,646	$ 35,268,800	$ -	$ 35,268,800	
Revenues	76,664,911	82,001,757	95,186,300	24,595,700	119,782,000	
Expenditures	62,209,799	74,371,647	49,152,300	56,583,900	105,736,200	
Net Change	14,455,112	7,630,110	46,034,000	(31,988,200)	14,045,800	
Ending Fund Balance	$ 27,638,646	$ 35,268,756	$ 81,302,800	$ (31,988,200)	$ 49,314,600	40%
Permanent Funds						
Beginning Fund Balance	$ 680,364	$ 652,554	$ 687,700	$ -	$ 687,700	
Revenues	23,465	74,666	25,900	19,700	45,600	
Expenditures	51,275	39,526	14,700	11,600	26,300	
Net Change	(27,810)	35,139	11,200	8,100	19,300	
Ending Fund Balance	$ 652,554	$ 687,694	$ 698,900	$ 8,100	$ 707,000	3%
TOTAL GOVERNMENTAL FUNDS						
Beginning Fund Balance	$ 81,619,454	$ 117,579,438	$ 126,929,400	$ -	$ 126,929,400	
Revenues	401,601,993	449,136,642	289,592,300	239,418,300	529,010,600	
Expenditures	365,642,006	440,036,604	264,744,300	274,716,000	539,460,300	
Net Change	35,959,987	9,100,039	24,848,000	(35,297,700)	(10,449,700)	
Ending Fund Balance	$ 117,579,441	$ 126,679,477	$ 151,777,400	$ (35,297,700)	$ 116,479,700	-8%

Please refer to subsequent pages for explanation of changes in fund balance >10% for Governmental Funds.

Fund Balance Summary Years 2019 - 2025
Summary of Proprietary Funds

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	ADOPTED BUDGET 2024-25	ADOPTED BUDGET 2023-2025	2023-2025 % Change From Prior Period
Internal Service Funds						
Beginning Fund Balance	$ 19,329,730	$ 20,733,175	$ 32,345,800	$ -	$ 32,345,800	
Revenues	87,261,054	121,785,999	102,548,700	129,252,100	231,800,800	
Expenditures	85,857,609	110,173,093	110,173,700	114,627,600	224,801,300	
Net Change	1,403,445	11,612,906	(7,625,000)	14,624,500	6,999,500	
Ending Fund Balance	$ 20,733,175	$ 32,346,081	$ 24,720,800	$ 14,624,500	$ 39,345,300	22%
Enterprise Funds						
Beginning Fund Balance	$ 130,985,537	$ 153,915,440	$ 181,927,500	$ -	$ 181,927,500	
Revenues	223,845,096	205,103,713	93,793,000	92,857,200	186,650,200	
Expenditures	200,915,193	177,491,552	132,490,100	120,903,100	253,393,200	
Net Change	22,929,903	27,612,160	(38,697,100)	(28,045,900)	(66,743,000)	
Ending Fund Balance	$ 153,915,440	$ 181,527,601	$ 143,230,400	$ (28,045,900)	$ 115,184,500	-37%
TOTAL PROPRIETARY FUNDS						
Beginning Fund Balance	$ 150,315,267	$ 174,648,616	$ 214,273,300	$ -	$ 214,273,300	
Revenues	311,106,150	326,889,711	196,341,700	222,109,300	418,451,000	
Expenditures	286,772,802	287,664,645	242,663,800	235,530,700	478,194,500	
Net Change	24,333,348	39,225,066	(46,322,100)	(13,421,400)	(59,743,500)	
Ending Fund Balance	$ 174,648,616	$ 213,873,682	$ 167,951,200	$ (13,421,400)	$ 154,529,800	-28%

Please refer to subsequent pages for explanation of changes in fund balance >10% for Proprietary Funds.

Fund Balance Detail Years 2019 - 2025
By Governmental Fund Type
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	ADOPTED BUDGET 2024-25	ADOPTED BUDGET 2023-2025	2023-2025 % Change From Prior Period
SPECIAL REVENUE FUNDS						
General Fund Revenue Stabilization Fund						
Beginning Fund Balance	$ 3,502,027	$ 4,310,400	$ 5,613,100	$ -	$ 5,613,100	
Revenues	808,373	1,302,689	610,000	406,400	1,016,400	
Expenditures	-	-	-	-	-	
Net Change	808,373	1,302,689	610,000	406,400	1,016,400	
Ending Fund Balance	$ 4,310,400	$ 5,613,089	$ 6,223,100	$ 406,400	$ 6,629,500	18%
Police Reserve Fund						
Beginning Fund Balance	$ 670,635	$ 589,328	$ 353,400	$ -	$ 353,400	
Revenues	18,693	14,075	106,700	106,900	213,600	
Expenditures	100,000	250,000	-	-	-	
Net Change	(81,307)	(235,925)	106,700	106,900	213,600	
Ending Fund Balance	$ 589,328	$ 353,402	$ 460,100	$ 106,900	$ 567,000	60%
Fire/EMS Fund						
Beginning Fund Balance	$ 4,331,326	$ 6,678,398	$ 8,900,400	$ -	$ 8,900,400	
Revenues	62,235,392	67,399,211	35,056,600	48,632,800	83,689,400	
Expenditures	59,888,320	65,177,219	40,209,800	46,551,300	86,761,100	
Net Change	2,347,072	2,221,992	(5,153,200)	2,081,500	(3,071,700)	
Ending Fund Balance	$ 6,678,398	$ 8,900,390	$ 3,747,200	$ 2,081,500	$ 5,828,700	-35%
Helen E. Lorenz Estate Fund						
Beginning Fund Balance	$ -	$ -	$ -	$ -	$ -	
Revenues	40,664	94,836	60,000	60,000	120,000	
Expenditures	40,664	94,836	60,000	60,000	120,000	
Net Change	-	-	-	-	-	
Ending Fund Balance	$ -	$ (0)	$ -	$ -	$ -	0%
Streets & Operations						
Beginning Fund Balance	$ 1,722,221	$ 5,246,645	$ 620,000	$ -	$ 620,000	
Revenues	35,820,380	31,352,550	20,075,200	22,093,700	42,168,900	
Expenditures	32,295,955	35,979,198	20,295,200	22,093,700	42,388,900	
Net Change	3,524,425	(4,626,648)	(220,000)	-	(220,000)	
Ending Fund Balance	$ 5,246,645	$ 619,997	$ 400,000	$ -	$ 400,000	-35%
System Development Charge Fund						
Beginning Fund Balance	$ 14,087,441	$ 21,158,431	$ 14,077,600	$ -	$ 14,077,600	
Revenues	38,038,729	33,576,633	15,681,800	16,339,500	32,021,300	
Expenditures	30,967,740	40,657,457	16,888,600	19,505,500	36,394,100	
Net Change	7,070,989	(7,080,824)	(1,206,800)	(3,166,000)	(4,372,800)	
Ending Fund Balance	$ 21,158,431	$ 14,077,607	$ 12,870,800	$ (3,166,000)	$ 9,704,800	-31%
Building Fund						
Beginning Fund Balance	$ 13,980,313	$ 12,455,177	$ 10,307,700	$ -	$ 10,307,700	
Revenues	14,189,228	15,563,099	8,261,200	10,009,400	18,270,600	
Expenditures	15,714,364	17,710,515	11,260,000	11,731,800	22,991,800	
Net Change	(1,525,136)	(2,147,416)	(2,998,800)	(1,722,400)	(4,721,200)	
Ending Fund Balance	$ 12,455,177	$ 10,307,761	$ 7,308,900	$ (1,722,400)	$ 5,586,500	-46%
Planning Fund						
Beginning Fund Balance	$ 4,891,304	$ 3,802,822	$ 2,976,800	$ -	$ 2,976,800	
Revenues	5,954,594	7,433,220	4,329,900	5,624,100	9,954,000	
Expenditures	7,043,076	8,259,287	5,527,300	5,662,500	11,189,800	
Net Change	(1,088,481)	(826,067)	(1,197,400)	(38,400)	(1,235,800)	
Ending Fund Balance	$ 3,802,822	$ 2,976,756	$ 1,779,400	$ (38,400)	$ 1,741,000	-42%

Please refer to subsequent pages for explanation of changes in fund balance ≥ 10% for Governmental Funds.

Fund Balance Detail Years 2019 - 2025
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	ADOPTED BUDGET 2024-25	ADOPTED BUDGET 2023-2025	2023-2025 % Change From Prior Period
Private Development Engineering Fund						
Beginning Fund Balance	$ 2,400,378	$ 4,594,639	$ 4,421,500	$ -	$ 4,421,500	
Revenues	7,007,659	7,205,401	3,701,200	4,088,400	7,789,600	
Expenditures	4,813,398	7,378,502	4,363,300	4,492,500	8,855,800	
Net Change	2,194,261	(173,101)	(662,100)	(404,100)	(1,066,200)	
Ending Fund Balance	$ 4,594,639	$ 4,421,538	$ 3,759,400	$ (404,100)	$ 3,355,300	-24%
Affordable Housing Fund						
Beginning Fund Balance	$ 3,214,844	$ 4,980,028	$ 738,400	$ -	$ 738,400	
Revenues	5,675,534	3,864,799	2,051,500	1,629,500	3,681,000	
Expenditures	3,910,350	8,106,390	2,121,600	2,082,800	4,204,400	
Net Change	1,765,184	(4,241,592)	(70,100)	(453,300)	(523,400)	
Ending Fund Balance	$ 4,980,028	$ 738,436	$ 668,300	$ (453,300)	$ 215,000	-71%
Commercial & Industrial Construction Tax Fund						
Beginning Fund Balance	$ -	$ -	$ 70,500	$ -	$ 70,500	
Revenues	-	334,607	591,300	590,700	1,182,000	
Expenditures	-	264,154	591,300	590,700	1,182,000	
Net Change	-	70,452	-	-	-	
Ending Fund Balance	$ -	$ 70,452	$ 70,500	$ -	$ 70,500	0%
Community Development Block Grant Fund						
Beginning Fund Balance	$ 146,709	$ 17,953	$ 250,000	$ -	$ 250,000	
Revenues	2,818,448	3,014,798	1,029,000	1,041,000	2,070,000	
Expenditures	2,947,204	3,032,751	1,276,700	1,038,600	2,315,300	
Net Change	(128,756)	(17,954)	(247,700)	2,400	(245,300)	
Ending Fund Balance	$ 17,953	$ -	$ 2,300	$ 2,400	$ 4,700	4700%
Houseless Fund						
Beginning Fund Balance	$ -	$ -	$ 3,505,200	$ -	$ 3,505,200	
Revenues	-	9,650,200	5,560,000	3,441,100	9,001,100	
Expenditures	-	6,145,000	6,341,100	6,163,800	12,504,900	
Net Change	-	3,505,200	(781,100)	(2,722,700)	(3,503,800)	
Ending Fund Balance	$ -	$ 3,505,200	$ 2,724,100	$ (2,722,700)	$ 1,400	-100%
Tourism Fund						
Beginning Fund Balance	$ 332,667	$ 1,432,917	$ 244,400	$ -	$ 244,400	
Revenues	6,253,668	9,774,526	5,221,300	5,480,400	10,701,700	
Expenditures	5,153,418	10,963,057	5,465,700	5,480,400	10,946,100	
Net Change	1,100,250	(1,188,531)	(244,400)	-	(244,400)	
Ending Fund Balance	$ 1,432,917	$ 244,385	$ -	$ -	$ -	-100%
Business Advocacy Fund						
Beginning Fund Balance	$ 128,890	$ 123,298	$ 179,400	$ -	$ 179,400	
Revenues	819,048	1,028,728	711,200	610,600	1,321,800	
Expenditures	824,640	972,551	687,900	594,800	1,282,700	
Net Change	(5,592)	56,177	23,300	15,800	39,100	
Ending Fund Balance	$ 123,298	$ 179,474	$ 202,700	$ 15,800	$ 218,500	22%
Economic Improvement District Fund						
Beginning Fund Balance	$ -	$ -	$ -	$ -	$ -	
Revenues	264,861	523,724	275,200	281,500	556,700	
Expenditures	264,861	523,724	275,200	281,500	556,700	
Net Change	-	-	-	-	-	
Ending Fund Balance	$ -	$ -	$ -	$ -	$ -	0%

Please refer to subsequent pages for explanation of changes in fund balance ≥ 10% for Governmental Funds.

Fund Balance Detail Years 2019 - 2025
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	ADOPTED BUDGET 2024-25	ADOPTED BUDGET 2023-2025	2023-2025 % Change From Prior Period
American Rescue Plan Act Fund						
Beginning Fund Balance	$ -	$ -	$ 273,800	$ -	$ 273,800	
Revenues	-	6,978,321	5,859,900	1,363,900	7,223,800	
Expenditures	-	6,704,517	5,373,800	1,340,600	6,714,400	
Net Change	-	273,804	486,100	23,300	509,400	
Ending Fund Balance	$ -	$ 273,804	$ 759,900	$ 23,300	$ 783,200	186%
Energy ARRA Grant Fund						
Beginning Fund Balance	$ 14,002	$ -	$ -	$ -	$ -	
Revenues	30,450	-	-	-	-	
Expenditures	44,452	-	-	-	-	
Net Change	(14,002)	-	-	-	-	
Ending Fund Balance	$ -	$ -	$ -	$ -	$ -	N/A
TOTAL SPECIAL REVENUE FUNDS						
Beginning Fund Balance	$ 49,422,756	$ 65,390,035	$ 52,532,200	$ -	$ 52,532,200	
Revenues	179,975,720	199,111,416	109,182,000	121,799,900	230,981,900	
Expenditures	164,008,441	212,219,158	120,737,500	127,670,500	248,408,000	
Net Change	15,967,279	(13,107,742)	(11,555,500)	(5,870,600)	(17,426,100)	
Ending Fund Balance	$ 65,390,035	$ 52,282,293	$ 40,976,700	$ (5,870,600)	$ 35,106,100	-33%
DEBT SERVICE FUNDS						
Fire Station Debt Service Fund						
Beginning Fund Balance	$ 10,633	$ 7,012	$ 7,900	$ -	$ 7,900	
Revenues	1,425,604	497,182	255,800	-	255,800	
Expenditures	1,429,225	496,341	263,700	-	263,700	
Net Change	(3,621)	840	(7,900)	-	(7,900)	
Ending Fund Balance	$ 7,012	$ 7,852	$ -	$ -	$ -	-100%
PERS Debt Service Fund						
Beginning Fund Balance	$ 2,822,216	$ 249,829	$ 325,200	$ -	$ 325,200	
Revenues	11,509,597	3,150,322	1,475,700	1,567,000	3,042,700	
Expenditures	14,081,984	3,074,915	1,633,000	1,702,700	3,335,700	
Net Change	(2,572,387)	75,407	(157,300)	(135,700)	(293,000)	
Ending Fund Balance	$ 249,829	$ 325,236	$ 167,900	$ (135,700)	$ 32,200	-90%
2011 GO Bond Debt Service Fund						
Beginning Fund Balance	$ 1,482,378	$ 1,781,873	$ 2,041,200	$ -	$ 2,041,200	
Revenues	3,977,145	19,574,111	1,690,000	1,758,200	3,448,200	
Expenditures	3,677,650	19,314,767	1,753,300	1,751,800	3,505,100	
Net Change	299,495	259,344	(63,300)	6,400	(56,900)	
Ending Fund Balance	$ 1,781,873	$ 2,041,217	$ 1,977,900	$ 6,400	$ 1,984,300	-3%
2020 GO Bond Debt Service Fund						
Beginning Fund Balance	$ -	$ -	$ 85,700	$ -	$ 85,700	
Revenues	-	2,405,900	2,455,100	7,737,400	10,192,500	
Expenditures	-	2,320,200	2,315,600	7,718,000	10,033,600	
Net Change	-	85,700	139,500	19,400	158,900	
Ending Fund Balance	$ -	$ 85,700	$ 225,200	$ 19,400	$ 244,600	185%
BURA Juniper Ridge Debt Service Fund						
Beginning Fund Balance	$ 2,937,097	$ 3,747,248	$ 5,454,100	$ -	$ 5,454,100	
Revenues	4,566,973	3,308,094	1,738,900	1,836,200	3,575,100	
Expenditures	3,756,822	1,601,202	2,961,100	2,793,800	5,754,900	
Net Change	810,151	1,706,892	(1,222,200)	(957,600)	(2,179,800)	
Ending Fund Balance	$ 3,747,248	$ 5,454,140	$ 4,231,900	$ (957,600)	$ 3,274,300	-40%

Please refer to subsequent pages for explanation of changes in fund balance ≥ 10% for Governmental Funds.

Fund Balance Detail Years 2019 - 2025
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	2024-25	2023-2025	2023-2025 % Change From Prior Period
BURA Murphy Crossing Debt Service Fund						
Beginning Fund Balance	$ 873,275	$ 1,449,392	$ 1,756,800	$ -	$ 1,756,800	
Revenues	2,730,163	1,350,567	765,100	820,600	1,585,700	
Expenditures	2,154,046	1,043,159	421,400	572,100	993,500	
Net Change	576,118	307,408	343,700	248,500	592,200	
Ending Fund Balance	$ 1,449,392	$ 1,756,800	$ 2,100,500	$ 248,500	$ 2,349,000	34%
BURA Core Area Debt Service Fund						
Beginning Fund Balance	$ -	$ -	$ 786,800	$ -	$ 786,800	
Revenues	-	1,360,134	973,600	1,174,200	2,147,800	
Expenditures	-	573,300	437,600	389,300	826,900	
Net Change	-	786,834	536,000	784,900	1,320,900	
Ending Fund Balance	$ -	$ 786,834	$ 1,322,800	$ 784,900	$ 2,107,700	168%
TOTAL DEBT SERVICE FUNDS						
Beginning Fund Balance	$ 8,125,599	$ 7,235,353	$ 10,457,700	$ -	$ 10,457,700	
Revenues	24,209,481	31,646,310	9,354,200	14,893,600	24,247,800	
Expenditures	25,099,727	28,423,884	9,785,700	14,927,700	24,713,400	
Net Change	(890,245)	3,222,426	(431,500)	(34,100)	(465,600)	
Ending Fund Balance	$ 7,235,353	$ 10,457,779	$ 10,026,200	$ (34,100)	$ 9,992,100	-4%
CAPITAL PROJECTS FUNDS						
Transportation Construction Fund						
Beginning Fund Balance	$ 9,886,252	$ 26,126,855	$ 18,065,900	$ -	$ 18,065,900	
Revenues	71,731,684	39,897,910	26,036,100	13,759,600	39,795,700	
Expenditures	55,491,080	47,958,885	19,904,500	18,338,000	38,242,500	
Net Change	16,240,603	(8,060,975)	6,131,600	(4,578,400)	1,553,200	
Ending Fund Balance	$ 26,126,855	$ 18,065,880	$ 24,197,500	$ (4,578,400)	$ 19,619,100	9%
Accessibility Construction Fund						
Beginning Fund Balance	$ 1,334,679	$ 878,604	$ 1,017,100	$ -	$ 1,017,100	
Revenues	3,083,414	1,799,786	700,900	715,500	1,416,400	
Expenditures	3,539,489	1,661,269	1,327,300	1,001,900	2,329,200	
Net Change	(456,075)	138,517	(626,400)	(286,400)	(912,800)	
Ending Fund Balance	$ 878,604	$ 1,017,121	$ 390,700	$ (286,400)	$ 104,300	-90%
2020 GO Bond Construction Fund						
Beginning Fund Balance	$ -	$ -	$ 15,542,700	$ -	$ 15,542,700	
Revenues	358,294	35,800,227	64,311,000	346,700	64,657,700	
Expenditures	358,294	20,257,521	23,786,600	28,973,100	52,759,700	
Net Change	-	15,542,706	40,524,400	(28,626,400)	11,898,000	
Ending Fund Balance	$ -	$ 15,542,706	$ 56,067,100	$ (28,626,400)	$ 27,440,700	77%
Local Improvement District Construction Fund						
Beginning Fund Balance	$ 624,531	$ 633,187	$ 643,100	$ -	$ 643,100	
Revenues	17,312	19,825	8,900	6,000	14,900	
Expenditures	8,656	9,962	4,500	3,000	7,500	
Net Change	8,656	9,862	4,400	3,000	7,400	
Ending Fund Balance	$ 633,187	$ 643,050	$ 647,500	$ 3,000	$ 650,500	1%
BURA Juniper Ridge Construction Fund						
Beginning Fund Balance	$ 1,322,752	$ -	$ -	$ -	$ -	
Revenues	701,732	3,588,076	2,633,100	2,232,800	4,865,900	
Expenditures	2,024,484	3,588,076	2,633,100	2,232,800	4,865,900	
Net Change	(1,322,752)	-	-	-	-	
Ending Fund Balance	$ -	$ -	$ -	$ -	$ -	N/A

Please refer to subsequent pages for explanation of changes in fund balance ≥ 10% for Governmental Funds.

Fund Balance Detail Years 2019 - 2025
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	ADOPTED BUDGET 2024-25	ADOPTED BUDGET 2023-2025	2023-2025 % Change From Prior Period
BURA Murphy Crossing Construction Fund						
Beginning Fund Balance	$ 6,792	$ -	$ -	$ -	$ -	
Revenues	772,476	318,633	58,700	209,800	268,500	
Expenditures	779,268	318,633	58,700	209,800	268,500	
Net Change	(6,792)	-	-	-	-	
Ending Fund Balance	$ -	$ -	-	-	-	N/A
BURA Core Area Construction Fund						
Beginning Fund Balance	$ -	$ -	$ -	$ -	$ -	
Revenues	-	577,300	1,437,600	7,325,300	8,762,900	
Expenditures	-	577,300	1,437,600	5,825,300	7,262,900	
Net Change	-	-	-	1,500,000	1,500,000	
Ending Fund Balance	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000	1,500,000%
TOTAL CAPITAL PROJECTS FUNDS						
Beginning Fund Balance	$ 13,183,534	$ 27,638,646	$ 35,268,800	$ -	$ 35,268,800	
Revenues	76,664,911	82,001,757	95,186,300	24,595,700	119,782,000	
Expenditures	62,209,799	74,371,647	49,152,300	56,583,900	105,736,200	
Net Change	14,455,112	7,630,111	46,034,000	(31,988,200)	14,045,800	
Ending Fund Balance	$ 27,638,646	$ 35,268,757	$ 81,302,800	$ (31,988,200)	$ 49,314,600	40%
PERMANENT FUNDS						
Cemetery Permanent Maintenance Fund						
Beginning Fund Balance	$ 680,364	$ 652,554	$ 687,700	$ -	$ 687,700	
Revenues	23,465	74,666	25,900	19,700	45,600	
Expenditures	51,275	39,526	14,700	11,600	26,300	
Net Change	(27,810)	35,139	11,200	8,100	19,300	
Ending Fund Balance	$ 652,554	$ 687,694	$ 698,900	$ 8,100	$ 707,000	3%

Please refer to subsequent pages for explanation of changes in fund balance ≥ 10% for Governmental Funds.

Fund Balance Detail Years 2019 - 2025
By Proprietary Fund Type

FUND	ACTUALS 2019-2021	ESTIMATE 2021-2023	ADOPTED BUDGET 2023-24	ADOPTED BUDGET 2024-25	ADOPTED BUDGET 2023-2025	2023-2025 % Change From Prior Period
INTERNAL SERVICE FUNDS						
Internal Service Fund						
Beginning Fund Balance	$ 19,329,730	$ 20,733,175	$ 32,345,800	$ -	$ 32,345,800	
Revenues	87,261,054	121,785,999	102,548,700	129,252,100	231,800,800	
Expenditures	85,857,609	110,173,093	110,173,700	114,627,600	224,801,300	
Net Change	1,403,445	11,612,906	(7,625,000)	14,624,500	6,999,500	
Ending Fund Balance	$ 20,733,175	$ 32,346,081	$ 24,720,800	$ 14,624,500	$ 39,345,300	22%
ENTERPRISE FUNDS						
Airport Fund						
Beginning Fund Balance	$ 955,440	$ 282,029	$ 1,457,100	$ -	$ 1,457,100	
Revenues	2,787,378	5,115,148	3,723,700	2,158,700	5,882,400	
Expenditures	3,460,789	4,340,060	3,723,900	1,885,600	5,609,500	
Net Change	(673,411)	775,088	(200)	273,100	272,900	
Ending Fund Balance	$ 282,029	$ 1,057,117	$ 1,456,900	$ 273,100	$ 1,730,000	64%
Cemetery Fund						
Beginning Fund Balance	$ 45,222	$ 32,478	$ 40,000	$ -	$ 40,000	
Revenues	630,094	680,342	576,700	559,400	1,136,100	
Expenditures	642,839	672,860	592,700	559,400	1,152,100	
Net Change	(12,745)	7,482	(16,000)	-	(16,000)	
Ending Fund Balance	$ 32,478	$ 39,959	$ 24,000	$ -	$ 24,000	-40%
Water Fund						
Beginning Fund Balance	$ 54,997,253	$ 64,753,545	$ 67,656,000	$ -	$ 67,656,000	
Revenues	53,282,406	53,667,930	28,471,300	29,722,200	58,193,500	
Expenditures	43,526,113	50,765,378	46,837,000	43,833,500	90,670,500	
Net Change	9,756,292	2,902,552	(18,365,700)	(14,111,300)	(32,477,000)	
Ending Fund Balance	$ 64,753,545	$ 67,656,097	$ 49,290,300	$ (14,111,300)	$ 35,179,000	-48%
Water Reclamation Fund						
Beginning Fund Balance	$ 67,628,777	$ 80,883,262	$ 100,619,800	$ -	$ 100,619,800	
Revenues	151,550,401	119,600,066	50,118,700	45,783,100	95,901,800	
Expenditures	138,295,916	99,863,494	67,749,900	60,890,500	128,640,400	
Net Change	13,254,485	19,736,572	(17,631,200)	(15,107,400)	(32,738,600)	
Ending Fund Balance	$ 80,883,262	$ 100,619,834	$ 82,988,600	$ (15,107,400)	$ 67,881,200	-33%
Stormwater Fund						
Beginning Fund Balance	$ 5,685,880	$ 5,826,915	$ 9,682,500	$ -	$ 9,682,500	
Revenues	12,725,322	22,362,431	6,694,400	12,795,200	19,489,600	
Expenditures	12,584,287	18,506,806	10,874,200	10,131,500	21,005,700	
Net Change	141,036	3,855,625	(4,179,800)	2,663,700	(1,516,100)	
Ending Fund Balance	$ 5,826,915	$ 9,682,541	$ 5,502,700	$ 2,663,700	$ 8,166,400	-16%
Parking Services Fund						
Beginning Fund Balance	$ 1,672,965	$ 2,137,211	$ 2,472,100	$ -	$ 2,472,100	
Revenues	2,869,495	3,677,795	4,208,200	1,838,600	6,046,800	
Expenditures	2,405,249	3,342,954	2,712,400	3,602,600	6,315,000	
Net Change	464,246	334,841	1,495,800	(1,764,000)	(268,200)	
Ending Fund Balance	$ 2,137,211	$ 2,472,052	$ 3,967,900	$ (1,764,000)	$ 2,203,900	-11%
TOTAL ENTERPRISE FUNDS						
Beginning Fund Balance	$ 130,985,537	$ 153,915,440	$ 181,927,500	$ -	$ 181,927,500	
Revenues	223,845,096	205,103,713	93,793,000	92,857,200	186,650,200	
Expenditures	200,915,193	177,491,552	132,490,100	120,903,100	253,393,200	
Net Change	22,929,903	27,612,160	(38,697,100)	(28,045,900)	(66,743,000)	
Ending Fund Balance	$ 153,915,440	$ 181,527,601	$ 143,230,400	$ (28,045,900)	$ 115,184,500	-37%

Please refer to subsequent pages for explanation of changes in fund balance ≥ 10% for Proprietary Funds.

Fund Balance Detail Years 2019-2025
Analysis of Changes in Fund Balance ≥ 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

CITY OF BEND GENERAL FUND

During the 2021-2023 biennium General Fund ending fund balance increased primarily for two reasons. First, reserves were strategically withheld with approximately $2.4M in tourism funds and $5.7M of land sales revenues. Second, operational and personnel savings driven by the Police Department contributed to overall expenditure savings. The 2023-2025 decrease in fund balance results from allocation of the tourism funds to a new tourism related capital project and spending down the fund balance to support increased personnel costs and street maintenance. In addition, the 2023-2025 biennium includes approximately $1.5 million in General Fund allocations to support City Council's 2023-2025 goals. More information about these allocations can be found in the General Fund narrative in the Adopted Budgets section of this budget document.

BEND URBAN RENEWAL AGENCY GENERAL FUND

The Bend Urban Renewal Agency General Fund was dissolved at the end of the 2019-2021 biennium. Urban renewal agencies are required to have a "general fund" for financial reporting purposes. The Juniper Ridge Construction Fund serves as the "general fund" for annual audit and financial reporting purposes.

SPECIAL REVENUE FUNDS

General Fund Revenue Stabilization Fund

The General Fund Revenue Stabilization Fund was created to ensure the continued delivery of City services. These funds will be available for emergency situations, temporary revenue shortfalls or to provide stability during economic cycles. Reserves will continue to be built up and no expenditures are planned out of this fund during the 2023 - 2025 biennium.

Police Reserve Fund

The Police Reserve Fund was established in June 2010 to set aside operating reserves for the Police Department to be used to absorb unanticipated operating needs. The 2023-2025 budget reflects a one-time increase of $200,000 transferred from the Police Department budget to save for a mobile command post to be purchased using the Police Reserve Fund in 2028.

Fire/EMS Fund

The decrease in fund balance in the Fire/EMS fund is primarily driven by increased expenditures in personnel services and capital outlay for the 2023-2025 biennium. Collective bargaining agreements were negotiated in Spring 2022 with the Bend Fire Association and City of Bend Employee Association increasing salary schedules and wage adjustments for fiscal years 2023-2025. Additionally, nine (9) new FTE are budgeted in fiscal year 2024-25 to meet the rising emergency medical needs of the community. Approximately $5 million in capital outlay expenditures are included for replacements of aging vehicles and engines requiring significant maintenance costs.

Fund Balance Detail Years 2019-2025
Analysis of Changes in Fund Balance ≥ 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

Streets & Operations Fund

The decrease in fund balance in the Streets & Operations Fund is driven by $320,000 in grant revenue received in fiscal year 2022-23 for equipment included in capital outlay expenditures in fiscal year 2023-24. The Bend Metropolitan Planning Organization awarded the CRRSA (Coronavirus Response and Relief Supplemental Appropriation) funds be utilized for the purchase of equipment to maintain the city's bicycle and pedestrian facilities.

System Development Charges (SDC) Fund

The System Development Charges fund balance decrease is due to the increase in planned Capital Improvement Program (CIP) projects in the Transportation Construction Fund that will use reserves. SDC eligibility is determined by the SDC Project List, which is periodically amended and approved by City Council. An update to the SDC list and methodology is in process. The use of SDC revenues is accounted for as a transfer out from the SDC fund to the Transportation Construction, Water and Water Reclamation Funds, respectively. This results in an increase in interfund transfer expenditure appropriations from the SDC fund, therefore decreasing the fund balance.

Building Fund

The decrease in fund balance in the Building Fund is driven by an increase in expenditures in support services and personnel and a conservative revenue projection. The adopted budget includes a proposed 20% fee increase in each year of the biennium to move towards aligning fees with the cost-of-service delivery and to support plan review work that has become more complex with increased housing density and demands of redevelopment. Council adopted a 12% fee increase as part of the FY23-24 fee resolution. Current discussions are taking place to phase in additional increases over time to ensure rates and fees reflect operating costs of the Building department. The Building Fund's ending reserve levels are in compliance with the City's fiscal policies.

Planning Fund

The decrease in fund balance in the Planning Fund is driven by an increase in expenditures in support services and personnel and a conservative revenue projection. The adopted budget includes a 30% fee increase each year of the biennium to move towards aligning fees with the cost of service delivery and to support Planning work that has become more complex with increased housing density and demands of redevelopment. Council adopted a 20% fee increase as part of the FY23-24 fee resolution. Current discussions are taking place to phase in additional increases over time to ensure rates and fees reflect operating costs of the Planning department.

Fund Balance Detail Years 2019-2025
Analysis of Changes in Fund Balance ≥ 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

Private Development Engineering Fund

The decrease in fund balance in the Private Development Engineering Fund is driven by an increase in expenditures in support services and personnel and a conservative revenue projection. Council adopted a 10% fee increase as part of the FY23-24 fee resolution. Current discussions are taking place to phase in additional increases over time to ensure rates and fees reflect operating costs of the Private Development Engineering department. The Private Development Engineering Fund's ending reserve levels are in compliance with the City's fiscal policies.

Affordable Housing Fund

The decrease in fund balance in the Affordable Housing Fund is due to reserves being utilized to increase the availability of funds for affordable housing projects. The use of these funds support City Council's Housing goal. The Affordable Housing Funds ending reserve levels are in compliance with the City's fiscal policies.

Community Development Block Grant Fund

The increase in fund balance is due to a small contingency balance being built up in the fund over the 2023-2025 biennium.

Houseless Fund

The Houseless Fund was created during the 2021-2023 biennium and was primarily funded by large grants with spending planned for multiple years. As a result the fund ended the 2021-2023 biennium with a significant ending fund balance. The decrease in ending fund balance for the 2023-2025 is a result of spending these grant monies during the biennium.

Tourism Fund

The decrease in fund balance in the Tourism Fund is a result of timing. The 2021-2023 ending fund balance will be remitted to Visit Bend in the 2023-2025 biennium.

Business Advocacy Fund

During the 2021-2023 biennium The Business Advocacy Fund received one time funding from The American Rescue Plan Act Fund to support home-based childcare and childcare workforce development efforts. For the 2023-2025 biennium council approved an increase in business registration fees as part of the 23-24 fee schedule that will support program staff and the development of new programs. The remaining fund balance above expected program costs is being set aside in fund reserves.

Fund Balance Detail Years 2019-2025
Analysis of Changes in Fund Balance ≥ 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

American Rescue Plan Act Fund

The increase in fund balance reflected in the summary is due to the timing of expenditures and grant revenues received. When the grant is finalized during 2026, total revenues will match total expenditures and ending fund balance will be zero.

DEBT SERVICE FUNDS

Fire Station Debt Service Fund

The City of Bend (City) partnered with the Deschutes County Rural Fire Protection District # 2 (District) to construct four fire stations and a fire administration building in 1999. Full faith and credit obligation bonds were issued by the City to finance the facilities. The final debt payment will be made in fiscal year 2023-24 and the fund will be closed during the 2023-2025 biennium.

PERS Debt Service Fund

The decrease in fund balance in the PERS Debt Service Fund is due to personnel services expenditure savings in the 2021-2023 biennium, estimated at $15.9 million. The City contributes to the debt service fund at a rate applied as a percentage of all eligible employee wages. Payroll contribution rates are continuously evaluated and adjusted to ensure sufficient coverage of annual liability.

2020 GO Bond Debt Service Fund

The $190 million of G.O. bond proceeds will fund project design and construction, bond issuance costs, and costs to administer the projects. The bonds will be issued in a series, over time, to provide money in multiple years for completion of the projects. The first series of bonds was issued during the 2021-2023 biennium, with the second series anticipated in the first year of the upcoming biennium. The bonds are repaid by annual assessment of real property. The first property tax assessment occurred in fiscal year 2022-23 and an increase to the property tax levy will occur in the second year of the biennium. This results in an increased ending fund balance.

BURA Juniper Ridge Debt Service Fund

Property tax revenues generated in the Juniper Ridge Urban Renewal area fall short of required debt service payments for the current biennium, resulting in a 40% decrease in reserves. The remaining reserves are held in the fund to support debt service on future capital improvement projects that are included on the five year Capital Improvement Program schedule.

Fund Balance Detail Years 2019-2025
Analysis of Changes in Fund Balance ≥ 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

BURA Murphy Crossing Debt Service Fund

Property tax revenues generated in the Murphy Crossing Urban Renewal area exceed required debt service payments for the current biennium resulting in a 34% increase in reserves. These reserves are currently being held to help support debt service on future projects that are included in the five year Capital Improvement Program schedule.

BURA Core Area Debt Service Fund

Property tax revenues generated in the Core Area Urban Renewal area exceed required debt service payments for the biennium resulting in a 168% increase in reserves. The comparative increase is relatively large because the newly created area started collecting property taxes in the 2021-2023 biennium. The fund reserves are currently being held to help support debt service on future projects that are included in the five year Capital Improvement Program schedule that result from the studies and planning that will take place this biennium.

CAPITAL PROJECTS FUNDS

2020 GO Bond Construction Fund

The second series of bonds will be issued during the 2023-2025 biennium. Revenues from the second debt issuance will fund projects beyond the 2023-2025 biennium, so will exceed expenditures. This results in an increase in the fund balance.

Accessibility Construction Fund

The decrease in the Accessibility Construction Fund ending balance is due to decreased franchise fee revenues and increased capital outlay expenditures. Capital outlay expenditures in the 2021-2023 biennium were $1.4 million less than budgeted, resulting in increased reserves for future construction. The water and sewer franchise fee allocation has been temporarily reduced to allow reserves to be depleted to appropriate levels. The fund Capital Improvement Program (CIP) was evaluated over the previous biennium and project spending will begin in the 2023-2025 biennium.

BURA Core Area Construction Fund

The BURA Core Area Construction Fund ending balance is due to revenues from bond issuances during the 2023-2025 biennium that exceed expected project costs for the biennium. The remaining funds are expected to be spent in the next biennium.

Fund Balance Detail Years 2019-2025
Analysis of Changes in Fund Balance > 10% for Proprietary Funds

INTERNAL SERVICE FUND

Internal Service Fund

The increase in fund balance in the Internal Service Fund is primarily driven by the issuance of debt proceeds for the Juniper Ridge Public Works Campus capital project in the 2023-2025 biennium. The portion of these debt proceeds unspent in 2023-2025 will be held in reserve future years for the continuation of that capital project. This fund is paid for by interfund transfers from operating departments, and in each biennium the fund budgets to collect only enough revenue to support expenditures and maintain required reserve levels.

ENTERPRISE FUNDS

Airport Fund

The increase in fund balance in the Airport Fund is due to approximately $1 million of federal Bipartisan Infrastructure Law (BIL) grant revenue budgeted to be received in the 2023-2025 biennium and reserved for future capital improvement expenditures. The City has now confirmed that these funds will be awarded on a reimbursement basis and the budget will be adjusted to reduce grant revenue and reserves.

Cemetery Fund

The decrease in fund balance in the Cemetery fund is primarily due to an increase in personnel services expenditures. The total FTE funded by the Cemetery will be increased from 1.1 to 1.85 in the 2023-2025 biennium. Given that the fund receives General Fund support, there is limited contingency included in the budget.

Water Fund

The decrease in fund balance in the Water Fund is primarily due to an increase in capital project spending budgeted in the 2023-2025 biennium driven by the Outback Facility Improvements and Awbrey Butte Distribution Improvements projects and spending down of beginning working capital that resulted from lower than budgeted capital spending in the 2019-2021 and 2021-2023 biennium. The Water Fund's ending reserve levels are in compliance with the City's fiscal policies.

Water Reclamation Fund

The decrease in fund balance in the Water Reclamation Fund is primarily due to spending down 2021 revenue bond proceeds in 2021-2023. Revenue bonds were issued in 2021 to pay for the North Interceptor Sewer Line project. Spending down of beginning working capital is further driven by large capital projects including the Southeast Area Master Plan. The Water Reclamation Fund's ending reserve levels are in compliance with the City's fiscal policies.

Stormwater Fund

The decrease in fund balance in the Stormwater Fund is primarily due to spending down 2021 bond proceeds in 2021-2023 and 2023-2025. Bonds were issued in 2021 to pay for the Murphy, Empire, and Newport Corridor improvement projects. The Stormwater Fund's ending reserve levels are in compliance with the City's fiscal policies.

Parking Services Fund

The decrease in fund balance in the Parking Services Fund is primarily due to increased costs in personnel services and materials and services to improve and expand parking services in the City. Estimates for the 2021-2023 biennium include an increase of 27% in revenues from licenses and permits, charges for services, and fines and forfeitures. The 2023-2025 biennium budget includes additional costs to utilize excess revenue and reduce the ending fund balance.

Analysis of Revenue Sources
Revenue Highlights

Overview

The primary revenue sources of the City's governmental funds are property taxes, room taxes, franchise fees, intergovernmental revenues, grants and contributions, charges for services, licenses and permits, and court fines and assessments. For enterprise and internal service funds, the primary revenue sources are charges and fees for services.

Revenue assumptions for the 2023-2025 biennial budget are based on current or historical revenue trends and analyses, as well as projections from the State of Oregon Office of Economic Analysis, Oregon Department of Transportation, and Portland State University Population Research Center.

Development of the 2023-2025 biennial budget reflects revenue pressures associated with modest revenue growth forecasts and headwinds associated with a potentially slowing economy. Coupled with pressures on expenses, there is an imbalance of inflows and outflows across most funds. Either funding increases will be needed to keep operations at the current level or service levels may need to be reduced.

New Revenues, Fee Increases and Notable Changes to Revenues

New revenues and fee increases included in the 2023-2025 biennial budget are as follows:

- Water rate/revenue increases of 3.8% per year, water reclamation (sewer) increases of 2.5% per year and stormwater increases of 7.0% per year. Account activity increases of 2.1% are assumed for water, 2.06% for sewer, and 2.33% for stormwater, which is consistent with the 30-year utility rate forecasting models.

- System development charge (SDC) revenue projections include a 3% projected Engineering News Record (ENR) increase across water, sewer and transportation. The actual increase in ENR as of May 2023 was 2.2% which should result in lower than budgeted revenues. Development activity increases of 2.3% in fiscal year 2024-2025 are assumed for transportation, water and sewer SDC's. The City is in the process of updating all three SDC methodologies. Future adjustments to SDC rates may be required when the methodology update is complete in Fall 2023.

- Based on the outcome of an external fee study, the budget reflects development fee increases ranging from 10-30% in each year of the biennium, as well as an increase in the long range planning surcharge. As part of the FY23-24 fee resolution Council adopted fee increases ranging from 10-20%. Current discussions are taking place with a group of stakeholders to phase in the increases over time and eliminate the increase of the long range planning fee. The budget document reflects the initial fee increases ranging from 10-30%. Increased fees are needed to support staffing levels necessary to maintain permit turnaround times and maintain minimum operating reserves. Development activity is projected to remain flat in fiscal year 2023-2024 and increase 2.3% in fiscal year 2024-2025.

- The Commercial & Industrial Construction Tax budget includes an increase from 1/3 of 1% to 1.2% of the total building permit valuation on improvements for commercial and industrial building permits issued by the City. Current discussions are taking place with a group of stakeholders to phase in the increases over time.

- The Streets & Operations budget reflects revenues from a new transportation fee or other revenue source which is needed to maintain current levels of service. At the time the budget was developed, City Council was evaluating the scope of services and programs to be funded with a transportation fee or other revenue source, the public engagement approach, and timeframe of how quickly to implement a new revenue source. At the time the budget was prepared, those decisions had not been made and the budget reflects a revenue placeholder pending implementation of additional revenues.

- On May 16, 2023 voters approved a 5-year operating levy for fire and emergency medical services at a rate of $0.76 per $1,000 of taxable assessed value (TAV). The existing levy of $0.20 per $1,000 of TAV will expire on June 30, 2024. The $0.20 rate was established in 2014 based on the costs to hire additional personnel to serve the demand for service at the time, resulting in response times that improved by over a minute, and improved cardiac survival rates. The levy rate has not increased since it was initially approved by voters in 2014, and call volume is growing because of Bend's rapid population growth. The revenue generated by the levy and the rate increase provides essential funding for Bend Fire and Rescue to meet the service demands of the community.

Property Taxes

Oregon's property tax system represents one of the most important sources of revenue for local governments. This system is defined by two significant constitutional limitations that were put in place by initiative petitions passed by voters in November 1990 (Measure 5) and May 1997 (Measure 50):

1. Measure 5 introduced limits, starting in 1991-1992, on the taxes paid by individual properties. The limits of $5 per $1,000 real market value for school taxes and $10 per $1,000 real market value for general government taxes apply only to operating taxes, not bonds. If either the school or general government taxes exceeded its limit, then each corresponding taxing district has its tax rate reduced proportionately until the tax limit is reached. This reduction in taxes to the limits is called "compression." In 2022-23 there was no compression loss of the City's permanent rate due to the tax rate limitation.

2. Measure 50 reduced property taxes in 1997-98 and controlled their future growth. It achieved these goals by making three changes: switching to permanent rates, reducing assessed values, and limiting annual growth of assessed value to 3%. Measure 50 changed the concepts of both assessed values and tax rates. Assessed value is no longer equal to real market value. For existing property, Measure 50 limited the annual growth in assessed value to 3 percent. For new property (e.g., newly constructed homes), assessed value is calculated by multiplying the new property's real market value by the ratio of assessed value to real market value of similar property. This approach to assigning values to a new property assures that it is taxed consistently with similar

existing properties. Measure 50 also stipulates that assessed value may not exceed real market value. As a result, if the real market value of a property falls below its assessed value, the taxable value will be set at the real market value.

City of Bend Permanent Tax Levy

Property taxes from the City's operating levy comprise approximately 55% of the City's General Fund revenues and support police, fire, and other essential services. The City's permanent rate is $2.8035 per $1,000 taxable assessed value (TAV). Total City TAV for 2022-23 is $14.3 billion. The City's TAV is projected to increase 5.0% per year in each year of the biennium due to the rise in property values and new construction. The collection rate for the 2023-2025 biennium is projected to be 96.1%.

	2023-24	2024-25	2023-25 Biennium
Projected TAV	$ 15,029,121,000	$ 15,780,577,000	$ 30,809,698,000
Change in TAV from prior yr.	5.0%	5.0%	
Tax Rate (per $1,000 TAV)	$2.8035	$2.8035	
Tax levy	$42,134,000	$42,241,000	$86,375,000
Collection rate	96.1%	96.1%	

	2023-24	2024-25	2023-25 Biennium
Current tax revenues	$ 40,498,400	$ 42,523,400	$ 83,021,800
Delinquent taxes	648,000	680,400	1,328,400
Interest and property sales	98,300	89,400	187,700
Total tax revenues-City	$ 41,244,700	$ 43,293,200	$ 84,537,900

2011 General Obligation Bond Levy

The $30 million General Obligation (G.O.) Bond for Transportation Safety & Capacity Improvements was approved by voters in May 2011. State law requires property taxes for G.O. Bonds to be levied as a dollar amount, not a rate per thousand of TAV, as these levies are based on the amount of annual debt service and reserves required to service the debt issued for the bonded improvements. The amount of taxes levied each year may fluctuate based on the amount of scheduled principal and interest payments.

	2023-24	2024-25	2023-25 Biennium
Current tax revenues	$ 1,636,000	$ 1,713,700	$ 3,349,700
Delinquent taxes and interest	22,300	23,400	45,700
Total tax revenues – 2011 Bond	$ 1,658,300	$ 1,737,100	$ 3,395,400

2020 General Obligation Bond Levy

The $190 million General Obligation (G.O.) Bond for Safe Travel & Traffic Improvements was approved by voters in November 2020. State law requires property taxes for G.O. Bonds to be levied as a dollar amount, not a rate per thousand of TAV, as these levies are based on the amount of annual debt service and reserves required to service the debt issued for the bonded improvements. Bonds to fund the November 2020 G.O. Bond will be issued over time, as projects are completed. The biennial budget reflects debt service payments from the first series of bonds that were issued in March 2022. Fiscal year 2024-25 also reflects estimated debt service payments for the next series of bonds that are anticipated to be issued in Spring 2024 and will impact the tax levy for the second year of the biennium.

	2023-24	2024-25	2023-25 Biennium
Current tax revenues	$ 2,428,500	$ 7,697,800	$ 10,126,300
Delinquent taxes and interest	17,500	33,500	51,000
Total tax revenues – 2020 Bond	$ 2,446,000	$ 7,731,300	$ 10,177,300

City of Bend Local Option Levy

A 5 year Local Option Operating Levy (LOL) for Fire and Emergency Medical Services was approved by voters in May 2014, and renewed by voters in May 2018. These levies were approved at a rate of $0.20 per $1,000 TAV. The operating levy is assessed on properties within the City limits as well as residents of the Deschutes Rural Fire Protection District #2. The current operating levy expires on June 30, 2024. In the May 2023 election voters approved a new levy at a rate of $0.76 per $1,000 TAV which is necessary to continue providing fire protection and emergency medical services to the community. The new levy is effective July 1, 2024.

Increases in TAV and collection rate are consistent with those of the City's permanent tax levy.

	2023-24	2024-25	2023-25 Biennium
Current tax revenues	$ 2,934,600	$ 11,709,100	$ 14,643,700
Delinquent taxes and interest	53,300	53,400	106,700
Total tax revenues-LOL	$ 2,987,900	$ 11,762,500	$ 14,750,400

Urban Renewal Tax Levies

The Bend Urban Renewal Agency (BURA) has 3 tax increment financing (TIF) areas or urban renewal areas (URA): Juniper Ridge URA, Murphy Crossing URA and Core Area TIF. These URAs, or TIF districts, levy property taxes on the new growth, or incremental assessed value, to finance improvement projects within the respective URA.

Juniper Ridge Urban Renewal Area

The Juniper Ridge URA was adopted in 2005. Property tax estimates include the incremental assessed values from properties that were developed after the URA was adopted. The URA's TAV is projected to increase 4.8% in both 2023-24 and 2024-25.

	2023-24	2024-25	2023-25 Biennium
Current tax revenues	$ 1,638,900	$ 1,758,500	$ 3,397,400
Delinquent taxes and interest	28,200	29,800	58,000
Total tax revenues-Juniper Ridge	$ 1,667,100	$ 1,788,300	$ 3,455,400

Murphy Crossing Urban Renewal Area

The Murphy Crossing URA was adopted in August 2008. Property tax estimates include the incremental assessed values from properties that were developed after the URA was adopted. The URA's TAV is projected to increase 3.8% in 2023-24 and 3.9% in 2024-25.

	2023-24	2024-25	2023-25 Biennium
Current tax revenues	$ 725,800	$ 788,400	$ 1,514,200
Delinquent taxes and interest	14,300	15,500	29,800
Total tax revenues-Juniper Ridge	$ 740,100	$ 803,900	$ 1,544,000

Core Area Tax Increment Financing (TIF) District

The Core Area TIF District was adopted in August 2020. Property tax estimates include the estimated incremental assessed values from properties that were developed after the TIF District was adopted. The URA's TAV is projected to increase 3.0% in both 2023-24 and 2024-25.

	2023-24	2024-25	2023-25 Biennium
Current tax revenues	$ 962,600	$ 1,152,600	$ 2,115,200
Delinquent taxes and interest	5,000	17,600	22,600
Total tax revenues-Core Area	$ 967,600	$ 1,170,200	$ 2,137,800

Additional details of property taxes and all other major revenues of the City are included in the accompanying revenue summaries.

General Fund Property Taxes

Allocation of Revenues

The City's permanent operating tax rate is $2.8035 per $1,000 of Taxable Assessed Value (TAV). Property taxes collected are allocated to the General Fund as discretionary revenues to support public safety and other General Fund operations.

Measure 50 limits future growth of TAV to 3% per year plus the value of new construction. Local governments with operating tax rates may not increase the amount provided on a permanent basis. They may only request that voters approve a limited term levy for operations or capital expenditures (local option levies and general obligation bond levies).

This table only reflect the Property Taxes associated with the City's permanent rate and recorded in the General Fund. Refer to the preceding Revenue Highlights document for additional details on voter approved General Obligation Bonds and 5 year Local Option Levies that support transportation capital improvements and fire/EMS operations respectively.

10 Year Trend of Permanent Tax Levy

Year		Amount (in 000's)	% Change
2024-25	*	$ 44,241	5.0%
2023-24	*	42,134	5.0%
2022-23		40,128	5.9%
2021-22		37,880	5.1%
2020-21		36,051	5.3%
2019-20		34,248	5.3%
2018-19		32,520	6.0%
2017-18		30,676	5.9%
2016-17		28,964	4.5%
2015-16		27,708	7.1%

* estimates of 2023-2025 biennial budget amounts

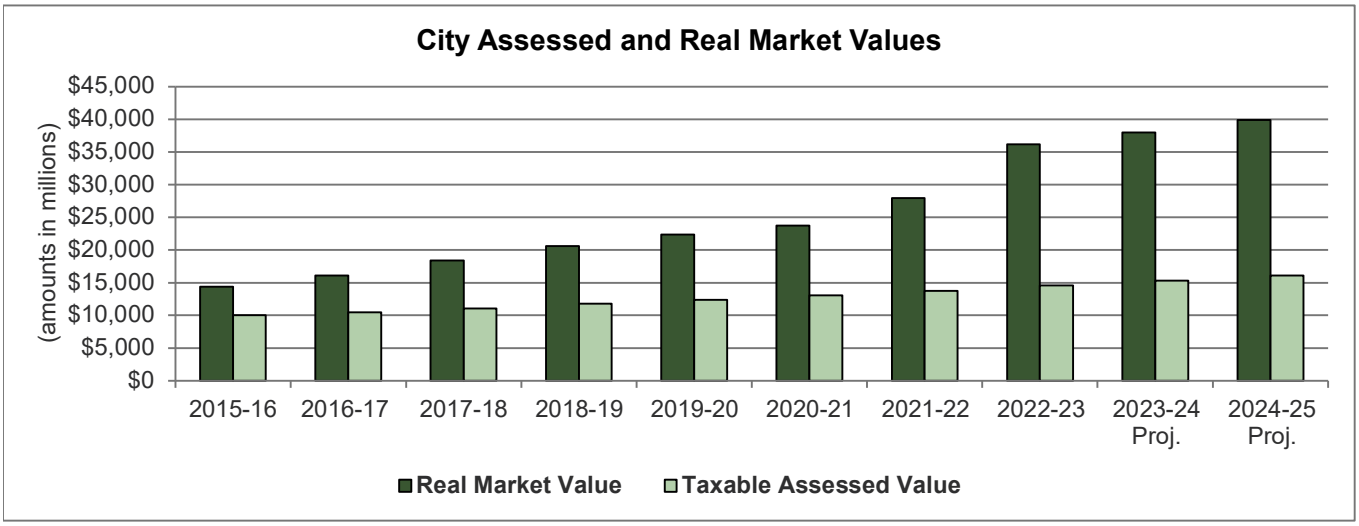
Assumptions

	Taxable Assessed Valuation ** (in 000's)		Gross Property Tax Levy (in 000's)	Collection Rate
2023-2025 Biennial Budget projections for 2024-25	$ 15,780,577	*	$ 44,241	96.1%
2023-2025 Biennial Budget projections for 2023-24	15,029,121	*	42,134	96.1%
2021-2023 Biennial Budget estimate for 2022-23	14,313,449		40,128	96.1%
2021-2023 Biennial Budget actuals for 2021-22	13,511,551		37,880	96.1%

** table reflects the "Value Used to Compute Rate" as reported in the Deschutes County tax rolls

The City's TAV is projected to increase by 5.0% in 2023-24 and 5.0% in 2024-25. The collection rate is projected to be 96.1% in both years of the biennium.

Property Taxes



Room Taxes

Allocation of Revenues

The 2023-2025 biennial budget reflects a 10.4% tax rate levied upon lodging properties within the City of Bend. In November 2013, voters approved an increase in the room tax rate to 10.4%. Prior to this increase, the room tax rate was 9%.

Oregon Revised Statues (ORS) require that cities allocate a portion of room tax for tourism promotion. In accordance with ORS and as adopted by the Bend Code, the first 9% of room tax funds were allocated 30% to the Tourism Fund for tourism promotion and 70% to the General Fund as discretionary revenues. Room tax revenues generated from the 1.4% increase approved in November 2013 were allocated 70% to the Tourism Fund and 30% to support Fire and Police operations. This resulted in a total of 35.4% of room tax revenue allocated to tourism promotion.

The Tourism Fund is used to account for the promotion of tourism, with much of the funds allocated to Visit Bend on a contracted basis.

* estimates of 2022-23 year end projections and 2023-2025 biennial budget amounts

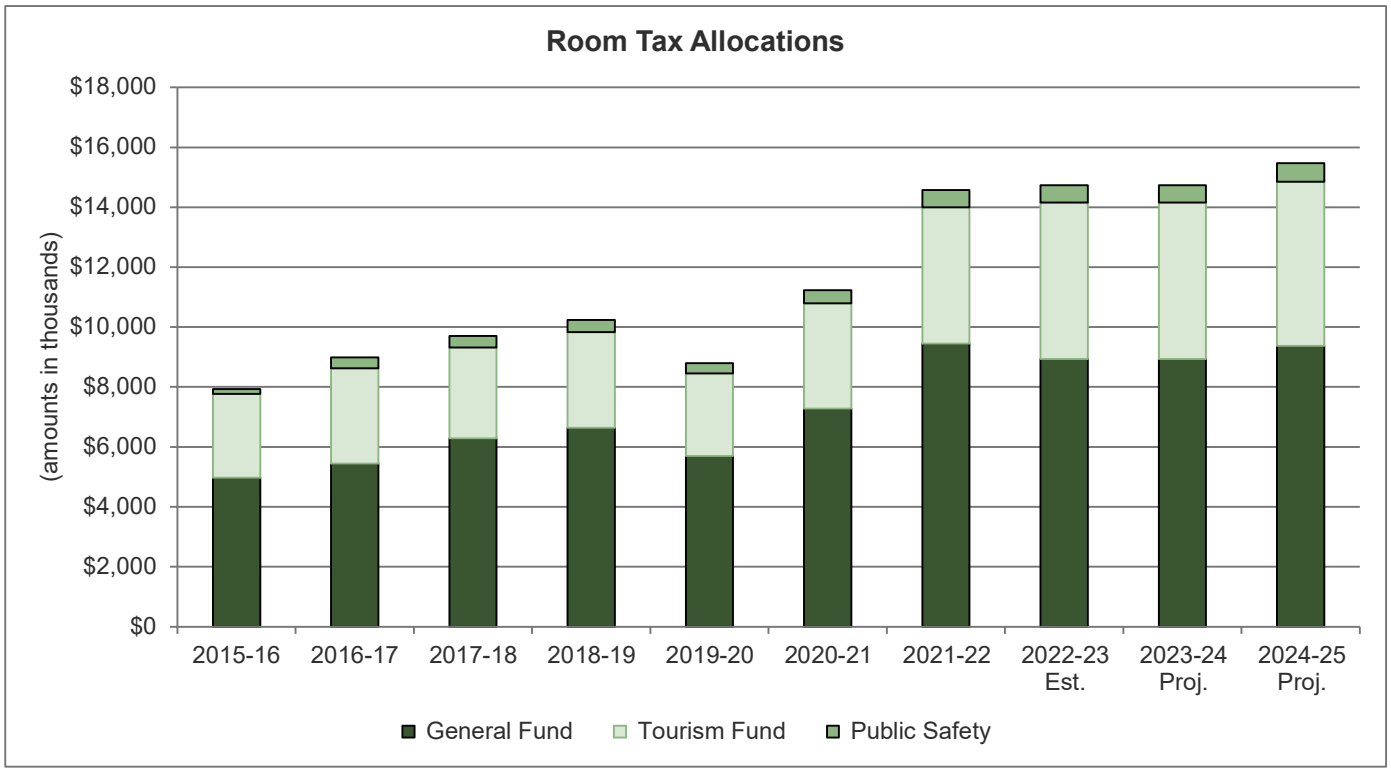
10 Year Trend of Revenues

Year	Amount (in 000's)	% Change
2024-25 *	$ 15,472	5.0%
2023-24 *	14,735	0.0%
2022-23 *	14,735	1.1%
2021-22	14,578	29.8%
2020-21	11,233	27.6%
2019-20	8,801	-14.0%
2018-19	10,239	5.6%
2017-18	9,700	7.9%
2016-17	8,990	13.3%
2015-16	7,931	24.0%

Assumptions

Revenue projections included in the 2023-2025 biennial budget are based on current trends and discussions with Visit Bend, an organization contracted for marketing and promoting tourism in Bend. Lodging property owners retain 0.5% of tax revenues collected for administration expenses, as allowed by Bend Code.

Room Taxes



Franchise Fees

Allocation of Revenues

Franchise fees are charged to utility companies for use of the public right of way. These fees are typically passed on to the utility customers. The primary use of franchise fee revenues are to support street and transportation activities. The majority of franchise fee revenues are accounted for in the General Fund, with portions also allocated directly to the Street & Operations, Transportation Construction, and Accessibility Construction Funds.

Franchise rates for the major franchisees are as follows as of 6/30/23:	
Pacific Power	7.00%
Central Electric Co-op	5.00%
Cascade Gas	7.00%
CenturyLink	7.00%
TDS Baja (formerly Bend Broadband)	5.00%
Garbage Haulers	7.00%
Water/Water Reclamation	6.00%

10 Year Trend of Revenues

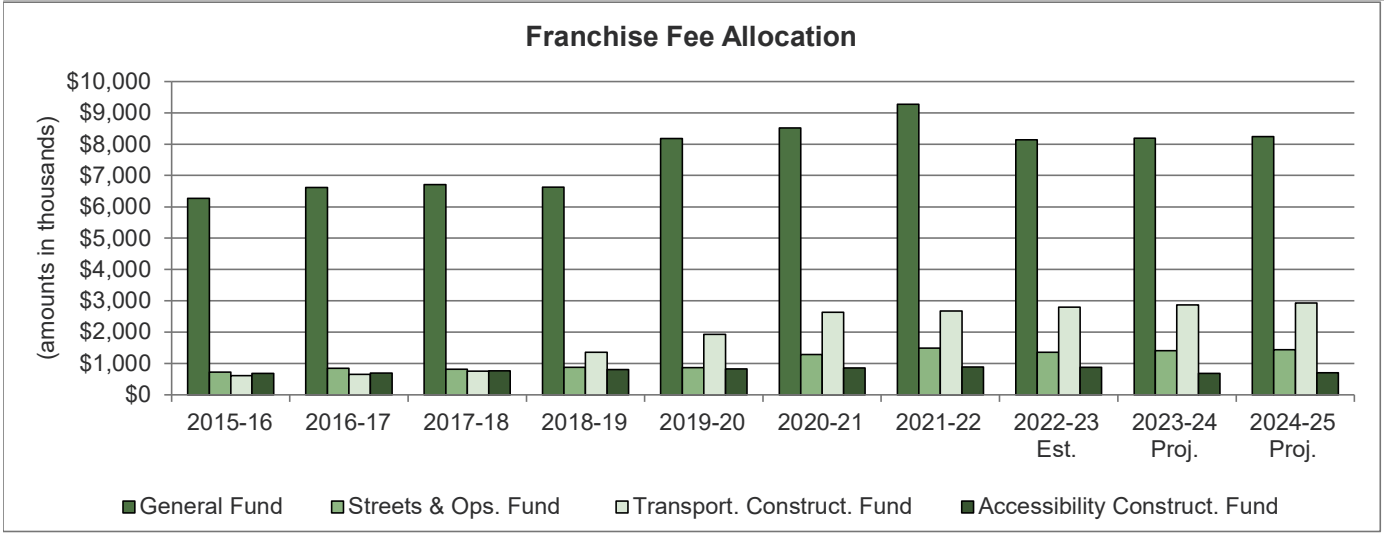
Year	Amount (in 000's)	% Change
2024-25 *	$ 13,324	1.4%
2023-24 *	13,134	-0.2%
2022-23 *	13,163	-8.2%
2021-22	14,335	7.8%
2020-21	13,293	12.7%
2019-20	11,791	22.2%
2018-19	9,650	6.8%
2017-18	9,035	2.7%
2016-17	8,794	6.2%
2015-16	8,280	3.9%

* estimates of 2022-23 year end projections and 2023-2025 biennial budget amounts

Assumptions

Various factors such as utility rate changes, economic factors, population growth, and service changes, are considered when projecting future franchise fee collections. For the 2023-2025 biennium, franchise fee revenues are increasing slightly due to anticipated population growth.

Franchise Fees



State Allocated Revenues

Allocation of Revenues	Year	Amount	Amount	Amount	Amount	Amount	% Change
		10 Year Trend of Revenues (in 000's)					Total
		Highway Tax	Liquor Tax	Cigarette Tax	Marijuana Tax	State Shared	Total State Allocated
State Highway Gas Taxes are allocated 100% to the Street & Operations Fund for street maintenance. The use of all State Highway Trust Fund dollars is restricted to road-related purposes according to Section 3 of Article IX of the Oregon Constitution.	2024-25 *	$ 8,613	$ 2,198	$ 75	$ 174	$ 1,538	4.6%
	2023-24 *	8,327	2,045	77	163	1,431	6.1%
	2022-23 *	7,803	1,953	75	152	1,367	2.2%
	2021-22	7,821	1,829	86	184	1,188	7.1%
	2020-21	6,860	1,800	88	427	1,195	9.5%
	2019-20	6,208	1,613	98	483	1,068	1.7%
Liquor Tax, Cigarette Tax, Marijuana Tax and State Shared revenues are allocated to the General Fund as discretionary revenues as they may be used for general government services without restrictions. Note that marijuana tax revenues in this analysis are specific to the allocation of the State tax to local governments. The City of Bend has a separate 3% local marijuana tax that is projected to generate approximately $1.2M in additional revenue per year in the upcoming biennium.	2018-19	6,459	1,473	101	296	981	9.5%
	2017-18	5,512	1,363	105	604	917	18.2%
	2016-17	4,939	1,269	113	-	871	5.4%
	2015-16	4,777	1,161	98	-	788	3.4%

* estimates of 2022-23 year end projections and 2023-2025 biennial budget amounts

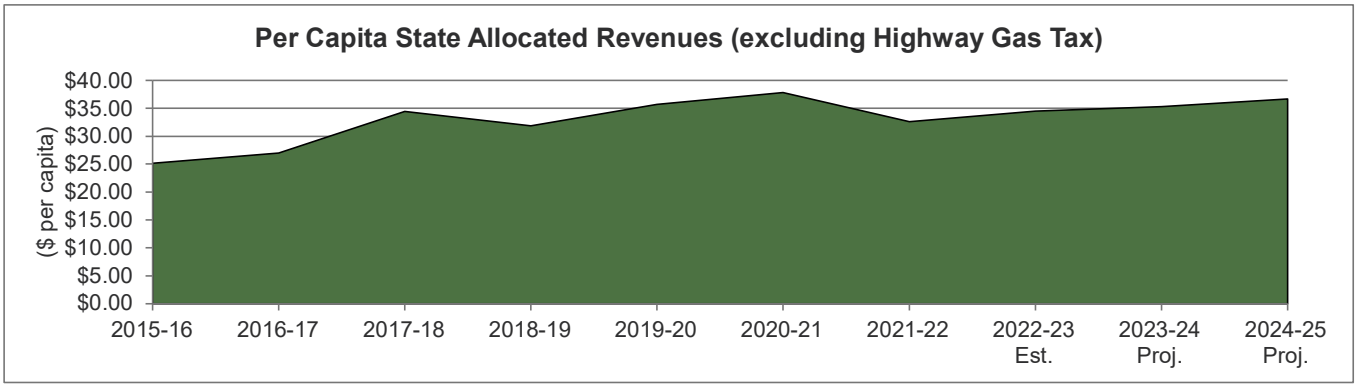
Assumptions

Cigarette and State Shared revenues are distributed by the State on a per capita basis. State marijuana taxes and liquor revenues have partial distributions to cities that are not based on population. Fourteen percent of liquor revenue share to cities uses an adjusted population formula that factors in per capita property taxes and per capita income of each city. Twenty-five percent of state marijuana tax share to cities is distributed based on the number of licensed marijuana premises in each city compared to the total number of licensed marijuana premises across the state. The State uses the July 1st Portland State University (PSU) certified populations to effect distributions of state allocated revenues.

The Highway Gas Tax revenues collected by the State are allocated to cities on a monthly basis from net receipts collected by the following divisions of the Oregon Dept. of Transportation (ODOT): Division of Motor Vehicles, Highway Division, and Motor Carrier Transportation Branch. The revenue distribution contains several components, but is also distributed on a per capita basis.

The revenue estimates in the biennial budget were developed using the December 2022 *Oregon Economic and Revenue Forecast* prepared by the State of Oregon Office of Economic Analysis, estimates provided by the League of Oregon Cities (LOC), and the Oregon Department of Transportation's *State Highway Revenue Forecast* (released October 2022). The state shared marijuana tax allocations in the biennium 2021-23 saw a decline due to Measure 110 adopted by Oregon voters in 2020. The LOC reports that starting in March of 2021 quarterly revenue to cities saw a 74% decrease from the fourth quarter 2020 distribution. Revenues are expected to grow slightly from this decreased level in in the 2023-25 biennium due to population growth.

State Allocated Revenues



System Development Charges

Allocation of Revenues	Year	10 Year Trend of Revenues Amount (in 000's) Transportatio	Amount Water	Amount Water Reclamation	% Change Total SDCs
System Development Charges (SDC) are restricted by ORS for capital improvement projects. A special revenue fund, the SDC fund, has been established to account for SDC revenue collections. The use of these revenues are shown as a transfer out of the SDC fund to the Transportation Construction Fund, the Water and Water Reclamation Funds respectively.	2024-25 *	$ 7,372	$ 3,159	$ 5,474	5.3%
	2023-24 *	7,001	3,000	5,198	3.0%
	2022-23 *	6,797	2,913	5,047	-16.7%
	2021-22	7,721	4,051	5,950	-5.0%
	2020-21	8,374	4,165	6,123	0.9%
	2019-20	9,062	3,152	6,288	13.1%
	2018-19	6,430	3,566	6,369	7.5%
	2017-18	6,794	3,238	5,189	-9.4%
	2016-17	6,586	3,780	6,439	-8.6%
	2015-16	8,566	3,697	6,126	79.6%

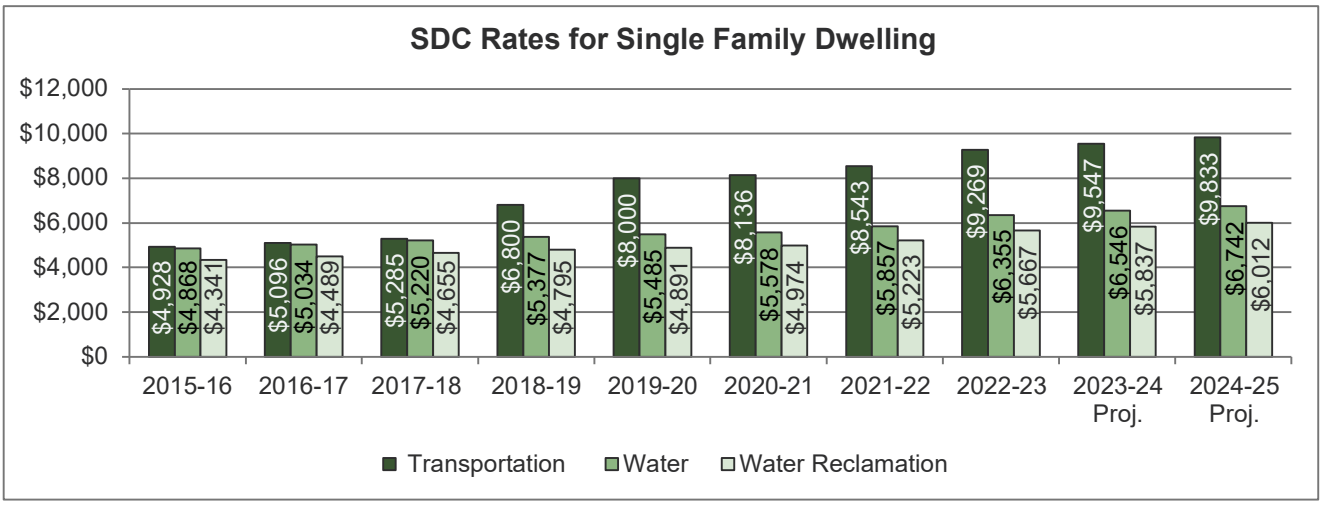
* estimates of 2022-23 year end projections and 2023-2025 biennial budget amounts

Assumptions

System Development Charges (SDCs) are established through methodology studies and the current SDCs are collected at 100% of the allowed fee plus annual increases based on Engineering News Record (ENR), a construction cost index. The City last updated its Transportation SDC methodology in 2011-12, Water methodology in 2008-09 and Water Reclamation methodology in 2014-2015. The City is in the process of updating the SDC methodologies for all three SDC cateogories. Future adjustments to SDC rates may be required when the methodology update is complete in Fall 2023.

The projected ENR increase included in the 2023-2025 biennial budget for Water, Water Reclamation and Transportation SDC's is 3.0%, based on the March 2023 report. The actual May 2023 increase in ENR resulted in a 2.2% increase. SDC revenues based on activity are projected to remain flat in fiscal year 2023-24 and increase by 2.3% in fiscal year 2024-25 based on an expected increase on developer activity.

System Development Charges



Development Fees and Permits

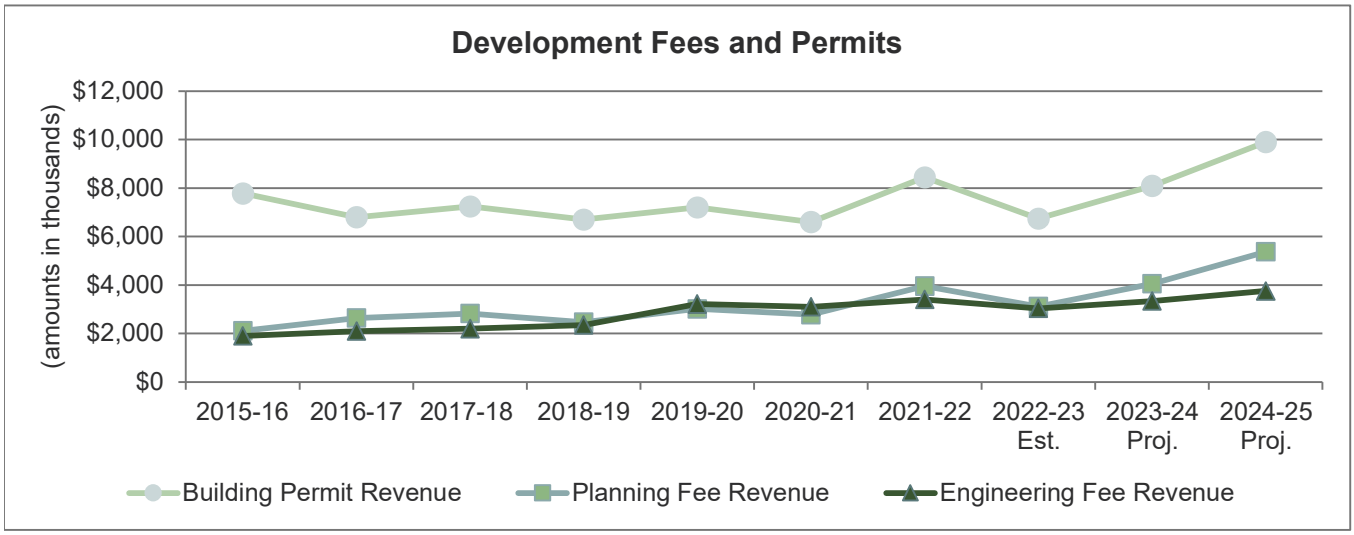
Allocation of Revenues	Year	10 Year Trend of Revenues Amount	% Change	Amount	% Change	Amount	% Change
				(in 000's)			
		Building		Planning		Engineering	
Building, Planning and Private Development Engineering fee and permit revenues are allocated to their respective funds within the Community and Economic Development Department (CEDD). Planning and Engineering fees do not have specific restrictions on their uses, but per State of Oregon requirements, Building permit fees may only be used to support the operation of the Building Division.	2024-25 *	$ 9,896	22.3%	$ 5,373	32.3%	$ 3,759	12.3%
	2023-24 *	8,092	20.0%	4,061	30.2%	3,347	10.0%
	2022-23 *	6,743	-20.1%	3,120	-21.3%	3,043	-10.9%
	2021-22	8,441	27.8%	3,964	42.2%	3,414	9.7%
	2020-21	6,604	-8.3%	2,787	-7.7%	3,111	-3.5%
	2019-20	7,204	7.5%	3,018	22.3%	3,223	36.9%
	2018-19	6,703	-7.5%	2,468	-13.0%	2,354	6.6%
	2017-18	7,245	6.5%	2,836	7.5%	2,208	4.6%
	2016-17	6,802	-12.6%	2,639	24.6%	2,110	10.6%
	2015-16	7,781	22.3%	2,117	-0.6%	1,908	62.7%

* estimates of 2022-23 year end projections and 2023-2025 biennial budget amounts

Assumptions

As a result of an external fee study, increases to development fees are budgeted to better align with the cost of service delivery. In each year of the biennium budget, Building, Planning and Engineering fees reflect increases of 20%, 30% and 10%, respectively. As part of the FY23-24 fee resolution Council adopted fee increases for Building, Planning, and Engineering of 12%, 20%, and 10%, respectively. Current discussions are taking place with a group of stakeholders to phase in the increases over time. CEDD anticipates that development activity levels will remain flat in fiscal year 2023-2024 and increase by approximately 2.3% in fiscal year 2024-2025.

Development Fees and Permits



Utility Rate Revenues

Allocation of Revenues

Utility rate revenues are used to provide for the on-going operation and maintenance of the Water, Water Reclamation and Stormwater Systems as well as to pay for capital projects and debt service used to finance capital construction. Utility rate revenues are allocated and restricted to the respective Water, Water Reclamation and Stormwater funds.

The City utilizes 30-year rate and financial forecasting models to project revenue requirements and utility rates needed.

10 Year Trend of Revenues

(in 000's)

Year	Water Amount	Water % Change	Water Reclamation Amount	Water Reclamation % Change	Stormwater Amount	Stormwater Change
2024-25 *	$ 25,215	6.0%	$ 37,529	4.6%	$ 6,395	9.5%
2023-24 *	23,790	6.0%	35,875	4.6%	5,840	9.5%
2022-23 *	22,446	10.0%	34,294	6.5%	5,334	10.2%
2021-22	20,414	-6.7%	32,201	-1.5%	4,841	6.6%
2020-21	21,872	13.7%	32,696	9.0%	4,542	8.8%
2019-20	19,244	-4.8%	29,987	4.9%	4,175	2.6%
2018-19	20,216	7.0%	28,584	10.0%	4,070	8.3%
2017-18	18,897	3.6%	25,990	11.1%	3,759	8.2%
2016-17	18,243	5.2%	23,386	11.3%	3,475	7.8%
2015-16	17,334	5.1%	21,009	5.1%	3,225	24.8%

* estimates of 2022-23 year end projections and 2023-2025 biennial budget amounts

Assumptions

The City has contracted with FCS Group to assist the City in developing 30-year financial plans for the water, water reclamation (sewer) and stormwater utilities. Rate models are updated annually to ensure projected rate increases are adequate to cover operations & maintenance and capital expenditures, including annual debt service payments associated with the financing of capital improvements.

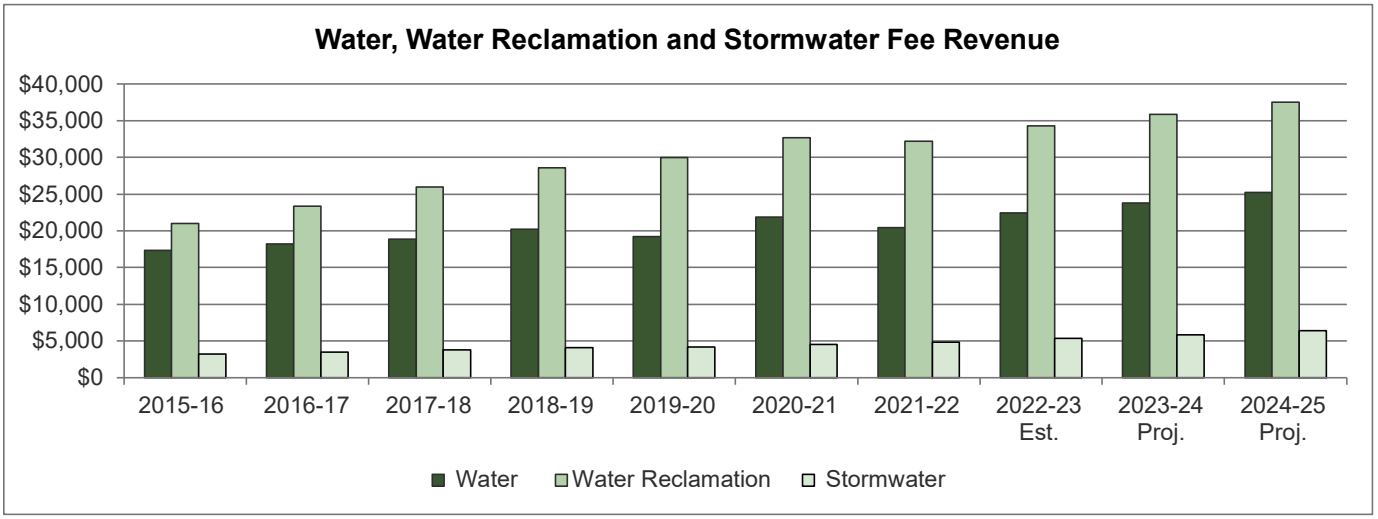
The 2023-2025 biennial budget reflects revenue increases of 3.8% per year for water, 2.5% per year for water reclamation, and 7% per year for stormwater. Account activity increases of 2.1% are assumed for water, 2.06% for sewer, and 2.33% for stormwater, which are consistent with the 30-year utility rate forecasting models.

* projected revenue adjustment

Rate / Revenue Adjustments

	Water	Water Reclamation	Storm Water
2024-25 *	3.8%	2.5%	7.0%
2023-24 *	3.8%	2.5%	7.0%
2022-23	3.0%	2.5%	7.0%
2021-22	3.0%	2.5%	7.0%
2020-21	0.0%	3.0%	3.0%
2019-20	1.0%	6.0%	3.0%
2018-19	2.0%	6.0%	3.0%
2017-18	2.0%	6.0%	3.0%
2016-17	2.0%	6.0%	3.0%
2015-16	3.0%	4.0%	25.0%

Utility User Fees



General Fund Fines and Forfeitures

Allocations of Revenues

Fines and Forfeitures are collected by the Bend Municipal Court for traffic violations, parking citations and other municipal code violations. All of the revenues are allocated to the General Fund as discretionary revenues that support public safety, municipal court and other General Fund operations.

10 Year Trend of Revenues

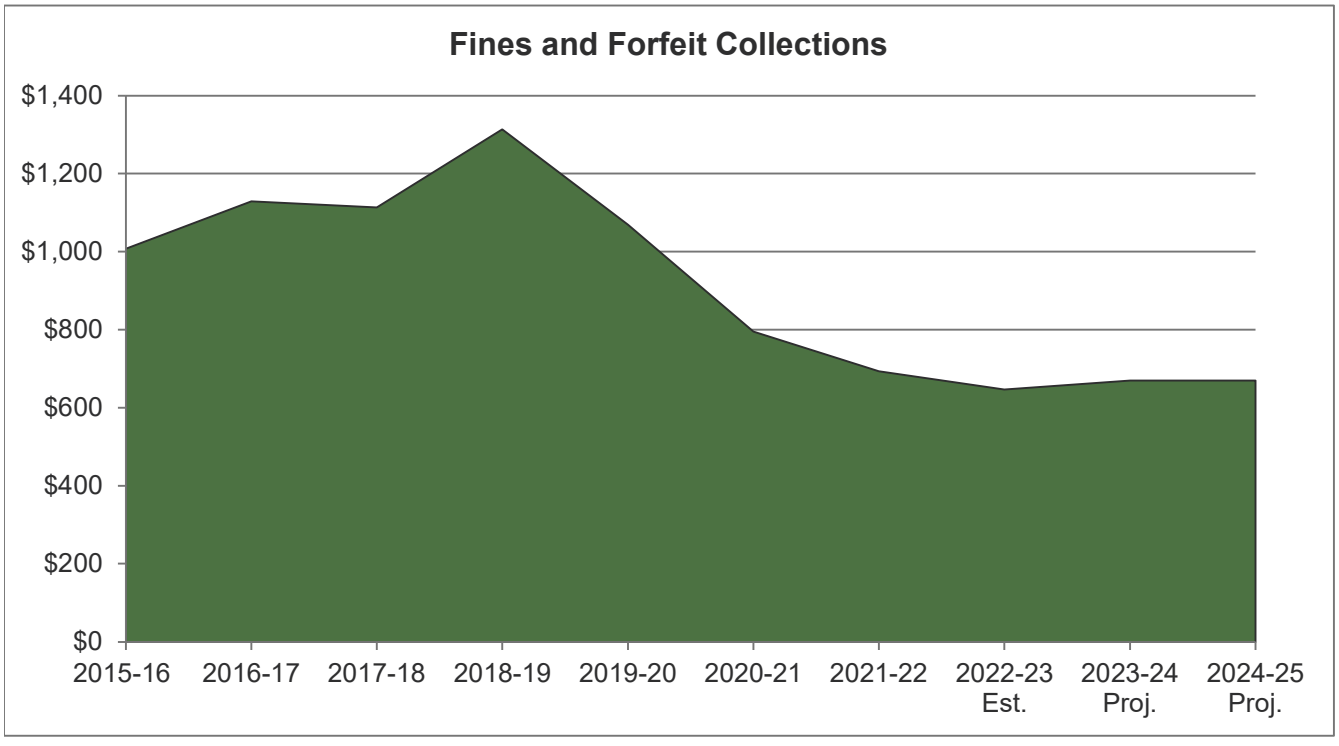
Year	Amount (in 000's)	% Change
2024-25 *	$ 670	0.0%
2023-24 *	670	3.6%
2022-23 *	647	-6.6%
2021-22	693	-12.8%
2020-21	795	-25.6%
2019-20	1,069	-18.7%
2018-19	1,314	18.0%
2017-18	1,114	-1.3%
2016-17	1,129	12.0%
2015-16	1,008	3.8%

* estimates of 2022-23 year end projections and 2023-2025 biennial budget amounts

Assumptions

Revenues for the 2023-2025 biennium are projected to increase by 3.6% in the first year and remain flat in the second year. The first year increase is due to the return of pre-pandemic traffic citation levels and population growth resulting in slightly increased activity.

Fines and Forfeits



Debt Overview and Analysis

Overview

When the City issues debt to pay for capital projects, a credit rating is often assigned. Municipal credit ratings are based upon the analysis of the local economy and demographics, debt structure, financial condition of the organization, and administration/management strategies. Each factor is evaluated individually and for its effect on the other factors in the context of the municipality's ability to repay its debt.

The City has outstanding bonds rated by Moody's Investors Services ("Moody's) and S&P Global ("S&P"). Moody's rating scale ranges from "Aaa" on the high end to "C" on the low end; S&P's scale is similar, ranging from "AAA" to "D". Rating definitions that apply to the City of Bend obligations are as follows:

> Aa2 / AA: An obligor has very strong capacity to meet its financial commitments. It differs from the highest-rated obligors only to a small degree.

The City of Bend's long-term bonds are rated as follows:

	Moody's Investors Service	S&P Global
Full faith and credit obligation bonds	Aa2	AA+
General obligation bonds	n/a	AA+
Water revenue bonds	Aa2	AA
Sewer revenue bonds	n/a	AA

Debt Policies

Refer to the Introductory Section of the budget document for the City's debt and fiscal policies.

Types of Debt Currently Outstanding

Several types of debt are currently issued by the City including:

- Revenue Bonds – Bonds issued to finance facilities that have a definable user or revenue base such as water and sewer facilities. These debt instruments are secured by a specific source of funds, either from the operations of the project being financed or from a dedicated revenue stream, rather than the general taxing powers of the City. The City has both water and sewer revenue bonds outstanding. These bonds impose a 1.25 debt ratio covenant on the City's Water and Sewer (i.e. Water Reclamation) operations.

	Est. Outstanding Balance at 6/30/23
Water revenue bonds (2016 series)	$ 39,645,000
Sewer revenue bonds (2020 series)	36,655,000
	$ 76,300,000

- Full Faith and Credit Obligations * – These debt issuances are for infrastructure improvements and capital assets that provide long-term benefits to the community as a whole. These bonds are secured by the full faith and credit (FF&C) of the City and the City has pledged to levy taxes or any other sources of revenues that may be used to repay the obligations. The City currently has the following full faith and credit obligations outstanding:

	Est. Outstanding Balance at 6/30/23	Repayment Source
Pension obligation bonds (2004 series)	$ 6,665,000	Department budgets
Police facility refinance (2012 series)	1,765,733	General fund
Juniper Ridge line of credit refinance (2013 series)	198,327	Urban renewal taxes
Murphy Crossing urban renewal bonds (2015 series)	1,730,200	Urban renewal taxes
Fire engine replacement (series 2015)	689,100	Fire/EMS revenues
Refinance of Police facility expansion / ambulances / Juniper Ridge transportation / land purchase and purchase of Real Estate (series 2016)	5,101,400	General fund / Fire/EMS revenues / urban renewal taxes / Interfund Transfers from Department budgets
Enterprise Resource Planning software - Phase 1 (series 2018)	6,288,663	Interfund Transfers from Departments
Street equipment (series 2018)	638,242	Street operations revenue
Stormwater equipment (series 2018)	425,495	Stormwater revenues
Transportation improvements (series 2020)	44,301,035	Transportation SDCs
Accessibility improvements (series 2020)	195,455	General fund
Fire equipment, energy projects (series 2020)	934,094	Fire/EMS revenues
Water energy projects (series 2020)	1,041,527	Water revenues
Parking improvements, energy projects (series 2020)	589,999	Parking revenues
Street energy projects (series 2020)	1,414,673	Street operation revenues
Police energy projects (series 2020)	233,350	General fund
Fire equipment 2010 refinance (series 2021)	33,345	Fire/EMS revenues
Fire stations 2010/1999 refinance (series 2021)	246,755	Property taxes from DCRFPD #2
Accessibility improvements 2010 refinance (series 2021)	288,800	General fund
Water/Sewer Improvements 2010 refinance (series 2021)	6,533,100	Water/Sewer revenues

Stormwater infrastructure improvements (series 2021)	3,152,700	Stormwater revenues
Fire equipment	1,239,700	Fire/EMS revenues
Street & operations equipment	867,400	Street operations revenues
Airport vehicles and equipment	84,600	Airport revenues
Cemetery vehicles and equipment	16,900	Cemetery revenues
Enterprise resource planning software – Phase II	1,727,300	Interfund Transfers from Departments
Shelter projects/renovation (series 2022)**	5,800,000	General Fund
Transportation improvements	7,212,622	Transportation SDCs
Fire equipment and vehicles	1,252,600	Fire/EMS revenues
Street operations equipment	1,341,300	Street operations revenues
Airport vehicles	34,000	Airport revenues
Information Technology equipment	534,000	Interfund Transfers from Departments
Juniper Ridge Urban renewal projects	2,771,278	Urban renewal taxes
Design of future Public Works Campus	12,104,200	Interfund Transfers from Departments
Total Full Faith and Credit	$ 117,452,893	

* The FF&C table includes all debt secured by the City General Fund, whether issued as an FF&C bond, or bank note.

** These loans are drawn down on a reimbursement basis. Balances reflect maximum amount eligible to be drawn.

- General Obligation (GO) Bonds – These bonds are secured by the unlimited ad valorem property taxing authority of a municipality. In Oregon GO bonds must be approved by the voters and municipalities are authorized to issue GO bonds only to finance capital improvements. In 2011, City of Bend voters approved a $30 million GO bond for specific transportation infrastructure improvements. Voters also approved a $190 million GO Bond for transportation improvements in November 2020. The first series of debt for the 2020 Bond was issued in Spring 2022, with the second series planned for FY 2023-24, the first year of the biennium. Debt payments on these bonds are derived from a levy of property taxes.

	Est. Outstanding Balance at 6/30/23
Transportation improvements (2011 GO Bond)	$ 12,455,000
Transportation improvements (2020 GO Bond, 1st series issued in 2022)	32,880,000
	$45,335,000

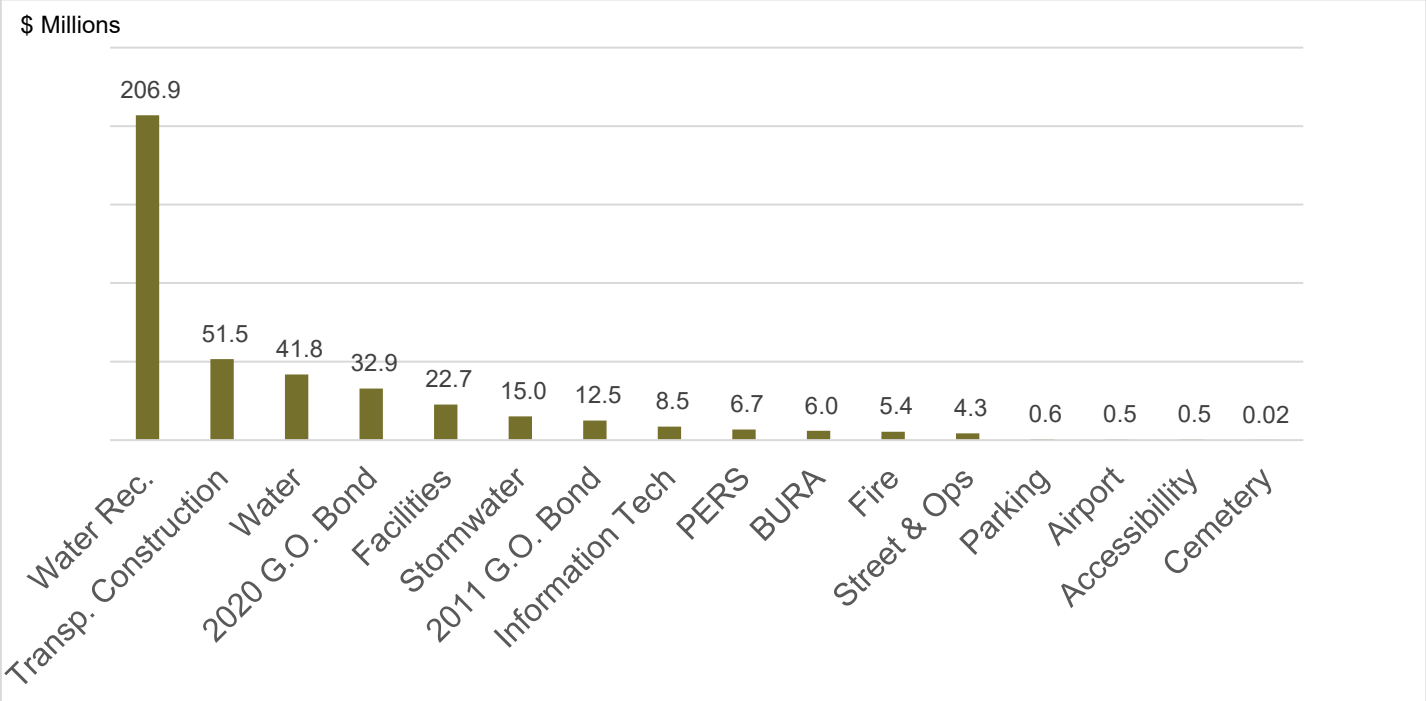
- Notes Payable – The City also utilizes infrastructure loan programs offered by Business Oregon (formerly Oregon Business Development Department) and through the Clean Water State Revolving Fund (CWSRF) program of the Oregon Department of Environmental Quality (DEQ) to finance its water and water reclamation capital improvements. The City currently has the following loan agreements with the Business Oregon and DEQ:

	Est. Outstanding Balance at 6/30/23
Business Oregon Eastside airport improvements (2007)	$ 376,215
DEQ-CWSRF #R14510, R14511, R14512, R14514 Secondary Expansion *	50,823,041
DEQ-CWSRF #R14515 Colorado Lift Station	10,449,649
DEQ-CWSRF #R14516 SE Interceptor	38,675,511
DEQ-CWSRF #R14517 Plant Interceptor Project	6,210,004
DEQ-CWSRF #R14518 North Area Force Main *	6,143,681
DEQ-CWSRF #R14519 Pump Station Decommission *	8,000,000
DEQ-CWSRF #R14520 Amethyst Mahogany *	1,221,024
DEQ-CWSRF #R14521 Bend Septic Solutions *	9,565,602
DEQ-CWSRF #R14522 Drake Pump Station *	1,812,680
DEQ-CWSRF #R14523 Newport Drainage *	13,397,000
DEQ-CWSRF #R14524 Via Sandia *	2,532,181
DEQ-CWSRF #R14525 SW Sewer Basin *	5,845,000
DEQ-CWSRF #R14526 Solids Handling *	6,900,000
DEQ-CWSRF #R14527 Septic Solutions Phase 1 *	3,521,141
DEQ-CWSRF #R14528 Admiral and King Jehu *	3,950,000
DEQ-CWSRF #R14529 Water Recl. Facility Plan *	750,000
DEQ-CWSRF #R14530 Collection System Master Plan *	1,750,000
DEQ-CWSRF #R14531 Neff and Purcell *	1,400,000
DEQ-CWSRF #R14532 Pettigrew and Bayou *	3,367,315
Total Notes Payable	$176,690,044

* These loans are drawn down on a reimbursement basis. Balances reflect maximum amount eligible to be drawn.

Current Debt by Fund

Estimated outstanding debt by fund as of 6/30/23 is as follows:



* Reflects the maximum amount eligible to be drawn on loans from the DEQ.

Budgeted Debt Issues for the 2023-2025 Biennium

The following new long-term debt issues are anticipated in the 2023-2025 Biennial Budget:

2023-2025 New Debt Issuances	2023-2024	2024-2025	2023-2025 Biennium
Fire vehicles & equipment	$ -	$ 3,457,800	$ 3,457,800
Water Reclamation capital projects	6,450,000	575,000	7,025,000
Stormwater capital projects	825,000	6,377,500	7,202,500
Streets & Operations equipment	-	1,203,600	1,203,600
Transportation Construction capital projects	13,541,400	-	13,541,400
2020 General Obligation Bond capital projects	63,964,300	-	63,964,300
Bend Urban Renewal Agency - Juniper Ridge	397,800	-	397,800
Bend Urban Renewal Agency - Core Area	-	6,936,000	6,936,000
Facilities capital projects / land improvements	1,198,000	-	1,198,000
Facilities Juniper Ridge Public Works Campus	45,450,100	73,549,000	118,999,100
Total Debt	**$ 131,826,600**	**$ 92,098,900**	**$ 223,925,500**

Legal Debt Limitation

Oregon Revised Statutes (ORS) 287A.050 provides that a city may not issue or have outstanding at the time of issuance general obligation bonds in a principal amount that exceeds 3% of the real market value of the taxable property within its boundaries. This statute also excludes certain types of general obligation bonded indebtedness from being included in the limitation, including general obligation bonds issued for water supply, treatment or distribution. The City's Measure 5 Real Market Value for 2022-23 is $36,098,484,690, providing for a legal debt margin of $1,082,954,541. Details on projected debt balances for the City are included in the Projected Statement of Indebtedness section of the budget. The City is in compliance with its legal debt limitation.

Debt Capacity and Coverage Ratios

A growing city typically has associated debt burden to support its expanding infrastructure needs. The City monitors its debt burden to ensure fiscal responsibility and discipline in issuing debt. Debt issued must be affordable and cost effective, and an appropriate balance between capital needs and the ability to pay for them must be maintained.

The City's outstanding water and sewer revenue bonds have debt coverage requirements of 1.25. The City's long term utility rate forecasting models are updated annually and reflect rate increases necessary to ensure coverage ratios are maintained at levels sufficient to protect the City's credit ratings.

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2024[1, 2]

	Principal Balance June 30, 2023	Budgeted New Issues 2023-24	Principal Amount Due 2023-24	Interest Amount Due 2023-24	Principal Balance June 30, 2024
City of Bend					
General Obligation Bonds (Transportation)					
General Obligation Bond 2022 (refunding 2011)	$ 12,455,000	$ -	$ 1,130,000	$ 622,750	$ 11,325,000
General Obligation Bond 2020 (1st series issued in 2022)	32,880,000	-	1,110,000	1,205,600	31,770,000
General Obligation Bond 2020 (series 2024)	-	63,964,300	-	-	63,964,300
	45,335,000	**63,964,300**	**2,240,000**	**1,828,350**	**107,059,300**
Other Indebtedness					
Accessibility Construction Fund					
Full Faith & Credit Obligations 2020	195,455	-	3,644	9,698	191,811
Full Faith & Credit Obligations 2021 Refund 2010	288,800	-	288,800	3,639	-
	484,255	**-**	**292,444**	**13,337**	**191,811**
Fire/EMS Fund					
Full Faith & Credit Obligations 2020 Equipment	606,874	-	24,146	29,853	582,728
Full Faith & Credit Obligations 2020 Ameresco	327,220	-	13,019	16,096	314,201
Full Faith & Credit Obligations 2021 Refund 2010	33,345	-	33,345	420	-
Full Faith & Credit Obligations 2021 Refund 2015	689,100	-	342,200	9,372	346,900
Full Faith & Credit Obligations 2021 Refund 2016	1,017,900	-	109,400	16,860	908,500
Full Faith & Credit Obligations 2021	1,239,700	-	61,300	13,100	1,178,400
Full Faith & Credit Obligations 2023	1,252,600	-	46,100	65,240	1,206,500
	5,166,739	**-**	**629,511**	**150,940**	**4,537,228**
Streets & Operations Fund					
Full Faith & Credit Obligations 2020	1,414,673	-	56,287	69,589	1,358,386
Full Faith & Credit Obligations 2021 Refund 2018	638,242	-	123,486	8,680	514,756
Full Faith & Credit Obligations 2021	867,400	-	106,500	11,797	760,900
Full Faith & Credit Obligations 2023	1,341,300	-	138,100	69,859	1,203,200
	4,261,615	**-**	**424,373**	**159,925**	**3,837,242**
Debt Service/Construction Funds					
Pension Obligation Bonds 2004	6,665,000	-	1,215,000	406,232	5,450,000
Full Faith & Credit Obligations 2021 Refund 2010	246,755	-	246,755	3,109	0
	6,911,755	**-**	**1,461,755**	**409,341**	**5,450,000**
Transportation Construction Fund					
Full Faith & Credit Obligations 2020	44,301,035	-	811,356	2,159,402	43,489,679
Full Faith & Credit Obligations 2023	7,212,622	-	204,230	375,657	7,008,392
Full Faith & Credit Obligations 2024	-	13,541,400	-	-	13,541,400
	51,513,657	**13,541,400**	**1,015,586**	**2,535,059**	**64,039,471**
Airport Fund					
Ore. Econ. Dev. - Eastside Development	376,215	-	36,166	18,392	340,049
Full Faith & Credit Obligations 2021	84,600	-	10,200	1,151	74,400
Full Faith & Credit Obligations 2023	34,000	-	6,100	1,771	27,900
	494,815	**-**	**52,466**	**21,314**	**442,349**
Cemetery Fund					
Full Faith & Credit Obligations 2021	16,900	-	5,600	230	11,300
	16,900	**-**	**5,600**	**230**	**11,300**
Water Fund					
Economic Development RZB 2010 Refund 2021	1,153,195	-	138,777	14,530	1,014,418
Revenue Bonds 2016	39,645,000	-	2,005,000	1,932,125	37,640,000
Full Faith & Credit Obligations 2020 Ameresco	1,041,527	-	41,440	51,234	1,000,087
	41,839,722	**-**	**2,185,217**	**1,997,889**	**39,654,505**

[1] Amounts in this schedule are preliminary, and do not include debt associated with interfund loan repayment or principal and interest payments on proposed debt that has not been issued.

[2] Due to rounding, estimated numbers may not add up precisely with the totals provided.

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2024[1, 2]

	Principal Balance June 30, 2023	Budgeted New Issues 2023-24	Principal Amount Due 2023-24	Interest Amount Due 2023-24	Principal Balance June 30, 2024
Water Reclamation Fund					
Revenue Bonds 2020	36,655,000	-	680,000	1,815,000	35,975,000
Economic Development RZB 2010 Refund 2021	5,379,905	-	647,423	67,787	4,732,482
Oregon DEQ Loan R14510 - Secondary Expansion	3,398,842	-	273,562	127,584	3,125,280
Oregon DEQ Loan R14511 - Secondary Expansion	12,052,133	-	646,397	355,170	11,405,736
Oregon DEQ Loan R14512 - Secondary Expansion	14,818,107	-	863,186	430,419	13,954,921
Oregon DEQ Loan R14514 - Secondary Expansion[4]	20,553,959	-	905,036	492,864	19,648,923
Oregon DEQ Loan R14515 - Colorado Lift Station	10,449,649	-	603,822	256,735	9,845,827
Oregon DEQ Loan R14516 - Southeast Interceptor	38,675,511	-	2,318,815	574,351	36,356,696
Oregon DEQ Loan R14517 - North Area Force Main	6,210,004	-	320,591	128,335	5,889,413
Oregon DEQ Loan R14518 - Plant Interceptor Project	6,143,681	-	287,826	127,870	5,855,855
Oregon DEQ Loan R14519 - Pump Station Decommissioning[3]	4,837,897	1,800,000	217,707	321,911	6,420,190
Oregon DEQ Loan R14520 - Amethyst Mahogany Diversion	1,221,024	-	56,973	30,100	1,164,051
Oregon DEQ Loan R14521 - Septic Solutions	9,565,602	-	442,033	213,301	9,123,569
Oregon DEQ Loan R14522 - Drake Lift Station	1,812,680	-	84,059	33,579	1,728,621
Oregon DEQ Loan R14523 - Newport Pipe Replacement[3]	1,949,510	-	-	-	1,949,510
Oregon DEQ Loan R14524 - Via Sandia[3]	2,532,181	-	115,768	43,201	2,416,413
Oregon DEQ Loan R14525 - Southwest Sewer Basin[3]	5,100,166	-	-	112,721	5,100,166
Oregon DEQ Loan R14526 - Solids Handling[3]	2,571,007	-	157,248	96,194	2,413,759
Oregon DEQ Loan R14527 - Septic Solutions[3]	3,521,141	-	160,980	60,074	3,360,161
Oregon DEQ Loan R14528 - Admiral and King Jehu[3]	2,778,120	-	90,551	105,490	2,687,569
Oregon DEQ Loan R14529 - Water Reclamation Facility Plan[3]	50,000	1,000,000	82,453	7,777	967,547
Oregon DEQ Loan R14530 - Collection System Master Plan[3]	121,900	1,550,000	192,392	19,285	1,479,508
Oregon DEQ Loan R14531 - Neff and Purcell[3]	1,009,100	-	-	19,872	1,009,100
Oregon DEQ Loan R14532 - Pettigrew and Bayou[3]	551,000	2,100,000	-	-	2,651,000
	191,958,119	**6,450,000**	**9,146,822**	**5,439,620**	**189,261,297**
Stormwater Fund					
Full Faith & Credit Obligations 2021 Refund 2018	425,495	-	82,324	5,787	343,171
Full Faith & Credit Obligations 2021	3,152,700	-	155,800	42,877	2,996,900
Oregon DEQ Loan R14523 - Newport Pipe Replacement[3]	12,010,000	825,000	-	-	12,835,000
	15,588,195	**825,000**	**238,124**	**48,663**	**16,175,071**
Parking Services Fund					
Full Faith & Credit Obligations 2020 Ameresco	154,999	-	6,167	7,625	148,832
Full Faith & Credit Obligations 2020 Mirror Pond	435,000	-	55,000	20,650	380,000
	589,999	**-**	**61,167**	**28,275**	**528,832**
Internal Service Fund: City-wide Administration					
Full Faith & Credit Obligations 2020 Ameresco	233,350	-	8,941	11,054	224,409
Full Faith & Credit Obligations 2021 Refund 2012	1,765,733	-	363,800	11,740	1,401,933
Full Faith & Credit Obligations 2021 Refund 2016	2,820,100	-	280,900	32,660	2,539,200
Full Faith & Credit Obligations 2021 Refund 2018 LEAP note	3,114,367	-	387,000	44,167	2,727,367
Full Faith & Credit Obligations 2021 Refund 2018 LEAP bonds	3,174,296	-	514,490	36,165	2,659,806
Full Faith & Credit Obligations 2021	1,727,300	-	184,200	21,020	1,543,100
Full Faith & Credit Obligations 2022	4,419,464	-	177,000	152,472	4,242,464
Full Faith & Credit Obligations 2023	12,638,200	-	237,000	658,240	12,401,200
Full Faith & Credit Obligations 2024	-	46,648,100	-	-	46,648,100
	29,892,810	**46,648,100**	**2,153,331**	**967,516**	**74,387,579**
Bend Urban Renewal Agency (BURA)					
Full Faith & Credit Obligations 2013	198,327	-	198,327	1,666	-
Full Faith & Credit Obligations 2020 Refund 2015	1,224,000	-	216,700	16,646	1,007,300
Full Faith & Credit Obligations 2021 Refund 2016	1,263,400	-	243,100	15,529	1,020,300
Full Faith & Credit Obligations 2021	506,200	-	124,800	3,994	381,400
Full Faith & Credit Obligations 2023	2,771,278	-	78,470	144,337	2,692,808
Full Faith & Credit Obligations 2024	-	397,800	-	-	397,800
	5,963,205	**397,800**	**861,397**	**182,173**	**5,499,608**
Total Other Indebtedness Outstanding	**$ 354,681,786**	**$ 67,862,300**	**$ 18,527,792**	**$ 11,954,282**	**$ 404,016,294**
TOTAL INDEBTEDNESS - CITY OF BEND AND BURA	**$ 400,016,786**	**$ 131,826,600**	**$ 20,767,792**	**$ 13,782,632**	**$ 511,075,594**

[1] Amounts in this schedule are preliminary, and do not include debt associated with interfund loan repayment or principal and interest payments on proposed debt that has not been issued.

[2] Due to rounding, estimated numbers may not add up precisely with the totals provided.

[3] Oregon DEQ loans are drawn on a reimbursement-basis. Amount outstanding at June 30, 2021 reflects the amount the City has drawn to that date or the amount included in the Fiscal Year 2023 year-end projection.

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2025[1, 2]

	Principal Balance June 30, 2024	Budgeted New Issues 2024-2025	Principal Amount Due 2024-2025	Interest Amount Due 2024-2025	Principal Balance June 30, 2025
City of Bend					
General Obligation Bonds (Transportation)					
General Obligation Bond 2011	$ 11,325,000	$ -	$ 1,185,000	$ 566,250	$ 10,140,000
General Obligation Bond 2020 (1st series issued in 2022)	31,770,000	-	1,165,000	1,150,100	30,605,000
General Obligation Bond 2020 (series 2024)	63,964,300	-	-	-	63,964,300
	107,059,300	**-**	**2,350,000**	**1,716,350**	**104,709,300**
Other Indebtedness					
Accessibility Construction Fund					
Full Faith & Credit Obligations 2020	191,811	-	3,800	9,553	188,011
	191,811	**-**	**3,800**	**9,553**	**188,011**
Fire/EMS Fund					
Full Faith & Credit Obligations 2020 Equipment	582,728	-	24,951	28,887	557,777
Full Faith & Credit Obligations 2020 Ameresco	314,201	-	13,453	15,576	300,747
Full Faith & Credit Obligations 2021 Refund 2015	346,900	-	346,900	4,718	-
Full Faith & Credit Obligations 2021 Refund 2016	908,500	-	108,400	16,026	800,100
Full Faith & Credit Obligations 2021	1,178,400	-	62,100	11,618	1,116,300
Full Faith & Credit Obligations 2023	1,206,500	-	51,000	60,325	1,155,500
Full Faith & Credit Obligations 2025	-	3,457,800	-	-	3,457,800
	4,537,228	**3,457,800**	**606,804**	**137,150**	**7,388,224**
Streets & Operations Fund					
Full Faith & Credit Obligations 2020	1,358,386	-	58,163	67,338	1,300,223
Full Faith & Credit Obligations 2021 Refund 2018	514,756	-	125,526	7,001	389,230
Full Faith & Credit Obligations 2021	760,900	-	108,000	10,348	652,900
Full Faith & Credit Obligations 2023	1,203,200	-	147,800	60,160	1,055,400
Full Faith & Credit Obligations 2025	-	1,203,600	-	-	1,203,600
	3,837,242	**1,203,600**	**439,489**	**144,847**	**4,601,353**
Debt Service/Construction Funds					
Pension Obligation Bonds 2004	5,450,000	-	1,360,000	332,178	4,090,000
	5,450,000	**-**	**1,360,000**	**332,178**	**4,090,000**
Transportation Construction Fund					
Full Faith & Credit Obligations 2020	43,489,679	-	846,200	2,126,947	42,643,479
Full Faith & Credit Obligations 2023	7,008,392	-	229,515	350,420	6,778,878
Full Faith & Credit Obligations 2024	13,541,400	-	-	-	13,541,400
	64,039,471	**-**	**1,075,714**	**2,477,367**	**62,963,757**
Airport Fund					
Ore. Econ. Dev. - Eastside Development	340,049	-	36,430	16,627	303,619
Full Faith & Credit Obligations 2021	74,400	-	10,300	1,012	64,100
Full Faith & Credit Obligations 2023	27,900	-	6,500	1,395	21,400
	442,349	**-**	**53,230**	**19,034**	**389,119**
Cemetery Fund					
Full Faith & Credit Obligations 2021	11,300	-	5,600	154	5,700
	11,300	**-**	**5,600**	**154**	**5,700**
Water Fund					
Economic Development RZB 2010 Refund 2021	1,014,418	-	140,030	12,782	874,388
Revenue Bonds 2016	37,640,000	-	2,110,000	1,829,250	35,530,000
Full Faith & Credit Obligations 2020 Ameresco	1,000,087	-	42,821	49,576	957,266
	39,654,505	**-**	**2,292,851**	**1,891,608**	**37,361,654**

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[2] Due to rounding, estimated numbers may not add up precisely with the totals provided.

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2025[1, 2]

	Principal Balance June 30, 2024	Budgeted New Issues 2024-2025	Principal Amount Due 2024-2025	Interest Amount Due 2024-2025	Principal Balance June 30, 2025
Water Reclamation Fund					
Revenue Bonds 2020	35,975,000	-	715,000	1,781,000	35,260,000
Economic Development RZB 2010 Refund 2021	4,732,482	-	653,270	59,629	4,079,212
Oregon DEQ Loan R14510 - Secondary Expansion	3,125,280	-	282,720	117,058	2,842,560
Oregon DEQ Loan R14511 - Secondary Expansion	11,405,736	-	662,526	335,809	10,743,210
Oregon DEQ Loan R14512 - Secondary Expansion	13,954,921	-	884,376	404,913	13,070,545
Oregon DEQ Loan R14514 - Secondary Expansion	19,648,923	-	922,588	470,743	18,726,335
Oregon DEQ Loan R14515 - Colorado Lift Station	9,845,827	-	615,958	241,549	9,229,869
Oregon DEQ Loan R14516 - Southeast Interceptor	36,356,696	-	2,342,061	539,510	34,014,635
Oregon DEQ Loan R14517 - North Area Force Main	5,889,413	-	325,741	121,569	5,563,672
Oregon DEQ Loan R14518 - Plant Interceptor Project	5,855,855	-	292,449	121,808	5,563,406
Oregon DEQ Loan R14519 - Pump Station Decommissioning[3]	6,420,190	-	439,570	163,580	5,980,620
Oregon DEQ Loan R14520 - Amethyst Mahogany Diversion	1,164,051	-	58,118	28,668	1,105,933
Oregon DEQ Loan R14521 - Septic Solutions	9,123,569	-	449,803	203,321	8,673,766
Oregon DEQ Loan R14522 - Drake Lift Station	1,728,621	-	85,223	31,992	1,643,398
Oregon DEQ Loan R14523 - Newport Pipe Replacement[3]	1,949,510	-	411,529	499,039	1,537,981
Oregon DEQ Loan R14524 - Via Sandia[3]	2,416,413	-	117,184	41,206	2,299,229
Oregon DEQ Loan R14525 - Southwest Sewer Basin[3]	5,100,166	375,000	233,171	87,014	5,241,995
Oregon DEQ Loan R14526 - Solids Handling[3]	2,413,759	-	317,379	114,220	2,096,380
Oregon DEQ Loan R14527 - Septic Solutions[3]	3,360,161	-	162,950	57,299	3,197,211
Oregon DEQ Loan R14528 - Admiral and King Jehu[3]	2,687,569	-	182,680	63,084	2,504,889
Oregon DEQ Loan R14529 - Water Reclamation Facility Plan[3]	967,547	100,000	165,563	3,319	901,984
Oregon DEQ Loan R14530 - Collection System Master Plan[3]	1,479,508	100,000	386,316	7,744	1,193,192
Oregon DEQ Loan R14531 - Neff and Purcell[3]	1,009,100	-	63,455	25,133	945,645
Oregon DEQ Loan R14532 - Pettigrew and Bayou[3]	2,651,000	-	-	-	2,651,000
	189,261,297	**575,000**	**10,769,630**	**5,519,207**	**179,066,667**
Stormwater Fund					
Full Faith & Credit Obligations 2021 Refund 2018	343,171	-	83,684	4,667	259,487
Full Faith & Credit Obligations 2021	2,996,900	-	157,900	40,758	2,839,000
Oregon DEQ Loan R14523 - Newport Pipe Replacement[3]	12,835,000	-	-	-	12,835,000
Full Faith & Credit Obligations 2025	-	6,377,500	-	-	6,377,500
	16,175,071	**6,377,500**	**241,584**	**45,425**	**9,475,987**
Parking Services Fund					
Full Faith & Credit Obligations 2020 Ameresco	148,832	-	6,373	7,378	142,459
Full Faith & Credit Obligations 2020 Mirror Pond	380,000	-	55,000	18,450	325,000
	528,832	**-**	**61,373**	**25,828**	**467,459**
Internal Service Fund: City-wide Administration					
Full Faith & Credit Obligations 2020 Ameresco	224,409	-	9,239	10,696	215,171
Full Faith & Credit Obligations 2021 Refund 2012	1,401,933	-	372,700	8,425	1,029,233
Full Faith & Credit Obligations 2021 Refund 2016	2,539,200	-	289,600	28,780	2,249,600
Full Faith & Credit Obligations 2021 Refund 2018 LEAP note	2,727,367	-	392,300	38,904	2,335,067
Full Faith & Credit Obligations 2021 Refund 2018 LEAP bonds	2,659,806	-	522,990	29,168	2,136,816
Full Faith & Credit Obligations 2021	1,543,100	-	186,700	18,515	1,356,400
Full Faith & Credit Obligations 2022	4,242,464	-	173,953	146,365	4,068,511
Full Faith & Credit Obligations 2023 - IT	12,401,200	-	272,000	620,060	12,129,200
Full Faith & Credit Obligations 2024	46,648,100	-	-	-	46,648,100
Full Faith & Credit Obligations 2025	-	73,549,000	-	-	73,549,000
	74,387,579	**73,549,000**	**2,219,481**	**900,913**	**145,717,098**
Bend Urban Renewal Agency (BURA)					
Full Faith & Credit Obligations 2020 Refund 2015	1,007,300	-	219,700	13,699	787,600
Full Faith & Credit Obligations 2021 Refund 2016	1,020,300	-	249,800	12,177	770,500
Full Faith & Credit Obligations 2021	381,400	-	126,000	2,866	255,400
Full Faith & Credit Obligations 2023	2,692,808	-	88,185	134,640	2,604,622
Full Faith & Credit Obligations 2024	397,800	-	-	-	397,800
Full Faith & Credit Obligations 2025	-	6,936,000	-	-	6,936,000
	5,499,608	**6,936,000**	**683,685**	**163,383**	**11,751,922**
Total Other Indebtedness Outstanding	**$ 404,016,294**	**$ 92,098,900**	**$ 19,813,243**	**$ 11,666,645**	**$ 463,466,951**
TOTAL INDEBTEDNESS - CITY OF BEND AND BURA	**$ 511,075,594**	**$ 92,098,900**	**$ 22,163,243**	**$ 13,382,995**	**$ 568,176,251**

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[2] Due to rounding, estimated numbers may not add up precisely with the totals provided.

[3] Oregon DEQ loans are drawn on a reimbursement-basis. Amount outstanding at June 30, 2023 reflects the amount the City has drawn to that date or the amount included in the Fiscal Year 2023 year-end projection.

Schedule of Future Debt Service as of June 30, 2023 [1, 2]

Fiscal Year	Revenue Supported Bonds [3] Principal	Revenue Supported Bonds [3] Interest	General Bonded Debt [4] Principal	General Bonded Debt [4] Interest	Total Annual Payments Principal	Total Annual Payments Interest	Total Debt Service
2023-24	$ 10,504,399	$ 7,303,958	$ 10,263,393	$ 6,478,674	$ 20,767,792	$ 13,782,632	$ 34,550,424
2024-25	12,226,360	7,453,229	9,936,883	6,094,167	$ 22,163,243	13,547,396	35,710,639
2025-26	13,112,171	6,864,350	9,998,166	5,750,274	$ 23,110,337	12,614,624	35,724,961
2026-27	13,426,921	6,505,361	10,449,669	5,380,160	$ 23,876,590	11,885,521	35,762,111
2027-28	13,749,608	6,134,783	9,429,798	4,989,961	$ 23,179,406	11,124,744	34,304,150
2028-29	13,516,596	5,753,021	7,572,162	4,640,104	$ 21,088,758	10,393,125	31,481,883
2029-30	13,847,334	5,369,965	7,632,370	4,346,634	$ 21,479,704	9,716,599	31,196,303
2030-31	14,191,175	4,974,828	7,867,328	4,047,073	$ 22,058,503	9,021,901	31,080,404
2031-32	14,558,186	4,557,748	6,474,848	3,736,854	$ 21,033,034	8,294,602	29,327,636
2032-33	14,933,428	4,126,573	4,565,580	3,445,155	$ 19,499,008	7,571,728	27,070,736
2033-34	15,158,826	3,680,702	4,664,452	3,266,466	$ 19,823,278	6,947,168	26,770,446
2034-35	15,340,923	3,230,000	4,855,996	3,081,444	$ 20,196,919	6,311,444	26,508,363
2035-36	15,748,132	2,768,510	5,047,820	2,888,194	$ 20,795,952	5,656,704	26,452,656
2036-37	16,168,415	2,291,209	5,250,036	2,686,708	$ 21,418,451	4,977,917	26,396,368
2037-38	11,962,054	1,898,263	5,462,552	2,476,474	$ 17,424,606	4,374,737	21,799,343
2038-39	8,942,106	1,625,513	5,680,479	2,257,081	$ 14,622,585	3,882,594	18,505,179
2039-40	7,291,751	1,417,935	5,908,628	2,028,267	$ 13,200,379	3,446,202	16,646,581
2040-41	7,030,501	1,229,270	5,697,410	1,789,523	$ 12,727,911	3,018,793	15,746,704
2041-42	6,616,488	1,041,993	5,649,636	1,562,932	$ 12,266,124	2,604,925	14,871,049
2042-43	4,683,380	875,667	3,343,868	1,331,347	$ 8,027,248	2,207,014	10,234,263
2043-44	3,256,456	745,049	2,605,000	1,168,000	$ 5,861,456	1,913,049	7,774,505
2044-45	1,997,211	635,707	2,735,000	1,037,750	$ 4,732,211	1,673,457	6,405,668
2045-46	1,955,000	540,500	2,875,000	901,000	$ 4,830,000	1,441,500	6,271,500
2046-47	2,055,000	442,750	3,015,000	757,250	$ 5,070,000	1,200,000	6,270,000
2047-48	2,155,000	340,000	3,170,000	606,500	$ 5,325,000	946,500	6,271,500
2048-49	2,265,000	232,250	3,325,000	448,000	$ 5,590,000	680,250	6,270,250
2049-50	2,380,000	119,000	3,490,000	281,750	$ 5,870,000	400,750	6,270,750
2050-51	-	-	680,000	107,250	$ 680,000	107,250	787,250
2051-52	-	-	715,000	73,250	$ 715,000	73,250	788,250
2052-53	-	-	750,000	37,500	$ 750,000	37,500	787,500
TOTAL	$ 259,072,421	$ 82,158,134	$ 159,111,074	$ 77,695,744	$ 418,183,495	$ 159,853,878	$ 578,037,373

[1] Amounts in this schedule are preliminary, and do not include debt associated with interfund loan repayment or principal and interest payments on proposed debt that has not been issued.

[2] Due to rounding, estimated numbers may not add up precisely with the totals provided.

[3] Includes Water/Sewer Revenue Bonds and loans from the Oregon Department of Environmental Quality

[4] Includes Full Faith and Credit and General Obligation Bonds as well as bank loans that are secured by the City's full faith and credit.

Schedule of Future Debt Service as of June 30, 2023 [1, 2]

Fiscal	1110 - Fire/EMS		1410 - Streets & Operations		2110 - Fire State Debt Service		2200 - PERS Debt Service		2310 - BURA Murphy Crossing Debt Service	
Year	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2023-24	$ 629,511	$ 150,940	$ 424,373	$ 159,925	$ 246,755	$ 3,109	$ 1,215,000	$ 406,232	$ 341,500	$ 20,641
2024-25	606,804	137,150	439,489	144,847	-	-	1,360,000	332,178	345,700	16,565
2025-26	268,543	126,000	452,340	131,954	-	-	1,515,000	249,286	349,800	12,438
2026-27	273,721	118,959	467,318	117,968	-	-	1,680,000	156,946	354,000	8,260
2027-28	282,560	111,631	481,171	103,360	-	-	895,000	54,553	228,800	4,613
2028-29	285,338	104,086	311,420	88,198	-	-	-	-	110,400	1,501
2029-30	295,415	96,256	324,873	74,899	-	-	-	-	-	-
2030-31	300,993	88,117	338,925	60,952	-	-	-	-	-	-
2031-32	311,671	79,662	145,478	46,335	-	-	-	-	-	-
2032-33	200,248	71,676	150,130	41,420	-	-	-	-	-	-
2033-34	207,426	64,183	88,183	36,305	-	-	-	-	-	-
2034-35	216,143	56,363	93,811	31,896	-	-	-	-	-	-
2035-36	223,620	48,144	97,564	27,205	-	-	-	-	-	-
2036-37	232,737	39,584	103,192	22,327	-	-	-	-	-	-
2037-38	242,053	30,604	108,821	17,167	-	-	-	-	-	-
2038-39	251,570	21,195	114,450	11,726	-	-	-	-	-	-
2039-40	261,287	11,347	120,078	6,004	-	-	-	-	-	-
2040-41	77,100	1,049	-	-	-	-	-	-	-	-
TOTAL	$ 5,166,739	$ 1,356,945	$ 4,261,615	$ 1,122,489	$ 246,755	$ 3,109	$ 6,665,000	$ 1,199,194	$ 1,730,200	$ 64,018

Fiscal	2320 - BURA Juniper Ridge Debt Service		2410 - 2011 GO Bond Debt Service		3320 - BURA Juniper Ridge Construction		3400 - Transportation Construction		3420 - 2020 GO Bond Transportation Construction	
Year	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2023-24	$ 441,427	$ 17,195	$ 1,130,000	$ 622,750	$ 78,470	$ 144,337	$ 1,015,586	$ 2,535,059	$ 1,110,000	$ 1,205,600
2024-25	249,800	12,177	1,185,000	566,250	88,185	134,640	1,075,714	2,477,367	1,165,000	1,150,100
2025-26	252,300	8,763	1,245,000	507,000	92,599	130,231	1,117,067	2,432,043	1,225,000	1,091,850
2026-27	258,000	5,293	1,310,000	444,750	97,207	125,601	1,173,858	2,376,190	1,285,000	1,030,600
2027-28	260,200	1,769	1,370,000	379,250	102,064	120,741	1,231,299	2,317,497	1,350,000	966,350
2028-29	-	-	1,445,000	310,750	107,172	115,638	1,294,368	2,255,932	1,420,000	898,850
2029-30	-	-	1,510,000	238,500	112,529	110,279	1,358,087	2,191,214	1,490,000	827,850
2030-31	-	-	1,590,000	163,000	118,164	104,653	1,427,506	2,123,309	1,565,000	753,350
2031-32	-	-	1,670,000	83,500	124,076	98,744	1,497,648	2,051,934	1,640,000	675,100
2032-33	-	-	-	-	130,266	92,541	1,573,490	1,977,052	1,725,000	593,100
2033-34	-	-	-	-	136,789	86,027	1,650,199	1,898,377	1,775,000	541,350
2034-35	-	-	-	-	143,645	79,188	1,732,752	1,815,867	1,830,000	488,100
2035-36	-	-	-	-	150,806	72,006	1,821,078	1,729,230	1,885,000	433,200
2036-37	-	-	-	-	158,356	64,465	1,915,392	1,638,176	1,940,000	376,650
2037-38	-	-	-	-	166,267	56,548	2,010,646	1,542,406	2,000,000	318,450
2038-39	-	-	-	-	174,594	48,234	2,106,983	1,441,874	2,060,000	258,450
2039-40	-	-	-	-	183,310	39,504	2,214,288	1,336,525	2,120,000	196,650
2040-41	-	-	-	-	192,470	30,339	2,322,748	1,225,810	2,185,000	133,050
2041-42	-	-	-	-	202,102	20,715	2,442,391	1,109,673	2,250,000	67,500
2042-43	-	-	-	-	212,206	10,610	2,563,263	987,553	-	-
2043-44	-	-	-	-	-	-	2,110,521	859,390	-	-
2044-45	-	-	-	-	-	-	2,215,052	753,864	-	-
2045-46	-	-	-	-	-	-	2,329,538	643,112	-	-
2046-47	-	-	-	-	-	-	2,444,023	526,635	-	-
2047-48	-	-	-	-	-	-	2,568,465	404,434	-	-
2048-49	-	-	-	-	-	-	2,692,906	276,010	-	-
2049-50	-	-	-	-	-	-	2,827,302	141,365	-	-
TOTAL	$ 1,461,727	$ 45,198	$ 12,455,000	$ 3,315,750	$ 2,771,278	$ 1,685,042	$ 50,732,168	$ 41,067,900	$ 32,020,000	$ 12,006,150

[1] Amounts in this schedule are preliminary, and do not include debt associated with interfund loan repayment or principal and interest payments on proposed debt that has not been issued.

[2] Due to rounding, estimated numbers may not add up precisely with the totals provided.

Schedule of Future Debt Service as of June 30, 2023 [1, 2]

Fiscal Year	3500 - Accessibility Construction		4000 - Airport		4100 - Cemetery		4200 - Water		4300 - Water Reclamation[3]	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2023-24	$ 292,444	$ 13,337	$ 52,466	$ 21,314	$ 5,600	$ 230	$ 2,185,217	$ 1,997,889	$ 9,146,822	$ 5,439,620
2024-25	3,800	9,553	53,230	19,034	5,600	154	2,292,851	1,891,608	10,769,630	5,683,608
2025-26	3,935	9,401	53,911	16,788	5,700	78	2,401,157	1,780,006	11,559,417	5,194,623
2026-27	4,136	9,204	59,706	14,513	-	-	2,520,614	1,662,382	11,767,072	4,940,915
2027-28	4,337	8,997	60,612	11,957	-	-	2,643,407	1,538,665	11,976,347	4,681,451
2028-29	4,561	8,780	48,932	9,365	-	-	2,772,317	1,408,853	11,623,688	4,416,730
2029-30	4,784	8,552	49,366	7,196	-	-	2,906,863	1,272,456	11,832,743	4,157,079
2030-31	5,030	8,313	54,814	5,010	-	-	3,051,161	1,129,147	12,043,749	3,891,992
2031-32	5,276	8,061	55,178	2,558	-	-	3,049,397	978,557	11,568,186	3,611,998
2032-33	5,544	7,798	6,600	90	-	-	3,207,160	822,212	11,788,428	3,334,198
2033-34	5,812	7,520	-	-	-	-	3,369,923	657,854	11,853,826	3,049,577
2034-35	6,103	7,230	-	-	-	-	3,544,067	485,108	11,865,923	2,768,375
2035-36	6,416	6,925	-	-	-	-	3,726,829	303,404	12,093,132	2,485,135
2036-37	6,751	6,604	-	-	-	-	3,915,973	112,438	12,328,415	2,195,209
2037-38	7,087	6,266	-	-	-	-	80,117	12,639	11,962,054	1,898,263
2038-39	7,422	5,912	-	-	-	-	84,261	8,633	8,942,106	1,625,513
2039-40	7,802	5,541	-	-	-	-	88,405	4,420	7,291,751	1,417,935
2040-41	8,182	5,151	-	-	-	-	-	-	7,030,501	1,229,270
2041-42	8,607	4,742	-	-	-	-	-	-	6,616,488	1,041,993
2042-43	9,032	4,311	-	-	-	-	-	-	4,683,380	875,667
2043-44	9,479	3,860	-	-	-	-	-	-	3,256,456	745,049
2044-45	9,948	3,386	-	-	-	-	-	-	1,997,211	635,707
2045-46	10,462	2,888	-	-	-	-	-	-	1,955,000	540,500
2046-47	10,977	2,365	-	-	-	-	-	-	2,055,000	442,750
2047-48	11,535	1,816	-	-	-	-	-	-	2,155,000	340,000
2048-49	12,094	1,240	-	-	-	-	-	-	2,265,000	232,250
2049-50	12,698	635	-	-	-	-	-	-	2,380,000	119,000
TOTAL	$ 484,255	$ 168,387	$ 494,815	$ 107,823	$ 16,900	$ 461	$ 41,839,722	$ 16,066,271	$ 224,807,326	$ 66,994,407

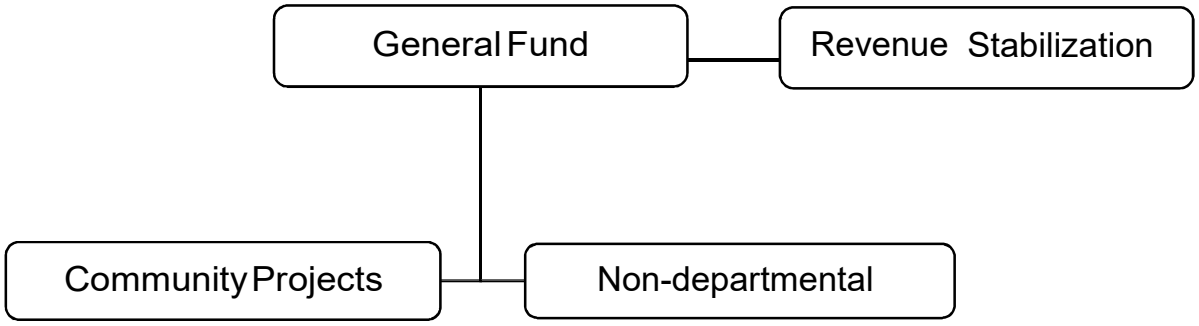
Fiscal Year	4400 - Stormwater[3]		4500 - Parking Services		5000 - Internal Service Fund - City Wide Administration	
	Principal	Interest	Principal	Interest	Principal	Interest
2023-24	$ 238,124	$ 48,663	$ 61,167	$ 28,275	$ 2,153,331	$ 967,516
2024-25	241,584	45,425	61,373	25,828	2,219,481	900,913
2025-26	245,067	42,139	66,578	23,373	2,256,924	858,652
2026-27	248,684	38,807	66,989	20,044	2,310,285	815,091
2027-28	252,336	35,424	72,195	16,695	1,969,077	771,789
2028-29	166,700	31,993	77,606	13,085	1,421,257	729,364
2029-30	168,900	29,726	78,017	9,205	1,348,127	693,390
2030-31	171,200	27,428	8,428	5,304	1,383,533	661,326
2031-32	173,500	25,100	8,839	4,882	783,785	628,170
2032-33	175,900	22,741	9,251	4,440	526,991	604,461
2033-34	178,300	20,348	9,662	3,978	548,159	581,648
2034-35	180,700	17,923	10,278	3,495	573,497	557,899
2035-36	183,200	15,466	10,690	2,981	597,617	533,009
2036-37	185,700	12,974	11,306	2,446	620,627	507,044
2037-38	188,200	10,449	11,923	1,881	647,437	480,063
2038-39	190,800	7,889	12,540	1,285	677,858	451,882
2039-40	193,300	5,294	13,156	658	707,001	422,324
2040-41	196,000	2,666	-	-	715,910	391,459
2041-42	-	-	-	-	746,536	360,302
2042-43	-	-	-	-	559,368	328,872
2043-44	-	-	-	-	485,000	304,750
2044-45	-	-	-	-	510,000	280,500
2045-46	-	-	-	-	535,000	255,000
2046-47	-	-	-	-	560,000	228,250
2047-48	-	-	-	-	590,000	200,250
2048-49	-	-	-	-	620,000	170,750
2049-50	-	-	-	-	650,000	139,750
2050-51	-	-	-	-	680,000	107,250
2051-52	-	-	-	-	715,000	73,250
2052-53	-	-	-	-	750,000	37,500
TOTAL	$ 3,578,195	$ 440,457	$ 589,999	$ 167,853	$ 28,861,802	$ 14,042,426

[1] Amounts in this schedule are preliminary, and do not include debt associated with interfund loan repayment or principal and interest payments on proposed debt that has not been issued.

[2] Due to rounding, estimated numbers may not add up precisely with the totals provided.

[3] Includes loans from the Oregon Department of Environmental Quality

GENERAL FUND
SERVICE AREA



General Fund Operational Divisions

The following divisions are accounted for in the General Fund but are functions of the Public Safety, Infrastructure, or Community & Economic Development service areas. Accordingly, their program details are located in the respective programs.

- Police - Program details can be found under the Public Safety Service Area.
- Municipal Court - Program details can be found under the Public Safety Service Area.
- Growth Management - Program details can be found under the Community and Economic Development Service Area.
- Code Enforcement - Program details can be found under the Community and Economic Development Service Area.
- Juniper Ridge City Owned Land - Program details can be found under the Community and Economic Development Service Area.
- Houseless Services – Program details can be found under the Community and Economic Development Service Area.
- Community Projects - Expenditures related to Community Projects activities, such as support to Central Oregon Intergovernmental Council for transit service, are accounted for in the General Fund.

General Fund - Non-departmental Division

The non-departmental division of the General Fund accounts for the allocation of non-restricted revenues such as property taxes, room taxes, franchise fees and state shared revenues to other City funds or operations that rely on General Fund revenue support. The allocation of discretionary revenues is reflected as General Fund Subsidies through interfund transfers. Other expenditures of this non-departmental division include general fund loans to other funds.

General Fund Revenue Stabilization Fund

This "rainy day" fund is maintained to ensure the continued delivery of City services. Funds will be available for emergency situations, temporary revenue shortfalls, or to provide stability during economic cycles in accordance with the City's fiscal policies relating to the Revenue Stabilization Fund.

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General Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 9,748,173	$ 21,235,500	$ 16,662,839	$ 27,983,000	$ 27,983,000	$ 27,983,000
Property taxes	69,193,191	76,290,900	76,165,631	84,530,500	84,530,500	84,530,500
Room tax	13,382,610	16,570,500	18,960,187	18,909,800	18,909,800	18,909,800
Franchise fees	16,704,825	16,663,200	17,420,711	16,437,400	16,437,400	16,437,400
Local marijuana tax	2,422,931	2,934,200	2,663,026	2,415,600	2,415,600	2,415,600
Commercial/Industrial construction tax	-	1,100,000	264,548	1,180,000	1,180,000	1,180,000
Licenses and permits	178,070	164,400	160,256	163,100	163,100	163,100
Intergovernmental revenues	9,755,331	8,470,600	8,526,592	8,191,300	8,191,300	8,191,300
Charges for services	2,133,686	870,600	1,341,754	1,909,600	1,909,600	1,909,600
Fines and forfeitures	1,863,586	2,124,400	1,339,556	1,339,700	1,339,700	1,339,700
Miscellaneous	520,265	470,400	1,638,938	891,200	891,200	891,200
Juniper Ridge city owned land sales	2,349,570	34,300	3,657,418	9,200,000	9,200,000	9,200,000
Interfund loan repayments	1,966,780	2,953,900	1,394,653	6,963,500	6,963,500	6,963,500
Interfund transfers	200,925	3,440,100	2,769,224	1,821,600	1,821,600	1,821,600
TOTAL RESOURCES	$ 130,419,943	$ 153,323,000	$ 152,965,333	$ 181,936,300	$ 181,936,300	$ 181,936,300

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Service Area/Program:						
Public Safety Program						
Police	$ 49,604,749	$ 59,636,900	56,068,879	$ 69,753,200	$ 70,289,200	$ 70,289,200
Municipal court	1,202,952	1,357,300	1,206,137	1,493,400	1,493,400	1,493,400
Total Public Safety Program	50,807,701	60,994,200	57,275,016	71,246,600	71,782,600	71,782,600
Community & Econ Dev. Program						
Growth management	1,934,205	2,088,700	1,276,331	1,887,900	1,887,900	1,887,900
Code enforcement	1,108,497	1,246,100	1,222,374	1,425,000	1,425,000	1,425,000
Juniper Ridge city owned land	121,923	623,000	315,994	115,500	115,500	115,500
Houseless services	-	1,375,000	374,166	-	-	-
Community projects	4,501,667	3,042,800	2,807,952	3,687,200	3,687,200	3,687,200
Total Community & Econ Dev. Program	7,666,292	8,375,600	5,996,817	7,115,600	7,115,600	7,115,600
Interfund Transfers	54,930,887	75,885,700	61,710,543	80,178,200	81,678,200	81,678,200
Contingency	-	5,386,700	-	9,065,500	7,029,500	7,029,500
Reserves Juniper Ridge land sales	-	-	-	14,330,400	14,330,400	14,330,400
Reserves room tax	-	2,680,800	-	-	-	-
TOTAL REQUIREMENTS	$ 113,404,880	$ 153,323,000	$ 124,982,376	$ 181,936,300	$ 181,936,300	$ 181,936,300
By Category:						
Personnel services	47,022,493	53,714,400	50,714,175	64,095,100	64,631,100	64,631,100
Materials & services	9,560,892	12,341,100	9,487,656	11,667,300	11,667,300	11,667,300
Capital outlay	2,242,832	3,314,300	3,070,002	2,599,800	2,599,800	2,599,800
Interfund transfers	54,930,887	75,885,700	61,710,543	80,178,200	81,678,200	81,678,200
Contingency	-	5,386,700	-	9,065,500	7,029,500	7,029,500
Reserves Juniper Ridge land sales	-	-	-	14,330,400	14,330,400	14,330,400
Reserves room tax	-	2,680,800	-	-	-	-
TOTAL REQUIREMENTS	$ 113,757,104	$ 153,323,000	$ 124,982,376	$ 181,936,300	$ 181,936,300	$ 181,936,300

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

Note: The City's fiscal policies require that the General Fund maintain unassigned reserves of at least 16% of the operating budget, and that reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. The proposed 2023-2025 budget is in compliance with this policy requirement.

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General Fund
Interfund Transfers

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
General Fund Subsidies:						
Fire/EMS	$ 29,955,400	$ 35,191,700	$ 35,798,338	$ 39,040,200	$ 39,040,200	$ 39,040,200
Streets & Operations	12,541,900	11,674,900	6,628,200	11,913,500	11,913,500	11,913,500
Business Advocacy	120,000	125,600	125,600	177,000	177,000	177,000
Cemetery	382,400	444,200	427,900	869,900	869,900	869,900
	$ 42,999,700	$ 47,436,400	$ 42,980,038	$ 52,000,600	$ 52,000,600	$ 52,000,600
General Fund Year End Loans:						
Metropolitan Planning Organization	$ 127,000	$ 200,000	$ 154,000	$ 200,000	$ 200,000	$ 200,000
Community Development Block Grant	17,000	200,000	190,000	200,000	200,000	200,000
Airport Fund	250,000	400,000	-	-	-	-
Murphy Crossing Urban Renewal Area	20,465	549,300	318,633	268,500	268,500	268,500
Juniper Ridge Urban Renewal Area	668,315	626,800	271,719	4,468,100	4,468,100	4,468,100
Core Area Urban Renewal Area	-	977,800	573,300	1,826,900	1,826,900	1,826,900
	$ 1,082,780	$ 2,953,900	$ 1,507,652	$ 6,963,500	$ 6,963,500	$ 6,963,500
General Fund Transfer:						
Internal Service - Overhead	$ 8,521,200	$ 11,823,400	$ 11,823,400	$ 13,610,400	$ 13,610,400	$ 13,610,400
Interfund Charges	1,006,996	1,702,000	1,363,260	1,996,400	1,996,400	1,996,400
Special Purpose to Commercial & Industrial Constr. Tax Fund	-	1,100,000	332,748	1,180,000	1,180,000	1,180,000
Special Purpose to Parking	-	-	-	2,360,300	2,360,300	2,360,300
Special Purpose to Houseless	-	1,244,900	1,244,900	-	-	-
Special Purpose for Council Goal Initiatives		1,025,000	409,875	-	1,500,000	1,500,000
Special Purpose to ARPA	-	7,038,300	-	-	-	-
Special Purpose to Facilities Management	-	229,300	398,200	1,221,900	1,221,900	1,221,900
Special Purpose - all other	1,104,356	1,181,400	1,136,586	424,400	424,400	424,400
GF Revenue Stabilization Fund	215,855	151,100	513,884	420,700	420,700	420,700
	$ 10,848,407	$ 25,495,400	$ 17,222,853	$ 21,214,100	$ 22,714,100	$ 22,714,100
TOTAL REQUIREMENTS	$ 54,930,887	$ 75,885,700	$ 61,710,543	$ 80,178,200	$ 81,678,200	$ 81,678,200

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

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General Fund
Community Projects

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Materials & services - Transit	$ 2,037,273	$ 2,114,500	$ 2,350,250	$ 2,686,000	$ 2,686,000	$ 2,686,000
Materials & services	2,437,804	928,300	461,827	1,001,200	1,001,200	1,001,200
Capital outlay	25,655	-	(4,125)	-	-	-
Total Community & Econ Dev. Program	4,500,732	3,042,800	2,807,952	3,687,200	3,687,200	3,687,200
Interfund Transfers	-	427,200	427,200	291,800	291,800	291,800
TOTAL REQUIREMENTS	$ 4,500,732	$ 3,470,000	$ 3,235,152	$ 3,979,000	$ 3,979,000	$ 3,979,000

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

GENERAL FUND

Overview

The City's General Fund (GF) is the primary operating fund of the City, accounting for operations of the Police department, Municipal Court, Growth Management, Code Enforcement and other activities not accounted for in any other fund. The General Fund also allocates monies to the following Funds and Service Areas: Fire/EMS Fund, Streets & Operations Fund, Community & Economic Development Service Area and Infrastructure Service Area. Details of these allocations can be found on the Subsidies, Loans & Transfers financial summary earlier in this section. In the 2023-2025 Biennial Budget, General Fund expenditures are allocated 78% to public safety (Police, Fire and Municipal Court), 8% to the Streets & Operations Fund and the remaining 14% to community and economic development and other general city funding needs. The City's goal is to ensure the financial stability of the General Fund and to provide long term funding for public safety and transportation operation needs.

The City's fiscal policies require that the General Fund maintain unassigned reserves of at least 16% of the operating budget, and reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. The 2023-2025 budget is in compliance with this policy requirement.

General Fund Programs

The following programs are charged directly to the General Fund because they rely almost solely on general fund discretionary revenues. Budget and program details are presented under each of the City's major service areas in accordance with the organization of this budget. (This budget document is organized by the City's service areas: General Fund, Public Safety, Infrastructure, Community & Economic Development, and Administration & Central Services). The budget amounts in each program below include program costs (personnel services, materials & services and capital outlay) as well as transfers for overhead, fleet management/garage services and other special purpose transfers.

- Police
    - In this budget, General Fund support of the Police Department is $83.5 million for the biennium. The allocation of discretionary revenues to the Police Department continues to be a City Council priority as noted in Council Goals and Actions to keep pace with a growing demand in calls for service. The Police Department budget and program details are presented under the City's "Public Safety Service Area".

- Municipal Court
    - The Bend Municipal Court provides resolution and collection services for minor traffic infractions, parking citations, and city ordinance violations. The Municipal Court with a budget of $2.1 million, is accounted for as a program of the General Fund as it is funded solely by General Fund discretionary revenues. The budget and program details are presented under the City's "Public Safety Service Area".

- Growth Management
    - The Growth Management Program was created to bring together the city's long range planning and transportation planning staff to identify and manage projects of a long-term nature including land use, public facility and transportation planning. The Growth Management division of the General Fund has a budget of approximately $2.7 million in this biennium and is presented under the City's "Community & Economic Development Service Area".

- Code Enforcement
    - The City's Code Enforcement Program ensures compliance with Bend's land use, environmental, building, and city code. The Code Enforcement division of the General Fund has a budget of approximately $1.9 million this biennium and is presented under the City's "Community & Economic Development Service Area".

- Houseless Services
    - During the development of the 2021-23 biennial budget, revenue and expenditures related to houseless operations were budgeted within the City's General Fund. In 2023, the City created the Houseless Fund, a separate special revenue fund which will include the revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum. Starting with 2022-23, houseless activities are recorded in the new Houseless Fund and any beginning working capital and general fund subsidy were transferred to the Houseless Fund. Activity prior to 2022-23 that remained in the General Fund is presented along with the new separate Houseless Fund under the City's "Community & Economic Development Service Area".

- Juniper Ridge City Owned Land
    - The Juniper Ridge City Owned Land division accounts for land sale proceeds and development and maintenance costs for city-owned land in Juniper Ridge. The biennial budget of approximately $0.6 million is presented under the City's "Community & Economic Development Service Area". The reserves associated with the net sales of city owned land in Juniper Ridge included in the General Fund are $14.3 million at the end of the 2023-25 biennium.

Subsidies, Loans & Transfers

The General Fund allocates general discretionary revenues to various city operations that require supplemental revenue to meet service level expectations. General Fund discretionary revenues consist primarily of property taxes, franchise fees, room taxes, municipal court fines, and state shared revenues. These revenues are allocated as a General Fund subsidy to other funds based on the priorities and values of City Council and the current needs of city operations. The General Fund also makes loans to other funds, transfers, and captures general expenditures not accounted for in any other fund.

General Fund subsidies and loans are described below:

- Fire/EMS Fund
    - The General Fund supports 46% of the Fire/EMS operating budget in the biennial budget. The City provides fire protection and emergency medical services in partnership with the Deschutes County Rural Fire Protection District #2 (DCRFPD#2). Through a contract between the City and DCRFPD#2, each entity contributes to the partnership. The funding rate in the first year of the biennial budget is $1.310 per $1,000 taxable assessed value (TAV), which reflects the base rate of $1.185 plus $0.020 that was added in 2021 for fire station maintenance and $0.105 of bridge funding to add 10 FTE's (9 firefighter/paramedics and one business manager). The bridge funding came from one-time American Rescue Plan Act (ARPA) funds that the city received in 2021-2022 and expires in 2024. In the second year of the biennium, the funding rate is back to the $1.185 base rate since the Fire/EMS Local Option Levy at $0.760 per $1,000 TAV includes the $0.020 in maintenance funding and $0.105 in bridge funding. Total allocation to Fire/EMS over the 2023-2025 biennium is $39.0 million. Budget and program details of the City's Fire/EMS program are presented under the City's "Public Safety Service Area".

- Streets & Operations Fund
    - Street operations are primarily funded by an allocation of General Fund revenues, State Highway apportionment (i.e. allocation of State gas taxes), garbage franchise fees and grants. In order to support the overlay and street preservation work needed to maintain the Pavement Condition Index (PCI) and other programs to support mobility options and related programming, the 2023-2025 biennial budget includes a General Fund subsidy of $11.9 million. In the second year of the biennium, the Streets & Operations Fund assumes $5.0 million of funding from a new revenue source like a Transportation Fee. Street operations are accounted for in the Streets & Operations Fund, which is presented under the City's "Infrastructure Service Area".

- Business Advocacy Fund
    - The biennial budget includes a $177,000 contribution to the Business Advocacy program for support of Economic Development of Central Oregon (EDCO). The Business Advocacy program is presented under the "Community & Economic Development Service Area".

- Cemetery Fund
    - Included in the biennial budget is General Fund support of $870,000 for operation of the City-owned Cemetery. This funding is necessary to support the operation and maintenance costs of the cemetery that are not covered by lot sales and burial fee operating revenues. The Cemetery program is presented under the City's "Infrastructure Service Area".

- General Fund Loans
    - The biennial budget includes the following short term, year-end operating loans that are necessary to provide cash flow for operations before grant funds are received on a reimbursement basis:
        - $200,000 to the Bend Metropolitan Planning Organization (MPO)
        - $200,000 to the Community Development Block Grant (CDBG) Fund

  - The 2023-2025 Biennial Budget also includes operating loans totaling $6.6 million to the Bend Urban Renewal Agency for work related to the Juniper Ridge, Murphy Crossing and Core Area urban renewal plans that is eligible for funding from property tax revenues generated in each respective urban renewal area (also referred to as TIF – Tax Increment Financing). TIF can only be used to pay debt service, so the City General Fund will loan funds to each urban renewal agency and the loan will be repaid with TIF.

- Internal Service – Overhead
  - The biennial budget includes $13.6 million in overhead transfers to the Internal Service Fund – City Wide Administration. These transfers support departments like Human Resources, Administration, Finance, and Procurement which are presented in the "Administration & Central Services Service Area." The transfer expenses are assigned to the General Fund programs listed above and to the Community Projects division of the General Fund based on allocation drivers that represent usage. For more details on the transfer expenditures please refer to each General Fund program individually.

- Interfund Charges
  - The biennial budget includes $2.0 million in interfund charges that pay for billable maintenance and repair work performed by other city departments. The majority of the charges in the General Fund relate to work performed by the Fleet Management program. For more details on the transfer expenditures please refer to each General Fund program individually.

- Special Purpose Transfer to the Commercial and Industrial Construction Tax Fund
  - Revenue from the City's Commercial and Industrial Construction Tax (CICT) is required to be deposited into the City's General Fund and transferred to the CICT Fund to implement and administer the tax. The CICT fund uses revenue collected to support creation of additional housing units and expansion of existing services for the houseless and formerly houseless populations. The biennial budget includes $1.2 million in interfund transfers to the CICT fund. The CICT fund is presented under the City's "Community & Economic Development Service Area".

- Special Purpose Transfer to the Parking Fund
  - The biennial budget includes a $2.4 million transfer to the City's Parking fund. The $2.4 million is the total amount of the City's Room Tax Reserves and will be used in the Parking Fund for a tourism related capital project. The Parking Fund is presented under the City's "Infrastructure Service Area".

- Special Purpose Transfer to Houseless Fund
  - During the development of the 2021-23 biennial budget, revenue and expenditures related to houseless operations were budgeted within the City's General Fund. In 2023, the City created the Houseless Fund, a separate special revenue fund which will include the revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum. Starting with

2022-23, houseless activities will be recorded in the new Houseless Fund and any beginning working capital and previously allocated general fund subsidy were transferred to the Houseless Fund.

- Special Purpose Transfer to Facilities Management
    - The biennial budget includes a $1.2 million transfer to the City's Facilities Management for costs associated with city-owned property that is being funded from the General Fund. Facilities Management is presented under the City's "Administration & Central Services Service Area".

- Transfer to the General Fund Revenue Stabilization Fund
    - The City created a General Fund Revenue Stabilization Fund in 2009-2010 to provide reserves for future unanticipated events. The stabilization fund is funded by half of the interest earnings in the General Fund and other funds. For the biennial budget, $420,700 is expected to be transferred from the General Fund to the Revenue Stabilization Fund.

Special Purpose Transfers and Items for Council Goal Initiatives

During deliberations on May 23, 2023, the Budget Committee added the following items to the Approved budget in support of City Council's goals by reducing General Fund Contingency:

- Affordable Housing & Sustainable Development
    - $1,000,000 transfer to the Houseless Fund to supplement restrictive funding and offset administrative costs
    - $400,000 transfer to the Planning Fund to contribute to city legislative work and code updates performed by Planning Staff
    - $100,000 transfer to the Affordable Housing Fund to offset administrative costs
- Public Safety
    - $536,000 to support an additional Patrol Officer position beginning in Fiscal Year 2023-24 and an additional Investigative position beginning in Fiscal Year 2024-25.

Community Projects Division

The 2023-2025 General Fund budget also includes the following expenditures not accounted for in any other fund:

- $2.7 million paid to Central Oregon Intergovernmental Council (COIC) for operation of the Cascades East Transit system
- $0.4 million ($0.7 million in expenditures offset by $0.3 million in related funding) for miscellaneous audits, studies, analysis and contributions
- $200,000 in expenditures related to the allocation of opioid settlement monies received by the city in 2023. These funds will be used to support and expand the City's partnership with Deschutes County Health Services to provide alternative response for individuals experiencing a substance-use crisis.

General Fund Revenue Stabilization Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 3,502,027	$ 4,282,600	$ 4,310,399	$ 5,613,100	$ 5,613,100	$ 5,613,100
Miscellaneous	106,046	150,700	131,948	97,500	97,500	97,500
Interfund transfers	702,326	501,600	1,170,742	918,900	918,900	918,900
General fund subsidy	-	-	-	-	-	-
TOTAL RESOURCES	$ 4,310,399	$ 4,934,900	$ 5,613,089	$ 6,629,500	$ 6,629,500	$ 6,629,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Reserves Operations	-	4,934,900	-	6,629,500	6,629,500	6,629,500
TOTAL REQUIREMENTS	$ -	$ 4,934,900	$ -	$ 6,629,500	$ 6,629,500	$ 6,629,500

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

GENERAL FUND
General Fund Revenue Stabilization Fund

Overview

The General Fund Revenue Stabilization Fund is a special revenue fund that was established in 2009-2010 to ensure the continued delivery of City services in the event of another severe recession and to protect the City's bond rating. City Council adopted a policy to make funds from this Revenue Stabilization Fund available only for severe economic downturns or major unforeseen events. Individual operating funds will continue to maintain their own contingencies and reserves for operations within each fund. This Revenue Stabilization Fund serves as the City's "rainy day fund" for the General Fund and use of reserves in this fund are not permitted without Council approval. Further criteria on when reserves can be used can be found in the City's fiscal policies in the introductory section of the budget document.

The City's fiscal policies require that the General Fund maintain unassigned reserves of at least 16% of the operating budget, and reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. The adopted 2023-2025 budget is in compliance with this policy requirement.

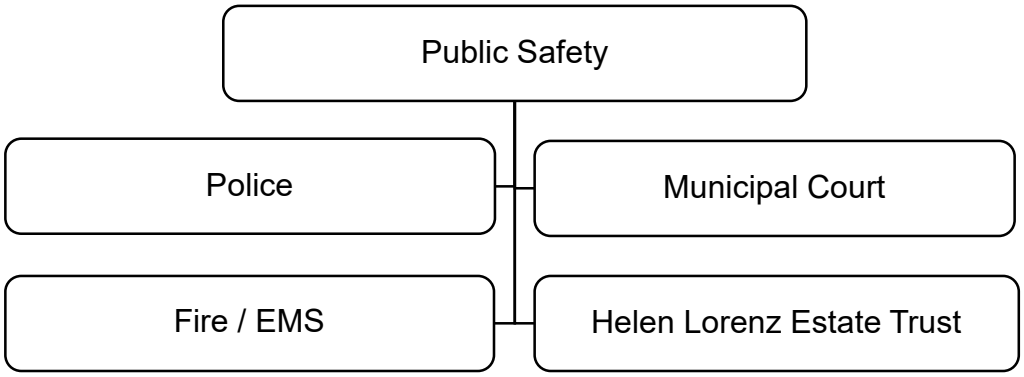
Goals for the 2023-2025 Biennial Budget

- Continue funding the Revenue Stabilization Fund to increase the City's emergency funds

Major Accomplishments during the 2021-2023 Biennium

- Increased the General Fund Stabilization Fund balance to approximately $5.6 million

PUBLIC SAFETY SERVICE AREA



Police

Police

The expenditures of the City's police department are accounted for in the General Fund. Divisions of the police department include patrol, community response program, criminal investigation, and administrative services.

Police Reserve Fund

The Police Reserve Fund accounts for the operating reserve for the Police Department.

Fire / Emergency Medical Services (EMS) Funds

Fire/EMS Fund

This fund accounts for the expenditures of the City's fire department which include fire suppression and prevention and emergency medical services.

Fire Station Debt Service Fund.

This fund accounts for debt service related to long-term debt that was issued by the City to finance Fire facilities.

Municipal Court

The expenditures of the City's municipal court are funded by discretionary revenues and accounted for in the General Fund. The Bend Municipal Court provides for the resolution and collection of fines from minor traffic infractions, and city ordinance violations issued within the city limits.

Helen Lorenz Estate Trust

This fund accounts for the annual grants received from the Helen Lorenz Estate for the specific benefit of the City of Bend Police & Fire Departments.

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General Fund
Police

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	BIENNIAL BUDGET APPROVED 2023-2025	BIENNIAL BUDGET ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Public Safety Program						
Personnel services	$ 43,217,784	$ 50,450,900	$ 47,662,736	$ 60,449,900	$ 60,985,900	$ 60,985,900
Materials & services	4,238,870	6,098,700	5,528,856	6,703,500	6,703,500	6,703,500
Capital outlay	2,148,095	3,087,300	2,877,287	2,599,800	2,599,800	2,599,800
Total Public Safety Program	49,604,749	59,636,900	56,068,879	69,753,200	70,289,200	70,289,200
Interfund Transfers	8,603,993	11,104,800	10,846,223	13,294,200	13,294,200	13,294,200
TOTAL REQUIREMENTS	$ 58,208,742	$ 70,741,700	$ 66,915,102	$ 83,047,400	$ 83,583,400	$ 83,583,400

Authorized Full Time Equivalents	149.50	155.50
Allocated Full Time Equivalents	149.50	155.50

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

PUBLIC SAFETY
Police

Overview

The police program is funded through the General Fund. Police services are part of the governmental process that provides for overall public safety through the protection of life, property and the preservation of peace. The Police Department is responsible for responding to criminal and non-criminal conduct and taking appropriate courses of action based on laws, policy, training and safety. The Police Department is tasked with enforcing laws enacted by elected officials or by the voter-approved ballot measures and interpreted by the courts. The regulation of criminal conduct is accomplished through a variety of strategies which include the enforcement of state and local laws, ordinances and regulations, community engagement, community education, problem-solving and proactive criminal interdiction.

The Police Department is a state-accredited agency that meets the highest standards for excellence in law enforcement. The Department provides exemplary, year-round, 24-hour service to the Bend community and adheres to the highest standards of ethical behavior. The Department's primary objective is to provide a safe community environment for all people in Bend with the highest level of service possible within available resources. The organization is committed to the philosophy of community policing and embraces its role as a community guardian by equally serving and protecting the entire community through teamwork, integrity and excellence while engaging in constitutional policing. The Police Department is committed to serving everyone fairly and strives to achieve equity and justice in its service.

Goals & Objectives for the 2023-2025 Biennial Budget

- Ensure core services keep pace with a growing city and adjust service levels commensurate with available staffing resources
- Through collaboration with the City's Information Technology Department, use technology advancements and innovation to provide premier public safety services, enhance our workforce capabilities and optimize current technology systems
- Identify, evaluate and implement alternative response models to parking and animal complaints and enforcement issues
- Enhance current facilities to support ongoing mandated training and certification needs
- Upon receiving the completed staffing study, review and develop short- and long-term plans to meet the best practices identified in the staffing study within budget and financial limitations
- Continue to invest in and support alternative crisis response models that reduce the need for law enforcement to respond and resolve, including coordination with Deschutes County, use opioid settlement dollars to fund an alternative response model for opioid-use crisis calls
- Continue to support non-law enforcement alternative response models to the houselessness crisis
- Evaluate automated traffic enforcement to improve traffic safety

Major Accomplishments during the 2021-2023 Biennium

The Police Department lost personnel to retirements, job change and agency changes, resulting in significant understaffing during 2020, 2021, and most of 2022. However, one of the department's major accomplishments was the hiring of more than 40 new staff members during the 2021-2023 biennium to backfill vacancies.

Additional accomplishments include:

- Recruited a diverse workforce to meet the tremendous staffing challenges presented in 2020
- Supported the Deschutes County Crisis Stabilization Center to provide 24/7 help to individuals experiencing a mental health crisis and the addition of a County Non-Law Enforcement Crisis responder to respond to certain calls without requiring a law enforcement presence
- Invested in ongoing 40-hour basic Crisis Intervention Training (CIT) for sworn staff members, reaching the goal of being a 100 percent CIT-trained agency
- Added two DUII-specific officers in response to the bi-annual community survey,resulting in significant effort and focus on enforcement and roadway safety. DUII enforcement increased in the 2021-2023 biennium by more than 100 percent compared to the 2019-2021 biennium
- Added designated patrol districts, moving from five to seven districts. Each district now has assigned Neighborhood Associations to which officers are responsible for engagement
- Implemented policy, training, accountability and legal changes to comply with more than 23 police reform bills passed in the 2021 Oregon Legislative Session
- The Police Chief developed an ongoing Police Chief's Advisory Council program and fully implemented the advisory council in 2022 with 20 community members intended to reflect a diverse range of lived experiences and racial and ethnic backgrounds
- Maintained a standard of a very low reliance on the use of force through ongoing training in scenario-based de-escalation and communications

Significant Changes from the 2021-2023 Biennial Budget

- One (1) new Community Service Officer Sergeant to add supervisory support to the Community Service Officer team
- Three (3) new Police Officers to work toward increasing patrol teams from nine to 10 members
- $259,000 of American Rescue Plan Act (ARPA) funding for sponsorship of the regional emergency services training and coordination center (CORE3) managed by Central Oregon Intergovernmental Council
- $200,000 transferred to the Police Reserve Fund to save for a mobile command vehicle in 2028
- The Budget Committee directed the allocation of $536,000 of General Fund Contingency to support an one (1) additional Patrol Officer position beginning in Fiscal Year 2023-24 and one (1) new investigative position beginning in Fiscal Year 2024-25

Patrol Program

As the foundation of the Police Department, the Patrol Program provides 24-hour police services to the City. The focus is on protecting the lives, property and rights of all people by providing a uniformed police response to both emergency and non-emergency calls for service. Officers are charged with enforcing federal, state and local laws and city ordinances. The Police Department special units such as the K-9 Program and the Tri-County Central Oregon Emergency Response Team (CERT) are included in the Patrol Division.

Community Response Program

The Community Response Program focuses on enhancing the quality and livability of our community. Special units such as the Traffic Team, Problem Oriented Policing Team, Community Service Officers, and School Resource Officers are included in the Community Response Team. These teams work in collaboration to efficiently focus resources on issues that directly affect the community each day.

Criminal Investigation Program

The Criminal Investigation Program is responsible for providing investigative follow-up and support for the Patrol Program and to ensure investigative leads requiring follow-up from outside sources, such as the Department of Justice's Crimes Against Children unit and Department of Human Services' Cross Report system are assigned to investigators and follow up is conducted. This program reviews cases requiring expertise or an extra amount of time to investigate. These cases include homicides, suspicious death investigations, major assaults, sexual assault, child abuse, internet sexual exploitation or trafficking of children, robberies, embezzlements and other major thefts. Employees assigned to the Central Oregon Drug Enforcement (CODE) team are also included in this program. The CODE team is comprised of local, state and federal law enforcement agencies within the tri-county area. Their mission is to suppress major criminal drug activity in the Central Oregon region. The Criminal Investigations division is responsible for responding to the tri-county area as part of the Major Incident Team (MIT) for investigation that typically involves officer use of deadly force or homicide investigations.

Administrative Services Program

The Administrative Services Program includes the Police Chief's office, which provides overall management and leadership of the Police Department. The Administrative Services Program also includes administrative personnel performing foundational support functions serving the entire Police Department. The administrative service teams include training, information technology, evidence, records, budget, purchasing, payroll, human resources, accreditation, policy, fleet, facilities, reserves, cadets and volunteers.

Public Safety
Police

FIVE YEAR VEHICLE, EQUIPMENT & INTANGIBLES PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
Two (2) K9 SUV Hybrid replacements	206,000	-	-	-	-
One (1) Patrol Lt SUV Hybrid replacement	97,500	-	-	-	-
One (1) CSO F150 new	93,900	-	-	-	-
Three (3) Patrol F150 replacements	307,200	-	-	-	-
One (1) Patrol SUV Hybrid new	101,000	-	-	-	-
Six (6) SRO SUV Hybrid replacements	542,400	-	-	-	-
Six (6) Patrol SUV Hybrid replacements	606,000	-	627,600	-	-
Two (2) CSO F150 replacements	187,800	-	193,800	-	-
One (1) Training Expedition replacement	-	-	104,000	-	-
Two (2) Admin replacements	-	-	100,400	-	-
One (1) CERT Negotiator Van replacement	-	-	200,000	-	-
One (1) Patrol SGT SUV Hybrid replacement	99,000	-	102,100	-	110,600
One (1) Traffic BMW replacement	-	-	82,400	-	88,900
One (1) K9 SUV Hybrid replacement	-	-	106,600	-	115,300
Two (2) Patrol F150 replacements	-	-	212,600	-	230,800
Two (2) Traffic/DUII SUV Hybrid replacements	-	-	199,200	-	215,600
One (1) CERT Mini Van replacement	-	-	-	-	100,000
One (1) Command Post new	-	-	-	-	500,000
One (1) Command Three LT SUV replacement	-	-	-	-	83,900
One (1) CSO F150 replacement	-	-	-	-	100,200
One (1) Forensic Technician Van replacement	-	-	-	-	81,300
One (1) ILP SUV Hybrid replacement	-	-	-	-	113,200
One (2) Patrol SUV Hybrid replacements	-	-	-	-	252,600
Three (3) Admin replacements	-	-	-	-	148,800
Seven (7) Patrol SUV Hybrid replacements	-	-	-	-	792,400
Subtotal Vehicles	**$ 2,240,800**	**$ -**	**$ 1,928,700**	**$ -**	**$ 2,933,600**
Equipment:					
TruNarc tester replacement	24,000	-	25,900	-	-
K9 replacement (dog) replacement	-	-	35,000	-	39,900
Traffic / crime scene reconstruction replacement	-	-	105,000	-	105,000
Traffic / crime scene reconstruction rover	-	-	10,900	-	11,900
Drone BVLOS Launch Site	80,000	-	80,000	-	80,000
Drone replacement	30,000	30,000	31,200	32,500	33,800
Drone Support Equipment	15,000	15,000	15,000	15,000	15,000
Camera System	90,000	75,000	-	-	50,000
Subtotal Equipment	**$ 239,000**	**$ 120,000**	**$ 303,000**	**$ 47,500**	**$ 335,600**
Intangibles:					
Physical evidence solution replacement	-	-	-	-	100,000
Subtotal Intangibles	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**
Total	**$ 2,479,800**	**$ 120,000**	**$ 2,231,700**	**$ 47,500**	**$ 3,369,200**

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Police Reserve Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 670,635	$ 588,900	$ 589,328	$ 353,400	$ 353,400	$ 353,400
Miscellaneous	18,693	9,600	14,075	13,600	13,600	13,600
Interfund transfers	-	-	-	200,000	200,000	200,000
TOTAL RESOURCES	$ 689,328	$ 598,500	$ 603,403	$ 567,000	$ 567,000	$ 567,000

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Interfund Transfers	100,000	250,000	250,000	-	-	-
Reserves Operations	-	348,500	-	567,000	567,000	567,000
TOTAL REQUIREMENTS	$ 100,000	$ 598,500	$ 250,000	$ 567,000	$ 567,000	$ 567,000

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

PUBLIC SAFETY
Police Reserve Fund

Overview

The Police Reserve Fund is a special revenue fund that was established in June 2010 to set aside operating reserves for the Police Department. These funds may be used for sustaining services in the event of an emergency and absorb unanticipated operating needs that arise during the year but were not anticipated during the budget process. Use of these reserves requires approval by City Council.

Significant Changes from the 2021-2023 Biennial Budget

- The budget reflects a one-time increase of $200,000 which will be transferred from the Police Department budget to save for a mobile command post to be purchased using the Police Reserve Fund in 2028.

Fire/EMS Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	BIENNIAL BUDGET APPROVED 2023-2025	BIENNIAL BUDGET ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 4,331,326	$ 6,271,000	$ 6,678,396	$ 8,900,400	$ 8,900,400	$ 8,900,400
Property taxes	4,988,863	5,515,500	5,523,807	14,890,700	14,890,700	14,890,700
Room tax	400,677	486,300	586,259	604,100	604,100	604,100
Intergovernmental revenues	12,598,729	12,396,200	12,343,565	15,549,800	15,549,800	15,549,800
Charges for services	8,684,918	9,198,900	11,313,240	9,790,600	9,790,600	9,790,600
Miscellaneous	289,805	264,400	326,358	272,900	272,900	272,900
Debt proceeds	5,277,465	1,836,000	1,457,800	3,457,800	3,457,800	3,457,800
Interfund transfers	39,536	105,300	49,844	83,300	83,300	83,300
General fund subsidy	29,955,400	35,191,700	35,798,338	39,040,200	39,040,200	39,040,200
TOTAL RESOURCES	$ 66,566,719	$ 71,265,300	$ 74,077,607	$ 92,589,800	$ 92,589,800	$ 92,589,800

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Public Safety Program						
Personnel services	$ 41,296,284	$ 48,413,100	$ 47,183,550	$ 60,847,200	$ 60,847,200	$ 60,847,200
Materials & services	5,265,531	6,449,400	6,536,632	7,741,400	7,741,400	7,741,400
Capital outlay	2,362,391	3,049,900	2,531,869	6,614,000	6,614,000	6,614,000
Total Public Safety Program	48,924,206	57,912,400	56,252,051	75,202,600	75,202,600	75,202,600
Interfund Transfers	6,998,870	7,547,800	7,537,845	9,946,000	9,946,000	9,946,000
Debt Service	3,965,247	1,575,000	1,387,324	1,612,500	1,612,500	1,612,500
Contingency	-	4,030,100	-	5,828,700	5,828,700	5,828,700
Reserves Major Maintenance	-	200,000	-	-	-	-
TOTAL REQUIREMENTS	$ 59,888,323	$ 71,265,300	$ 65,177,220	$ 92,589,800	$ 92,589,800	$ 92,589,800

Authorized Full Time Equivalents	139.62	148.62
Allocated Full Time Equivalents	142.62	153.12

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

PUBLIC SAFETY
Fire/EMS Fund

Overview

The City of Bend Fire & Rescue (BF&R) Department is responsible for providing fire suppression, emergency medical services (EMS), and fire prevention services for the City of Bend (City) and the Deschutes County Rural Fire Protection District No. 2 (District), which contracts for services. Through private fire contracts, BF&R also provides fire service to the High Desert Museum, the Mt. Bachelor ski area, and several residential properties. The total fire protection area is 164 square miles. In addition, BF&R is responsible for an Ambulance Service Area of more than 1,450 square miles.

Goals and Objectives for the 2023-2025 Biennial Budget

- Protect and improve the health and safety of residents and businesses by maintaining emergency response times in the city of Bend under six minutes, nine minutes or less within the District, and a cardiac arrest resuscitation rate of 50%
- Develop long-term facilities asset maintenance plan and address the needs of aging buildings
- Ensure operational response meets the needs of our growing community
- Maintain sufficient apparatus for first line response capabilities
- Improve processes in all divisions to increase quality and efficiency
- Collaborate with the City's Information Technology Department to use technology advancements and innovation to provide premier public safety services, enhance our workforce capabilities and optimize current technology systems

Major Accomplishments during the 2021-2023 Biennium

- Achieved the goal of a cardiac arrest resuscitation rate of 50%, well above the national average
- Hired nine (9) firefighter/paramedics to staff the Pilot Butte Station and one (1) business manager through a City and District joint funding agreement
- Placed a ladder truck in service at the North Station
- Completed a firefighter recruit training academy with the largest group of candidates in department history with all academy graduates on track to finish the nine-month probation
- Created a recruitment video to help attract new staff to our team
- Added a temporary ambulance biller position to ensure smooth and efficient billing processes; the passage of the local option levy discussed below will allow this position to be converted from a temporary Limited Term Engagement (LTE) employee to a permanent FTE

Significant Changes from the 2021-2023 Biennial Budget

On May 16, 2023, voters approved a new levy at a rate of $0.76 per $1,000 TAV which is necessary to continue providing fire protection and emergency medical services to the community. The new levy is effective July 1, 2024. The approved budget incorporates the levy passed by voters in the May 2023 special election, and includes:

- Increased funding from voter-approved levy with a rate of 76 cents per $1,000 of taxable assessed value, beginning July 1, 2024, the second year of the biennium
- Six (6) firefighter paramedic positions for a fourth Advanced Life Support (ALS) ambulance which is essential to meet the increasing emergency medical needs of our community
- Three (3) emergency medical technicians (EMTs) to return the Basic Life Support (BLS) system back to operating at full capacity and meet the community's growing demand for a nonemergent transport option as well as hospital facility transfers
- One (1) EMS biller to keep pace with the added volume of EMS bills
    - As discussed above, this position is currently a temporary LTE position and funding from the levy will enable the conversion to a permanent FTE
- In total, the levy funding includes the ongoing support for one (1) EMS biller, three (3) EMTs and six (6) firefighter paramedic positions for a total of ten (10) FTEs
- Increased the building and facilities maintenance budget to address the maintenance and repair of aging fire stations

Fire/EMS Operations Program

The Fire/EMS Operations Program includes structural fire suppression, EMS response and transport, technical rescue operations, hazardous materials initial response, highway and roadway crash response, and wildland fire suppression. The fire department maintains a series of cooperative agreements with adjoining jurisdictions and cooperating agencies to maximize efficiency and service delivery.

The fire department's operational plan guides fire suppression and EMS response and transport for the City and the District, as well as other entities that contract for fire protection services with the City. The department conducts continual operational reviews to ensure efficient use of resources during emergency response. Creative and innovative staffing plans are used to maximize available staffing to meet the growing demands of the community.

Fire Prevention Program

The Fire Prevention Program provides the community with several services that enhance public safety and assist the Fire/EMS Operations Division in meeting the requests for emergency response.

- Community awareness and educational programs focused on changing behaviors and attitudes in an effort to promote fire and home safety
- Review of development plans for commercial buildings and residential subdivisions to ensure conformity with fire prevention codes and local fire protection ordinances
- Periodically conduct fire safety inspections to meet the minimum requirements of the Oregon Fire Code
- Investigate all uncontrolled fires to determine origin and cause

Support Services Program

The Support Services Program provides the internal administrative services that are necessary to support daily fire department operations. Examples of this support include: billing for ambulance services, budget development and fiscal oversight, procurement and contract management, human resource management, fleet acquisition and maintenance coordination, facilities maintenance, wireless communication device acquisition and maintenance (radios, phones, mobile data computers), grant submittal and oversight, data research, development, and analysis, policy and procedure development and review, social media engagement, community outreach, entry-level firefighter testing, promotional testing, labor relations, and contract negotiations.

PUBLIC SAFETY
Fire/EMS Fund

FIVE YEAR VEHICLE, EQUIPMENT, IMPROVEMENTS & INTANGIBLES PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
Two (2) Medic re-chassis'	$ 470,000	$ 470,000	$ 470,000	$ -	$ -
Two (2) Type 1 Engine replacements	-	2,220,000	-	-	-
One (1) Type 1 Engine replacement	-	-	1,110,000	1,110,000	-
Two (2) Type 3 Engine replacements	-	-	-	-	860,000
One (1) Type 6 Engine	-	250,000	-	-	-
Two (2) Water Tender replacements	-	920,000	-	-	-
One (1) Fire Marshal and prevention staff vehicle	195,000	-	-	175,000	60,000
One (1) Command vehicle replacement	80,000	-	-	80,000	-
One (1) Staff vehicle replacement	-	70,000	60,000	60,000	-
One (1) EMS Logistics van	-	-	80,000	-	-
One (1) Ladder Truck	-	-	-	-	2,000,000
One (1) Type 1 Engine major repair and maintenance	100,000	100,000	100,000	-	-
One (1) Combi-tool for Engine 324	20,000	-	-	-	-
One (1) Escape Belt system	60,000	-	-	-	-
One (1) SRV Utility Box for the F350	30,000	-	-	-	-
Subtotal Vehicles	**$ 955,000**	**$ 4,030,000**	**$ 1,820,000**	**$ 1,425,000**	**$ 2,920,000**
Equipment:					
Two (2) Lucas Auto CPR systems	$ 30,000	$ 30,000	$ -	$ -	$ -
One (1) Prevention equipment trailer	16,000	-	-	-	-
One (1) Training equipment trailer	16,000	-	-	-	-
Subtotal Equipment	**$ 62,000**	**$ 30,000**	**$ -**	**$ -**	**$ -**
Buildings & Structures Tenant Improvements					
One (1) Water Heater	$ 60,000	$ -	$ -	$ -	$ -
Three (3) Furnace and heat pump replacements	96,000	96,000	-	-	-
One (1) Generator replacement	55,000	-	50,000	-	-
One (1) Station interior paint and floor replacement	100,000	100,000	-	-	-
One (1) HVAC Replacement	500,000	500,000	-	-	-
One (1) Station roof replacement	-	-	-	100,000	100,000
One (1) Exhaust ventilation system replacement	-	-	25,000	25,000	-
Subtotal Buildings & Structures	**$ 811,000**	**$ 696,000**	**$ 75,000**	**$ 125,000**	**$ 100,000**
Intangibles:					
MobileEyes Prevention software	$ 30,000	$ -	$ -	$ -	$ -
Subtotal Intangibles	**$ 30,000**	**$ -**	**$ -**	**$ -**	**$ -**
Total	**$ 1,858,000**	**$ 4,756,000**	**$ 1,895,000**	**$ 1,550,000**	**$ 3,020,000**

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Fire Station Debt Service Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 10,633	$ 6,100	$ 7,012	$ 7,900	$ 7,900	$ 7,900
Intergovernmental revenues	480,527	485,600	485,401	250,000	250,000	250,000
Miscellaneous	1,972	1,600	1,781	800	800	800
Debt proceeds	933,105	-	-	-	-	-
Interfund transfers	10,000	10,000	10,000	5,000	5,000	5,000
TOTAL RESOURCES	$ 1,436,237	$ 503,300	$ 504,194	$ 263,700	$ 263,700	$ 263,700

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Public Safety Program						
Materials & services	$ 5,403	$ -	$ -	$ -	$ -	$ -
Total Public Safety Program	5,403	-	-	-	-	-
Interfund Transfers	10,986	11,300	10,940	13,700	13,700	13,700
Debt Service	1,412,836	485,600	485,401	250,000	250,000	250,000
Reserves Debt Service	-	6,400	-	-	-	-
TOTAL REQUIREMENTS	$ 1,429,225	$ 503,300	$ 496,341	$ 263,700	$ 263,700	$ 263,700

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

PUBLIC SAFETY
Fire Station Debt Service Fund

Overview

The City of Bend (City) partnered with the Deschutes County Rural Fire Protection District # 2 (District) to construct four fire stations and a fire administration building in 1999. Full faith and credit obligation bonds were issued by the City to finance the facilities. The Fire Station Debt Service Fund accounts for the debt service associated with these bonds. The debt was refinanced in 2010 and again in 2021 to obtain savings on interest. The final payment on the debt is scheduled to be in 2024.

The City is responsible for the repayment of the bonds and collects funds from the District to make those debt service payments.

Note: The debt for the East fire station was issued directly by the District and the debt service payments for that issue are made directly by the District. The District, not the City, also issued the debt for the two new stations that opened in 2020: the Pilot Butte Station in Bend and rebuilding of the Tumalo Station.



(C) 2006 Dustin Mitsch / Alpen Exposure

City of Bend Fire Station Number 301

Significant Changes from the 2021-2023 Biennial Budget

- The final debt payment will be made in fiscal year 2023-24 and the fund will be closed during the 2023-2025 biennium

General Fund
Municipal Court

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Public Safety Program						
Personnel services	$ 1,081,049	$ 1,141,500	$ 1,024,226	$ 1,243,600	$ 1,243,600	$ 1,243,600
Materials & services	121,903	215,800	181,908	249,800	249,800	249,800
Total Public Safety Program	1,202,952	1,357,300	1,206,134	1,493,400	1,493,400	1,493,400
Interfund Transfers	439,800	569,600	569,600	597,400	597,400	597,400
TOTAL REQUIREMENTS	$ 1,642,752	$ 1,926,900	$ 1,775,734	$ 2,090,800	$ 2,090,800	$ 2,090,800

Authorized Full Time Equivalents	4.00	4.00
Allocated Full Time Equivalents	4.00	4.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

PUBLIC SAFETY
Municipal Court

Overview

Bend Municipal Court provides a local forum for the resolution of minor traffic violations, parking citations and city ordinance infractions issued within the city limits of Bend. The Municipal Court is the judicial branch of the city government. The Municipal Court Judge**,** appointed by the City Council, presides over cases referred to the Court by various City of Bend departments. The majority of cases heard in Municipal Court are traffic violations. The Court does not handle criminal, civil or small claims cases.

Goals & Objectives for the 2023-2025 Biennial Budget

- Complete configuration, testing, and implementation of an Online Records Search product for public access to court records
- Continue to enhance existing court programs to promote compliance, increase collection rates of fines and ensure appropriate and equitable access to the court for all members of the public
- Continue to develop and expand Spanish language offerings, including providing consistent and regular Spanish language hearings and court materials
- Explore and develop alternative sentencing programs and guidelines

Major Accomplishments during the 2021-2023 Biennium

- Completed configuration, testing and implementation of new case management software
- Implemented online payment platform to allow for submittal of plea and payments without appearing in court
- Implemented the Department of Motor Vehicle's (DMV) e-conviction program to streamline the submission of timely and accurate convictions
- Implemented the DMV's electronic meterskip process to improve efficiencies and accuracy in processing parking citations
- Expansion of Young Drivers Program to capture a larger group of young drivers with additional requirements that promote accountability and responsible driving behaviors

Significant Changes from the 2021-2023 Biennial Budget

- Increased budget to support the continued development and expansion of Spanish language offerings, including providing consistent and regular Spanish language hearings and court materials.
- Increased budget to provide additional training opportunities for the Municipal Court Judge to ensure the court is operating appropriately, professionally, and as efficiently as possible.

Helen Lorenz Estate Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Miscellaneous	$ 40,664	$ 170,400	$ 94,836	$ 120,000	$ 120,000	$ 120,000
TOTAL RESOURCES	$ 40,664	$ 170,400	$ 94,836	$ 120,000	$ 120,000	$ 120,000

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Interfund Transfers	$ 40,664	$ 170,400	$ 94,836	$ 120,000	$ 120,000	$ 120,000
TOTAL REQUIREMENTS	$ 40,664	$ 170,400	$ 94,836	$ 120,000	$ 120,000	$ 120,000

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

PUBLIC SAFETY
Helen Lorenz Estate Fund

Overview

The Helen Lorenz Estate Fund is a special revenue fund that was established in September 2013 in response to an agreement between the City of Bend, personal representatives of the Helen Lorenz Estate, and the Oregon Community Foundation (OCF). The special revenue fund accounts for annual grants to be received from OCF and the financial activities related to mineral rights received from the Helen Lorenz Estate. Grant requests to OCF are subject to approval, based on the requirements set forth by the Helen Lorenz Estate. The grants are reserved specifically for the Police and Fire Departments.

Police and Fire Department approved uses

- Purchase of equipment and supplies that are above and beyond the normal and ordinary equipment and supplies purchased by the departments for their normal daily operations
- Purchase of historical items and vehicles or for equipment and supplies to support the restoration, preservation, and display of historical items

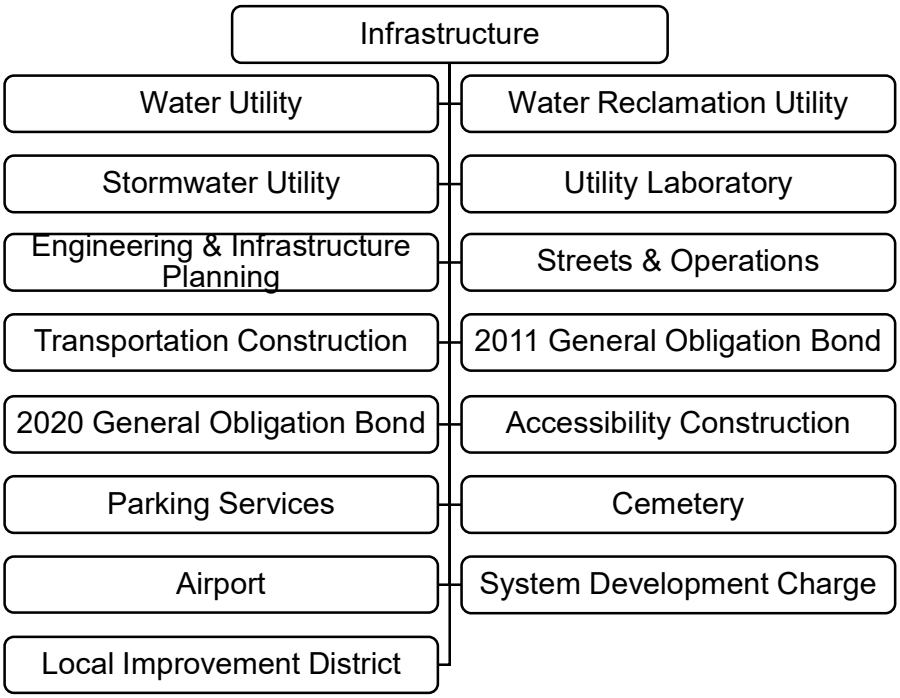
Police Department specific approved uses

- Fund an annual awards banquet or similar event to honor and recognize employees and/or volunteers of the Bend Police Department

Fire Department specific approved uses

- Contribute to the funding of land and buildings to be used for the purpose of Fire/EMS public education, maintenance and storage of historical archives and Fire/EMS related museums and exhibits
- Reimburse employee travel and lodging expenses related to attendance of courses and education programs outside of State requirements
- Fund expenses to bring national level Fire/EMS expert speakers and trainers to Bend

INFRASTRUCTURE SERVICE AREA



Water, Water Reclamation and Stormwater Utilities

These funds account for the operations, maintenance and capital investment of the respective utility businesses. These programs are fee supported and expenditures consist of operations & maintenance costs, debt service & capital costs.

Utility Laboratory and Engineering & Infrastructure Planning

The Utility Laboratory and Engineering & Infrastructure Planning activities provide service to other City departments or functions and are accounted for as divisions of the Internal Service Fund. The costs incurred by these internal service divisions are allocated to other City departments or functions as department overhead through the City's cost allocation plan.

Streets & Operations

This program accounts for maintenance and operation of the City's streets.

Transportation Construction

This program accounts for construction/capital improvements to the transportation system.

2011 General Obligation Bond

The General Obligation (G.O.) Bond Construction and Debt Service Funds account for the transportation construction projects and debt payments associated with the issuance of G.O. Bonds approved by the voters in May 2011.

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2020 General Obligation Bond

The General Obligation (G.O.) Bond Construction and Debt Service Funds account for the transportation construction projects and debt payments associated with the issuance of G.O. Bonds approved by the voters in November 2020.

Accessibility Construction

This program accounts for construction activity and capital accessibility improvements.

Parking Services

This program accounts for the activities and operations of City parking.

Cemetery

The Cemetery Fund accounts for the operations and maintenance of the cemetery. The Cemetery Permanent Maintenance Fund accounts for funds accumulated for ongoing, permanent maintenance at the Cemetery.

Airport

This program accounts for the activities and operations of the Bend Municipal Airport.

System Development Charge (SDC)

This fund accounts for the collection of Transportation, Water and Water Reclamation SDCs. Use of the SDC's are shown as transfers out to the respective construction activity accounted for in the Transportation Construction, Water and Water Reclamation programs.

Local Improvement District (LID)

This program consists of the LID Construction Fund. This fund accounst for costs associated with infrastructure that provides direct benefit to property owners with in the LID. There are no active LID's.

INFRASTRUCTURE
Utility Department

ONE WATER

The Utility Department has four service Divisions: Business Operations, Field Operations and Maintenance, Environmental Compliance and the Capital Improvement Program managed by the Engineering & Infrastructure Planning Department. The Utility Department adopted the "One Water" concept, which is an integrated planning and implementation approach to managing finite water resources. One Water is a collaborative way of achieving sustainable, reliable, and resilient water systems. For Bend, a great example are the gains made in operational efficiencies by cross training across all three City Utilities: Water, Water Reclamation and Stormwater. Having staff trained to perform in all three areas allows the Utility Department to be more efficient and more adaptable to changing regulations, operational and maintenance needs, community values and internal City goals and objectives.



Water Fund

Programs within the Water Fund ensure treatment and delivery of the highest quality water from pure sources to Bend residents, businesses and visitors in support of industry and homeowner needs.



Water Reclamation Fund

Programs within the Water Reclamation Fund make sure that wastewater is a renewable resource. Safe conveyance and treatment processes along with strong operational objectives ensure that the management of wastewater and its byproducts are an important part of the City's environmental stewardship process.



Stormwater Fund

Programs within the Stormwater Fund seek to prevent and/or minimize localized flooding events to protect the public and the water quality of both surface water and groundwater resources.

Business Operations

The Business Operations Division is comprised of four programs that provide department wide services:

- The Business Management program oversees all policy, legal, budget, and financial activities.
- The Utility Support Services program performs the outreach, communication, training, education, general administrative process oversight and human resources management.

- The Utility Billing program performs all functions related to customer service, billing of water, sewer, and stormwater accounts, general billing, sewer dump fees, property damage fees, industrial pretreatment and all non-rate related fees and charges.
- The Safety program performs safety related activities such as emergency management, operational program analysis and operator certification training.

Field Operations and Maintenance

The Field Operations and Maintenance Division includes eight programs and includes two treatment facilities:

- The Water Reclamation Facility program is responsible for operating and maintaining the wastewater treatment facility. This team of certified operators is responsible for providing reliable wastewater treatment and meeting all permit parameters established by the Oregon DEQ.
- The Water Operations program operates the Heidi Lansdowne Intake facility, Water Filtration Facility, water distribution system, groundwater wells, disinfection, reservoirs, pump stations and pressure regulating systems to deliver water throughout the City.
- The Engineering Services program performs small to mid-sized repair and maintenance projects not delivered by the Engineering and Infrastructure Planning Department. These projects address operational deficiencies and system optimization.
- The Repair and Replacement program is responsible for the operations, maintenance and emergency repairs of the City's water and wastewater systems. This includes rehabilitation of sewer manholes, water valves, hydrants, and other water system appurtenances.
- The Stormwater Operations and Maintenance program provides for the operations, maintenance, and repair of stormwater infrastructure, including pipe and catch basin repair, drill hole reconditioning, water quality controls, system cleaning and emergency flood response.
- The Collection System program performs the operation and general maintenance functions of the collection system. This program is responsible for inspecting and cleaning wastewater piping, lift station operations, smoke testing and collection system odor control activities.
- The Customer Service & Meter Backflow program responds to internal and external customer needs, performs underground utility locates, and water meter turn on/off activity. This program oversees the City's leak detection services, and the Safe Drinking Water program that prevents cross contamination of the City's water system.
- The Industrial Pretreatment program protects the City's infrastructure and guards the biological process at the City's water reclamation facility. This program oversees monitored dischargers and the City's resource recovery and reuse efforts.

Environmental Compliance

The Environmental Compliance Division includes two programs:

- The Environmental Resources program provides long term planning, acquisition, management, and compliance for the City's water rights including the legislative policy work and coordination with key water stakeholders such as local irrigation districts, Deschutes Basin Water Collaborative, US Forest Service, US Geological Service and the Oregon Water Resources Department.
- The Water Quality Environmental Services Program includes the Water Quality Laboratory and the Field Sampling and Measurement Program. The laboratory provides environmental laboratory analysis, regulatory reporting, and technical support for various City programs and external customers. The Field Sampling and Measurement Program provides field sampling and measurement services for various City programs and departments.

Capital Infrastructure Program

The Capital Infrastructure Program, administered by the Engineering & Infrastructure Planning Department, implements projects identified in various City-adopted long-range plans and from operational needs. Projects are prioritized through coordinated departmental efforts that consider the integration of planning and development, engineering, construction, financing requirements and future operational costs. For program goals and objectives, please see the Engineering & Infrastructure Planning Department budget in the infrastructure section.

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Water Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 54,997,253	$ 63,151,000	$ 64,753,549	$ 67,656,000	$ 67,656,000	$ 67,656,000
Intergovernmental revenues	172,218	-	-	-	-	-
Charges for services	40,981,336	45,641,400	44,538,180	50,608,600	50,608,600	50,608,600
Miscellaneous	2,096,274	1,511,600	2,077,547	1,471,100	1,471,100	1,471,100
Debt proceeds	2,708,107	-	-	-	-	-
Interfund transfers	7,324,472	7,520,500	7,052,203	6,113,800	6,113,800	6,113,800
TOTAL RESOURCES	$ 108,279,660	$ 117,824,500	$ 118,421,479	$ 125,849,500	$ 125,849,500	$ 125,849,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 10,905,945	$ 13,050,400	$ 12,138,564	$ 15,631,100	$ 15,631,100	$ 15,631,100
Materials & services	7,334,650	9,995,700	7,855,727	11,251,500	11,251,500	11,251,500
Capital outlay	9,688,928	26,345,400	15,447,530	45,574,600	45,574,600	45,574,600
Total Infrastructure Program	27,929,523	49,391,500	35,441,821	72,457,200	72,457,200	72,457,200
Interfund Transfers	6,066,300	7,174,900	6,959,158	9,845,200	9,845,200	9,845,200
Debt Service	9,530,288	8,369,000	8,364,406	8,368,100	8,368,100	8,368,100
Contingency	-	4,674,600	-	6,807,100	6,807,100	6,807,100
Reserves Future Construction	-	41,714,500	-	21,871,900	21,871,900	21,871,900
Reserves Major Maintenance	-	5,000,000	-	5,000,000	5,000,000	5,000,000
Reserves Rate Stabilization	-	1,500,000	-	1,500,000	1,500,000	1,500,000
TOTAL REQUIREMENTS	$ 43,526,111	$ 117,824,500	$ 50,765,385	$ 125,849,500	$ 125,849,500	$ 125,849,500

Authorized Full Time Equivalents	38.00	40.00
Allocated Full Time Equivalents	46.38	47.35

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Water Fund

Overview

The City's potable water system derives its primary source from the pristine spring fed waters of the Bend Municipal Watershed, and a secondary source from groundwater contained in the Deschutes Regional Aquifer. The City operates 21 wells, 16 reservoirs and 6 pump stations; and delivers water to over 27,000 customer accounts through over 470 miles of water mains. The core function of the potable water system is to provide safe and reliable drinking water and fire protection for the community members of Bend through the prudent and efficient use of ratepayer funds.

The Water Filtration Facility is located approximately 1 mile northwest of Bend at the Outback Site. This facility is an advanced membrane treatment facility with an annual average of 8.5 million gallons per day, though it varies greatly between winter maximum daily water demand and summer maximum daily water demand. The treatment facility was required to meet federal water treatment regulations when it came online in April of 2016. While still relatively new, the Water Filtration Facility is beginning to show signs of aging and will require increased maintenance and equipment replacement costs in the coming years.

The City maintains a 30-year water rate model to project the financial needs of the Water Fund. The City's goal is to ensure the financial stability of the Water Fund while continuing to evaluate the affordability of rates for ratepayers and meet stewardship, regulatory and environmental compliance commitments.

The most significant challenge facing the Water Fund within this budget cycle will be implementing water efficiency and conservation efforts identified in the 2021 Water Management and Conservation Plan and addressing portions of the distribution system that contain old infrastructure, specifically the aging cast iron, galvanized iron and steel pipes. The City prioritizes replacement work based on the age of the pipe, the potential consequence and criticality of failure, project coordination with other city departments and private utility projects, and /the results of the distribution system leak detection program.

Goals & Objectives for the 2023-2025 Biennial Budget

- Begin implementing water efficiency and conservation measures identified in the 2021 Water Management and Conservation Plan
- Deliver Utility Department Capital Repair and Replacement projects as planned on scope, schedule, and budget
- Improve the public understanding of One Water concepts with a focus on watershed health
- Conduct water cost of service analysis to ensure rate structure is sufficient to fund long term costs and is fairly and equitably allocating proportional cost to users
- Replace the water and wastewater supervisory control and data acquisition (SCADA) systems
- Complete in-conduit hydro feasibility study

- Continue Outback expansion land acquisition to support wildfire resiliency and facility needs
- Continue participation in the Deschutes Basin Water Collaborative

Major Accomplishments during the 2021-2023 Biennium

- Updated the department's Utility Assistance Programs to support the City Council's 2021-2023 Shared Prosperity Goal
- Completed Tumalo-Broadway Waterline replacement project, which included water and stormwater improvements
- Completed the Murphy Booster Pump Station Project
- Completed Phase 11 of the Residential Meter Box Upgrade Project
- Coordinated with ODOT on US 20: Mervin Sampels – Greenwood 3rd Street project to deliver water and sewer infrastructure with planned transportation and mobility improvements

Significant Changes from the 2021-2023 Biennial Budget

- Additional budget for synergy projects that align with other street & transportation projects
- Funding to comply with Environmental Protection Agency revised lead and copper rules
- One (1) new Utility Worker Apprentice to assist with utility project support, emergency response and preventative maintenance of the water distribution system
- One (1) additional unbudgeted Utility Worker Apprentice position to improve the hiring and training process timeline and drive down vacancy periods. This position is unbudgeted and will be funded through vacancy savings

INFRASTRUCTURE
Water Fund

FIVE YEAR VEHICLE, EQUIPMENT & INTANGIBLES PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
One (1) Heavy duty truck w/service body replacements	$ 80,000	$ 80,000	$ -	$ -	$ -
One (1) Standard truck replacement	40,000	-	-	-	-
One (1) Dump truck replacement	-	125,000	-	-	-
One (1) Standard truck w/ service body replacement	-	55,000	-	-	-
Two (2) Standard truck replacements	-	-	80,000	-	-
Two (2) Standard truck w/service body replacements	-	-	110,000	-	-
One (1) Tractor loader replacement	-	-	-	200,000	-
One (1) Heavy duty truck replacement	-	-	-	65,000	-
One (1) Utility trailer replacement	-	-	-	8,000	-
Two (2) Heavy duty truck replacement	-	-	-	-	130,000
Subtotal Vehicles	**$ 120,000**	**$ 260,000**	**$ 190,000**	**$ 273,000**	**$ 130,000**
Equipment:					
One (1) Onan generator replacement	$ -	$ -	$ -	$ -	$ 100,000
Subtotal Equipment	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**
Intangibles:					
SCADA System Replacement Project	$ 625,000	$ 625,000	$ -	$ -	$ -
Subtotal Intangibles	**$ 625,000**	**$ 625,000**	**$ -**	**$ -**	**$ -**
Total	**$ 745,000**	**$ 885,000**	**$ 190,000**	**$ 273,000**	**$ 230,000**

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Water Line replacement Projects	$ 1,625,000	$ 1,000,000	$ 1,550,000	$ 1,000,000	$ 1,000,000
Meter Box Replacement Program	600,000	600,000	750,000	750,000	750,000
Reservoir Maintenance	2,520,300	145,000	-	-	-
Water Operations - Well Projects	250,000	-	200,000	-	-
Pump Station Maintenance	-	330,000	200,000	200,000	2,200,000
SCADA & Instrument Controls Projects	-	175,000	-	-	-
Total	**$ 4,995,300**	**$ 2,250,000**	**$ 2,700,000**	**$ 1,950,000**	**$ 3,950,000**

Water Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GB27 Bear Creek Road and 27th Street Improvements	5	$ 500,000	$ 500,000	$ -	$ -	$ -	$ 1,000,000
1GNCC North Corridor Project Coordination	1	1,405,700	-	-	-	-	1,405,700
1GOPB Olney Pedestian and Bicycle Improvements	5	350,000	350,000	-	-	-	700,000
1GWAC Wilson Avenue Corridor Improvements	2	701,000	-	-	-	-	701,000
1RFGU Franklin & Greenwood Underpass	5	800,000	532,000	-	-	-	1,332,000
1TNPS Neff and Purcell Intersection	3	10,600	-	-	-	-	10,600
1WABD Awbrey Butte Distribution Improvements	4	13,500,000	9,600,000	-	-	-	23,100,000
1WFRB Firerock Bridge	5	250,000	250,000	-	-	-	500,000
1WFRR Capital Repair and Replacement Program	5	600,000	3,000,000	3,000,000	3,000,000	3,000,000	12,600,000
1WHCD In-Conduit Hydropower Feasibility Study	1	50,000	-	-	-	-	50,000
1WOFI Outback Facility Improvements	5	750,000	1,600,000	9,000,000	9,000,000	5,880,900	26,230,900
1WPDI Pilot Butte Distribution Improvements	5		500,000	5,000,000	7,000,000	2,300,000	14,800,000
1WWCM Well Capital Maintenance	5	-	1,450,000	3,676,000	-	-	5,126,000
Total		**$ 18,917,300**	**$ 17,782,000**	**$ 20,676,000**	**$ 19,000,000**	**$ 11,180,900**	**$ 87,556,200**

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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Water Reclamation Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 67,628,777	$ 74,721,500	$ 80,883,258	$ 100,619,800	$ 100,619,800	$ 100,619,800
Intergovernmental revenues	303,191	-	-	-	-	-
Charges for services	62,977,810	69,428,100	69,845,652	76,178,700	76,178,700	76,178,700
Miscellaneous	1,840,476	1,445,200	2,764,164	2,109,600	2,109,600	2,109,600
Debt proceeds	74,029,814	18,389,700	36,027,288	7,025,000	7,025,000	7,025,000
Interfund transfers	12,399,110	10,250,600	10,962,961	10,588,500	10,588,500	10,588,500
TOTAL RESOURCES	$ 219,179,178	$ 174,235,100	$ 200,483,323	$ 196,521,600	$ 196,521,600	$ 196,521,600

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 12,421,150	$ 15,871,200	$ 14,327,982	$ 18,777,000	$ 18,777,000	$ 18,777,000
Materials & services	6,953,014	8,876,600	8,433,585	10,436,100	10,436,100	10,436,100
Capital outlay	80,407,492	54,781,200	35,718,022	53,895,000	53,895,000	53,895,000
Total Infrastructure Program	99,781,656	79,529,000	58,479,589	83,108,100	83,108,100	83,108,100
Interfund Transfers	13,526,594	16,130,100	16,035,775	16,650,800	16,650,800	16,650,800
Debt Service	24,987,670	29,019,500	25,348,144	28,881,500	28,881,500	28,881,500
Contingency	-	3,288,800	-	6,299,900	6,299,900	6,299,900
Reserves Future Construction	-	34,642,500	-	44,064,100	44,064,100	44,064,100
Reserves Major Maintenance	-	5,000,000	-	5,000,000	5,000,000	5,000,000
Reserves Debt Service	-	5,625,200	-	11,517,200	11,517,200	11,517,200
Reserves Rate Stabilization	-	1,000,000	-	1,000,000	1,000,000	1,000,000
TOTAL REQUIREMENTS	$ 138,295,920	$ 174,235,100	$ 99,863,508	$ 196,521,600	$ 196,521,600	$ 196,521,600

Authorized Full Time Equivalents	35.00	36.00
Allocated Full Time Equivalents	56.73	59.65

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Water Reclamation Fund

Overview

The City's sewer collection system collects and conveys wastewater from over 34,700 customer accounts to the treatment plant in a well-maintained system, with minimal blockages and overflows. The collection system includes over 484 miles of wastewater pipes and 388 wastewater pumping lift stations. The lift stations provide a means of moving wastewater from areas lacking gravity sewer lines to an adjacent area where gravity lines exist.

The Water Reclamation Facility (WRF) is located approximately eight miles northeast of Bend. This facility is an advanced conventional activated sludge plant built in 1980, with an average daily capacity of 8.5 million gallons/day. The WRF is the only facility with the capability of treating Bend's domestic and industrial wastewater. The WRF operates under a Water Pollution Control Facility permit issued by the Department of Environmental Quality (DEQ). The permit contains requirements concerning the treatment and disposal of all wastewater from the collection system, and the operation and maintenance of all equipment needed to meet these requirements. The facility recently expanded to operate with a state-of-the-art Integrated Fixed Activated Sludge (IFAS) treatment process that replaces the conventional activated sludge process and enables the WRF to handle increased loads and flows.

The City maintains a 30-year sewer rate model to project the financial needs of the Water Reclamation Utility Fund. The City's goal is to ensure the financial stability of the Water Reclamation Fund while continuing to evaluate the affordability of rates for ratepayers and meeting stewardship, regulatory and environmental compliance commitments.

The most significant challenge facing the Water Reclamation Fund in this budget cycle will be addressing on-going operational needs at the WRF, including preparing for the facility plan update and optimization of IFAS processes and analyzing the impacts of water conservation on the collection system associated with low-flow conditions. The City continues to work on minimizing these rate impacts while ensuring the financial stability of the Water Reclamation Fund.

Goals & Objectives for the 2023-2025 Biennial Budget

- Deliver Utility Department Capital Repair and Replacement projects as planned on scope, schedule, and budget
- Complete the Water Reclamation Facility Plan update that includes an electronic operations and maintenance (EOM) manual for the entire facility
- Complete performance testing and implement recommended optimization measures for digestor and aeration basin operations at the WRF
- Promote long term water supply resiliency through water reuse and resource recovery
- Replace the water and wastewater supervisory control and data acquisition (SCADA) systems
- Complete long-range master planning efforts for the collection system

Major Accomplishments during the 2021-2023 Biennium

- Updated the department's Utility Assistance Programs to support the City Council's 2021-2023 Shared Prosperity Goal
- Completed water reclamation cost of service analysis following the implementation of the extra strength rate program determined an equitable distribution of cost shares across customer classes
- Coordinated with ODOT on US 20: Mervin Sampels – Greenwood 3rd Street project to deliver water and sewer infrastructure with planned transportation and mobility improvements
- Completed sewer pipe rehabilitation project totaling 4,200 feet of pipe rehabilitated

Significant Changes from the 2021-2023 Biennial Budget

- One (1) Utility Worker Apprentice to assist with utility project support, emergency response and preventative maintenance of the collections system
- Chemical, consumables, and electrical costs increased at the WRF due to changing to a UV disinfection system and increases in the aeration basin and dewatering capacity designed to create redundancy in processes
- Process equipment replacements costs for items not included in the recent Solids Handling Improvements project
- Increased funding to meet revised Environmental Protection Agency lead and copper rule compliance

INFRASTRUCTURE
Water Reclamation Fund

FIVE YEAR VEHICLE, EQUIPMENT & INTANGIBLES PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
One (1) Heavy duty truck w/service body/canopy replacement	$ 55,000	$ 80,000	$ 100,000	$ -	$ -
One (1) Standard truck replacement	40,000	50,000	-	-	40,000
One (1) SUV replacement	40,000	-	-	-	40,000
One (1) Heavy duty truck w/service body/canopy replacement	65,000	-	-	-	-
One (1) CCTV Van-solar	300,000	-	-	300,000	-
Two (2) Small SUV replacement	-	-	70,000	-	-
One (1) Heavy duty truck w/service body/canopy replacement	-	-	65,000	-	-
One (1) Standard truck w/service body replacement	-	-	-	-	55,000
Three (3) Standard truck w/service body replacement	-	-	-	135,000	-
One (1) CAT wheel loader replacement	-	-	-	255,000	255,000
Subtotal Vehicles	**$ 500,000**	**$ 130,000**	**$ 235,000**	**$ 690,000**	**$ 390,000**
Equipment:					
Wastewater Reclamation Facility (WRF) equipment	$ 60,000	$ -	$ -	$ -	$ -
WRF - replace mix box mixer & variable frequency drive (VFD)	60,000	-	-	-	-
WRF - replace digestor feed pump	70,000	-	-	-	-
One (1) Portable generator replacement	95,000	-	-	-	-
WRF - replace One (1) Auma valve	20,000	20,000	-	-	-
One (1) emergency backup Generator replacement	100,000	65,000	55,000	-	-
WRF - Glycol heat exchanger-headworks	-	150,000	-	-	-
One (1) Brown Bear aerator replacement	-	300,000	-	-	-
One (1) emergency backup Generator replacement	-	65,000	-	-	-
One (1) Vactor replacement	-	-	450,000	-	-
One (1) Case loader replacement	-	-	-	255,000	-
Subtotal Equipment	**$ 405,000**	**$ 600,000**	**$ 505,000**	**$ 255,000**	**$ -**
Intangibles:					
SCADA Replacement Project	$ 625,000	$ 625,000	$ -	$ -	$ -
Subtotal Intangibles	**$ 625,000**	**$ 625,000**	**$ -**	**$ -**	**$ -**
Total	**$ 1,530,000**	**$ 1,355,000**	**$ 740,000**	**$ 945,000**	**$ 390,000**

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Cured-in-Place Piping (CIPP) Sewerline Rehabilitation	$ 1,130,000	$ 600,000	$ 625,000	$ 700,000	$ 725,000
Manhole Rehabilitation	50,000	50,000	50,000	50,000	50,000
Water Reclamation Facility Ops & Maintenance Projects	205,000	400,000	250,000	250,000	250,000
Lift Station Maintenance Projects	585,000	165,000	100,000	100,000	100,000
Total	**$ 1,970,000**	**$ 1,215,000**	**$ 1,025,000**	**$ 1,100,000**	**$ 1,125,000**

Water Reclamation Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
1GB27 Bear Creek Road and 27th Street Improvements	5	$ 400,000	$ -	$ -	$ -	$ -	$ 400,000
1GOPB Olney Pedestrian and Bike Improvements	5	300,000	700,000	-	-	-	1,000,000
1GNCC North Corridor Project Coordination	1	120,000	-	-	-	-	120,000
1SAAI Addison & Butler Mkt Gravity Improvement	5	-		1,512,000	-	-	1,512,000
1SAMM SW Sewer Basin Improvements	5	-	375,000	1,800,000	2,400,000	3,600,000	8,175,000
1SEMP SE Area Master Plan	5	7,000,000	7,900,000	-	-	-	14,900,000
1SFPU WRF Facilities Plan Update	1	1,000,000	100,000	-	-	-	1,100,000
1SJRS Juniper Ridge Pump Station Decommissioning	5	500,000	1,000,000	-	-	-	1,500,000
1SMP1 Collection System Master Plan Update	1	1,550,000	100,000	-	-	-	1,650,000
1SN04 Pettigrew and Bayou Sewer Project	1	2,100,000	-	-	-	-	2,100,000
1SN05 Pinehaven and Woodhaven Sewer Project	5	475,000	450,000	-	-	-	925,000
1SN06 Silver Sage Sewer Project	5	1,200,000	1,200,000	-	-	-	2,400,000
1SNEP Bend Sewer Neighborhood Extension Program	5	745,000	1,850,000	3,500,000	3,500,000	3,500,000	13,095,000
1SOC1 Odor Control Master Plan	5	-	-	-	-	1,155,000	1,155,000
1SPCR WRF Primary Clarifier Rehabilitation	3	3,900,000	-	-	-	-	3,900,000
1SPGA Large Gravity Pipe Condition Assessment	5	-	-	200,000	200,000	-	400,000
1SPS1 Awbrey Glen and Westside Pump Station Improvements	2	3,260,000	1,500,000	-	-	-	4,760,000
1SPSD Pump Station Decommissions Program	1	1,800,000	-	-	-	-	1,800,000
1SPSX Pump Station Program Funding	1	900,000	1,000,000	2,500,000	2,500,000	2,500,000	9,400,000
1SRRR Water Reclamation Capital Repair and Replacement Projects	1	500,000	500,000	2,500,000	2,500,000	2,500,000	8,500,000
1SSFU Support Facilities Upgrade	5	-	-	500,000	500,000	-	1,000,000
1TBMW Wells Acres Road & Butler Market Road Roundabout	5	1,900,000	-	-	-	-	1,900,000
1WABD Awbrey Butte Distribution Improvements	4	-	3,500,000	-	-	-	3,500,000
Total		**$ 27,650,000**	**$ 20,175,000**	**$ 12,512,000**	**$ 11,600,000**	**$ 13,255,000**	**$ 85,192,000**

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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Stormwater Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 5,685,880	$ 7,248,500	$ 5,826,910	$ 9,682,500	$ 9,682,500	$ 9,682,500
Intergovernmental revenues	8,500	-	-	-	-	-
Charges for services	8,416,886	10,025,700	10,197,134	12,256,600	12,256,600	12,256,600
Miscellaneous	205,585	150,700	71,034	30,500	30,500	30,500
Debt proceeds	4,045,600	9,872,000	12,010,000	7,202,500	7,202,500	7,202,500
Interfund transfers	48,750	60,300	84,263	-	-	-
TOTAL RESOURCES	$ 18,411,201	$ 27,357,200	$ 28,189,341	$ 29,172,100	$ 29,172,100	$ 29,172,100

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 2,316,563	$ 2,860,100	$ 2,613,090	$ 3,806,700	$ 3,806,700	$ 3,806,700
Materials & services	678,220	1,393,700	810,737	1,803,400	1,803,400	1,803,400
Capital outlay	7,004,833	13,647,000	11,786,461	10,187,000	10,187,000	10,187,000
Total Infrastructure Program	9,999,616	17,900,800	15,210,288	15,797,100	15,797,100	15,797,100
Interfund Transfers	1,812,531	2,724,800	2,720,337	3,757,100	3,757,100	3,757,100
Debt Service	772,144	693,000	576,179	1,451,500	1,451,500	1,451,500
Contingency	-	732,300	-	1,290,900	1,290,900	1,290,900
Reserves Future Construction	-	4,852,400	-	5,677,500	5,677,500	5,677,500
Reserves Debt Service	-	453,900	-	1,198,000	1,198,000	1,198,000
TOTAL REQUIREMENTS	$ 12,584,291	$ 27,357,200	$ 18,506,804	$ 29,172,100	$ 29,172,100	$ 29,172,100

Authorized Full Time Equivalents	7.00	8.00
Allocated Full Time Equivalents	10.39	11.11

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Stormwater Fund

Overview

The City's stormwater system consists of 68 miles of stormwater pipe, over 11,000 catch basins and 241 swales. Unlike some communities, Bend's stormwater system and sewer collection systems are not combined. The primary responsibility of the Stormwater Fund is to protect water quality and prevent flooding through the maintenance, repair, and expansion of the stormwater system in compliance with federal and state regulation. Stormwater regulation is governed by the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer (MS4) Phase II stormwater permit, the Underground Injection Control (UIC) Water Pollution Control Facilities (WPCF) permit, and Public Facility Plan requirements.

Effective implementation of stormwater activities and controls requires cross-departmental effort. Stormwater activities are coordinated with the Transportation and Mobility Department; Growth Management, Planning, Engineering and Building divisions of the Community and Economic Development Department; and with staff in the Engineering and Infrastructure Planning Department. Illicit discharges and spill response are coordinated with the Bend Police, and Fire and Rescue Departments.

The City maintains a 30-year stormwater rate model to project the financial needs of the Stormwater Fund. The City's goal is to ensure the financial stability of the Stormwater Fund while balancing the affordability of rates for ratepayers and meeting stewardship, regulatory and environmental compliance commitments.

The most significant challenges facing the Stormwater Fund in this budget cycle will be resourcing the Integrated Stormwater Management Plan and Stormwater Master Plan while also meeting the regulatory directives for permit requirements. Additional challenges will be maintaining the new Newport Avenue Corridor stormwater infrastructure and new maintenance from the Reed Market and Galveston Avenue corridors.

Goals & Objectives for the 2023-2025 Biennial Budget

- Deliver Utility Department Capital Repair and Replacement projects as planned on scope, schedule, and budget
- Deliver an Integrated Stormwater Management Plan to address the needs of reissued NPDES and WPCF-UIC permits
- Conduct stormwater cost of service analysis to ensure rate structure is sufficient to fund long term costs
- Complete demonstration projects and educational outreach to pilot new technologies that meet stormwater permit requirements
- Complete long-range master planning efforts for the stormwater system

Major Accomplishments during the 2021-2023 Biennium

- Acquired new Municipal Separate Storm Sewer National Pollutant Discharge Elimination System (MS4 NPDES) permit
- Initiated compliance audit and updates to the City's Stormwater Management Program (SWMP) plan
- Updated Underground Injection Control Water Pollution Control Facilities (UIC WPCF) permit
- Completed Tumalo-Broadway Waterline replacement project that included water and stormwater improvements
- Updated the department's Utility Assistance Programs to support the City Council's 2021-2023 Shared Prosperity Goal

Significant Changes from the 2021-2023 Biennial Budget

- Increased costs for watershed management for vegetation control, catch basin and drill hole rehabilitation, and maintenance to improve water quality
- Increased infrastructure, signage, and outreach for MS4 regulatory permit compliance
- One (1) additional Utility Compliance Technician to assist with permit compliance and inspections

INFRASTRUCTURE
Stormwater Fund

FIVE YEAR VEHICLE PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
One (1) Sweeper replacement	$ -	$ 390,000	$ -	$ -	$ 390,000
One (1) Vactor replacement	-	-	450,000	-	-
Total	**$ -**	**$ 390,000**	**$ 450,000**	**$ -**	**$ 390,000**

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Stormwater Drainage Improvements Projects	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
Stormwater Synergy Opportunity Projects	457,000	75,000	200,000	-	-
Drillhole Pretreatment Retrofit Program	150,000	150,000	150,000	150,000	150,000
Drillhole Rehabilitation Maintenance Program	50,000	50,000	50,000	50,000	50,000
Total	**$ 957,000**	**$ 575,000**	**$ 700,000**	**$ 500,000**	**$ 500,000**

Stormwater Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
1GWAC Wilson Avenue Corridor Improvements	2	$ 200,000	$ -	$ -	$ -	$ -	$ 200,000
1RCAP Stormwater Capital Repair and Replacement Program	5	300,000	500,000	500,000	500,000	500,000	2,300,000
1RFGU Franklin & Greenwood Underpass	5	2,000,000	2,000,000	2,250,000	-	-	6,250,000
1RMP1 Stormwater Master Plan Update	5	450,000	50,000	-	-	-	500,000
1RNPR Newport Corridor Improvements	1	800,000	-	-	-	-	800,000
1RSAB South Awbrey Butte Drainage Improvements	5	-	-	2,000,000	5,500,000	2,500,000	10,000,000
1TNPS Neff & Purcell Intersection	3	25,000	-	-	-	-	25,000
1WABD Awbrey Butte Distribution Improvements	4	1,200,000	740,000	-	-	-	1,940,000
Total		**$ 4,975,000**	**$ 3,290,000**	**$ 4,750,000**	**$ 6,000,000**	**$ 3,000,000**	**$ 22,015,000**

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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Utility Laboratory

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 272,287	$ 716,200	$ 834,117	$ 364,000	$ 364,000	$ 364,000
Intergovernmental revenues	5,304	-	-	-	-	-
Miscellaneous	15,725	-	8,899	-	-	-
Interfund transfers	3,077,000	2,999,200	2,999,200	4,743,800	4,743,800	4,743,800
TOTAL RESOURCES	$ 3,370,316	$ 3,715,400	$ 3,842,216	$ 5,107,800	$ 5,107,800	$ 5,107,800

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 1,848,213	$ 2,432,600	$ 2,341,848	$ 3,205,900	$ 3,205,900	$ 3,205,900
Materials & services	414,379	540,100	452,516	791,800	791,800	791,800
Capital outlay	18,735	225,000	209,401	74,000	74,000	74,000
Total Infrastructure Program	2,281,327	3,197,700	3,003,765	4,071,700	4,071,700	4,071,700
Interfund Transfers	254,872	477,800	474,400	987,200	987,200	987,200
Contingency	-	39,900	-	48,900	48,900	48,900
TOTAL REQUIREMENTS	$ 2,536,199	$ 3,715,400	$ 3,478,165	$ 5,107,800	$ 5,107,800	$ 5,107,800

Authorized Full Time Equivalents	9.00	9.00
Allocated Full Time Equivalents	9.00	9.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Utility Laboratory

Overview

The City of Bend Water Quality Laboratory is part of the Utility Department's Environmental Services Division, whose purpose is to help the City plan for and respond to public health and environmental issues. The lab is accredited by the Oregon Environmental Laboratory Accreditation Program, National Environmental Laboratory Accreditation Program, and the Oregon Health Authority to perform analyses under the regulations administered by these agencies. Laboratory staff are experienced in a wide range of sampling and testing methods for both water and solids. Staff members have college degrees in chemistry, biology, microbiology, or environmental science and experience conducting environmental testing in government and private sector laboratories.

The main functions of the laboratory and field sampling and measurement programs are to perform drinking water, wastewater, reuse water and biosolids analysis for regulatory compliance and process performance including Industrial Pretreatment sampling and waste discharge analysis, flow monitoring of the wastewater collection system to support modeling and planning, water quality monitoring on the Deschutes River, Bridge Creek and Tumalo Creek and specially requested analysis in conjunction with capital improvement projects. The data generated by the Laboratory is utilized to determine compliance with state and federal regulatory requirements and environmental compliance, water/sewer/stormwater rates, process control, identify unknown substances and analyze drinking water (surface/groundwater) quality.

The Laboratory is a division of the Internal Service Fund – Departmental Administration and is cost allocated to the Water, Water Reclamation and Stormwater Funds based on testing, sampling and analysis required for each system. The most significant challenges facing the Laboratory in this budget cycle include increasing demand for public health protection and increasing regulatory and operating requirements for sampling and analysis of drinking water, wastewater, biosolids, reuse water, stormwater, and all environmental waters to comply with the Environmental Protection Agency's revised lead and copper rule.

Goals & Objectives for the 2023-2025 Biennial Budget

- Achieve compliance with revised Lead and Copper Rule requirements by earning The NELAC Institute (TNI) accreditation for metals
- Improve public understanding of water quality and potential contaminants by responding to customer inquiries and participating in public outreach and education
- Meet growing demands of water, wastewater, and stormwater regulatory compliance through continuous process improvement and efficient functioning
- Ensure new Juniper Ridge Laboratory design will meet the community's needs for decades to come
- Develop two new analyses to help reduce the need for contract lab services
- Modernize laboratory equipment and increase analytical capacity to meet the demands of larger, short-term projects

Major Accomplishments during the 2021-2023 Biennium

- Field Sampling & Measurement program increased flow monitoring to 25 sites for improved data accuracy in the collection system
- Maintained Oregon Laboratory Accreditation Program / TNI Accreditation, retaining the Laboratory's ability to analyze drinking water for regulatory compliance and to protect public health
- Received an average of 6,000 unique samples and performed an average of 19,000 unique analyses each year

Significant Changes from the 2021-2023 Biennial Budget

- New Environmental Protection Agency lead and copper regulatory compliance requires more temporary staffing and program cost increases for testing and analysis
- Increased costs for consumables, chemicals, and hazardous waste disposal

INFRASTRUCTURE
Utility Laboratory

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28
Vehicles:					
One (1) Cargo van replacement	$ -	$ 60,000	$ -	$ -	$ -
Subtotal Vehicles	**$ -**	**$ 60,000**	**$ -**	**$ -**	**$ -**
Equipment:					
One (1) BOD Incubator	$ -	$ 14,000	$ -	$ -	$ -
One (1) YSI ExO Multi-parameter Sonde	-	-	-	22,000	22,000
One (1) Refrigerated Field Composite Sampler	-	-	-	-	11,500
One (1) Replacement SEAL Flow Analyzer	-	-	-	-	15,000
One (1) Replacement SEAL Discrete Analyzer	-	-	-	-	30,000
Subtotal Equipment	**$ -**	**$ 14,000**	**$ -**	**$ 22,000**	**$ 78,500**
Total	**$ -**	**$ 74,000**	**$ -**	**$ 22,000**	**$ 78,500**

Internal Service Fund - Departmental Administration
Engineering & Infrastructure Planning Department (EIPD)

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	BIENNIAL BUDGET APPROVED 2023-2025	BIENNIAL BUDGET ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 1,205,666	$ 636,200	$ 837,443	$ 1,781,300	$ 1,781,300	$ 1,781,300
Intergovernmental revenues	19,934	-	-	-	-	-
Miscellaneous	918	-	-	-	-	-
Interfund transfers	8,758,389	11,564,400	11,564,400	11,539,200	11,539,200	11,539,200
TOTAL RESOURCES	$ 9,984,907	$ 12,200,600	$ 12,401,843	$ 13,320,500	$ 13,320,500	$ 13,320,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 6,770,436	$ 9,241,100	$ 8,035,999	$ 9,960,800	$ 9,960,800	$ 9,960,800
Materials & services	249,815	758,600	593,135	815,800	815,800	815,800
Capital outlay	246,212	177,000	51,800	-	-	-
Total Infrastructure Program	7,266,463	10,176,700	8,680,934	10,776,600	10,776,600	10,776,600
Interfund Transfers	1,881,001	1,927,800	1,939,616	2,493,800	2,493,800	2,493,800
Contingency	-	96,100	-	50,100	50,100	50,100
TOTAL REQUIREMENTS	$ 9,147,464	$ 12,200,600	$ 10,620,550	$ 13,320,500	$ 13,320,500	$ 13,320,500

Authorized Full Time Equivalents	34.00	36.00
Allocated Full Time Equivalents	30.80	30.80

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Engineering & Infrastructure Planning Department (EIPD)

Overview

The Engineering and Infrastructure Planning Department (EIPD) is responsible for the planning, design, engineering and construction of improvements to the City's infrastructure systems outlined in the Capital Improvement Programs (CIPs). These five-year plans specify the City's capital project schedules and link infrastructure spending to the goals and values outlined in the City's strategic and master plans. The input from community advisory groups, public agencies, internal City departments and City Council helps prioritize areas of focus to ensure that the City's infrastructure meets the current and long-term economic growth needs of our community in the Water Reclamation, Transportation, 2020 General Obligation Bond, Accessibility, Water and Stormwater program areas. EIPD also supports the delivery of infrastructure work related to the Airport, Parking, Facilities, Juniper Ridge Urban Renewal Area, Core Area Urban Renewal Area, and Murphy Area Urban Renewal Area.

EIPD professional, technical and support staff are professionally trained in a wide array of duties. These include professionally licensed engineers, state certified inspectors, and numerous other federally certified skills such as alternative delivery and construction management. The department's project management practices are based on Project Management Institute (PMI) standards. These standards drive the department's primary objective: To deliver meaningful infrastructure improvements for the betterment of the community, now and for generations to come, using transparency, inclusivity, and integrity.

Goals & Objectives for the 2023-2025 Biennial Budget

- Deliver the 2020 GO Bond projects as identified in the adopted CIP with a focus on at least one complete north-south and one complete east-west Key Route in addition to some portion of the Midtown Crossings Project area
- Deliver updated Wastewater and Stormwater Master Plans that address current operations of these systems as well as provide a basis for future system planning
- Deliver Water Filtration Facility and Water Reclamation Facility plans that address current operations of these facilities as well as provide a basis for future facility planning
- Integrate specific outcomes aligned with the City's Diversity, Equity, and Inclusion (DEI) goals for the Capital Planning and Engineering Programs
- Develop initiatives that incorporate Council adopted climate action goals and the Strategic Energy Management Plan

Major Accomplishments during the 2021-2023 Biennium

- Delivered over $150 million in infrastructure improvements on 50 projects
- Updated the City's Standards and Specifications, including special provisions, to provide a standard set of procedures for managing projects. This improved the quality of design and construction and reduced the cost of maintenance for City infrastructure
- Delivered the City's first Integrated Water System Master Plan including a Water Management and Conservation Plan. This charts a path for the City to continue to deliver clean and reliable water to

the community for the next 20 years and included planning efforts to look forward for another 100 years.

- Recognized at the State level by the American Council of Engineering Companies for the successful delivery of the Murphy Road Improvement Project as an overall Grand Award Winner
- Recognized at the Federal level by the Design Build Institute of America for the successful delivery of the Murphy Road Improvements Project as a National Merit Award winner in Transportation
- Created the City's first 2020 GO Bond CIP and initiated multiple projects in alignment with the CIP

Significant Changes from the 2021-2023 Biennial Budget

- Two (2) FTE added to support the 2020 General Obligation Bond Construction Fund Capital Improvement Program (CIP):
    - One (1) new Project Engineer
    - One (1) new Senior Project Engineer
- Supporting new Core Urban Renewal Area CIP
- Supporting new Air Traffic Control Tower project (AP22B) on the Airport CIP

INFRASTRUCTURE
Engineering & Infrastructure Planning

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
One (1) electric vehicle replacement	$ -	$ -	$ 45,000	$ 50,000	$ 50,000
Subtotal Vehicles	**$ -**	**$ -**	**$ 45,000**	**$ 50,000**	**$ 50,000**
Equipment:					
One (1) office trailer	$ -	$ -	$ -	$ 100,000	$ -
Subtotal Equipment	**$ -**	**$ -**	**$ -**	**$ 100,000**	**$ -**
Total	**$ -**	**$ -**	**$ 45,000**	**$ 150,000**	**$ 50,000**

Streets & Operations Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 1,722,221	$ 4,659,600	$ 5,246,646	$ 620,000	$ 620,000	$ 620,000
Franchise Fees	2,143,544	2,542,700	2,845,539	2,835,300	2,835,300	2,835,300
Intergovernmental revenues	15,791,096	15,852,800	17,879,015	18,565,100	18,565,100	18,565,100
Charges for services	22,456	-	-	5,000,000	5,000,000	5,000,000
Miscellaneous	397,452	344,800	339,658	300,900	300,900	300,900
Debt proceeds	3,700,813	1,326,000	1,782,900	1,203,600	1,203,600	1,203,600
Interfund transfers	1,223,121	1,504,700	1,877,239	2,350,500	2,350,500	2,350,500
General fund subsidy	12,541,900	11,674,900	6,628,200	11,913,500	11,913,500	11,913,500
TOTAL RESOURCES	$ 37,542,603	$ 37,905,500	$ 36,599,197	$ 42,788,900	$ 42,788,900	$ 42,788,900

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 10,821,362	$ 12,974,300	$ 12,801,371	$ 15,749,600	$ 15,749,600	$ 15,749,600
Materials & services	4,040,013	5,777,700	4,685,960	5,682,500	5,682,500	5,682,500
Capital outlay	9,652,943	10,525,600	10,473,465	10,658,800	10,658,800	10,658,800
Total Infrastructure Program	24,514,318	29,277,600	27,960,796	32,090,900	32,090,900	32,090,900
Interfund Transfers	6,332,941	7,458,200	7,262,880	9,028,800	9,028,800	9,028,800
Debt Service	1,448,698	889,000	755,526	1,269,200	1,269,200	1,269,200
Contingency	-	280,700	-	400,000	400,000	400,000
TOTAL REQUIREMENTS	$ 32,295,957	$ 37,905,500	$ 35,979,202	$ 42,788,900	$ 42,788,900	$ 42,788,900

Authorized Full Time Equivalents	57.00	56.00
Allocated Full Time Equivalents	55.05	55.35

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Streets & Operations Fund

Overview

The Streets & Operations Fund, part of the Transportation & Mobility Department, is responsible for street preservation, legends and markings, winter sanding and plowing operations, landscape maintenance and vegetation control of public right of ways, sweeping services, street surface and sidewalk management/maintenance, accessibility construction improvements, traffic control, traffic signal program/maintenance, and bridge program/maintenance. The City of Bend has about 882 total lane miles, or 427 centerline miles. Approximately 160 lane miles are arterials, 76 lane miles are collectors, and 646 lane miles are local residential roadways.

Goals & Objectives for the 2023-2025 Biennial Budget

- Work with City Council and advocate for transportation funding needs as identified in the Transportation System Plan (TSP) to formulate and begin implementation of the goals, policies, actions, projects, and programs identified in Table 5-2 of the TSP which identifies "Recommended Near-Term Program Funding Allocations". A copy of the adopted TSP is available on the City's website
- Advocate and work with City Council and community stakeholders to implement a Transportation Fee with a prioritized use of funds towards Operations & Maintenance, TSP Programs, and small safety or multi-modal capital improvements in conjunction with street preservation projects
- Create list of projects and prioritization matrix with consideration of the General Obligation (GO) Bond, TSP, Transportation Capital Improvement Program (CIP), Community Member Service Requests, Safe Routes to Schools, Bike / Pedestrian Priority Routes, Low Stress Network Routes, Equity mapping and Diversity, Equity, Inclusion and Accessibility (DEIA) criteria. Coordinate efforts with Bend La Pine School District, Bend Parks & Recreation District (BPRD), the Neighborhood Leadership Alliance (NLA), and other community stakeholders
- Program and utilize the most cost-effective street preservation and maintenance treatments within our current resources to maintain our current Pavement Condition Index (PCI) of 76 over this next biennium and attempt to minimize the increasing deferred maintenance back log
- Update and follow our 5-year Bridge Maintenance Program and 5-year Traffic Signal Program which will primarily be self-performed work
- Partner with BPRD on re-decking and making safety improvements to Columbia Park Pedestrian Bridge over the Deschutes River
- Collaborate and participate as stakeholder in the ODOT managed design replacement project for Archie Briggs Road Bridges, while advocating for leveraging of State Local Bridge Program for construction funding
- Continue efforts with the Fleet Management Department to upgrade existing outdated vehicles and equipment at or beyond life cycle, within available resources
- Partner with BPRD in design of Riverfront Street complete street project, including Deschutes River Trail. Pursue construction funding opportunities. This project is funded out of the Transportation Construction Fund but managed by Streets & Operations staff

- Active stakeholder participation in design of the Juniper Ridge Public Works campus considering current employee and staff needs while designing for the future workforce

Major Accomplishments during the 2021-2023 Biennium

- With reduced resources compared to previous biennial budgets, all Department programs supported programing, preparing, and utilizing the most cost-effective street preservation and maintenance treatments to maintain our streets conditions at a city-wide average Pavement Condition Index (PCI) of 75
- Improvement in community survey results related to street maintenance and conditions
- Arterial Streets and Collector Streets PCI values of 81, maintained at our goal level. Local Residential Streets PCI increased from 72 to 74
- Supported multiple Departments with self-performed work including Utility Department, Parking Division, EIPD CIP projects and Facilities sidewalk upgrades
- Successful completed synergy projects including 31 projects with Facilities, EIPD and Private Development Engineering, 29 projects for Storm Water and 31 projects for Utilities
- Assisted the Parking Division with projects in the Centennial Garage, installed 120 bike racks, and various neighborhood mobility projects. Streets also coordinated surface treatments and restriping of all the downtown parking lots
- Positive rating supporting the MS4 storm water program through our street sweeping program
- Successful support and self-performed work on Neighborhood Street Safety Program (NSSP) projects
- Updated Standard and Specifications for multi-modal and low stress mode options. Created Complete Streets Design Guide
- Coordinated with Fleet Management Department and fleet management software for full GPS / Telematics implementation to provide data based operational decisions, routing benefits (particularly sweeping and winter snow plowing), and for public facing informational data
- Replaced paint striping truck at end-of-life cycle with new truck and new technologies for increased efficiency
- Supported multi modal and low stress network improvements and policies
- Repurposed seasonal staff funds to create four (4) FTE Public Works Laborer entry level positions to address seasonal / temporary help challenges, and with the increased level of service needs for multimodal bike and pedestrian maintenance including winter operations
- A focused area Pedestrian Masterplan project in progress within available resources which is identifying high pedestrian need geographic areas, inventorying the areas, and preparing a prioritized project list for the areas
- Added a project engineer to the Transportation Engineering Operations team for capacity to focus on the TSP program or smaller scale quick build projects (multi modal, low stress, mobility, connectivity).
- Awarded Metropolitan Planning Organization (MPO) Surface Transportation Block Grant (STBG) project funds

Significant Changes from the 2021-2023 Biennial Budget

- Street preservation program dollars will be deployed with the most cost-effective maintenance treatments available in order to maintain our current Pavement Condition Index (PCI) of 76 in the next biennium, while minimizing increased deferred maintenance backlog. The forecasted costs of maintaining a PCI of 76 have increased to $4.5M per year
- Changes to DOT regulations on obtaining Commercial Drivers Licensing (CDL) required an increase in the training budget by approximately $6k per person to go to a certified driving school. Training for 4 staff members is included in the biennial budget
- The Streets & Operations budget reflects $5M in 2024-25 in revenue from a new transportation fee or other revenue source which is needed to maintain current levels of service. At the time the budget was prepared, City Council was evaluating the scope and implementation of a transportation fee or other revenue source and the budget reflects a revenue placeholder pending implementation of additional revenues
- Small street sweeper and ToolCat included in budget for maintenance of protected bike lanes and sidewalks. The Wilson corridor is an example of a recently constructed protected bike lane and protected roundabout where this new equipment will be required
- Allocation of $200K per year of Accessibility Funds to fund pedestrian synergy and complete street approach with maintenance and street preservation work where appropriate
- Overall budget is mostly status quo with available resources. Sustainable funding through a Transportation Fee is necessary for improvements in level of service and implementation of TSP programs
- One (1) authorized FTE transferred to the Cemetery Fund

Transportation Engineering and Business Operations Divisions

The Transportation Engineering Operations and Business Operations Divisions support all Transportation & Mobility Department programs. The Engineering Division includes two licensed transportation engineers, a project engineer, and two engineering technicians who study, plan, and implement traffic control devices for Bend's transportation system. They are responsible for upgrading and creating signal timing plans along major signal corridors, bridge improvement program, traffic signal program, street light utility billing, NSSP Program support, Key Bike Pedestrian Routes, Low Stress Network, support street maintenance, and on-going signal timing and traffic control upgrade projects. In addition, the Engineering Division program works in conjunction with private development dealing with the on-going management and maintenance of lane closures, right of way and revocable permits as well as community member service requests. The Business Operations Division includes budget development and implementation, purchasing, procurement, contracts, staffing and work plans, and community outreach.

Streets & Operations Division

The Streets & Operations Division has various programs providing field services in repairing and maintaining the overall condition of the City's streets. This includes several areas: concrete, sweeping, landscape, legends and markings, winter operations, street maintenance and preservation.

- The Street Maintenance and Preservation program maintains the condition of the streets by providing crack seal, chip seal, slurry seal, overlay, pothole patching services and other street preservation methods
- The Accessibility program maintains and makes improvements to infrastructure including accessible ramps, curbs and sidewalks
- The Street Sweeping program consists of cleaning the City's streets for debris removal, which contributes to water and air quality improvements and improved surface conditions for all modes of transportation in the City
- The Signs & Markings program includes, but is not limited to, installing and maintaining signs, striping and other markings providing a safe transportation network for all users
- The Winter Operations program oversees the division's response to snow and ice conditions, flooding, wind and other acts of nature
- The Landscaping Program is responsible for maintenance of the streets landscape in designated areas. This includes fire mitigation, the spray program of noxious weeds, the preparation for pavement preservation equipment clearance, hazard tree assessment and removal, the repair of City of Bend landscape after motor vehicle accidents, Water irrigation systems, Bend Beautification, and site clearance response

INFRASTRUCTURE
Streets & Operations Fund

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
Two (2) 1-1/2 YD Protected Bike Lane Sweeper	$ 400,000	$ -	$ -	$ -	$ -
Two (2) F450 Work Truck Replacements W/ Plow	130,000	-	-	-	-
One (1) F550 Work Truck Replacement W/ Plow	70,000	-	-	-	-
Two (2) F350 Work Truck Replacements	125,000	-	-	-	-
Three (3) F550 Work Truck Replacements	200,000	-	-	-	-
One (1) Asphalt Patch Truck Replacement	-	350,000	-	-	-
One (1) Work Truck Replacement	-	45,000	-	-	-
One (1) Sweeper Replacement	-	380,000	-	-	-
Three (3) Work Truck Replacements	-	-	195,000	-	-
One (1) Sander / Plow / Dump Truck Replacement	-	-	250,000	-	-
One (1) Work Truck Replacement	-	-	-	45,000	-
One (1) Dump Truck Replacement	-	-	-	250,000	-
One (1) Sander / Plow / Dump Truck Replacement	-	-	-	250,000	-
One (1) SUV Work Vehicle Replacement	-	-	-	45,000	-
One (1) Work Truck Replacement	-	-	-	-	50,000
One (1) SUV Work Vehicle Replacement	-	-	-	-	40,000
Two (2) Dump Truck Replacements	-	-	-	-	520,000
One (1) Mag / Plow / Dump Truck Replacement	-	-	-	-	250,000
One (1) Sweeper Replacement	-	-	-	-	410,000
Subtotal Vehicles	**$ 925,000**	**$ 775,000**	**$ 445,000**	**$ 590,000**	**$ 1,270,000**
Equipment:					
Two (2) Bobcat Toolcat with attachments	$ 230,000	$ -	$ -	$ -	$ -
One (1) Air Compressor Replacement	25,000	-	-	-	-
One (1) Plow blade	30,000	-	-	-	-
Future Equipment Needs	-	100,000	100,000	100,000	100,000
Subtotal Equipment	**$ 285,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**
Total	**$ 1,210,000**	**$ 875,000**	**$ 545,000**	**$ 690,000**	**$ 1,370,000**

FIVE YEAR REPAIR, REPLACEMENT & NEW STRUCTURES PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Street Preservation	$ 2,752,800	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000
ADA Ramps & Barrier Removals	200,000	200,000	200,000	200,000	200,000
Bridge Program Projects	56,000	-	-	-	-
Signal Efficiency Operations	75,000	50,000	50,000	50,000	50,000
Traffic Signal Replacement Const Project	-	385,000	-	-	-
Solar Street Lights Installation	15,000	-	-	-	-
Bike Lanes Stress Reduction	80,000	-	100,000	100,000	100,000
Art in Public Places - Roundabouts	130,000	130,000	-	-	-
Total	**$ 3,308,800**	**$ 5,265,000**	**$ 4,850,000**	**$ 4,850,000**	**$ 4,850,000**

Transportation Construction Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 9,886,252	$ 23,889,300	$ 26,126,861	$ 18,065,900	$ 18,065,900	$ 18,065,900
Franchise Fees	4,555,891	5,564,200	5,468,299	5,798,200	5,798,200	5,798,200
Intergovernmental revenues	2,705,683	2,000,000	2,000,000	703,600	703,600	703,600
Miscellaneous	1,801,942	987,000	622,647	160,400	160,400	160,400
Debt proceeds	51,687,751	14,737,500	8,454,100	13,541,400	13,541,400	13,541,400
Interfund loan repayments	-	1,064,500	352,334	-	-	-
Interfund transfers	10,980,417	25,024,600	23,000,531	19,592,100	19,592,100	19,592,100
TOTAL RESOURCES	$ 81,617,936	$ 73,267,100	$ 66,024,770	$ 57,861,600	$ 57,861,600	$ 57,861,600

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 1,387,515	$ 1,366,100	$ 1,235,497	$ 1,442,400	$ 1,442,400	$ 1,442,400
Materials & services	1,852,971	9,619,600	6,213,397	3,563,600	3,563,600	3,563,600
Capital outlay	42,757,311	35,192,100	27,721,429	18,798,800	18,798,800	18,798,800
Total Infrastructure Program	45,997,797	46,177,800	35,170,323	23,804,800	23,804,800	23,804,800
Interfund Transfers	3,908,849	6,449,300	6,414,950	6,050,400	6,050,400	6,050,400
Debt Service	5,584,429	7,157,000	6,373,612	8,387,300	8,387,300	8,387,300
Contingency	-	707,300	-	674,700	674,700	674,700
Reserves Future Construction	-	4,568,800	-	8,569,600	8,569,600	8,569,600
Reserves Debt Service	-	7,508,000	-	9,468,400	9,468,400	9,468,400
Reserves Developer Exactions	-	698,900	-	906,400	906,400	906,400
TOTAL REQUIREMENTS	$ 55,491,075	$ 73,267,100	$ 47,958,885	$ 57,861,600	$ 57,861,600	$ 57,861,600

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	4.55	4.15

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Transportation Construction Fund

Overview

The City's system of roads, bridges, sidewalks, curb ramps, trails and bike lanes get people from place to place reliably and is the foundation for the high quality of life in Bend. The Transportation Construction Fund supports programs and initiatives that provide Bend with a comprehensive, connected system to meet the City's growing transportation needs.

The City maintains a financial model to project the long-term financial needs of the Transportation Construction Fund. Transportation construction is primarily funded by System Development Charges (SDCs). Other funding sources include water and water reclamation utility franchise fees, grants and developer contributions. The City's goal is to ensure the financial stability of the Transportation Construction Fund while continuing to evaluate the affordability of the transportation system.

The most significant challenge facing the Transportation Construction Fund within this budget cycle will be financing infrastructure. Prioritization of work considers current and projected transportation conditions, as well as project coordination with Streets & Operations and private development projects. Note that projects associated with the 2020 Transportation General Obligation Bond are not accounted for in this fund – they are accounted for in a standalone 2020 General Obligation Bond Fund.

Project prioritization is shifting from traditional capacity improvement projects to a more focused multimodal approach which emphasizes pedestrian and bicycling improvements and safety.

Project prioritization may also be impacted by the State of Oregon's Climate Friendly and Equitable and Communities (CFEC) rules.

Goals & Objectives for the 2023-2025 Biennial Budget

- Deliver Capital Improvement Program (CIP) projects as scoped, on time and within budget
- Pursue Council approved funding strategies within the Transportation System Plan (TSP) to deliver additional near-term and mid-term priority TSP projects and programs
- Continue to pursue synergy opportunities with public and private projects for efficient delivery of transportation system improvements as outlined in the TSP, including transportation projects that will be constructed in congruence with 2020 GO Bond Construction project
- Update the Transportation SDC methodology
- Build out projects in the 5-Year Transportation CIP as follows: Wilson Avenue Corridor Improvements, Butler Market & Wells Acres Intersection Safety Improvements, Neff & Purcell Intersection construction, and coordination/delivery with Bend Parks and Recreation for the Riverfront Improvement project

Major Accomplishments during the 2021-2023 Biennium

- Completed projects as outlined in the Neighborhood Street Safety Program. This program is now part of the 2020 GO Bond, under project 1GLRS, Neighborhood Street Safety Program. Completed Empire corridor improvements project using progressive design build alternative delivery method.
- Completed Murphy corridor improvements project, using the progressive design build alternative delivery method, for which the City won the DBIA National Merit award and the ACEC Grand award.
- Updated Standards and Specifications resulting in more bicycle and pedestrian friendly cross sections.
- Completed the Brosterhous railroad undercrossing project providing safe access for students attending the new Caldera High School.

Significant Changes from the 2021-2023 Biennial Budget

- Funding allocations for Transportation Construction staff are re-evaluated each biennium as Council goals and program needs change, which results in a fluctuation of the number of full-time equivalents (FTE) in each fund from one biennium to the next
- Shifting priorities to completion of existing projects and those funded by the GO Bond has resulted in decreased capital expenditures of other transportation infrastructure projects in the proposed 2023-2025 biennium
- A $703,600 contribution from BPRD is included in fiscal year 2023-24 for CIP project, 1TRVF Riverfront Improvements. A $325,000 contribution from Bend MPO is projected in fiscal year 2022-23
- A $1,540,700 capital contribution to 1GNCC North Corridor Project Coordination, delivered by ODOT, is included in fiscal year 2024-25. $4,000,000 was contributed in fiscal year 2022-23
- $1.5 million is included in the city-wide budget for funding the CFEC work plan addressing future housing and employment land needs (including efficiency measures and potential UGB expansion), land use and infrastructure modeling, public engagement, urbanization, and public infrastructure planning. Half of the budget ($750k) is included in the Transportation Construction budget. The other $750k of costs are included in the General Fund Growth Management budget, presented in the Community & Economic Development service area of the budget document.

Transportation Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification**	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GFAI Franklin Avenue Corridor Improvements	5	$ 425,000	$ 1,000,000	$ -	$ -	$ -	$ 1,425,000
1GOPB Olney Pedestrian and Bike Improvements	5	-	500,000	-	-	-	500,000
1GWAC Wilson Avenue Corridor Improvements	2	6,350,000	-	-	-	-	6,350,000
1T3IN 3rd & Reed Market Intersection	5	-	150,000	500,000	2,350,000	2,000,000	5,000,000
1T3ML 3rd & Miller Intersection	5	100,000	300,000	2,800,000	-	-	3,200,000
1TABB Archie Briggs Bridge Replacement	5	-	2,000,000	-	-	-	2,000,000
1TBKE Bicycle Greenways	2	648,800	-	-	-	-	648,800
1TBKP Bicycle Program	1	500,000	-	-	-	-	500,000
1TBMW Butler Mkt/Wells Acres	5	1,195,000	2,750,000	-	-	-	3,945,000
1TBRB Bond & Reed Market Roundabout	5	-	750,000	3,500,000	-	-	4,250,000
1TCHI Brosterhous/Chase	5	-	-	-	-	1,000,000	1,000,000
1TCKR Country Club Road / Knott Road Intersection Improvements	5	-	-	-	-	700,000	700,000
1TCON 27th/Conners Intersection	5	-	-	500,000	2,000,000	-	2,500,000
1TCSI Citywide Safety Improvements	1	46,400	-	-	-	-	46,400
1TGCI Galveston Corridor Improvements	5	-	150,000	2,000,000	1,900,000	-	4,050,000
1TNPS Neff & Purcell Intersection	3	975,000	-	-	-	-	975,000
1TRVF Riverfront Improvements	5	928,600	-	-	-	-	928,600
1TWAC 27th & Wells Acres Road Intersection Improvements	5	-	-	-	-	700,000	700,000
1XSTS Standards & Specifications Update	1	30,000	-	-	-	-	30,000
Total*		**$ 11,198,800**	**$ 7,600,000**	**$ 9,300,000**	**$ 6,250,000**	**$ 4,400,000**	**$ 38,748,800**

*Fiscal year 2024-25 materials & services expenditure appropriations include $1,540,700 for a capital contribution to 1GNCC North Corridor Project Coordination, delivered by ODOT

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

2011 General Obligation Bond Debt Service Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 1,482,378	$ 1,705,600	$ 1,781,872	$ 2,041,200	$ 2,041,200	$ 2,041,200
Property taxes	3,903,764	3,724,400	3,770,662	3,395,400	3,395,400	3,395,400
Miscellaneous	73,380	52,600	74,427	52,800	52,800	52,800
Debt proceeds	-	15,729,100	15,729,022	-	-	-
TOTAL RESOURCES	$ 5,459,522	$ 21,211,700	$ 21,355,983	$ 5,489,400	$ 5,489,400	$ 5,489,400

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Materials & services	$ 1,000	$ 98,100	$ 95,009	$ 1,000	$ 1,000	$ 1,000
Total Infrastructure Program	1,000	98,100	95,009	1,000	1,000	1,000
Debt Service	3,676,650	19,308,000	19,219,758	3,504,100	3,504,100	3,504,100
Reserves Debt Service	-	1,805,600	-	1,984,300	1,984,300	1,984,300
TOTAL REQUIREMENTS	$ 3,677,650	$ 21,211,700	$ 19,314,767	$ 5,489,400	$ 5,489,400	$ 5,489,400

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
2011 General Obligation Bond

Overview

In May 2011, the City of Bend voters passed a $30 million general obligation (G.O.) bond measure to improve safety, mobility and access on major street corridors and intersections. The City's significant growth impacted the transportation system. The measure was proposed so that street infrastructure improvements could be made before there were further impacts from growth. Projects completed with the bond proceeds from the 2011 G.O. Bond include:

- 18th Street/Empire Avenue roundabout
- Simpson Avenue/Mt. Washington Drive roundabout
- Brookswood Boulevard/Powers Road roundabout
- Reed Market Road from 3rd Street to 27th Street
- 27th Street reconstruction from Hwy 20 (Greenwood Avenue) to Neff Road with SE Interceptor Project
- 14th Street/Century Drive reconstruction

The projects constructed with this G.O. Bond were closed out by the end of fiscal year 2019. Annual debt service payments on the 2011 G.O. Bond will continue through 2032.

2020 General Obligation Bond Construction Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ 15,542,700	$ 15,542,700	$ 15,542,700
Miscellaneous	-	140,000	568,081	693,400	693,400	693,400
Debt proceeds	-	35,450,800	35,232,146	63,964,300	63,964,300	63,964,300
Interfund loan repayments	352,334	-	-	-	-	-
Interfund transfers	5,960	28,100	-	-	-	-
TOTAL RESOURCES	$ 358,294	$ 35,618,900	$ 35,800,227	$ 80,200,400	$ 80,200,400	$ 80,200,400

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ -	$ 1,400,400	$ 1,037,436	$ 2,174,600	$ 2,174,600	$ 2,174,600
Materials & services	1,943	523,900	808,860	1,555,900	1,555,900	1,555,900
Capital outlay	356,351	22,308,000	18,058,891	49,029,200	49,029,200	49,029,200
Total Infrastructure Program	358,294	24,232,300	19,905,187	52,759,700	52,759,700	52,759,700
Debt Service	-	1,064,500	352,334	-	-	-
Reserves Future Construction	-	10,322,100	-	27,440,700	27,440,700	27,440,700
TOTAL REQUIREMENTS	$ 358,294	$ 35,618,900	$ 20,257,521	$ 80,200,400	$ 80,200,400	$ 80,200,400

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	4.50	6.50

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

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2020 General Obligation Bond Debt Service Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ 85,700	$ 85,700	$ 85,700
Property taxes	-	2,468,000	2,393,800	10,177,300	10,177,300	10,177,300
Miscellaneous	-	5,300	12,100	15,200	15,200	15,200
TOTAL RESOURCES	$ -	$ 2,473,300	$ 2,405,900	$ 10,278,200	$ 10,278,200	$ 10,278,200

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Materials & services	-	500	-	-	-	-
Total Infrastructure Program	-	500	-	-	-	-
Debt Service	-	2,320,500	2,320,200	10,033,600	10,033,600	10,033,600
Reserves Debt Service	-	152,300	-	244,600	244,600	244,600
TOTAL REQUIREMENTS	$ -	$ 2,473,300	$ 2,320,200	$ 10,278,200	$ 10,278,200	$ 10,278,200

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
2020 General Obligation Bond

Overview

Community surveys show traffic congestion, flow and safety are top concerns for people living in Bend. In November 2020, the City voters passed Transportation Bond Measure 9-135 for $190 million to improve traffic flow, east-west connections, safety, mobility and access on major street corridors and intersections.

The list of approved projects to be funded with the 2020 General Obligation (G.O.) Bond includes improvements to roads, intersections, and key east-west corridors, neighborhood safety improvement projects, a connected cross town bicycle network, sidewalks and safe crossings for access to schools, parks, and jobs, sidewalk infill on key routes, contributions to improvements on US97/the Parkway, including redesign and construction of interchanges and on/off ramps, and transit infrastructure improvements and matching funds for transit system capital improvements.

A bond oversight committee of community members advises the City Council and City staff on the implementation and progress of the G.O. bond and provides information to the public on the progress of projects funded by the Bond.

The $190 million of G.O. bond proceeds will fund project design and construction, bond issuance costs, and costs to administer the projects. The bonds will be issued in a series, over time, to provide money in multiple years for completion of the projects. The first series of bonds was issued during the 2021-2023 biennium, with the second series anticipated in the first year of the upcoming biennium. The bonds are repaid by annual assessment of real property. The first property tax assessment occurred in the fiscal year 2022-23.

Goals & Objectives for the 2023-2025 Biennial Budget

- Continue success of Neighborhood Street Safety Program
- Finish the Wilson Avenue Corridor Improvements project
- Build out primary north-south connection and a combination of Key Routes as the primary east-west connection using key routes and Phase IV bicycle greenway funding
- Build out other projects as identified on the GO bond CIP including Archie Briggs, Butler Market & Boyd Acres Road Improvements, and portions of the Greater Midtown Crossings Project which include sub-projects Franklin Avenue Corridor Improvements, Greenwood Avenue Undercrossing, and Hawthorne Avenue Overcrossing
- Begin design and construction of Bear Creek and 27th Street Improvements

Major Accomplishments during the 2021-2023 Biennium

- Adopted the first 2020 GO bond 5-Year Capital Improvement Program

- Delivered the first two years of GO bond supported Neighborhood Street Safety Program projects
- Made significant progress on the Wilson Avenue Corridor Improvements Project including one of the nation's first fully protected bicycle roundabout
- Initiated multiple studies to initiate key east-west corridor connection projects

Significant Changes from the 2021-2023 Biennial Budget

- Two (2) allocated FTE added to support the 2020 GO Bond Capital Improvement Program (CIP). These FTE are authorized in the Internal Service Fund - Departmental Administration in the Engineering & Infrastructure Planning Department (EIPD):
    - One (1) new Senior Project Engineer
    - One (1) new Project Engineer
- The second series of debt to fund Bond projects will be issued in fiscal year 2023-24. Based on the timing of the debt issuance, increases to the property tax levy related to this debt issuances will likely affect tax bills in Fall 2024.

2020 General Obligation Bond Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GABB Archie Briggs Improvements	5	$ 100,000	$ 300,000	$ -	$ -	$ -	$ 400,000
1GAEE Aune Street Extension (East)	5	700,000	2,000,000	3,550,000	-	-	6,250,000
1GAEW Aune Street Extension (West)	5	-	-	250,000	3,000,000	4,250,000	7,500,000
1GB27 Bear Creek Road and 27th Street Improvements	5	4,200,000	4,100,000	3,000,000	-	-	11,300,000
1GBBA Butler Market Road and Boyd Acres Road Improvements	5	2,700,000	845,700	-	-	-	3,545,700
1GCAC Colorado Avenue Capacity Improvements	5	-	-	75,000	250,000	3,500,000	3,825,000
1GCAI Colorado Avenue Interchange Improvements	5	-	-	-	150,000	280,000	430,000
1GEAI Empire Avenue Interchange	5	-	-	-	-	1,450,000	1,450,000
1GEAT Enhanced Access to Transit	5	150,000	1,000,000	75,000	1,000,000	75,000	2,300,000
1GEOB Empire & OB Riley Intersection	5	-	-	150,000	750,000	2,600,000	3,500,000
1GFAI Franklin Avenue Corridor Improvements	5	3,500,000	1,725,000	-	-	-	5,225,000
1GGAU Greenwood Avenue Undercrossing	5	750,000	-	-	-	-	750,000
1GHAO Hawthorne Avenue Overcrossing	5	-	2,425,000	4,570,000	-	-	6,995,000
1GITS Intelligent Information Systems	5	200,000	600,000	-	-	-	800,000
1GKKR Key Routes River West Neighborhood	5	220,000	-	-	-	-	220,000
1GLRS Neighborhood Street Safety Program	2	900,000	1,650,000	750,000	750,000	750,000	4,800,000
1GMPR Murphy Parkway Ramps Project	5	-	-	4,125,000	5,875,000	-	10,000,000
1GNCC North Corridor Project Coordination	1	1,540,700	3,259,300	-	-	-	4,800,000
1GNCI Neff Corridor Improvements	5	600,000	2,171,000	1,300,000	-	-	4,071,000
1GOPB Olney Pedestrian and Bike Improvements	5	1,050,000	1,151,000	-	-	-	2,201,000
1GOPI Olney Corridor Improvements	5	-	-	750,000	3,250,000	3,000,000	7,000,000
1GPCB Powers, Parrell and Chase Intersections	5	-	-	-	-	500,000	500,000
1GPCI Portland Avenue Corridor Improvements	5	1,800,000	1,580,000	-	-	-	3,380,000
1GPUR Purcell Extension Project	3	216,500	-	-	-	-	216,500
1GRMC Reed Market Corridor	5	700,000	3,000,000	5,465,000	12,000,000	12,000,000	33,165,000
1GRRI Revere Intersection Improvements	5	-	-	750,000	3,250,000	3,000,000	7,000,000
1GWAC Wilson Avenue Corridor Improvements	2	1,552,000	-	-	-	-	1,552,000
1TBKE Bicycle Greenways Project	2	600,000	1,743,000	-	-	-	2,343,000
Total		**$ 21,479,200**	**$ 27,550,000**	**$ 24,810,000**	**$ 30,275,000**	**$ 31,405,000**	**$ 135,519,200**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

Accessibility Construction Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 1,334,679	$ 867,900	$ 878,604	$ 1,017,100	$ 1,017,100	$ 1,017,100
Franchise Fees	1,678,929	1,854,700	1,763,462	1,386,900	1,386,900	1,386,900
Intergovernmental revenues	43,597	-	-	-	-	-
Miscellaneous	28,779	171,100	36,325	29,500	29,500	29,500
Debt proceeds	1,332,108	816,000	-	-	-	-
TOTAL RESOURCES	$ 4,418,092	$ 3,709,700	$ 2,678,391	$ 2,433,500	$ 2,433,500	$ 2,433,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 135,404	$ -	$ 2	$ -	$ -	$ -
Materials & services	9,868	16,700	2,245	400	400	400
Capital outlay	1,224,766	1,337,000	159,273	1,030,000	1,030,000	1,030,000
Total Infrastructure Program	1,370,038	1,353,700	161,520	1,030,400	1,030,400	1,030,400
Interfund Transfers	463,501	911,000	899,562	979,400	979,400	979,400
Debt Service	1,705,949	670,000	600,187	319,400	319,400	319,400
Contingency	-	24,000	-	25,000	25,000	25,000
Reserves Future Construction	-	751,000	-	79,300	79,300	79,300
TOTAL REQUIREMENTS	$ 3,539,488	$ 3,709,700	$ 1,661,269	$ 2,433,500	$ 2,433,500	$ 2,433,500

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Accessibility Construction Fund

Overview

The Accessibility Construction Program is responsible for overseeing the phases of development from design through construction of accessibility improvements in the City's rights-of-way. The Accessibility Program Manager works closely with Project Engineers in the Engineering & Infrastructure Planning Department (EIPD) to report on progress made on improving infrastructure commensurate with the Americans with Disabilities Act (ADA) through the city's ADA Transition Plan for Curb Ramps in Public Rights-of-Way.

Goals & Objectives for the 2023-2025 Biennial Budget

- Continue to work toward meeting the ADA infrastructure requirements for curb ramps and related sidewalks within the City of Bend's jurisdiction
- Respond to community member requests for barrier removal involving the public rights-of-way in a timely manner
- Ensure that accessibility standards are implemented appropriately and consistently across the City departments
- Act as a resource for City staff with questions about accessible building standards or policies

Major Accomplishments during the 2021-2023 Biennium

- Collaborated with other City departments to ensure accessibility standards were applied correctly and consistently
- Collaboration with the Streets Division of the Transportation and Mobility Department to increase the number of compliant curb ramps citywide via street alteration projects
- Identified accessibility opportunities within city-wide Capital Improvement Projects through the use of Capital Improvement Project 1AADA

Significant Changes from the 2021-2023 Biennial Budget

- Additional projects have been identified and added to the 5-year Capital Improvement Program schedule:
  - 1ADEI NW Delaware Accessibility Improvements: Design and construct accessibility improvements along NW Delaware Avenue. This project was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA)
  - 1WABD Awbrey Butte Distribution Improvements: Made up of 9 subprojects to replace or install over 4 miles of water pipelines; ability to make accessibility improvements through synergy opportunities within larger project scope
  - 1SPSD Pump Station Decommissioning: for the enhanced crossing at Ladera Drive as shown on the Connector Routes & Crossings Map (Appendix C) in the adopted 2022 City Standards and Specifications
- Full Faith & Credit bond issued in 2010 and refunded in 2021 will be paid off in fiscal year 2023-24

Accessibility Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification**	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1AADA Accessibility Opportunity Capital Projects	5	$ 45,000	$ 90,000	$ 500,000	$ 500,000	$ 500,000	$ 1,635,000
1ADEI NW Delaware Accessibility Improvements	5	400,000	400,000	-	-	-	800,000
1WABD Awbrey Butte Distribution Improvements	4	65,000	10,000	-	-	-	75,000
1SPSD Pump Station Decomissioning	1	20,000					20,000
Total*		**$ 530,000**	**$ 500,000**	**$ 500,000**	**$ 500,000**	**$ 500,000**	**$ 2,530,000**

*Interfund Transfers expenditure appropriations include $200,000 annually for ADA capital synergy & quick build opportunity projects with the Streets & Operations Fund

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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Parking Services Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 1,672,965	$ 1,875,300	$ 2,137,205	$ 2,472,100	$ 2,472,100	$ 2,472,100
Licenses and permits	935,230	1,144,500	1,759,130	1,779,600	1,779,600	1,779,600
Intergovernmental revenues	9,022	-	-	-	-	-
Charges for services	474,141	490,800	514,006	580,000	580,000	580,000
Fines and forteitures	593,024	1,149,000	1,269,117	1,271,400	1,271,400	1,271,400
Miscellaneous	62,597	34,800	102,844	55,500	55,500	55,500
Debt proceeds	795,481	-	-	-	-	-
Interfund transfers	-	30,400	32,700	2,360,300	2,360,300	2,360,300
TOTAL RESOURCES	$ 4,542,460	$ 4,724,800	$ 5,815,002	$ 8,518,900	$ 8,518,900	$ 8,518,900

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 256,348	$ 434,900	$ 434,223	$ 732,400	$ 732,400	$ 732,400
Materials & services	1,289,935	1,650,800	1,656,042	2,443,500	2,443,500	2,443,500
Capital outlay	274,495	365,200	347,508	2,360,300	2,360,300	2,360,300
Total Infrastructure Program	1,820,778	2,450,900	2,437,773	5,536,200	5,536,200	5,536,200
Interfund Transfers	546,601	728,000	724,893	601,900	601,900	601,900
Debt Service	37,876	182,000	180,285	176,900	176,900	176,900
Contingency	-	93,900	-	317,900	317,900	317,900
Reserves Future Construction	-	1,270,000	-	1,686,000	1,686,000	1,686,000
Reserves Major Maintenance	-	-	-	200,000	200,000	200,000
TOTAL REQUIREMENTS	$ 2,405,255	$ 4,724,800	$ 3,342,951	$ 8,518,900	$ 8,518,900	$ 8,518,900

Authorized Full Time Equivalents	1.00	2.00
Allocated Full Time Equivalents	1.30	2.30

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Parking Services Fund

Overview

The Parking Services Fund supports all city related parking programs in parking districts and the Centennial Parking Garage. This fund manages on and off-street public parking and parking coordination efforts city-wide. The fund provides parking management and enforcement services, operations and maintenance of parking districts and public parking facilities, including the downtown parking structure and off-street surface parking lots. This fund also manages city related parking signage, as well as permitting and coordination. Additionally, this fund coordinates the administration of the parking permit system for all parking districts, metered parking areas, coordination with special events, and security services for the downtown parking structure.

Revenues for this fund are derived from five primary sources: parking permit sales, parking citation fines, metered or paid parking areas, leases for commercial space in parking garages, and permit fees for garbage/grease stored on city-owned property and rights-of-way by downtown businesses.

The Parking Services Division is a division of the Transportation and Mobility Department.

Goals & Objectives for the 2023-2025 Biennial Budget

- Continue implementation of the parking management strategies in downtown Bend as adopted in the 2017 Downtown Parking Study
- Continue development of a self-sustaining Parking Services Program
- Identify long-term funding for parking improvements and maintenance
- Evaluate and update the five-year Capital Improvement Program based on direction and policies from the Transportation System Plan, City Wide Parking Study, and Downtown Parking Study
- Innovate and modernize parking management in Bend to support continued new housing and commercial developments, population growth, and to increase parking revenues
- Evaluate and prepare a curb management plan that supports the Transportation System Plan objectives, including micro mobility and mobility hubs
- Conduct Demonstration Project to evaluate Smart Commercial Loading Zone Project
- Conduct Demonstration Project to evaluate Dynamic Parking Pricing on paid surface lots and in the Centennial Garage
- Establish a city-wide parking advisory committee to develop a city-wide parking management plan
- Evaluate feasibility for enhancements or renovations of the North Mirror Pond Lot
- Establish a New Mobility Framework to provide guidance for local action to support implementation of program strategies
- Expand the Neighborhood Mobility Point program and bike parking facilities

Major Accomplishments during the 2021-2023 Biennium

- Established the Old Bend Neighborhood Parking Benefit District as a permanent program
- Successfully modernized the downtown monthly parking program

- Initiated an Automated Parking Guidance System in the downtown parking district
- Completed New Mobility Report in partnership with OSU (Oregon State University) Cascade Mobility Lab
- Implemented paid parking and removed free parking on downtown surface lots and the Parking Garage
- Re-launched city-wide bike share program
- Launched and established a Neighborhood Mobility Point Program which connected the bike share program to transit stops and other various locations in neighborhoods within Bend

Significant Changes from the 2021-2023 Biennial Budget

- Division focus shifted to include mobility projects
- One (1) new Program Technician FTE to assist Division Manager in advancing programs

Parking Services Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
1PNMP North Mirror Pond Improvements	5	$ 700,000	$ 1,660,300	$ -	$ -	$ -	$ 2,360,300
Total		**$ 700,000**	**$ 1,660,300**	**$ -**	**$ -**	**$ -**	**$ 2,360,300**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

Cemetery Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 45,222	$ 600	$ 32,475	$ 40,000	$ 40,000	$ 40,000
Charges for services	166,462	230,800	217,082	250,700	250,700	250,700
Miscellaneous	12,652	1,200	7,030	-	-	-
Debt proceeds	27,800	-	-	-	-	-
Interfund transfers	40,781	33,400	28,330	15,500	15,500	15,500
General fund subsidy	382,400	444,200	427,900	869,900	869,900	869,900
TOTAL RESOURCES	$ 675,317	$ 710,200	$ 712,817	$ 1,176,100	$ 1,176,100	$ 1,176,100

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 246,535	$ 314,800	$ 345,056	$ 601,000	$ 601,000	$ 601,000
Materials & services	100,591	208,900	163,468	213,200	213,200	213,200
Capital outlay	95,515	40,000	51,000	70,000	70,000	70,000
Total Infrastructure Program	442,641	563,700	559,524	884,200	884,200	884,200
Interfund Transfers	200,201	125,500	101,647	256,200	256,200	256,200
Debt Service	-	14,000	11,690	11,700	11,700	11,700
Contingency	-	7,000	-	24,000	24,000	24,000
TOTAL REQUIREMENTS	$ 642,842	$ 710,200	$ 672,861	$ 1,176,100	$ 1,176,100	$ 1,176,100

Authorized Full Time Equivalents	1.00	2.00
Allocated Full Time Equivalents	1.10	1.85

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Cemetery Fund

Overview

The Pilot Butte Cemetery was established in the early 1900's and is listed as one of Oregon's Historic Cemeteries. The location provides a connection to Bend's past, with headstones dating back to 1903.The property consists of 40 acres offering 14 acres of burial plots that have been developed and are maintained by the Transportation & Mobility Department and 2 columbariums, containing 160 niches.

Cemetery revenues have been suffering over the last several years, as many of the prime lots have been sold and consumers have opted for cremation over full burials. Limited operating revenues, coupled with the steady increase in operating & maintenance costs, has necessitated an increase in the General Fund subsidy and help from the Streets & Operations Division to maintain the current service levels at the Cemetery. Fees were reviewed and increased during the 2019-2021 biennium to reflect the service options and cost of service, as well as align to the market; however, to remain competitive, fees have not been increased to a level that would eliminate the need for a subsidy from the General Fund.

Goals & Objectives for the 2023-2025 Biennial Budget

- Complete attainable street preservation projects and continue to look for funding opportunities to address the aging roadways in the Cemetery
- Continue with hazardous tree mitigation in the Cemetery
- Establish an on-site workspace for Cemetery staff. With the majority of the Transportation & Mobility Department transitioning to the new Juniper Ridge Public Work Campus in 2025, the Cemetery will need a workable space to maintain and oversee all operations. The Cemetery Caretaker's House provides an excellent location and ample public parking but lacks sufficient office space and does not currently have a customer service area to meet with grieving public to assist with their burial needs. The current building is neither ADA nor code compliant, thus options will need to be weighed to determine the most fiscally responsible solution
- Provide training for Cemetery and administrative staff to implement and use new Cemetery management software
- Develop plan to provide arbor space over columbarium area

Major Accomplishments during the 2021-2023 Biennium

- Selected a Cemetery software that captures the complete historical Cemetery data, transitioning that data to a public application, allowing loved ones to easily locate graves sites or to view available sites
- Removed 11 hazardous trees in the Cemetery, 3 of which were cleared through self-performed work
- Reduced water consumption in the Cemetery by working with the City's Water Conservation Program Manager to better align watering times and utilization

Significant Changes from the 2021-2023 Biennial Budget

- One (1) authorized position transferred from the Streets & Operations Fund
- Increased General Fund subsidy due to rising personnel costs and new software implementation

INFRASTRUCTURE
Cemetery

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
One (1) Utility vehicle	$ -	$ -	$ 18,000	$ -	$ -
One (1) Work truck replacement	50,000	-	-	-	-
Subtotal Vehicles	**$ 50,000**	**$ -**	**$ 18,000**	**$ -**	**$ -**
Equipment:					
One (1) Onsite facility	$ -	$ -	$ 50,000	$ -	$ -
Subtotal Equipment	**$ -**	**$ -**	**$ 50,000**	**$ -**	**$ -**
Total	**$ 50,000**	**$ -**	**$ 68,000**	**$ -**	**$ -**

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Street Preservation on road through Cemetery	$ 10,000	$ 10,000	$ -	$ -	$ -
Total	**$ 10,000**	**$ 10,000**	**$ -**	**$ -**	**$ -**

Cemetery Permanent Maintenance Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 680,364	$ 645,500	$ 652,554	$ 687,700	$ 687,700	$ 687,700
Charges for services	11,690	15,400	13,536	14,800	14,800	14,800
Miscellaneous	11,775	45,700	61,130	30,800	30,800	30,800
TOTAL RESOURCES	$ 703,829	$ 706,600	$ 727,220	$ 733,300	$ 733,300	$ 733,300

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Materials & services	$ 10,494	$ 12,300	$ 11,196	$ 10,800	$ 10,800	$ 10,800
Total Infrastructure Program	10,494	12,300	11,196	10,800	10,800	10,800
Interfund Transfers	40,781	33,400	28,330	15,500	15,500	15,500
Reserves Permanent Maintenance	-	660,900	-	707,000	707,000	707,000
TOTAL REQUIREMENTS	$ 51,275	$ 706,600	$ 39,526	$ 733,300	$ 733,300	$ 733,300

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Cemetery Permanent Maintenance Fund

Overview

The City operates a municipal cemetery registered as an endowment cemetery under Oregon Revised Statues (ORS) 97.810. The ORS requires the City to establish, maintain, and operate an endowment care fund for the cemetery and requires that no less than 15% of cemetery lot sales be deposited into the fund as permanent maintenance fees, and other statutory fees.

In accordance with ORS 97.830, investment income earned and realized by this fund will be transferred to the Cemetery program to be used for the general care and maintenance of the cemetery property. Transfer of investment earnings from the cemetery permanent maintenance trust are limited to actual cash earnings (interest and dividends) received by the trust. Additional investment earnings from fluctuations in market-value are held in trust until the investment is sold or matures.

Airport Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 955,440	$ 324,600	$ 282,028	$ 1,057,100	$ 1,057,100	$ 1,457,100
Intergovernmental revenues	332,162	2,130,500	2,715,752	3,396,000	3,396,000	3,396,000
Charges for services	2,063,804	2,246,800	2,338,118	2,478,000	2,478,000	2,478,000
Miscellaneous	36,811	400	23,978	8,400	8,400	8,400
Debt proceeds	104,600	37,300	37,300	-	-	-
Interfund loan repayments	250,000	400,000	-	-	-	-
TOTAL RESOURCES	$ 3,742,817	$ 5,139,600	$ 5,397,176	$ 6,939,500	$ 6,939,500	$ 7,339,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Infrastructure Program						
Personnel services	$ 508,647	$ 745,200	$ 497,207	$ 987,100	$ 987,100	$ 987,100
Materials & services	318,436	453,800	412,222	459,800	459,800	459,800
Capital outlay	363,195	2,238,500	2,180,404	2,432,000	2,432,000	2,432,000
Total Infrastructure Program	1,190,278	3,437,500	3,089,833	3,878,900	3,878,900	3,878,900
Interfund Transfers	764,208	1,143,900	1,124,502	1,190,600	1,190,600	1,190,600
Debt Service	1,506,303	532,000	125,724	140,000	140,000	540,000
Contingency	-	26,200	-	26,000	26,000	26,000
Reserves	-	-	-	1,704,000	1,704,000	1,704,000
TOTAL REQUIREMENTS	$ 3,460,789	$ 5,139,600	$ 4,340,059	$ 6,939,500	$ 6,939,500	$ 7,339,500

Authorized Full Time Equivalents	2.50	2.50
Allocated Full Time Equivalents	2.90	2.90

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Airport Fund

Overview

The Airport fund provides oversight and management of the planning, operations, maintenance, development, and capital improvements at the Bend Municipal Airport (BDN). The Bend Municipal Airport is the 3rd busiest of 97 public use airports in Oregon and is identified by the Oregon Department of Aviation as a Category 2, High Activity Business/General Aviation airport. The most recent count identified 292 based aircraft. The Federal Aviation Administration (FAA) reported an annual 141,000 operations, an average of 386 takeoff and landings daily in 2022. Total based aircraft and annual aircraft operations is the basis used by the FAA to program the award of federal Airport Capital Improvement Program (AIP) and Bi-Partisan Infrastructure Law (BIL) grants.

BDN is located on 420 acres, situated five miles east of Bend's city limits. The airport is owned and operated by the City of Bend, and is located within Deschutes County outside the Bend Urban Growth Boundary. Airport facilities consist of a single 5,200-foot runway; a 26-acre Helicopter Operations Area (HOA) with full utilities and 21 Helicopter parking pads; two full parallel taxiways; more than 100 aircraft storage hangars and buildings for commercial aviation use. As of 2022, eighteen aviation related businesses are located at the Airport. According to the most recent (2018) Oregon Aviation Plan, the regional economic impact of the Bend Municipal Airport is $166M in sales/output.

Principal sources of operating revenue for the Airport come from over 200 tenants including long term ground leases, monthly City-owned hangar and tie down agreements, and fuel flowage fees. Expenses include operation, maintenance, and capital improvement of the Airport infrastructure. Federal grants provide significant funding for airport capital improvements.

Goals & Objectives for the 2023-2025 Biennial Budget

- Obtain approvals from Deschutes County to adopt the Airport Master Plan, completed in 2022
- Obtain approvals from Deschutes County to adopt amendments to the text of the Deschutes County Zoning ordinance to allow an air traffic control tower
- Pursue revenue sources for airport improvements to include design and construction of the air traffic control tower, pavement maintenance management projects and new access road
- Complete new Airport Minimum Standards in response to demand for long-term development projects; creation of additional hangar space; provide improved amenities for airport users; and generate additional revenues to support the Airport Fund

Major Accomplishments during the 2021-2023 Biennium

- Completed the Airport Master Plan and obtained related approvals from FAA
- Collaborated with airport stakeholders to include the Public Action Committee and the Friends of the Airport to improve communications and obtain support for projects identified as priorities during planning of the 2022 Airport Master Plan

- Applied for and received a $4.8M Connect Oregon grant for design and construction of an air traffic control tower
- Received $1.6 million from the Bipartisan Infrastructure Law to invest toward project costs for a permanent air traffic control tower
- Enhanced safety and provided services that meet the needs of pilots by completing a nearly $2M runway rehabilitation including signage upgrades
- Completed the required text amendment with Deschutes County to allow for appropriate aviation uses on Airport property
- Utilized new equipment, allowing Airport staff to gain efficiencies in performing snow removal operations, reducing reliance on outside contractors to provide this service, at a saving of at least $10,000 per snow event

Significant Changes from the 2021-2023 Biennium

- Realized additional revenue due to the addition of new hangars along with restated and amended month-to-month lease agreements
- Enhanced communication, collaboration, airport awareness, and community engagement through Airport Manager's relationship-building with federal and state officials, active participation in memberships with professional organizations to include the Oregon Airport Managers Association, US Contract Tower Policy Board and American Association of Airport Executives
- Transitioned the Bend Municipal Airport to the City of Bend's Transportation & Mobility Department, resulting in additional administrative support for Airport staff
- Design for an Air Traffic Control Tower (AP22B) is included in the 5-year CIP schedule for $1,600,000. A siting study was completed in fiscal year 2022-23. Construction of the tower is not included in the budget and will be contingent on future grant funding
- Reserves include approximately $1.7 million of federal Bipartisan Infrastructure Law (BIL) grant revenue reserved for future capital improvement expenditures. The City has now confirmed that these funds will be awarded on a reimbursement basis and the budget will be adjusted to reduce grant revenue and reserves.
- On June 21, 2023, the City Council approved the Adopted budget including the following change from the Proposed budget:
    - Increase Beginning Working Capital and increase Debt Service appropriations by $400,000 to repay a year-end operating loan from the General Fund, which provides interim financing before reimbursement-based grant funds are received. The $400,000 loan will be repaid in July 2023.

INFRASTRUCTURE

Airport Fund

FIVE YEAR EQUIPMENT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Equipment:					
One (1) Automated Weather Observing System (AWOS)	$ 32,000	$ -	$ -	$ -	$ -
Total	**$ 32,000**	**$ -**	**$ -**	**$ -**	**$ -**

Airport Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
AP22B Air Traffic Control Tower - Siting & Design	5	$ 1,600,000	$ -	$ -	$ -	$ -	$ 1,600,000
AP25A Taxiway A & B Rehabilitation	5	300,000	-	-	-	-	300,000
AP26A Multiple Taxilanes/Apron Reconstruction & Rehabilitation	5	-	500,000	3,315,000	-	-	3,815,000
AP27A West Apron Reconstruction & Rehabilitation	5	-	-	-	270,000	3,265,000	3,535,000
Total		**$ 1,900,000**	**$ 500,000**	**$ 3,315,000**	**$ 270,000**	**$ 3,265,000**	**$ 9,250,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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System Development Charge (SDC) Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 14,087,441	$ 17,534,000	$ 21,158,429	$ 14,077,600	$ 14,077,600	$ 14,077,600
Charges for services	37,203,766	31,690,000	32,506,700	31,225,000	31,225,000	31,225,000
Miscellaneous	834,962	722,000	1,069,932	796,300	796,300	796,300
TOTAL RESOURCES	$ 52,126,169	$ 49,946,000	$ 54,735,061	$ 46,098,900	$ 46,098,900	$ 46,098,900

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Interfund Transfers	30,967,740	43,026,700	40,657,458	36,394,100	36,394,100	36,394,100
Reserves	-	6,919,300	-	9,704,800	9,704,800	9,704,800
TOTAL REQUIREMENTS	$ 30,967,740	$ 49,946,000	$ 40,657,458	$ 46,098,900	$ 46,098,900	$ 46,098,900

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
System Development Charge (SDC) Fund

Overview

The System Development Charges (SDC) Fund is a special revenue fund used to account for the collection of Transportation, Water and Water Reclamation SDCs. These SDCs are recorded as revenues in the SDC Fund. The use of the revenues is accounted for as a transfer out from the SDC fund to the Transportation Construction, Water and Water Reclamation Funds, respectively.

The 2023-2025 Adopted Biennial Budget assumes Engineering News Record (ENR), a construction cost inflation index, increases of 3% per fiscal year based on the March 2023 report. Actual rates for Fiscal Year 2023-24 were increased by 2.2% based on the ENR for May 2023 and reduced revenues are anticipated.

SDC Methodologies

SDCs are critical resources used to fund transportation, water and water reclamation capital improvements. SDCs are one-time fees charged to new development or change of use in existing buildings when building permits are issued for their fair share of the cost of infrastructure built or needed to serve growth. The SDC fees are established through methodology studies and the current SDCs are collected at 100% of the allowed fee plus annual increases based on ENR. The City is in the process of updating its SDC methodologies. The methodology update includes a comprehensive review of the transportation and water methodologies and project lists to reflect recent master planning efforts and holistic review of the implementation structures for all three SDCs. The transportation SDC methodology was last updated in 2011 and the water SDC methodology was updated in 2009. The sewer SDC methodology was adopted by City Council in August 2015. The SDC rates for a single-family dwelling unit are estimated as follows:

	2022-23 Actuals	2023-24 Actuals	2024-25 Estimate
Transportation SDC	$9,269	$9,454	$9,738
Water SDC	$6,355	$6,482	$6,677
Water Reclamation SDC	$5,667	$5,780	$5,954

Goals for the 2023-2025 Biennial Budget

- Update the Transportation, Water, and Water Reclamation SDC methodologies. Budget for these methodology updates are included on the respective Capital Improvement Programs (CIPs)

Local Improvement District (LID) Construction Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 624,531	$ 633,000	$ 633,187	$ 643,100	$ 643,100	$ 643,100
Miscellaneous	17,312	18,000	19,825	14,900	14,900	14,900
TOTAL RESOURCES	$ 641,843	$ 651,000	$ 653,012	$ 658,000	$ 658,000	$ 658,000

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Interfund Transfers	$ 8,656	$ 10,600	$ 9,962	$ 7,500	$ 7,500	$ 7,500
Reserves	-	640,400	-	650,500	650,500	650,500
TOTAL REQUIREMENTS	$ 8,656	$ 651,000	$ 9,962	$ 658,000	$ 658,000	$ 658,000

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

INFRASTRUCTURE
Local Improvement District (LID) Construction Fund

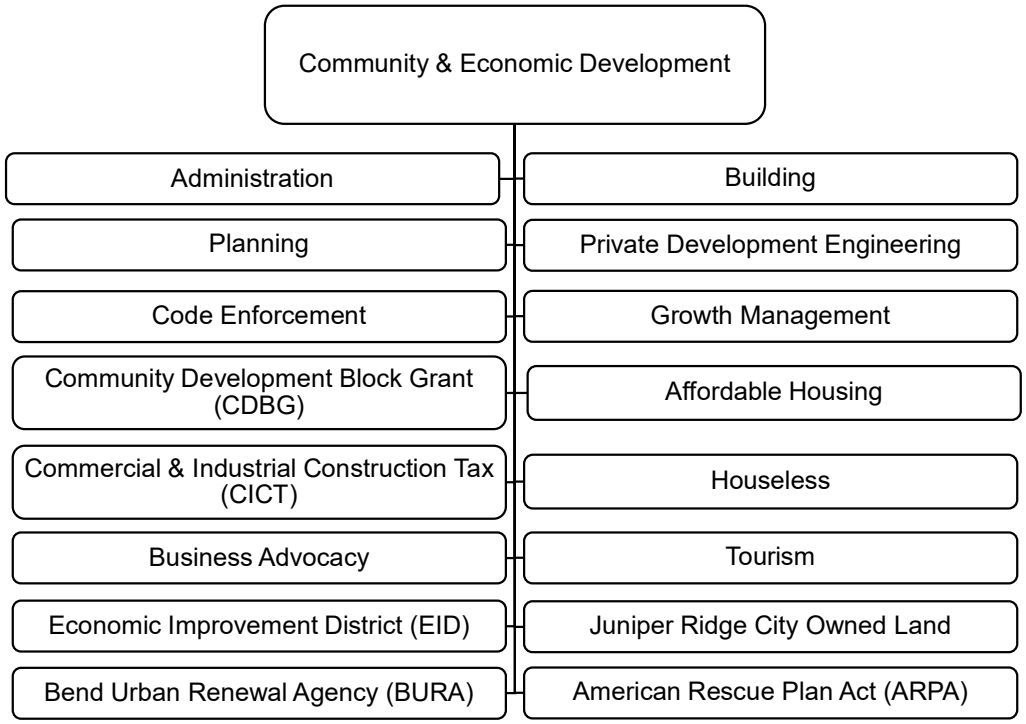
Overview

Local Improvement Districts (LIDs) are formed for the construction of infrastructure to provide direct benefit to property owners in the LID. The construction and financing of LIDs are governed by Oregon Revised Statues 223.205 to 223.295. In the past, property owners have petitioned the City to form LIDs for wastewater infrastructure to be constructed in areas within the City of Bend that are on septic systems. City engineering staff work with property owners to design the infrastructure, and if the cost is feasible and the assessments to the property owners are affordable, then the City will build the infrastructure and assessments will be levied to the properties that receive benefit.

The Local Improvement District Construction fund accounts for the cost of infrastructure constructed through the LID process. Once construction is complete, the City issues long term debt to reimburse the LID Construction fund and the costs are assessed to the property owners benefited through an assessment process. Currently there are no active LIDs.

The remaining reserve balance in this fund will be used for future LIDs.

COMMUNITY & ECONOMIC DEVELOPMENT SERVICE AREA



Community and Economic Development Department (CEDD) Administration
This Internal Service Fund division accounts for the administrative support of the various Community and Economic Development departments and functions.

Building and Planning
Activities for these funds include managing building inspections and permitting, accounting for current planning activities, and reviewing new development plans, plats and partitions for compliance.

Private Development Engineering
This program is responsible for ensuring that all public improvements made in conjunction with community development are constructed to development standards so they can be accepted into the inventory of public assets for perpetuity. The program also coordinates with the Growth Management program and Legal department to assure infrastructure planning is coordinated with the projected long term demand of future development.

Code Enforcement
Expenditures related to the Code Enforcement program are accounted for in the General Fund. Code Enforcement's mission is to protect the safety and health of the community by ensuring compliance with the City's land use and building codes.

Growth Management
Growth Management identifies and manages activities of a long-term nature including land use, public facility and transportation planning.

Community Development Block Grant (CDBG)
This fund accounts for the City's Community Development Block Grant program which is funded by CDBG direct entitlement and other grant funds allocated through the U.S. Department of Housing and Urban Development.

Affordable Housing
This fund accounts for the City's Affordable Housing program which is funded by an affordable housing fee assessed on building permits.

Continued on the next page

Commercial & Industrial Construction Tax (CICT)

This fund accounts for the collection of additional fee of 1/3 of 1% of the total building permit valuation for commercial and industrial building permits issued by the City. Under State law, these funds are collected in the General Fund then transferred to the CICT program to manage revenue and expenses.

Houseless

This is a new fund created in Spring 2023 to account for all revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum. This fund is primarily grant funded.

Business Advocacy

This fund is responsible for implementing the Bend Economic Development Advisory Board's Strategic Plan.

Tourism

This fund accounts for the expenditure of room tax revenues dedicated to tourism promotion.

Economic Improvement District (EID)

This fund accounts for collection and payment of assessments for the Economic Improvement District created for the maintenance and beautification of downtown Bend.

Juniper Ridge City Owned Land

The Juniper Ridge City-Owned Land program of the General Fund accounts for the operating costs to manage the entire 1,500 acres of city-owned land in Juniper Ridge, as well as fund activities related to future development of the approximately 509 acres within the URA. The Juniper Ridge City-Owned Land Fund is funded by land sale revenue from property sold within the Juniper Ridge Urban Renewal Area (URA).

Bend Urban Renewal Agency (BURA)

These funds account for the activities of the City's urban renewal districts. The Juniper Ridge Construction and Debt Service Funds account for the activities of the City's Juniper Ridge urban renewal district. The Murphy Crossing Construction and Debt Service Funds account for the activities of the City's Murphy Crossing urban renewal district. The Core Area Construction and Debt Service Funds account for the activities of the City's Core Area Tax Increment Finance Area.

American Rescue Plan Act (ARPA)

This fund accounts for funds received from the US Department of Treasury through the American Rescue Plan Act, Coronavirus State and Local Fiscal Recovery Funds.

Internal Service Fund - Departmental Administration
Community and Economic Development (CEDD) Administration

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 273,713	$ 791,400	$ 781,416	$ 752,200	$ 752,200	$ 752,200
Licenses and permits	504,146	582,000	623,650	636,000	636,000	636,000
Intergovernmental revenues	4,939	-	-	-	-	-
Charges for services	235,720	287,800	317,413	342,200	342,200	342,200
Miscellaneous	-	-	5,200	-	-	-
Interfund transfers	3,593,326	4,868,100	4,866,284	6,858,200	6,858,200	6,858,200
TOTAL RESOURCES	$ 4,611,844	$ 6,529,300	$ 6,593,963	$ 8,588,600	$ 8,588,600	$ 8,588,600

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 2,904,326	$ 4,974,200	$ 4,486,788	$ 6,969,100	$ 6,969,100	$ 6,969,100
Materials & services	173,723	493,400	362,071	255,900	255,900	255,900
Total Community & Econ Dev. Program	3,078,049	5,467,600	4,848,859	7,225,000	7,225,000	7,225,000
Interfund Transfers	752,379	949,200	992,894	1,313,400	1,313,400	1,313,400
Contingency	-	112,500	-	50,200	50,200	50,200
TOTAL REQUIREMENTS	$ 3,830,428	$ 6,529,300	$ 5,841,753	$ 8,588,600	$ 8,588,600	$ 8,588,600

Authorized Full Time Equivalents	19.75	21.75
Allocated Full Time Equivalents	21.25	22.25

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Community and Economic Development Department Administration

Overview

The Community and Economic Development Department (CEDD) Administration, Licensing, and Development Services Divisions provide support services to the operational divisions within CEDD: Building, Planning, Private Development Engineering (PDE), Growth Management, Business Advocacy, and Code Enforcement. These divisions enable CEDD to work as one coordinated department, while allowing each division to focus on its specific regulatory areas of authority and expertise. The primary roles of these divisions are to administer the human, physical, digital and data resources of CEDD, to facilitate data-driven decision-making by CEDD management, to operate the CEDD Permit Center, and to manage City licensing and special programs.

Goals & Objectives for the 2023-2025 Biennial Budget

- Transfer the Private Security Company and Secondhand Dealer License programs from the Police Department to the Licensing Program in collaboration with the Police Department
- Establish framework, resources and processes for proactive enforcement of short-term rental properties
- Meet application-to-issuance turnaround timeframes for programs housed in the Licensing Division
- Shepherd public right-of-way (ROW) programs through the City's Spark! process improvement methodology and implement improvements as identified through that process
- Create standard policies and procedures to accommodate internal and external customer needs, with a focus on diversity, equity, inclusion and accessibility
- Participate in the System Development Charge (SDC) Methodology update by providing input and recommendations as part of internal working group and develop, update and implement programs and policies based on methodology outcomes
- Engage in continuous improvement efforts within existing development services programs by updating internal tools, providing ongoing staff training, making enhancements within the permitting software, and improving collaboration and outreach efforts
- Expand Documents and Agreements Program by developing desired turnaround timeframes, solidifying processes around performance agreement enforcement, and collaborating with various departments on agreement needs

Major Accomplishments during the 2021-2023 Biennium

- Continued permit center functions and aided all City Hall functions during facility closure due to the COVID-19 pandemic
- Completed a third-party audit of short-term rentals which resulted in identification of unlicensed rentals and established procedures to perform annual compliance auditing
- With the assistance of an external consultant, completed a department-wide fee study to ensure that cost of service is captured accurately
- Completed two major updates to the permitting software to enhance functionality

- Reestablished department metrics and reporting as a result of the new permitting software
- Added Business Parklet Program to allow businesses to expand into the right-of-way
- Transitioned the Room Tax Registration program into the Licensing Division
- Established an Economic Development Division within the department

Significant Changes from the 2021-2023 Biennial Budget

- One (1) Business Systems Analyst II was transferred to the Office of Performance Management (OPM)
- One (1) new Applications Analyst in IT is being funded 50% by CEDD Administration to support the permitting software
- One (1) new Program Coordinator for the Home Energy Score program and Short-Term Rental compliance

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Building Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 13,980,313	$ 12,252,900	$ 12,455,170	$ 10,307,700	$ 10,307,700	$ 10,307,700
Licenses and permits	10,177,838	10,123,400	9,340,994	12,115,900	12,115,900	12,115,900
Intergovernmental revenues	12,305	-	-	-	-	-
Charges for services	3,630,572	3,652,500	5,842,865	5,872,500	5,872,500	5,872,500
Miscellaneous	368,513	208,100	379,240	282,200	282,200	282,200
TOTAL RESOURCES	$ 28,169,541	$ 26,236,900	$ 28,018,269	$ 28,578,300	$ 28,578,300	$ 28,578,300

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 10,188,253	$ 11,838,700	$ 11,256,450	$ 14,320,700	$ 14,320,700	$ 14,320,700
Materials & services	918,158	747,500	666,385	931,900	931,900	931,900
Total Community & Econ Dev. Program	11,106,411	12,586,200	11,922,835	15,252,600	15,252,600	15,252,600
Interfund Transfers	4,607,960	6,681,900	5,787,685	7,739,200	7,739,200	7,739,200
Contingency	-	6,968,800	-	5,586,500	5,586,500	5,586,500
TOTAL REQUIREMENTS	$ 15,714,371	$ 26,236,900	$ 17,710,520	$ 28,578,300	$ 28,578,300	$ 28,578,300

Authorized Full Time Equivalents	44.00	44.00
Allocated Full Time Equivalents	45.00	45.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Building Fund

Overview

The Building Program is comprised of the Building Safety and Electrical programs and serves as the clearinghouse for all construction permitting through a shared permitting software platform that includes coordination with Planning, Engineering, Utilities, Fire, State of Oregon Department of Environmental Quality, Deschutes County Environmental Health and Sanitation, and State of Oregon Department of Agriculture. The control measures are permit issuance and certificate of occupancy. Without clearance from all affected agencies, permits and occupancies are not issued. This provides a high level of accountability and quality control for regulating development services.

Goals & Objectives for the 2023-2025 Biennial Budget

- Enhance the Prescreen program for the Building Safety Division to catch application errors earlier in the permitting process resulting in faster review times
- Create "Subject to Field Inspection" permits to reduce staff review time
- Implement process improvements for more efficient minor commercial permit processing
- Enhance public outreach and communications related to the existing permitting process and new programs being implemented
- Implement process to allow for bulk uploading of application files which will reduce applicant upload time and allow for more efficient staff review of the application files

Major Accomplishments during the 2021-2023 Biennium

- With the assistance of an external consultant, completed a department-wide fee study to ensure that cost of service is captured accurately
- Implemented a new permitting software to move all activity online and allow for better reporting, document management and transparency into the permitting process
- Implemented a Cover Sheet for commercial projects to assist developers with submitting required documentation
- Implemented a Master/Reissue program to move similar projects through the permitting process quicker

Significant Changes from the 2021-2023 Biennial Budget

- The adopted budget includes a proposed 20% fee increase in each year of the biennium to move towards aligning fees with the cost-of-service delivery and to support plan review work that has become more complex with increased housing density and demands of redevelopment. Council adopted a 12% fee increase as part of the FY23-24 fee resolution. Current discussions are taking place with a group of stakeholders to phase in the increases over time and eliminate the increase of the Long Range Planning Surcharge
- Increasing usage of third-party plan review consultants

COMMUNITY & ECONOMIC DEVELOPMENT
Building Fund

FIVE YEAR VEHICLE PLAN

	2023-24	2024-25	2025-26	2026-27	2027-2028
Vehicles:					
Four (4) Vehicle replacements	$ -	$ -	$ -	$ -	$ 200,000
Total	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**

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Planning Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 4,891,304	$ 3,739,700	$ 3,802,821	$ 2,976,800	$ 2,976,800	$ 2,976,800
Licenses and permits	160,502	175,500	142,403	232,400	232,400	232,400
Intergovernmental revenues	28,563	-	11,813	30,000	30,000	30,000
Charges for services	5,644,330	5,846,800	6,941,842	9,202,400	9,202,400	9,202,400
Miscellaneous	121,198	82,100	121,376	89,200	89,200	89,200
Interfund transfers	-	305,000	215,786	-	400,000	400,000
TOTAL RESOURCES	$ 10,845,897	$ 10,149,100	$ 11,236,041	$ 12,530,800	$ 12,930,800	$ 12,930,800

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 4,345,307	$ 5,943,000	$ 5,017,061	$ 6,261,300	$ 6,661,300	$ 6,661,300
Materials & services	459,899	308,800	271,913	381,000	381,000	381,000
Total Community & Econ Dev. Program	4,805,206	6,251,800	5,288,974	6,642,300	7,042,300	7,042,300
Interfund Transfers	2,237,870	2,973,500	2,970,313	4,147,500	4,147,500	4,147,500
Contingency	-	923,800	-	1,741,000	1,741,000	1,741,000
TOTAL REQUIREMENTS	$ 7,043,076	$ 10,149,100	$ 8,259,287	$ 12,530,800	$ 12,930,800	$ 12,930,800

Authorized Full Time Equivalents	20.00	20.00
Allocated Full Time Equivalents	20.00	20.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Planning Fund

Overview

The Planning program establishes and maintains the land use framework within which businesses and residents conduct their daily activities. It is responsible for implementing state-mandated requirements for comprehensive planning and zoning, public facilities planning and development review. The program includes multiple sub-programs designated to accomplish this work: Development Review, Sign Code Permitting, Historic Preservation and Code administration. The Planning program ensures the City's compliance with the Oregon Revised Statutes, Oregon Administrative Rules, Oregon case law, Bend Comprehensive Plan, Public Facilities Plans, the Bend Development Code, Bend Code, Historic Preservation Code, and the Sign Code.

Planning provides a vital economic development role in the City by providing the land use permits necessary for commercial and residential construction and for land divisions. This program continually strives to streamline processes and minimize unnecessary regulations to reduce delay and eliminate uncertainty. As part of its work, the program also:

- Reviews all land development in the City
- Serves as the venue for public participation and due process in land development
- Maintains and updates the Bend Development Code, Historic Preservation Code, and Sign Code
- Oversees the Historic Preservation Program and Planning Commission
- Interacts with developers of potential small to large-scale projects to foster economic development opportunities and goals

Goals & Objectives for the 2023-2025 Biennial Budget

- Meet planning review targets set by application type
  - Type I applications: 30 days
  - Type II applications: 60 days
  - Type III applications: 75 days
  - Permanent sign applications: 14 days
- Complete annual Development Code updates to reflect state mandates, Council goals, and to achieve internal consistency among development regulations, including:
  - Tree Protection standards balancing housing affordability and natural resource preservation
  - Respond to Climate Friendly and Equitable Communities (CFEC) rules
- Provide ongoing educational resources/outreach about Development Code and process updates

Major Accomplishments during the 2021-2023 Biennium

- Implemented a new permitting software
- With the assistance of an external consultant, completed a department-wide fee study to ensure that cost of service is captured accurately

- Implemented Development Code updates to appropriately reflect state mandates and Council goals including:
  - HB 2001 implementation to allow duplex, tri-plex and quad-plexes in all residential zones
  - Senate Bill 458 implementation to expedite middle housing land divisions
  - Increased separation distance for whole-house short-term rentals from 250 feet to 500 feet
  - Eliminated minimum vehicle parking requirements related to the CFEC rules
- Updated the Development Code, Transportation System Plan Maps, and Comprehensive Plan Maps for internal consistency

Significant Changes from the 2021-2023 Biennial Budget

- The adopted budget includes a 30% fee increase each year of the biennium to move towards aligning fees with the cost of service delivery and to support Planning work that has become more complex with increased housing density and demands of redevelopment. Council adopted a 20% fee increase as part of the FY23-24 fee resolution. Current discussions are taking place with a group of stakeholders to phase in the increases over time and eliminate the increase of the Long Range Planning Surcharge
- During Budget Committee deliberations on May 23, 2023, $400,000 of additional General Fund support was added to the Approved budget to support City Council's Affordable Housing & Sustainable Development goal. The funding will contribute to city legislative work and code updates performed by Planning Staff

COMMUNITY & ECONOMIC DEVELOPMENT
Planning Fund

FIVE YEAR VEHICLE PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
Two (2) Vehicle replacements	$ -	$ -	$ -	$ -	$ 100,000
Total	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Private Development Engineering Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 2,400,378	$ 4,544,900	$ 4,594,640	$ 4,421,500	$ 4,421,500	$ 4,421,500
Licenses and permits	1,023,733	1,190,500	1,096,042	1,181,500	1,181,500	1,181,500
Charges for services	5,309,869	5,467,600	5,361,469	5,925,100	5,925,100	5,925,100
Miscellaneous	114,057	146,900	169,140	123,000	123,000	123,000
Interfund transfers	560,000	560,000	578,750	560,000	560,000	560,000
TOTAL RESOURCES	$ 9,408,037	$ 11,909,900	$ 11,800,041	$ 12,211,100	$ 12,211,100	$ 12,211,100

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 3,129,643	$ 4,743,700	$ 4,424,197	$ 5,723,400	$ 5,723,400	$ 5,723,400
Materials & services	240,743	221,800	172,377	215,500	215,500	215,500
Total Community & Econ Dev. Program	3,370,386	4,965,500	4,596,574	5,938,900	5,938,900	5,938,900
Interfund Transfers	1,443,011	2,790,400	2,781,928	2,916,900	2,916,900	2,916,900
Contingency	-	4,154,000	-	3,355,300	3,355,300	3,355,300
TOTAL REQUIREMENTS	$ 4,813,397	$ 11,909,900	$ 7,378,502	$ 12,211,100	$ 12,211,100	$ 12,211,100

Authorized Full Time Equivalents	19.00	19.00
Allocated Full Time Equivalents	18.70	18.70

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Private Development Engineering Fund

Overview

Private Development Engineering (PDE) staff are dedicated to ensuring that new development in the City of Bend meets the goals of the community while protecting the City's vital infrastructure. This requires collaboration between the Planning and Building Divisions, and the Transportation and Mobility, and Utility Departments. Staff work closely with engineering consulting firms, land developers, and private landowners, providing guidance through the City of Bend development processes, and to coordinate new development efforts with other local, state, and federal agencies.

PDE staff review all new development plans and plats for engineering accuracy and compliance with City of Bend standards and specifications. Staff reviews new development including all commercial and industrial sites, residential subdivisions, schools, and parks. PDE is generally responsible for elements of most types of building and planning permits as well as all Right of Way (ROW) permits within the Urban Growth Boundary (UGB).

Goals & Objectives for the 2023-2025 Biennial Budget

- Standardize submittal and review processes for Tier 3 – Infrastructure Permits
- Implement In-house Design program
- Work with the Transportation and Mobility Department and City staff to produce various design guidelines and standards for items like roundabout design, mini roundabout standards, and ROW cross sections standards
- Continuous review and improvements of the coordination efforts between the City and its jurisdictional partners including the Oregon Department of Transportation, Deschutes County, Avion Water, Roats Water and the local irrigation districts
- Continue to be flexible in response to code updates resulting from new state mandates, including but not limited to Climate Friendly and Equitable Communities

Major Accomplishments during the 2021-2023 Biennium

- With the assistance of an external consultant, completed a department-wide fee study to ensure that cost of service is captured accurately
- Worked with the Engineering and Infrastructure Planning Department (EIPD) to update Standards and Specifications
- Worked with the City Manager’s Office and City Attorney’s Office to update City code related to franchise utility agreements
- Attained full staffing levels
- Refined engineering workflow processes to leverage the new permitting software

Significant Changes from the 2021-2023 Biennial Budget

- Budget includes a 10% fee increase for the first year of the biennium and a 10% increase for the second year of the biennium to move towards aligning fees with the cost of service delivery and to support permit review work that has become more complex with housing density and demands of redevelopment

COMMUNITY & ECONOMIC DEVELOPMENT
Private Development Engineering Fund

FIVE YEAR VEHICLE PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
Two (2) Vehicle replacements	$ -	$ -	$ -	$ -	$ 100,000
Total	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

General Fund
Code Enforcement

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 1,029,320	$ 1,156,500	$ 1,156,552	$ 1,331,900	$ 1,331,900	$ 1,331,900
Materials & services	30,510	62,600	45,882	93,100	93,100	93,100
Capital outlay	48,667	27,000	19,940	-	-	-
Total Community & Econ Dev. Program	1,108,497	1,246,100	1,222,374	1,425,000	1,425,000	1,425,000
Interfund Transfers	224,469	341,400	341,662	438,600	438,600	438,600
TOTAL REQUIREMENTS	$ 1,332,966	$ 1,587,500	$ 1,564,036	$ 1,863,600	$ 1,863,600	$ 1,863,600

Authorized Full Time Equivalents	5.00	5.00
Allocated Full Time Equivalents	4.00	4.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Code Enforcement

Overview

The City of Bend's Code Enforcement Division protects the health and safety of the City's residents and visitors and community livability by ensuring compliance with Bend's land-use, environmental and building codes. The City ensures code compliance by emphasizing voluntary compliance and by penalizing code violators who do not comply.

The division ensures compliance with the Bend Municipal Code, Bend Development Code and State of Oregon Specialty Codes. Code Enforcement staff provides the following customer services: inspections, enforcement actions, and in-person customer relations. In order to provide a professional level of service, staff maintain proper certifications including required continuing education credits.

Goals & Objectives for the 2023-2025 Biennial Budget

- Verify 95% of complaints submitted through the City's online permit center within two (2) business days of receipt
- Ensure that 95% of past due items are less than 30 days past due
- Maintain a minimum of 35% proactive enforcement cases
- Strive for 90% or higher voluntary enforcement case compliance
- Inspect 300 tax lots per assigned area for wildfire hazard each year
- Increase proactive nuisance complaint enforcement

Major Accomplishments during the 2021-2023 Biennium

- Implemented a new permitting software
- Inspected over 2,100 tax lots for wildfire hazards
- Assisted with development and implementation of houselessness policies
- 99.5% voluntary compliance rate

General Fund
Growth Management

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 1,346,094	$ 965,500	$ 870,659	$ 1,069,700	$ 1,069,700	$ 1,069,700
Materials & services	588,111	1,123,200	405,672	818,200	818,200	818,200
Total Community & Econ Dev. Program	1,934,205	2,088,700	1,276,331	1,887,900	1,887,900	1,887,900
Interfund Transfers	785,004	956,400	955,975	767,800	767,800	767,800
TOTAL REQUIREMENTS	$ 2,719,209	$ 3,045,100	$ 2,232,306	$ 2,655,700	$ 2,655,700	$ 2,655,700

Authorized Full Time Equivalents	6.00	6.00
Allocated Full Time Equivalents	3.25	3.25

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Growth Management

Overview

Growth Management is a division of the Community and Economic Development Department (CEDD). The Growth Management Division (GMD) focuses on city-wide or sub-city plans spanning land use, public facilities, and transportation planning. The specific focus of the division's work is directed by City Council priorities, but GMD will continue evolving into a long-range planning program around the subject areas of outreach and growth monitoring. GMD also plays a key support role for other departments in their major projects and programs.

GMD is responsible for the following:

- Creating and implementing long-range land use and infrastructure plans per state law and City Council goals
- Incorporating the community's increasing desire for forward looking plans, community involvement, and bringing innovative ideas and trends into the City's policies and practices
- Influencing new legislation and statewide rules to achieve City Council objectives
- Implementing new statewide planning laws and rules such as Climate Friendly and Equitable Communities (CFEC) rules

Statewide planning laws now require Bend to update long-range housing plans on an ongoing cycle. The new CFEC rules and housing-related legislation and rules will be met through outward-facing community planning projects in this biennium. The projects will align meeting state requirements and multiple City Council goals. GMD will involve people who have been historically underserved, as well as key agencies, groups, and interested parties. While most of GMD's staff time is spent achieving Council goals, they also support many other departments including CEDD, Engineering and Infrastructure Planning, Transportation and Mobility, and the City Manager's Office.

GMD is funded by the General Fund, the long-range planning surcharge fee and the Transportation Construction Fund. Staff are assigned projects based on Council Goals, and their funding depends on what type of projects they support. Projects and programs related to housing and employment needs and capacity, and the analysis of changes to land use patterns in the current Urban Growth Boundary (UGB) are funded by the General Fund and the long-range planning surcharge fee. Transportation work, including the transportation system planning embedded in the CFEC rules and support for other transportation-related projects and initiatives are funded out of the Transportation Construction Fund.

Goals & Objectives for the 2023-2025 Biennial Budget

- Begin working on the projects described in the CFEC work plan that optimize the foundational land use and infrastructure plan needed to accommodate Bend's growth
- Complete Housing Needs Analysis and Economic Opportunities Analysis
- Address greenhouse gas reductions associated with CFEC rules
- Evaluate efficient use of land within the UGB

- Evaluate integrating an Urban Reserve program in coordination with Deschutes County
- Align infrastructure plans with new land use patterns
- Bring Stevens Road Tract into the UGB
- Support other Council goals and projects including public facility and airport planning, the Council's legislative agenda, state rulemaking, aligning the Metropolitan Planning Organization and City objectives, and assist with projects related to climate, fire resilience, equity and outreach

Major Accomplishments during the 2021-2023 Biennium

- Completed and adopted the Stevens Road Tract Concept Plan
- Completed the technical component of the Housing Capacity Analysis
- Developed the City's CFEC work plan and submitted it to the Department of Land Conservation and Development for review
- Started the Climate Friendly Area study with its associated public engagement plan
- Continued to provide support for the airport, sewer collection system's master plan, Council's legislative agenda, and large development proposals

Significant Changes from the 2021-2023 Biennial Budget

- $1.5 million is included in the city-wide budget for funding the CFEC work plan addressing future housing and employment land needs (including efficiency measures and potential UGB expansion), land use and infrastructure modeling, public engagement, urbanization, and public infrastructure planning. Half of the budget ($750k) is included in the General Fund's Growth Management budget. The other $750k of costs related to the transportation system plan requirements, modeling and community engagement are included in the Transportation Construction Fund budget presented in the Infrastructure service area of the budget document.
- The budget includes an increase in the Long Range Planning surcharge, which is charged as a percentage of building, planning and private development engineering fees and is recorded in the General Fund, from 4% of permit fees to 10%. However, there will be no change to the Long Range Planning surcharge at this time.

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Community Development Block Grant (CDBG) Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 146,709	$ 200,000	$ 17,952	$ -	$ -	$ 250,000
Intergovernmental revenues	1,851,435	2,107,000	1,873,352	1,212,200	1,212,200	1,212,200
Miscellaneous	602,013	568,400	726,645	500,400	500,400	500,400
General Fund Loan	17,000	200,000	190,000	200,000	200,000	200,000
Interfund transfers	348,000	331,000	224,800	157,400	157,400	157,400
TOTAL RESOURCES	$ 2,965,157	$ 3,406,400	$ 3,032,749	$ 2,070,000	$ 2,070,000	$ 2,320,000

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 458,737	$ 559,200	$ 352,466	$ 316,300	$ 316,300	$ 316,300
Materials & services	2,333,968	2,417,200	2,432,104	1,437,200	1,437,200	1,437,200
Capital outlay	36,200	-	-	-	-	-
Total Community & Econ Dev. Program	2,828,905	2,976,400	2,784,551	1,753,500	1,753,500	1,753,500
Interfund Transfers	118,300	141,200	141,200	111,800	111,800	111,800
Debt Service	-	200,000	107,000	200,000	200,000	450,000
Contingency	-	-	-	4,700	4,700	4,700
Reserves	-	88,800	-	-	-	-
TOTAL REQUIREMENTS	$ 2,947,205	$ 3,406,400	$ 3,032,751	$ 2,070,000	$ 2,070,000	$ 2,320,000

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	1.50	1.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Community Development Block Grant (CDBG) Fund

Overview

Signed into law by President Ford in August 1974, Title I of the Housing and Community Development Act created a federal block grant funding program. The Community Development Block Grant (CDBG) fund has been continually reauthorized by Congress since it started on January 1, 1975.

The CDBG program's stated purpose is: *"The development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income."*

CDBG is funded by the U.S. Department of Housing and Urban Development (HUD). The CDBG Fund provides, on an annual basis, an allocation of funds to local governments for a wide-range of eligible housing and community development activities. The City of Bend is an "entitlement city" which means it automatically receives the federal money based on a formula that takes into consideration the community needs, including the extent of poverty, population, housing overcrowding, age of housing and population growth lag in relationship to other metropolitan areas. The total funds available to the City of Bend vary each year.

Goals and Objectives for the 2023-2025 Biennial Budget

- Prepare the required 2023 Equity Plan
- Target outreach towards low- and moderate-income households with persons that identify as BIPOC, disabled, and/or homeless, after confirming best practice from organizations that support these populations
- Complete the required 2022-23 and 2023-24 Consolidated Annual Performance and Evaluation Report and submit to HUD
- Provide support to the 2023-24 and 2024-25 CDBG award recipients with technical assistance, capacity building and funding (when available)
- Staff and support Affordable Housing Advisory Committee meetings
- Draft the required 2023-24 and 2024-25 Annual Action Plan and submit to HUD
- Complete the goals of the 2023-2027 Consolidated Plan

Major Accomplishments during the 2021-2023 Biennium

- CDBG funding served over 4,000 low- and moderate-income community members
- An affordable housing developer completed 47 apartment dwellings for low- and moderate-income elderly community members on a property acquired with CDBG funding
- CDBG funding provided 9 low- and moderate-income households with down payment assistance to purchase a home in a land trust
- Completed the required 2020-21 and 2021-22 Consolidated Annual Performance and Evaluation Report and submitted to HUD

- Provided support to the 2021-22 and 2022-23 CDBG award recipients with technical assistance, capacity building and funding
- Staffed and supported Affordable Housing Advisory Committee meetings
- Hired and trained three additional staff that support all programs within the Housing Department
- Completed the goals of the 2019-2021 Consolidated Plan
- Drafted the required 2023-2027 Consolidated Plan

Significant Changes from the 2021-2023 Biennial Budget

- The City will not have the additional federal relief dollars that were available in the last biennium.
- A portion of Community Development Block Grant (CDBG) activities are supported by grants which can only be requested on a reimbursement basis, i.e. after the expenditures are paid. The adopted budget includes additional Beginning Working Capital and an increase to Debt Service appropriations by $250,000 to repay the year-end operating loan from the General Fund to the CDBG Fund of up to $350,000. This provides interim financing before grant funds are received. The $350,000 loan will be repaid in July 2023

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Affordable Housing

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 3,214,844	$ 4,401,500	$ 4,980,029	$ 738,400	$ 738,400	$ 738,400
Intergovernmental revenues	2,500,043	-	-	-	-	-
Charges for services	2,499,079	2,400,000	2,545,769	2,499,600	2,499,600	2,499,600
Miscellaneous	676,412	385,200	457,027	140,000	140,000	140,000
Interfund transfers	-	1,099,400	862,002	941,400	1,041,400	1,041,400
TOTAL RESOURCES	$ 8,890,378	$ 8,286,100	$ 8,844,827	$ 4,319,400	$ 4,419,400	$ 4,419,400

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 285,566	$ 726,300	$ 846,391	$ 1,652,000	$ 1,652,000	$ 1,652,000
Materials & services	3,006,383	4,220,800	4,098,599	1,693,600	1,693,600	1,693,600
Total Community & Econ Dev. Program	3,291,949	4,947,100	4,944,990	3,345,600	3,345,600	3,345,600
Interfund Transfers	618,400	3,267,600	3,161,400	758,800	858,800	858,800
Contingency	-	71,400	-	215,000	215,000	215,000
TOTAL REQUIREMENTS	$ 3,910,349	$ 8,286,100	$ 8,106,390	$ 4,319,400	$ 4,419,400	$ 4,419,400

Authorized Full Time Equivalents	7.00	8.00
Allocated Full Time Equivalents	3.45	4.94

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Affordable Housing Fund

Overview

The City Council approved an ordinance in June 2006, that made the City of Bend the first city in the State of Oregon to implement a fee on new development to aid in the funding of Affordable Housing. This program is funded by a fee of 1/3 of 1% of the total building permit valuation for all building permits issued by the City.

The objective of this program as stated in the ordinance is: *"All funding from this source must be targeted for housing opportunities for residents at or below 100% of median income."*

Goals for the 2023-2025 Biennial Budget

- In connection with Council's strategy to "pursue policy actions to increase the supply of housing as a platform for equity", create units of rent and price restricted housing that's accessible and affordable to all
- Strengthen surplus land program by focusing on opportunity areas and partnerships with all publicly owned landowners, and rezone prime land with covenants to better utilize available land for affordable housing
- Work with the State to increase housing resources to Bend
- Continue to use the Affordable Housing Fund to leverage affordable housing development capital to generate economic development in Bend through construction of affordable housing
- Focus on lowest affordability levels while providing opportunity for mixed income development of all housing types
- Explore revenue and code/policy options to increase affordable and middle-income housing

Major Accomplishments during the 2021-2023 Biennium

- Funded, permitted, or completed over 800 Affordable Housing units during the 2021-2023 biennium
- Hired additional staff to provide greater service to the community

Significant Changes from the 2021-2023 Biennial Budget

- One (1) new Compliance Coordinator to support ongoing reporting requirements related to the distribution of Affordable Housing funds via loans and grants
- There was a greater allocation of annual funding during the 2021-2023 biennium that was devoted to program staff to meet Council goals and the escalating needs of the community
- During Budget Committee deliberations on May 23, 2023, $100,000 of General Fund support was added to the Approved budget to offset administrative costs in support of City Council's Affordable Housing & Sustainable Development goal

Commercial and Industrial Construction Tax Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ 120,000	$ -	$ 70,500	$ 70,500	$ 70,500
Miscellaneous	-	4,800	1,859	2,000	2,000	2,000
Interfund transfers	-	1,100,000	332,748	1,180,000	1,180,000	1,180,000
TOTAL RESOURCES	$ -	$ 1,224,800	$ 334,607	$ 1,252,500	$ 1,252,500	$ 1,252,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ -	$ 298,800	$ 34,854	$ 20,700	$ 20,700	$ 20,700
Materials & services	-	833,000	186,300	1,135,900	1,135,900	1,135,900
Total Community & Econ Dev. Program	-	1,131,800	221,154	1,156,600	1,156,600	1,156,600
Interfund Transfers	-	43,000	43,000	25,400	25,400	25,400
Contingency	-	50,000	-	70,500	70,500	70,500
TOTAL REQUIREMENTS	$ -	$ 1,224,800	$ 264,154	$ 1,252,500	$ 1,252,500	$ 1,252,500

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.05	0.06

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Commercial & Industrial Construction Tax Fund

Overview

The City Council approved an ordinance in December 2020 that established a Commercial and Industrial Construction Tax (CICT). This program is funded by an additional fee of 1/3 of 1% of the total building permit valuation on improvements for commercial and industrial building permits issued by the City. This fee is not assessed on any form of residential construction and has numerous exceptions to the types of projects upon which the fee is assessed. Under State law, these funds are collected in the General Fund then transferred to the CICT Fund to manage revenue and expenses. The City may retain an amount not to exceed four percent (4%) as an administrative fee to recoup the expenses of complying with state requirements. After deducting the administrative fee, the City shall use fifty percent (50%) of the remaining revenues received to fund programs related to housing. Council has prioritized all CICT funds for housing and services benefitting people making no more than 30% AMI.

Goals for the 2023-2025 Biennial Budget

- Collect revenue to support creation of additional units and expansion of existing services for the unstably housed, homeless, and formerly homeless population
- Support creation and expansion of shelter and transitional housing, as well as related services
- Support Permanent Supportive Housing, as well as Housing First initiatives which allow individuals to have access to housing without requiring participation in social services
- Support capacity building activities for community partners to end homelessness and housing insecurity
- Support wealth building activities for people in low-income brackets through investments in supportive services

Major Accomplishments during the 2021-2023 Biennium

- First award of CICT funding since program creation

Significant Changes from the 2021-2023 Biennial Budget

- Revenue estimates for 2021-2023 were not realized due to exemptions not being factored into the original revenue analysis. A combination of changing development patterns due to COVID-19 and differing definitions of “commercial permits” led to less revenue than expected
- The budget includes an increase from 1/3 of 1% to 1.2% of the total building permit valuation on improvements for commercial and industrial building permits issued by the City. Current discussions are taking place with a group of stakeholders to phase in the increases over time

Houseless Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ 3,505,200	$ 3,505,200	$ 3,505,200
Intergovernmental revenues	-	1,739,300	3,937,800	4,170,000	4,170,000	4,170,000
Interfund transfers	-	5,437,100	5,712,400	3,831,100	4,831,100	4,831,100
TOTAL RESOURCES	$ -	$ 7,176,400	$ 9,650,200	$ 11,506,300	$ 12,506,300	$ 12,506,300

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ -	$ 197,000	$ 169,400	$ 665,000	$ 665,000	$ 665,000
Materials & services	-	4,478,000	3,474,200	6,902,400	6,902,400	6,902,400
Total Community & Econ Dev. Program	-	4,675,000	3,643,600	7,567,400	7,567,400	7,567,400
Interfund Transfers	-	2,501,400	2,501,400	3,937,500	4,937,500	4,937,500
Contingency	-	-	-	1,400	1,400	1,400
TOTAL REQUIREMENTS	$ -	$ 7,176,400	$ 6,145,000	$ 11,506,300	$ 12,506,300	$ 12,506,300

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	2.00	2.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

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General Fund
Houseless Services

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Materials & services	-	1,375,000	374,166	-	-	-
Capital outlay	-	-	-	-	-	-
Total Community & Econ Dev. Program	-	1,375,000	374,166	-	-	-
Interfund Transfers	-	1,244,900	1,244,900	-	-	-
TOTAL REQUIREMENTS	$ -	$ 2,619,900	$ 1,619,066	$ -	$ -	$ -

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Houseless Fund

Overview

The Houseless program accounts for all revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum.

The program is predominantly grant funded.

Goals for the 2023-2025 Biennial Budget

- Create stable funding for operations of the three (3) facilities through state level engagement and local collaboration
- Deliver, in partnership, on the shelter contracts with NeighborImpact, Shepherd's House, Central Oregon Villages and others, to operate the facilities and sites in alignment with recognized best practices
- Build program staffing to necessary levels commensurate with Council goals
- Complete Bend's first Permanent Supportive Housing development and service provision
- Support the Coordinated Houseless Response Office to build capacity of providers

Major Accomplishments during the 2021-2023 Biennium

- Acquisition and opening of 3 facilities to support Bend's homeless community
- Completed remodel of Stepping Stone Shelter
- Development, opening, and operation of the Lighthouse Navigation Center
- Development of a site for Temporary Outdoor Shelter
- Creation of a shelter program within the Housing Department
- Creation or maintenance of 414 shelter beds towards Council's 500 bed goal

Significant Changes from the 2021-2023 Biennial Budget

- During the development of the 2021-23 biennial budget, revenue and expenditures related to houseless operations were budgeted within the City's General Fund. In Spring 2023, the City created the Houseless Fund, a separate special revenue fund which will include the revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum. Starting with 2022-23, houseless activities are recorded in the new Houseless Fund and any beginning working capital and general fund subsidy were transferred to the Houseless Fund
- There are no additional relief funds after ARPA is expended
- During Budget Committee deliberations on May 23, 2023, $1,000,000 of General Fund support was added to the Approved budget to supplement restrictive funding and offset administrative costs in support of City Council's Affordable Housing & Sustainable Development goal

Business Advocacy Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 128,890	$ 86,000	$ 123,297	$ 179,400	$ 179,400	$ 179,400
Licenses and permits	618,635	676,200	649,200	1,042,000	1,042,000	1,042,000
Intergovernmental revenues	77,629	-	-	-	-	-
Miscellaneous	2,784	3,100	3,928	2,800	2,800	2,800
Interfund transfers	-	350,000	250,000	100,000	100,000	100,000
General fund subsidy	120,000	125,600	125,600	177,000	177,000	177,000
TOTAL RESOURCES	$ 947,938	$ 1,240,900	$ 1,152,025	$ 1,501,200	$ 1,501,200	$ 1,501,200

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 369,478	$ 433,500	$ 299,492	$ 332,300	$ 332,300	$ 332,300
Materials & services	315,971	671,600	557,447	496,300	496,300	496,300
Total Community & Econ Dev. Program	685,449	1,105,100	856,939	828,600	828,600	828,600
Interfund Transfers	139,192	115,700	115,614	454,100	454,100	454,100
Contingency	-	20,100	-	218,500	218,500	218,500
TOTAL REQUIREMENTS	$ 824,641	$ 1,240,900	$ 972,553	$ 1,501,200	$ 1,501,200	$ 1,501,200

Authorized Full Time Equivalents	1.00	1.00
Allocated Full Time Equivalents	1.00	1.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Business Advocacy Fund

Overview

The mission of the Business Advocacy Program is to advocate for business needs to all of the City's departments. The City's Business Advocate is tasked with providing the business community with regular communication, a single point of contact for questions or concerns, an avenue for feedback on city policies and processes, and to staff the Bend Economic Development Advisory Board (BEDAB) which provides oversight of the tourism promotion contract, the regional economic development contract, and policy input and recommendation to the Bend City Council.

The primary source of funding for this program is the Business Registration Fee. In addition, General Fund dollars are allocated annually in support of regional economic development efforts provided through the City's contract with Economic Development for Central Oregon (EDCO).

Goals & Objectives for the 2023-2025 Biennial Budget

- Complete and present a BEDAB-approved Economic Development Strategy to the Bend City Council
- Participate in the development and review of an Economic Opportunities Analysis
- Work with economic development partners to identify opportunities to share relevant Business Registration data, explore options to allow registrants to opt into communications from partners
- Communicate development and permit turnaround metrics to Business Registrants on a quarterly basis and ensure that up to date information is available on the City's Business page
- Explore options for an expedited or preferred permit submittal process
- Adopt a fee on companies participating in the Bend Enterprise Zone to offset growing local costs related to the EDCO contract
- Participate in the development of a Juniper Ridge land sale request for proposal process and identify priorities for successful respondents that support the approved economic development strategy

Major Accomplishments during the 2021-2023 Biennium

- Developed the 2022-24 BEDAB Strategic Plan, which was approved by BEDAB and accepted by the Bend City Council. The approved plan directed staff work related to the development of an Economic Development Strategy and other components of the 2023-25 Business Advocacy Program goals
- Participated in the development of an approved Regional Recovery Plan framework focused on responding to future economic crises in light of the COVID-19 pandemic
- Built upon City efforts around childcare from prior years, renewing a waiver of transportation system development charges for new or expanded childcare and allocating American Rescue Plan Act (ARPA) funds to home-based childcare and childcare workforce development efforts
- Partnered with the Bend Chamber of Commerce and City Urban Renewal staff to fund an outreach effort focused on underrepresented businesses located within the Core Urban Renewal Area

Significant Changes from the 2021-2023 Biennial Budget

- Adopted $35.00 increase to business registration fees to support program staff and new programs

Tourism Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 332,667	$ 1,432,900	$ 1,432,917	$ 244,400	$ 244,400	$ 244,400
Room tax	6,250,560	10,258,800	9,766,469	10,693,400	10,693,400	10,693,400
Miscellaneous	3,108	2,000	8,057	8,300	8,300	8,300
TOTAL RESOURCES	$ 6,586,335	$ 11,693,700	$ 11,207,443	$ 10,946,100	$ 10,946,100	$ 10,946,100

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Materials & services	5,029,551	11,482,600	10,751,957	10,722,300	10,722,300	10,722,300
Total Community & Econ Dev. Program	5,029,551	11,482,600	10,751,957	10,722,300	10,722,300	10,722,300
Interfund Transfers	123,867	211,100	211,100	223,800	223,800	223,800
TOTAL REQUIREMENTS	$ 5,153,418	$ 11,693,700	$ 10,963,057	$ 10,946,100	$ 10,946,100	$ 10,946,100

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Tourism Fund

Overview

The Tourism Fund accounts for the collection and use of the portion of room taxes that are dedicated to the promotion of tourism and development of tourism related facilities as required by Oregon Revised Statutes. The City contracts with Visit Bend for the ongoing efforts to promote tourism and manage grants related to the development of tourism related facilities and cultural tourism initiatives.

The City's current room tax rate is 10.4%; 35.4% of total collections are allocated to Visit Bend in line with state statute, the remaining collections go toward the City's General Fund or directly to public safety services.

All overnight lodging operators are required to levy the applicable tax rate on room revenues and remit the proceeds to the City on a monthly or quarterly basis; a rebate of 5% of the taxes is allowed to be retained by lodging providers for the administration of the tax.

Goals & Objectives for the 2023-2025 Biennial Budget

- Promote tourism to increase the number of overnight stays and/or gross room taxes collected in the City of Bend to fund Police, Fire, Streets and other general city services
- Continue to allocate funds for the development of new or improved tourism related facilities in and around Bend
- Deploy $2.36 million in tourism funds held-back related to a 2017 legal challenge. Direction from the Bend City Council indicates a preference for tourism related facility projects in the Downtown Bend Economic Improvement District, notably along the Brooks Promenade corridor

Major Accomplishments during the 2021-2023 Biennium

- Developed a more modern scope of work in alignment with an ordinance to include tourism related facilities as an allowable use for the Tourism Fund
- Completed issuance of an updated request for proposal for a new five-year Tourism Fund contract
- Began allocating funds toward tourism related facility development via a competitive grant process
- In it's first year, Visit Bend's Sustainability Fund allocated $840,000 to eight projects in and around Bend

Significant Changes from the 2021-2023 Biennium

- The 2023-25 biennial budget reflects a return to allocating 35.4% of total room tax collections to Visit Bend for approved tourism related uses following the conclusion of a legal challenge dating back to 2017

Economic Improvement District (EID) Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ -	$ -	$ -
Miscellaneous	253,307	572,800	515,773	548,200	548,200	548,200
Interfund transfers	11,554	8,000	7,951	8,500	8,500	8,500
TOTAL RESOURCES	$ 264,861	$ 580,800	$ 523,724	$ 556,700	$ 556,700	$ 556,700

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Materials & services	251,653	551,400	507,993	540,100	540,100	540,100
Total Community & Econ Dev. Program	251,653	551,400	507,993	540,100	540,100	540,100
Interfund Transfers	13,207	29,400	15,731	16,600	16,600	16,600
TOTAL REQUIREMENTS	$ 264,860	$ 580,800	$ 523,724	$ 556,700	$ 556,700	$ 556,700

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Economic Improvement District (EID) Fund

Overview

The Economic Improvement District (EID) was created by the City Council at the request of Downtown property owners to provide a funding program for maintenance by the Downtown Bend Business Association (DBBA). The District was initially formed in 2007 and has been renewed five (5) times. The proposed 2021-24 renewal was adopted May 19, 2021.

The City mails assessments to property owners and collects the revenues. The City Council entered into a contract for services with the DBBA for the implementation of the EID's work plan. A 3% administration fee is maintained to assure that the City recovers administrative costs associated with oversight obligations for the program.

Goals & Objectives for the 2023-2025 Biennial Budget

- Provide a funding program for the maintenance of downtown beautification efforts by the DBBA, as well as funding for marketing, promotions, event sponsorship/coordination, and advertising for the district
- City to continue to provide oversight for the collection and distribution of assessments
- Review current EID boundary with the DBBA and downtown stakeholders, prepare for a potential EID renewal to occur in the first six months of calendar year 2025

Major Accomplishments during the 2021-2023 Biennium

- Renewed the EID for three more years with annual fee increases

Significant Changes from the 2021-2023 Biennium

- Increased assessment amount by $.01 each year of the upcoming biennium

General Fund
Juniper Ridge City Owned Land

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Materials & services	101,508	423,000	139,094	115,500	115,500	115,500
Capital outlay	20,415	200,000	176,900	-	-	-
Total Community & Econ Dev. Program	121,923	623,000	315,994	115,500	115,500	115,500
Interfund Transfers	55,730	385,700	145,200	446,000	446,000	446,000
TOTAL REQUIREMENTS	$ 177,653	$ 1,008,700	$ 461,194	$ 561,500	$ 561,500	$ 561,500

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
Juniper Ridge City Owned Land

Overview

Juniper Ridge consists of 1,500 acres of city-owned vacant land located at the north edge of the City of Bend, east of Highway 97 and north of Cooley Road. Approximately 509 acres are within the City's Urban Growth Boundary, City limits, and the Juniper Ridge Urban Renewal Area (URA).

The Juniper Ridge City Owned Land program was established in late FY 2020-21 to account for the operating costs to manage the entire 1,500 acres of city-owned land in Juniper Ridge, as well as fund activities related to future development of the approximately 509 acres within the URA. The Juniper Ridge City Owned Land program is funded by land sale revenue from property sold within the Juniper Ridge URA.

Goals & Objectives for the 2023-2025 Biennial Budget

- Leverage city-owned land at Juniper Ridge to increase opportunities for industrial development and housing
- Reestablish Juniper Ridge Owner's Association and appoint Association Board of Directors
- Amend Juniper Ridge Design Guidelines per Juniper Ridge Work Plan
- Amend Covenants, Conditions and Restrictions (CC&R) applicable area per Juniper Ridge Work Plan
- Revise Juniper Ridge Special Planned Area Development Code to reflect revised land sale and development strategy outlined in Juniper Ridge Work Plan
- Complete large "tract" lot platting for future sale of City-owned land
- Surplus City-owned land and sell large "tract" lots through a competitive bidding process

Major Accomplishments during the 2021-2023 Biennium

- Implemented additional security measures to improve safety for members of the houseless community currently living on the property as well as the neighboring property owners
- Reduced wildfire risks by implementing fuel reduction efforts: fuel breaks and removal of abandoned debris and vehicles
- Sold and closed on all platted lots within the Juniper Ridge Employment Subdistrict (Lots 2, 6, 7, 8, 10 and 11)
- Initiated large "tract" lot platting for future sale of City-owned land

Significant Changes from the 2021-2023 Biennial Budget

- Included $50k in each year of the biennium related to permit costs to subdivide city-owned land at Juniper Ridge
- The reserves associated with the net sales of city owned land in Juniper Ridge totals are $14.3 million at the end of the 2023-25 biennium and are presented under the City's "General Fund Service Area".

Bend Urban Renewal Agency (BURA) General Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 459,028	$ -	$ -	$ -	$ -	$ -
Charges for services	54,124	-	-	-	-	-
Miscellaneous	2,525	-	-	-	-	-
TOTAL RESOURCES	$ 515,677	$ -	$ -	$ -	$ -	$ -

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 173,335	$ -	$ -	$ -	$ -	$ -
Materials & services	342,342	-	-	-	-	-
Total Community & Econ Dev. Program	515,677	-	-	-	-	-
TOTAL REQUIREMENTS	$ 515,677	$ -	$ -	$ -	$ -	$ -

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
BEND URBAN RENEWAL AGENCY (BURA)
BURA General Fund

Overview

The purpose of urban renewal is to address conditions of blight, as defined in ORS 457.460.

The Bend Urban Renewal Agency (BURA) was first established in 1984 to address redevelopment of an area in downtown Bend known as the Central Bend Development Program Area (or Downtown Plan Area). The policies of BURA are established by a seven member board, the Bend Urban Renewal Agency Board, consisting of members of the Bend City Council. BURA uses tax increment financing in approved Urban Renewal Areas to finance its improvement projects.

The Bend Urban Renewal Agency (BURA) General Fund was used to account for the general planning, financial and engineering consulting and staff services within BURA not accounted for in the BURA debt service or construction funds.

The Fund was dissolved as of June 30, 2021 as the Core Area feasibility study has been completed and all available revenues and reserves have been depleted. The Juniper Ridge Construction Fund serves as the “general fund” for annual audit and financial reporting purposes.

Bend Urban Renewal Agency (BURA) Juniper Ridge Construction Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital*	$ 1,322,752	$ -	$ -	$ -	$ -	$ -
Intergovernmental revenues	1,894	-	-	-	-	-
Miscellaneous	31,524	-	1,357	-	-	-
Debt proceeds	-	3,627,000	3,315,000	397,800	397,800	397,800
Short-term loan proceeds from City GF	668,315	626,800	271,719	4,468,100	4,468,100	4,468,100
TOTAL RESOURCES	$ 2,024,485	$ 4,253,800	$ 3,588,076	$ 4,865,900	$ 4,865,900	$ 4,865,900

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 243,986	$ 253,500	$ 28,284	$ 147,200	$ 147,200	$ 147,200
Materials & services	1,780,498	221,300	81,614	4,027,500	4,027,500	4,027,500
Capital outlay	-	3,575,000	3,250,000	390,000	390,000	390,000
Total Community & Econ Dev. Program	2,024,484	4,049,800	3,359,898	4,564,700	4,564,700	4,564,700
Interfund Transfers	-	204,000	228,176	301,200	301,200	301,200
TOTAL REQUIREMENTS	$ 2,024,484	$ 4,253,800	$ 3,588,074	$ 4,865,900	$ 4,865,900	$ 4,865,900

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.40	0.40

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

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Bend Urban Renewal Agency (BURA) Juniper Ridge Debt Service Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 2,937,097	$ 3,616,800	$ 3,747,248	$ 5,454,100	$ 5,454,100	$ 5,454,100
Property taxes	2,706,762	2,907,000	3,156,122	3,455,400	3,455,400	3,455,400
Miscellaneous	109,211	109,500	151,973	119,700	119,700	119,700
Debt proceeds	1,751,000	-	-	-	-	-
TOTAL RESOURCES	$ 7,504,070	$ 6,633,300	$ 7,055,343	$ 9,029,200	$ 9,029,200	$ 9,029,200

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Materials & services	5,322	-	-	-	-	-
Total Community & Econ Dev. Program	5,322	-	-	-	-	-
Debt Service	3,751,500	2,187,800	1,601,202	5,754,900	5,754,900	5,754,900
Reserves Debt Service	-	4,445,500	-	3,274,300	3,274,300	3,274,300
TOTAL REQUIREMENTS	$ 3,756,822	$ 6,633,300	$ 1,601,202	$ 9,029,200	$ 9,029,200	$ 9,029,200

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
BEND URBAN RENEWAL AGENCY (BURA)
Juniper Ridge Urban Renewal Area

Overview

The Juniper Ridge Urban Renewal Area (URA) was adopted in 2005 and amended in 2019 as a supporting finance mechanism to address blight (as defined by ORS 457) and aid in the future commercial and industrial development of the area. The amended area represents 721.95 acres in the north area of the City of Bend. The URA includes approximately 509 acres east of Highway 97 and north of Cooley Rd, known as "Juniper Ridge," a primarily vacant land area owned by the City of Bend and zoned for commercial and industrial use. The maximum indebtedness of the Juniper Ridge URA is $41,250,000. A boundary map of the Juniper Ridge Urban Renewal Area can be found at bendoregon.gov/urbanrenewal.

The BURA Juniper Ridge Construction Fund accounts for capital improvements to the Juniper Ridge Urban Renewal Area (URA) and is also the operating fund for all activities of BURA as it relates to the Juniper Ridge URA. The BURA Juniper Ridge Debt Service Fund accounts for debt service on urban renewal debt issued. Property taxes levied on the new growth or incremental assessed value within the Juniper Ridge URA are collected and used to pay debt service on the urban renewal debt.

Goals & Objectives for the 2023-2025 Biennial Budget

- Complete construction of Phase I of the Cooley Road / Talus Road Improvements project
- Provide funding for improvements related to the Oregon Department of Transportation (ODOT) US97 North Corridor project
- Support employment based commercial and industrial development

Major Accomplishments during the 2021-2023 Biennium

- Began construction of Phase I of the Cooley Road / Talus Road Improvements project

Significant Changes from the 2021-2023 Biennial Budget

- Urban Renewal activity is moving under the purview of the Real Estate Department
- Provide $2 million in funding to ODOT for the US97 North Corridor project
- Provide $2 million in funding for commercial and industrial business development

BURA Juniper Ridge Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1BCTL Cooley Rd. / Talus Rd. Improvements	1	$ 390,000	$ -	$ -	$ -	$ -	$ 390,000
Total		**$ 390,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 390,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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Bend Urban Renewal Agency (BURA) Murphy Crossing Construction Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 6,792	$ -	$ -	$ -	$ -	$ -
Miscellaneous	(289)	-	-	-	-	-
Debt proceeds	752,300	-	-	-	-	-
Short-term loan proceeds from City GF	20,465	549,300	318,633	268,500	268,500	268,500
TOTAL RESOURCES	$ 779,268	$ 549,300	$ 318,633	$ 268,500	$ 268,500	$ 268,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ 26,181	$ 92,300	$ 14,660	$ 73,500	$ 73,500	$ 73,500
Materials & services	753,087	10,800	167,772	10,000	10,000	10,000
Capital outlay	-	310,000	-	150,000	150,000	150,000
Total Community & Econ Dev. Program	779,268	413,100	182,432	233,500	233,500	233,500
Interfund Transfers	-	136,200	136,200	35,000	35,000	35,000
TOTAL REQUIREMENTS	$ 779,268	$ 549,300	$ 318,632	$ 268,500	$ 268,500	$ 268,500

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.20	0.20

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

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Bend Urban Renewal Agency (BURA) Murphy Crossing Debt Service Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 873,275	$ 1,199,600	$ 1,449,392	$ 1,756,800	$ 1,756,800	$ 1,756,800
Property taxes	1,047,176	1,268,500	1,295,716	1,544,000	1,544,000	1,544,000
Miscellaneous	34,887	39,400	54,852	41,700	41,700	41,700
Debt proceeds	1,648,100	-	-	-	-	-
TOTAL RESOURCES	$ 3,603,438	$ 2,507,500	$ 2,799,960	$ 3,342,500	$ 3,342,500	$ 3,342,500

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Materials & services	5,009	-	-	-	-	-
Total Community & Econ Dev. Program	5,009	-	-	-	-	-
Debt Service	2,149,036	1,146,300	1,043,159	993,500	993,500	993,500
Reserves Debt Service	-	1,361,200	-	2,349,000	2,349,000	2,349,000
TOTAL REQUIREMENTS	$ 2,154,045	$ 2,507,500	$ 1,043,159	$ 3,342,500	$ 3,342,500	$ 3,342,500

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
BEND URBAN RENEWAL AGENCY (BURA)
Murphy Crossing Urban Renewal Area

Overview

The Murphy Crossing Urban Renewal Area (URA) was adopted in 2008 as a finance mechanism to address blight (as defined by ORS 457), and aid in the development and redevelopment of a defined area in the south edge of the City of Bend. The URA consists of approximately 275.15 acres and includes the special planned area known as the Murphy Refinement Plan. The URA is intended to assist with the funding of access and utility improvements, including the overcrossing of the Bend Parkway at Murphy Road and a system of collector and local streets. The maximum amount of indebtedness is $52,600,000. A boundary map of the Murphy Crossing Urban Renewal Area can be found at bendoregon.gov/urbanrenewal.

The BURA Murphy Crossing Construction Fund accounts for capital improvements to the Murphy Crossing URA and is also the operating fund for all activities of BURA as it relates to the Murphy Crossing URA. The BURA Murphy Crossing Debt Service Fund accounts for debt service on urban renewal debt issued. Property taxes levied on the new growth or incremental assessed value within the Murphy Crossing URA are collected and used to pay debt service on the urban renewal debt.

Goals & Objectives for the 2023-2025 Biennial Budget

- Revise and update the Murphy Crossing Urban Renewal Plan to reflect the built environment and financial projections
- Begin the study and engineering for the Murphy Crossing Interchange

Major Accomplishments during the 2021-2023 Biennium

- Provided financial assistance through the Affordable Housing Development program for the Stillwater Crossing Development project

Significant Changes from the 2021-2023 Biennial Budget

- Urban Renewal activity is moving under the purview of the Real Estate Department

BURA Murphy Crossing Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1BM97 Murphy Rd/US97 Interchange	5	$ -	$ 150,000	$ -	$ -	$ -	$ 150,000
1B97N US97 Frontage Road North	5	-	-	-	750,000	-	750,000
1B97S US97 Frontage Road South	5	-	-	-	750,000	-	750,000
Total		**$ -**	**$ 150,000**	**$ -**	**$ 1,500,000**	**$ -**	**$ 1,650,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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Bend Urban Renewal Agency (BURA) Core Area Construction Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ -	$ -	$ -
Miscellaneous	-	-	4,000	-	-	-
Debt proceeds	-	-	-	6,936,000	6,936,000	6,936,000
Short-term loan proceeds from City GF	-	977,800	573,300	1,826,900	1,826,900	1,826,900
TOTAL RESOURCES	$ -	$ 977,800	$ 577,300	$ 8,762,900	$ 8,762,900	$ 8,762,900

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ -	$ 684,400	$ 294,018	$ 328,600	$ 328,600	$ 328,600
Materials & services	-	75,000	64,882	1,220,700	1,220,700	1,220,700
Capital outlay	-	-	-	4,500,000	4,500,000	4,500,000
Total Community & Econ Dev. Program	-	759,400	358,900	6,049,300	6,049,300	6,049,300
Interfund Transfers	-	218,400	218,400	213,600	213,600	213,600
Debt Service	-	-	-	1,000,000	1,000,000	1,000,000
Reserves Future Construction	-	-	-	1,500,000	1,500,000	1,500,000
TOTAL REQUIREMENTS	$ -	$ 977,800	$ 577,300	$ 8,762,900	$ 8,762,900	$ 8,762,900

Authorized Full Time Equivalents	2.00	1.00
Allocated Full Time Equivalents	1.40	0.90

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

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Bend Urban Renewal Agency (BURA) Core Area Debt Service Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ 786,800	$ 786,800	$ 786,800
Property taxes	-	1,264,500	1,347,745	2,137,800	2,137,800	2,137,800
Miscellaneous	-	10,000	12,389	10,000	10,000	10,000
TOTAL RESOURCES	$ -	$ 1,274,500	$ 1,360,134	$ 2,934,600	$ 2,934,600	$ 2,934,600

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Debt Service	-	977,800	573,300	826,900	826,900	826,900
Reserves Debt Service	-	296,700	-	2,107,700	2,107,700	2,107,700
TOTAL REQUIREMENTS	$ -	$ 1,274,500	$ 573,300	$ 2,934,600	$ 2,934,600	$ 2,934,600

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
BEND URBAN RENEWAL AGENCY (BURA)
Core Area Tax Increment Finance Area

Overview

The Core Area Tax Increment Finance Area (Core Area TIF) was adopted on August 19, 2020, as a finance mechanism to address blight (as defined by ORS 457), and aid future development and redevelopment within a defined area of the City of Bend. The Core Area TIF consists of 637.15 acres within the City of Bend where more intense development and redevelopment should occur to meet the City of Bend's housing and employment needs. The Core Area TIF includes four (4) of the nine (9) Opportunity Areas identified in the 2016 Comprehensive Plan update where growth is encouraged: Bend Central District, KorPine, East Downtown, and Inner Highway 20/Greenwood. The maximum indebtedness of the Core Area TIF is $195,000,000. A boundary map of the Core Area Tax Increment Finance Area can be found at bendoregon.gov/urbanrenewal.

The BURA Core Area Construction Fund accounts for capital improvements to the Core Area TIF and is also the operating fund for all activities of BURA as it relates to the Core Area TIF. The BURA Core Area Debt Service Fund accounts for debt service on urban renewal/TIF debt issued. Property taxes levied on the new growth or incremental assessed value within the Core Area TIF will be collected and used to pay debt service on the urban renewal/TIF debt.

Goals & Objectives for the 2023-2025 Biennial Budget

- Adopt and implement a Development Assistance Program and support re/development
- Adopt and implement an Affordable Housing Assistance Program and support re/development
- Implement a Business Assistance Program to support local business
- Provide financial support and administer Five-Year Capital Improvement Program (CIP) projects within the Core Area TIF
- Create and monitor Core Area TIF specific performance metrics

Major Accomplishments during the 2021-2023 Biennium

- Established the Core Area Advisory Board (CAAB) as a TIF advisory committee to BURA
- Identified priority spending and program requirements for the Core Area TIF

Significant Changes from the 2021-2023 Biennial Budget

- Adopted a Five-Year Capital Improvement Program (CIP) for the Core Area TIF
- Implementing Business Assistance and Developer Assistance Programs
- Urban Renewal activity is moving under the purview of the Real Estate Department

BURA Core Area Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GHAO Hawthorne Overcrossing	5	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000	$ 3,000,000
1GFAI Franklin Crossing & Corridor Improvements	3	500,000	2,500,000	-	-	-	$ 3,000,000
1BCA2 2nd Street Streetscape Improvements - Franklin to Greenwood	5	500,000	1,000,000	1,000,000	-	-	$ 2,500,000
Total		**$ 1,000,000**	**$ 3,500,000**	**$ 1,000,000**	**$ 1,500,000**	**$ 1,500,000**	**$ 8,500,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

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American Rescue Plan Act (ARPA) Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ 273,800	$ 273,800	$ 273,800
Intergovernmental revenues	-	14,076,600	6,702,684	7,122,300	7,122,300	7,122,300
Miscellaneous	-	-	275,637	101,500	101,500	101,500
TOTAL RESOURCES	$ -	$ 14,076,600	$ 6,978,321	$ 7,497,600	$ 7,497,600	$ 7,497,600

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Community & Econ Dev. Program						
Personnel services	$ -	$ 431,000	$ 220,951	$ -	$ -	$ -
Materials & services	-	858,000	927,645	-	-	-
Total Community & Econ Dev. Program	-	1,289,000	1,148,596	-	-	-
Interfund Transfers	-	7,769,100	5,555,919	6,714,400	6,714,400	6,714,400
Reserves	-	5,018,500	-	783,200	783,200	783,200
TOTAL REQUIREMENTS	$ -	$ 14,076,600	$ 6,704,515	$ 7,497,600	$ 7,497,600	$ 7,497,600

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

COMMUNITY & ECONOMIC DEVELOPMENT
American Rescue Plan Act (ARPA) Fund

Overview

The American Rescue Plan Act (ARPA) fund is a special revenue fund that was established in August 2021 to account for funds received from the US Department of Treasury through the American Rescue Plan Act, Coronavirus State and Local Fiscal Recovery funds.

The Coronavirus State and Local Fiscal Recovery Funds program authorized by the American Rescue Plan Act delivered $350 billion to state, territorial, local, and tribal governments across the country to support their response to recovery from the COVID-19 public health emergency.

The City was the recipient of $14.1 million in ARPA Funds during the 2021-23 biennium. The City's Stewardship subcommittee has designated the use of the funds for programs and purposes across the City that are in line with the restricted use of the funds per the award. A condition of the award is that the funds must be encumbered by December 31, 2024 and fully expended by June 30, 2026.

Funds have been allocated for the following projects/programs: ($ in thousands)	
Shelters	$ 1,500
Division Street/Stepping Stone shelter renovations	500
2nd St. shelter/Lighthouse Nav. Center renovations	100
New positions	1,446
Restoring previously eliminated positions	1,295
Cyber security software	128
Affordable housing relief	400
Utility assistance	200
Workforce/Childcare	250
Community assistance grants	330
Downtown design	70
Mobile Crisis Assessment Team agreement with Deschutes County	328
CORE3 for Central Oregon Intergovernmental Council (COIC)	259
Fire/EMS Services	1,800
Planning for future sustainable revenues	200
Ride Bend for COIC	100
Project Turnkey Shelter Operations	4,000
Envision Bend	80
General Fund Operations	1,091
Total	**$ 14,077**

Goals for the 2023-2025 Biennial Budget

- Monitor planned and actual expenses to ensure the funds will be encumbered by June 2024 and fully expended by the June 2026 deadline according to the designated purposes as identified by the Stewardship Subcommittee

Major Accomplishments during the 2021-2023 Biennium

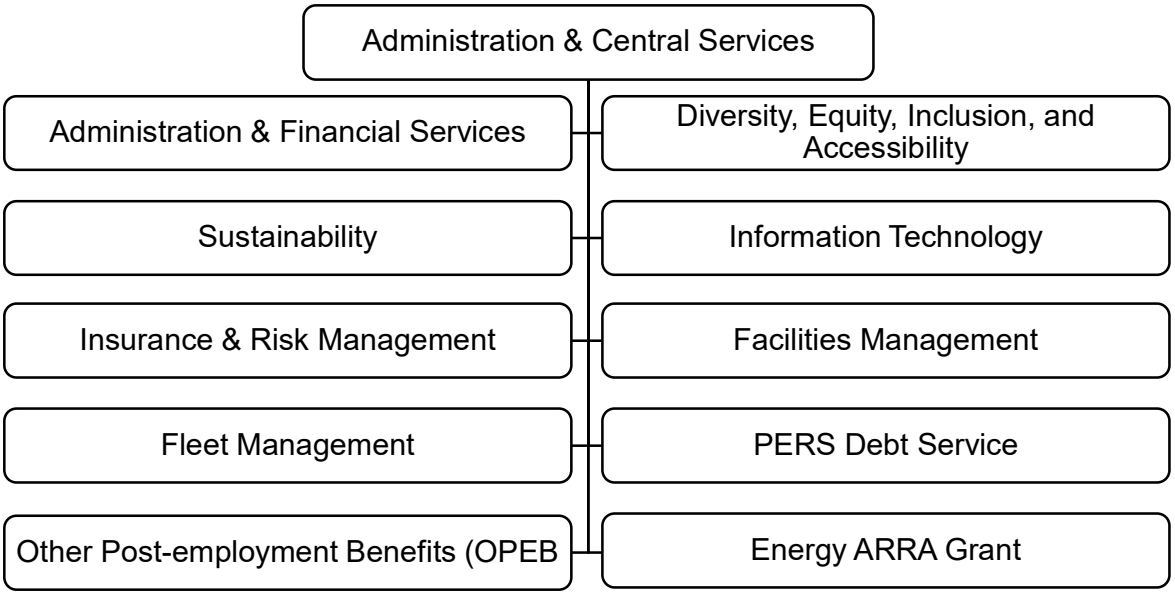
- Established the Community Assistance Grant program to assist qualifying nonprofit organizations recover from the COVID-19 pandemic and to assist non-profit entities provide services to individual members of the community who were negatively impacted by the COVID-19 pandemic, especially those who were disproportionately impacted
- In partnership with Central Oregon Community College and The East Cascades Workforce investment Board, provided construction and childcare workforce training programs
- Provided utility bill assistance for low-income residential customers in the City of Bend facing hardship as a result of the COVID-19 pandemic
- Provided funding for operations and renovations of houseless shelters
- Provided funding for new and eliminated positions at the City in order to maintain essential function levels

Significant Changes from the 2021-2023 Biennial Budget

- New fund was created during the 2021-2023 biennium to manage program funding

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ADMINISTRATION & CENTRAL SERVICES SERVICE AREA



Administration & Financial Services

These Internal Service Fund divisions account for the activities of the following departments: City Council, City Manager's Office, Communications, Real Estate, Office of Performance Management, Human Resources, Financial Services, Procurement & Public Contracts, Project Management, and City Attorney's Office.

Diversity, Equity, Inclusion, and Accessibility

The Utility Laboratory and Engineering & Infrastructure Planning activities provide service to other City departments or functions and are accounted for as divisions of the Internal Service Fund. The costs incurred by these internal service divisions are allocated to other City departments or functions as department overhead through the City's cost allocation plan.

Sustainability

This Internal Service Fund division is responsible for carrying out the City’s energy and climate related initiatives, including developing, updating, and implementing the City’s Community Climate Action Plan (CCAP) and the City’s Strategic Energy Management Plan.

Information Technology

This Internal Service Fund division accounts for the activities of the Information Technology (IT) department which maintains and manages the City's computer software and equipment and phone systems.

Insurance & Risk Management

This Internal Service Fund division accounts for the City's commercial liability insurance, workers compensation insurance, emergency management, and risk management functions.

Continued on the next page

Facilities Management

This Internal Service Fund division accounts for the maintenance and construction activities of City-owned facilities, including the 15th Street Campus, Downtown Campus, Utilities Campus at Boyd Acres, Juniper Ridge Public Works Campus, Shelters, and the Police building.

Fleet Management

This Internal Service Fund division accounts for fleet management and garage services, which provides garage repairs, preventative maintenance, and fueling for the city-wide fleet of equipment. Costs incurred by this internal division are charged to other City departments or functions through direct billings.

PERS Debt Service

This fund accounts for debt service payments on the City's PERS bonds issued to payoff a portion of the PERS unfunded actuarial liability. Contributions from departments are used to fund debt service payments and reserves.

Other Post-employment Benefits (OPEB)

This internal service fund accounts for Other Post-employment Benefits (OPEB) funds collected from departments to fund reserves for future liabilities. The only expenditures permitted from this fund will be for health care expenditures in accordance with ORS 243.343 or in accordance with negotiated union agreements.

Energy ARRA Grant

This fund accounts for the monies received from an Energy Efficiency and Conservation Block Grant. Through the 2019-2021 biennium, grant revenues were recorded in this fund and proceeds were transferred to the City Manager's Office where all of the programmatic costs are incurred. In subsequent biennium, grant revenues are recorded directly into the Internal Service Fund - City Wide Administration Sustainability Program.

Internal Service Fund - City Wide Administration
Administration & Financial Services

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 1,241,867	$ 1,392,500	$ 2,777,468	$ 4,226,600	$ 4,226,600	$ 4,226,600
Intergovernmental revenues	122,312	-	-	-	-	-
Charges for services	408,360	24,800	218,684	159,800	159,800	159,800
Miscellaneous	90,951	90,500	63,019	72,500	72,500	72,500
Debt proceeds	11,998,781	580,400	-	-	-	-
Interfund transfers	20,261,531	30,526,700	29,845,690	34,202,100	34,202,100	34,202,100
TOTAL RESOURCES	$ 34,123,802	$ 32,614,900	$ 32,904,860	$ 38,661,000	$ 38,661,000	$ 38,661,000

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
City Council	$ 504,550	$ 935,400	$ 704,892	$ 1,000,700	$ 1,000,700	$ 1,000,700
City Manager's Office	3,422,867	4,447,000	4,557,073	7,010,400	7,010,400	7,010,400
Communications	1,479,313	2,529,300	2,265,396	3,028,900	3,028,900	3,028,900
Real Estate	-	683,800	612,857	1,182,300	1,182,300	1,182,300
Office of Performance Management	1,890,403	3,473,000	2,977,206	4,379,500	4,379,500	4,379,500
Human Resources	2,730,882	3,606,700	3,186,142	4,439,500	4,439,500	4,439,500
Financial Services	5,358,608	6,376,000	5,581,289	6,813,400	6,813,400	6,813,400
Procurement & Public Contracts	1,376,056	2,001,000	1,685,466	2,370,200	2,370,200	2,370,200
Project Management	2,232,416	2,671,600	1,954,346	2,442,700	2,442,700	2,442,700
City Attorney's Office	1,550,821	2,084,100	2,009,759	2,593,500	2,593,500	2,593,500
Total Admin. & Central Serv. Program	20,545,916	28,807,900	25,534,427	35,261,100	35,261,100	35,261,100
Interfund Transfers	1,916,036	859,000	754,253	611,400	611,400	611,400
Debt Service	8,884,382	2,688,000	2,389,608	2,376,000	2,376,000	2,376,000
Contingency	-	260,000	-	412,500	412,500	412,500
TOTAL REQUIREMENTS	$ 31,346,334	$ 32,614,900	$ 28,678,287	$ 38,661,000	$ 38,661,000	$ 38,661,000

Authorized Full Time Equivalents	88.75	92.75
Allocated Full Time Equivalents	77.80	81.30

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
City Council

Overview

The City Council is the policy making board elected by the community of Bend. As the governing body of the city, the Council determines public policy for the City of Bend. The City is served by six Councilors and a Mayor who are elected to staggered, four-year terms. Expenditures directly related to the City Council are accounted for as part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration.



From left to right: Councilor Barb Campbell, Councilor Anthony Broadman, Mayor Pro Tem Megan Perkins, Mayor Melanie Kebler, Councilor Ariel Méndez, Councilor Mike Riley, Councilor Megan Norris

Melanie Kebler was elected to City Council in November 2020 and was elected as Mayor in 2022.

Melanie grew up in Bend and has spent her career as an attorney working for the public. She enjoys crafting and getting outdoors to hike, bike, and explore with her family.

Barb Campbell was elected to City Council in November 2014, 2018 and 2022.

Barb has lived in Bend for over 20 years. She co-founded Slower Safer Bend dedicated to building a safer, more livable community.

Anthony Broadman was elected to the Bend City Council in November of 2020.

Anthony is a lawyer whose practice focuses on representing Tribal governments, assisting businesses in Bend, and advancing Indigenous rights in federal and state courts. He and his wife, Dr. Kate Broadman, have lived in Bend since 2010 and have three daughters.

Megan Perkins was elected to the Bend City Council in November of 2020.

Megan is a 5th generation Oregonian who moved to Bend in 2018 with her three children and husband. She wants to work with the Council to create a safe, equitable and affordable city for all.

Mike Riley was elected to City Council in November 2022.

Mike was born in Canada, immigrated to the U.S. when he was six, and grew up in California. He has worked primarily in the nonprofit sector, in organizations focused on primary care and emergency medicine, outdoor education, and environmental advocacy. Mike ran for City Council to help make Bend a safe, affordable, and livable community for everyone who calls our small city home.

Ariel Méndez was elected to City Council in November 2022.

Ariel is working towards a sustainable, vibrant, healthy Bend where everyone feels welcome. He enjoys spending time with his wife, Suzanne, and their three kids.

Megan Norris was appointed to the City Council in January 2023.

Megan comes from a family that highly values public service. Her vision for Bend is for it to thrive on the principles of inclusivity, sustainability, and thoughtful governance. In that vein, she will work to bring positive solutions to key issues we face - affordable housing, homelessness, childcare, and environmental protection. Megan and her husband enjoy spending time outdoors with their two daughters and Labrador retriever.

Goals & Objectives for the 2023-2025 Biennial Budget

The following focus areas were identified, by the City Council, as goals and objectives for the 2023-2025 biennium. They were adopted by Council on March 15, 2023.

Goal: Accessible + Effective City Government

Strategy: Advance the City's commitment to equity

- Develop and pilot an equity framework
- Develop and implement a supplier diversity program
- Develop a process to connect community members who have experienced acts of discrimination with resources and assistance
- Develop and implement a language access policy and program

Strategy: Expand community engagement with an emphasis on underrepresented community members

- Research and develop new and innovative engagement tools to try as pilot programs, including ways to engage new voices
- Use the roundtable program to meet a variety of Council engagement opportunities, reporting back on what was learned and the actions taken in response

- Launch and grow the neighborhood association trailer program

Strategy: Implement process improvements and efficiencies to meet the needs of a growing city

- Review and evaluate current practices for information sharing between the City Council and City advisory boards, identify opportunities for improvement, and consider updates
- Review Council compensation
- Plan and build facilities to meet the needs of a growing city with a lens of sustainability and a reduced carbon footprint (Juniper Ridge & City Hall)
- Implement asset management strategies to support decision making and use of infrastructure assets

Goal: Affordable Housing + Sustainable Development

Strategy: Plan for growth in alignment with climate, economic, and housing affordability strategies to ensure sufficient land supply for future needs

- Initiate an update to our plan for growth that is aligned with the Climate Friendly Equitable Communities (CFEC) rules, ensures Bend has a sufficient land supply and adheres to the concept of 'complete neighborhoods' as we work to meet future needs for housing and jobs
- Bring Stevens Road Tract into the Urban Growth Boundary (UGB)
- Shape state efforts on housing to achieve housing goals in Central Oregon
- Improve permitting processes and review times to support housing and economic development

Strategy: Encourage economic development that results in shared prosperity

- Leverage city-owned land at Juniper Ridge to increase opportunities for industrial development and housing
- Complete funding to begin construction of an air traffic control tower at Bend Municipal Airport
- Strategically invest in the Core Area to spur private development
- Establish an economic development strategic plan
- Complete the Economic Opportunity Analysis

Strategy: Optimize housing continuum

- Seek sustainable funding for shelter operations to maintain existing level of shelter beds
- Explore revenue and code/policy options to increase affordable and middle-income housing
- Actively pursue partnerships to create land availability, funding, and additional capacity for emergency shelters, transitional and affordable housing, and supportive services
- Surplus City owned properties as a strategy to meet housing needs

Goal: Environment + Climate

Strategy: Advance the Community Climate Action Program (CCAP) and encourage sustainable development

- Update the CCAP to integrate new greenhouse gas reduction strategies to achieve the City's climate action goals, including decarbonizing the energy supply and buildings and reducing emissions from transportation and waste sectors

- Implement 2-4 CCAP strategies prioritized by the Environment and Climate Committee (ECC)
- Develop new polices to support sustainable development including policies that are responsive to community concerns, such as the Tree Code, auto dependent uses in commercial zones and natural gas policy

Strategy: Watershed protection through conservation and water stewardship

- Implement conservation goals in the water management and conservation plan (WMCP)
- Continue participation in the Deschutes Basin Water Collaborative (DBWC)
- Explore options for future expansion of the Water Reclamation Facility through facility planning

Goal: Public Safety

Strategy: Maintain service levels to keep pace with increasing calls and expanding range of service demands

- Maintain fire/Emergency Medical Service response times and cardiac survivability rate
- Develop a long-term staffing strategy for the Fire and Police departments
- Continue to review and improve employee retention efforts

Strategy: Reduce service demands through partnerships, use of technology, alternative response, and community education

- Identify and implement partnerships for alternative responses to ensure the right response for the right situation
- Advance local gun safety policies in alignment with state policy changes
- Use opioid settlement dollars to fund an alternative response model for opioid-use crisis calls
- Evaluate automated traffic enforcement to improve traffic safety
- Develop and implement a technology investment plan for both Police and Fire departments that expands the use of technology to build capacity and better meet community needs

Strategy: Ensure housing and other critical infrastructure can withstand wildfires and other disasters

- Establish Office of Emergency Management
- Develop Continuity of Operations & Hazard Mitigation plans
- Launch community education, prevention, and preparedness programs

Goal: Transportation + Infrastructure

Strategy: Improve the transportation system by focusing on safety and securing sustainable funding aligned with Transportation System Plan (TSP)

- Update System Development Charges (SDC) methodology
- Pursue new revenue sources including grants and a transportation fee and optimize use of funding through pursing federal transportation project delivery certification
- Collaborate with Central Oregon Intergovernmental Council (COIC) to pursue long term sustainable transit funding
- Implement transportation programs and mobility initiatives in alignment with available funding

- Implement near-term multimodal and safety projects to capitalize on existing system, including building one connected and protected North-South and one East-West key route, and wayfinding
- Continue to pursue funding and partnerships to build the Mid-Town Crossing

Strategy: Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city

- Complete in-conduit hydro feasibility study
- Continue Outback expansion land acquisition to support wildfire resiliency and facility needs
- Complete long-range master planning efforts for collection system and stormwater

Significant Changes from the 2021 – 2023 Biennial Budget

- The Budget includes funding for a stipend program to remove barriers to participation on City Boards and Committees

ADMINISTRATION & CENTRAL SERVICES
City Manager's Office

Overview

The City Manager's Office is a part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The responsibilities of the City Manager's Office include the provision of professional leadership in the administration and execution of policies and objectives formulated by City Council, the development and recommendation of alternative solutions to community problems for Council consideration, the planning and development of new programs to meet future needs of the City, oversight of the biennial budget process, community relations, interagency coordination and fostering community pride in City government through excellent customer service.

Goals & Objectives for the 2023 - 2025 Biennial Budget

- Provide support to the City Council, including achievement of goals and objectives (see the City Council Budget Narrative earlier in this section for the list of 2023-2025 Goals) and policy directives
- Provide City leadership and direct departments and programs city-wide
- Provide information to, and pursue special projects, as directed by the City Manager and/or City Council
- Manage Advisory Boards, Committees and Commissions
- Establish the Office of Emergency Management, which will be accounted for in the Insurance and Risk Management program

Major Accomplishments during the 2021 - 2023 Biennium

- Proactively and effectively managed City finances and operations, while managing through a pandemic and related economic uncertainty
- Revised Council Goal framework to align the distribution of CARES Act and ARPA funding to community needs
- Established a Navigation Center, (a low-barrier shelter and service hub), used a state grant fromProject Turnkey to purchase a motel on Division Street as a permanent shelter site, funded the development of Bend's first temporary outdoor shelter and purchased a hotel on Franklin Avenue to use as temporary shelter in the Bend Central District
- Advocated successfully for legislation address local housing and homelessness strategies, including facilitating funding to launch the Coordinated Houseless Response Office
- Facilitated an Emergency Homelessness Task Force and helped create a plan to address houselessness through a more coordinated and holistic approach
- Completed the Future of Work Action Plan and created a program manager position as foundational elements for the City's Employee Experience and Engagement Program

Significant Changes from the 2021 - 2023 Biennial Budget

- One (1) LTE Grant Writer to review and pursue grant funding opportunities for the entire organization, including infrastructure, public safety, cybersecurity, etc.

ADMINISTRATION & CENTRAL SERVICES
Communications

Overview

Communications, part of the Administration & Financial Services Division within the Internal Service Fund - City Wide Administration, consists of the Communications Services and Neighborhood Association programs.

Communications Services provides information and education to the public and media about City programs, projects and services, and deploys a multi-medium, multi-faceted communications and community relations plan to reach and involve a broad segment of the community. It includes strategic communications planning, media relations, community engagement, crisis communications, internal Citywide communications, oversight of the City's website, social media, and graphic design standards. The Communications Department also provides outreach coordination and communications support to the Bend City Council members. The Communications Department budget supports City Council meeting broadcasting, livestreaming and captioning.

The Neighborhood Association Program supports the City's thirteen (13) recognized Neighborhood Associations (NAs) that provide a link between the City and community members who may have an interest in various local matters, City services, and community engagement. Communications Department staff support the Neighborhood Leadership Alliance (NLA) Council advisory committee, which consists of one representative from each NA and provides input to the City Council from a neighborhood and community perspective.

Communications Department staff also liaise with and provide support to the Human Rights and Equity Commission, a new Council advisory committee, and oversee and manage the annual Welcoming Week initiative.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Promote interest and participation in the City of Bend's government policies, programs, and services
- Research and develop new and innovative engagement tools and pilot programs in alignment with Council Goals
- Increase community engagement through the Neighborhood Associations and a growing number of partnerships with underrepresented organizations and individuals in the community
- Include listening reports from social media themes, Council summaries and equity partners engagement for Council memos to bolster input and feedback from the community to the Council.
- In collaboration with the Equity Department, develop and implement a language access plan
- Continually improve the user experience of the City's website so visitors to Bendoregon.gov can easily find information they seek.
- Increase the public's online/electronic engagement with the City

- Develop an updated and comprehensive emergency communications plan in conjunction with the new Director of Emergency Management, and Bend's Police and Fire departments to ensure seamless information response in the event of any type of emergency
- Enable consistent messaging and imagery in a variety of outreach tools through citywide policies and trainings for staff who communicate with the public
- Manage a multi-faceted Citywide internal communications program to foster an engaged and informed workforce

Major Accomplishments during the 2021 – 2023 Biennium

- Added a new Community Relations Manager (Equity/Partnerships) position to support equity goals to increase and improve partnerships and relationships with underrepresented groups in the community; developed and increased community partners from underrepresented groups and affiliations by 35%
- Completed assessments on the department's outreach and communication strategy and structure, for underrepresented community members and the neighborhood association system and made programmatic changes and additional recommendations for subsequent program improvements
- Produced monthly NA newsletters to improve communication between the City and NAs
- Assessed, updated and rolled out the Citywide Graphic Branding Standards to provide a more welcoming and inclusive identity for the government
- Grew digital engagement: via e-news subscribers to the Communications Department's primary content sources: the Weekly Road and Traffic Report (88 % over the two-year period), News Releases (95% over the two-year period) and the Bend Current monthly e-newsletter (31% over the two-year period); expanded total social media followers from 38,597 to 45,594 people; launched a monthly podcast which has seen about 5100 downloads over the biennium
- Used a human-centered design approach to assessing and improving the City's website (anticipated completion date summer 2023)
- Added a Council Coordinator to the department to respond to CouncilAll emails, write CouncilAll Email summaries, assist Council with meeting and event coordination, outreach and speaking opportunities and constituent meetings
- Hired an internal communications coordinator to implement an internal communications plan and strategies which include an internal newsletter, quarterly town hall, coordination and distribution of regular City Manager messages and videos citywide and BendHub improvements

Significant Changes from the 2023 – 2025 Biennial Budget

- The Communications technology budget increased to include the full cost of Granicus hosting fees, a new email notification system, a constituent texting software, and a meeting manager software upgrade.
- The Communications outreach budget increased for the new engagement trailer program.

ADMINISTRATION & CENTRAL SERVICES
Real Estate

Overview

The Real Estate Department is a division of the Internal Service Fund – City Wide Administration. The Real Estate Department is responsible for managing a real estate portfolio that includes approximately 1,900 acres of City-owned undeveloped land, both inside and outside the City limits, as well as approximately 300 leases between the Bend Municipal Airport and other City-owned property. In addition, Real Estate Department staff assist other City departments, such as Facilities, Transportation & Mobility, and Engineering & Infrastructure Planning Department (EIPD), with real property acquisition, surplus property disposition, transaction support and strategy, as well as partner with outside agencies on public/private development and infrastructure projects to the benefit of the City. Revenue is generated through the City's cost allocation plan and expenditures are limited to operational expenses.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Implement and integrate new Property Management Software
- Support Transportation & Mobility/Airport Management with lease activity and administration, as well as future development at the Bend Airport
- Complete large "tract" lot platting at Juniper Ridge for future sale of City-owned property
- Develop a competitive bidding process and sell surplus City-owned land at Juniper Ridge
- Support Facilities Department in the development of the Juniper Ridge Public Works Campus project
- Support City Manager's Office and Facilities Department with property acquisition and strategies for a new City Hall
- Support EIPD with surplus property disposition resulting from capital infrastructure projects
- Institute Land Management best practices and services for the undeveloped land outside of City limits, including fuel reduction efforts and safety for those experiencing houselessness
- Hire an Urban Renewal/Tax Increment Financing (TIF) Project Manager to oversee, manage, and administer the assistance programs associated with BURA and the three Urban Renewal/TIF districts

Major Accomplishments during the 2021 – 2023 Biennium

- Created the Real Estate Department and completed hiring of staff
- Retained a Real Estate Services Consultant to assist in Property Acquisition
- Supported City Manager's Office & Facilities Department in the Acquisition of the Rainbow Motel and property located at 705/755 NE 1st Street
- Supported Airport Management with Lease Amendments & Extensions at the Bend Airport
- Issued Request for Proposal (RFP) for new Property Management Software

Significant Changes from the 2021-2023 Biennial Budget

- Moved Bend Urban Renewal Agency (BURA) reporting and management of the three Urban Renewal/TIF districts from Community & Economic Development to Real Estate

ADMINISTRATION & CENTRAL SERVICES
Office of Performance Management

Overview

The Office of Performance Management (OPM) is part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The OPM is a centralized department that coordinates resources to ensure that the City meets the community's goals through data and analytics. The OPM helps the City think differently about its operations and contributes to becoming a more customer-focused and strategically aligned organization through data and technology solutions.

The OPM assists with Council goal setting, monitors performance targets, and supports the City's Innovation Strategic Plan. In addition, the OPM leads the management of enterprise data sets to create synergy between departments.

Goals & Objectives for the 2023 - 2025 Biennial Budget

- Improve the availability, quality and consistency of data via a city-wide data management program
- Provide increased transparency through an open data policy and program, including publicly available dashboards and reporting
- Lead and collaborate with departments to elevate and expand infrastructure asset management.
- Improve the connectivity of the current performance management system with budget development, human resource management, and data analytics
- Direct, support, and monitor business process improvements and changes for key business systems as well as ongoing departmental needs for continuous improvement
- Incubate new or innovative ways of solving problems using technology and data

Major Accomplishments during the 2021 - 2023 Biennium

- Developed and launched the Council Goals Performance Dashboard
- Supported the Community and Economic Development Department (CEDD) with creating and establishing new permitting goals and timelines
- Designed and implemented a SQL and GIS-based data warehouse solution for reporting County CAD data to support the Bend Police Department
- Designed and created the open data portal
- Launched the City of Bend's continuous improvement efforts for asset management. Wrote and adopted the City’s asset management policy
- Increased employee knowledge and skills in the use of data and analysis tools through training, communication, and coordination of user group meetings
- Supported 6 Innovation Strategic Plan projects. Completed five partnership projects; 9 projects underway, with a total of 25 continuous improvement projects worked on
- Launched new project for department goals, which includes the development of key performance indicators and dashboards; CEDD, HR, Fire, and Utility are in progress now

Significant Changes from the 2021 - 2023 Biennial Budget

- One (1) new Business Systems Analyst position is authorized in OPM but will be funded by the Utilities Department to support Utility Billing with system management, continuous improvement, and reporting
- Changed the allocation for the continuous improvement team to be fully allocated to the Office of Performance Management for an increase of one (1) allocated FTE
- ESRI contract increases due to population growth and to support telematics

ADMINISTRATION & CENTRAL SERVICES
Human Resources

Overview

The Human Resources Program is a part of the Administration & Financial Services Division within the Internal Service Fund - City Wide Administration. Human Resources guides the establishment and implementation of effective, city-wide employment policies and practices. Human resource management includes talent acquisition, policy development and implementation, compensation and benefit administration, employee/labor relations, safety, and workforce development.

The policies and procedures that determine compensation, benefits, and working conditions of City employees varies depending on whether or not the employee belongs to a labor union. Non-represented employees' pay, benefits, and other conditions of employment are established by personnel policies, whereas the terms of employment for represented employees are determined by labor contracts negotiated between the City and the bargaining unit to which an employee belongs. The bargaining units representing City employees are: the City of Bend Employees Association (COBEA), which as of February of 2023, represents approximately 280 employees in Utilities, Streets & Operations, Finance, Information Systems and Community Development Departments; the International Association of Fire Fighters Local #227 (Bend Fire Association – BFA), representing approximately 106 fire personnel; and the Bend Police Association (BPA), which represents approximately 116 police employees.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Improve the employee experience by focusing on new methods of talent acquisition, hybrid work assignments, employee onboarding, workforce development, and employee well-being
- Promote an inclusive organizational culture that calls for high standards of performance and aligns employee efforts with the City's mission, vision, and business strategy
- Maintain labor/management relationships that are built on mutual trust and respect and result in collaborative partnerships to achieve the City's mission, vision, and program goals
- Support leaders at all levels in effectively managing their teams by assisting departments with navigating organizational changes related to staffing and workforce planning
- Advocate for strategic staff development, including effective onboarding, career development, planning, and timely and appropriate recognition
- Improve the City's ability to attract and retain the highest quality talent i
- Implement organizational changes to ensure compliance with the Oregon Pay Equity Act to include conducting a pay equity analysis and identifying an action plan
- Improve employee well-being by enhancing our benefits such as, adding virtual counseling to our telemedicine contract and upgrading our Employee Assistance Program (EAP) and relaunching the employee wellness program
- Conduct a compensation survey for non-represented employees and members of the City of Bend Employee Association (COBEA)
- Implement administrative policies and processes in compliance with the State Oregon Paid Leave program and incorporate support for additional parental leave for City employees

Major Accomplishments during the 2021 – 2023 Biennium

- Negotiated 3 year successor collective bargaining agreements with Bend Fire Association, Bend Police Association, and COBEA providing labor stability
- Completed classification restructuring of director, managerial and supervisory positions to accurately define job duties, responsibilities, tasks, and authority levels.
- Launched an online onboarding portal for enhanced engagement of new employees and the promotion of City culture and productivity
- Updated compensation plans, retirement programs, and parental leave resources
- Launched the Supervisory Core Competency program to support staff developmentand enhance competencies related to supervision and leadership
- Partnered with new Employee Experience Manager position to acquire a system to manage organizational feedback
- Convened departmental Human Resources and Timekeeping staff in an ongoing competency development and partnership project to enhance citywide delivery of Human Resources programs and services
- Launched a performance improvement process to align employee performance management systems with City systems in partnership with the Office of Performance Management.
- Launched an internal sourcing and placement program for temporary and intermittent employees
- Transitioned the workforce to remote and hybrid work in order to support city-wide continuity of operations plans
- Continued to decrease the City's insurance premium expense via a high deductible medical insurance plan with a health reimbursement account and a voluntary employee benefit association account program for all employees

Significant Changes from the 2021 – 2023 Biennial Budget

- One (1) LTE Human Resources Leave Administrator for the coordination of the City's existing collective bargaining agreement terms and conditions with the new State Paid Leave Oregon program. This budget for this position is split evenly between Human Resources and Financial Services.

ADMINISTRATION & CENTRAL SERVICES
Financial Services

Overview

The Finance Department is a part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The Finance Department promotes sound financial management and provides an umbrella of accountable, effective and efficient financial services for our community members and City departments.

This department performs the following functions: accounting, budgeting, financial reporting and analysis, treasury and debt management, payroll and accounts payable processing, billing and collections, oversees compliance and prepares reports for federal grants, grant billing and reporting services. The City produces a monthly financial report and revenue report that compares budget to actual as well as the Annual Comprehensive Financial Report which has earned the distinguished reporting and presentation award from the Government Finance Officers Association (GFOA) since 1993. This department also prepares the City's Biennial Budget and Long Term Financial Plans. It also performs financial analyses and financial planning for the City. The City's budget has earned the distinguished budget presentation award from the GFOA since 1998.

Goals & Objectives for the 2023 - 2025 Biennial Budget

- Oversee financial management for the City and ensure compliance with financial policies as well as state and federal statutes and accounting principles
- Develop long term financial plans and funding strategies for various City operations including facility, transportation and infrastructure planning
- Actively seek and recommend funding strategies to address the City's long-term financial obligations
- Implement new financial reporting and budget software that fits the size and complexity of the City's operations and improves the efficiency of producing the Annual Comprehensive Financial Report and Biennial Budget

Major Accomplishments during the 2021 - 2023 Biennial Budget

- Completed implementation of the grants management and general billing module of the Enterprise Resource Planning (ERP) system in May 2023. This is the final module of the ERP and represents the completion of a multi-year software implementation to modernize and upgrade the City's ERP platform
- Received the GFOA awards for the 2021 – 2023 Biennial Budget, the 2020 - 2021 Annual Comprehensive Financial Report and submitted the 2021 -2022 Annual Comprehensive Financial Report to the GFOA for award consideration
- Entered into an expected total of $23,1 million of new or increased loans through the State's Clean Water State Revolving Fund Loans (CWSRF) with the Oregon Department of Environmental Quality (DEQ) to provide improvements to critical water reclamation infrastructure at low interest rates
- Issued Full Faith and Credit Bonds in the amount of $5.8 million to finance the purchase of property at 154 NE Franklin Avenue and renovation and remodel on shelter facilities or other capital costs

- Issued $51.0 million of General Obligation Bonds, Series 2022 consisting of $35.0 million to fund transportation infrastructure improvements including a portion of traffic flow, east-west connections and neighborhood safety improves citywide and $16.0 million to refund the callable portion of the City's General Obligation Bonds, Series 2012 which resulted in approximately $861,453 of interest savings over the remaining life of the Series 2012 bonds
- Authorized to issue Full Faith and Credit Bonds in an amount not to exceed $40.1 million to finance the costs of equipment, transportation infrastructure improvements, acquisition of real property, eligible Urban Renewal capital projects and the design of the future Public Works Campus and other capital projects. These bonds closed in May 2023.
- Implemented a new debt and loan management system to track the City's debt, leases and other obligations as required under new accounting standards as well as improve the efficiency of record keeping for the City's obligations

Significant Changes from the 2021 - 2023 Biennial Budget

- Capital Outlay for acquisition of annual financial reporting and budgeting system is included in the 2023-2025 Biennial Budget
- The cost for one-half of one (1) LTE Human Resources Leave Administrator for the coordination of the City's existing collective bargaining agreement terms and conditions with the new State Paid Leave Oregon program which is included as one (1) authorized FTE in Human Resources with the cost split evenly between Human Resources and Financial Services
- Updating the allocation for one (1) Accounting Tech II position focused on Ambulance Billing to be funded directly by the Fire Department

ADMINISTRATION & CENTRAL SERVICES
Procurement & Public Contracts

Overview

The Procurement and Public Contracts division is part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The division provides procurement services and contract administration to all city departments and the public in a timely, courteous, and ethical manner. The division ensures that items including fuel, construction work, professional services, heavy equipment, maintenance equipment and supplies are procured through competitive public contracting processes. In addition to developing and managing invitation for bid and request for proposals processes, the department provides guidance and assistance to City staff to define needs, solicit quotes and administer contracts. The department manages the Vendor, Purchase Order, Procurement Card, and Contracts modules of the city's Enterprise Resource Planning (ERP) system. Procurement negotiates contracting terms and conditions, ensures compliance with applicable procurement laws, ensures fair and equitable treatment of suppliers, and manages the disposition of surplus property.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Develop a supplier diversity program that leverages City contracting opportunities to incentivize higher wages and increase opportunities for BIPOC and women-owned businesses
- Develop a training program for vendors and internal staff for the newly implemented eProcurement/bidding software system
- Update the City's Procurement webpage to include resources for what eProcurement is and how to find opportunities to do business with the City using the eProcurement/Bidding software system.
- Establish sustainability criteria in Request for Proposals (RFP) scoring and on adopt and implement a sustainable procurement policy and comprehensive sustainable procurement program
- Realign roles and responsibilities to better support departments and increase efficiencies
- Developed a process in coordination with the Office of Performance Management to review and modernize Information Technology contracts

Major Accomplishments during the 2021 – 2023 Biennium

- Participated in the update of the standards and specifications for public improvements
- Implemented Procurement related sections of the Strategic Energy Management Plan including implementing an e-procurement/bidding software system to increase efficiencies and competition, automating and digitizing paper intensive contract processes, developing policies and procedures that promote re-use and recycling over disposal, and encouraging and supporting departments using life cycle costs when making purchasing decisions.

Significant Changes from the 2021 – 2023 Biennial Budget

- Addition of costs for eProcurement software system annual subscription
- Investment in outreach for Minority, Women, and Emerging Small Business (MWESB)

ADMINISTRATION & CENTRAL SERVICES
Project Management Office

Overview

The Project Management Office (PMO) Program is part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The mission of the PMO is to deliver quality project management services, tools and training to the organization. The PMO directly oversees a suite of enterprise projects in the Innovation Strategic Plan. In addition, the program provides project management training and tools, and consulting to help departments deliver their own projects utilizing innovative and nimble approaches coupled with standard project management methodologies.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Support the implementation of the Innovation Strategic Plan (ISP) by providing project management services and portfolio management. Some of the priority projects include:
    - Continue working on the Infrastructure asset management strategy and system in partnership with the Office of Performance Management
    - Continue to develop the record management strategy, and implement the roadmap developed in the 2021-2023 biennium
    - Implement city website improvements, based on work completed in the 2021-2023 biennium
    - Continue to develop the e-procurement system to update contracting and employment opportunities to incentivize higher wages and opportunities for Black, Indigenous, and people of color, and women-owned businesses
    - Implement improved process and tools to track and manage employee performance
    - Replace the Supervisory Control and Data Acquisition (SCADA) system to improve security, redundancy, and operational efficiency at the water and wastewater facilities
    - Develop a policy for development of mobile applications for public consumption
    - Implement standards and systems to archive text messages as public records
    - Implement a replacement for the IT help desk system & process
    - Implement processes and systems for centralized printing
- Continue to develop the organizations project management capacity by:
    - Providing project management training and create a peer network for staff managing projects
    - Developing and maintaining a flexible project management framework and toolkit

Major Accomplishments during the 2021 – 2023 Biennium

- Implementation and/or replacement of key business systems including:
    - Accounts Receivable/General Billing Module of Munis
    - Fleet Telematics
    - Cemetery Management System
    - Community Service Request System
    - Record Management Strategy & Roadmap
    - E-procurement system
    - Survey Tool

- Website Improvements
- Asset Management Strategy & Roadmap

Significant Changes from the 2021 – 2023 Biennial Budget

- One (1) Project Manager position was transferred from the Information Technology Department to the Project Management Office

ADMINISTRATION & CENTRAL SERVICES
City Attorney's Office

Overview

The City Attorney's Office acts as general in-house counsel to the City of Bend, providing legal advice and services to the City Council, the City Manager, Department Heads, and other management personnel. The attorneys also provide legal advice to boards, commissions, committees, and to City employees related to their official responsibilities. The Office seeks to provide timely and proactive legal advice consistent with a complex system of local, state, and federal laws and regulations, the United States and Oregon constitutions and applicable case law, to be responsive to the City's needs, and to be innovative and solution-oriented.

In addition to providing legal advice, the City's attorneys implement Council policy direction and goals by drafting or amending City ordinances and resolutions, contracts, intergovernmental agreements, engineering and planning documents, and memos. The City Attorney's Office provides ongoing employment and personnel advice related to City employees and collective bargaining. The Office seeks to be proactive, open-minded and creative in resolving disputes and finding solutions to a wide variety of city and community issues. The Office often takes the lead in managing disputes, such as personnel, open records act challenges, land use, and real estate matters, and direct outside counsel in litigation if it occurs.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Build a strong and respectful relationship with the new City Council to support Council Goals, help educate and respond to Councilor questions and provide legal guidance to facilitate Councilors' community leadership roles and enhance their ability to effectively achieve their objectives
- Continued focus on issues related to houselessness, including: implementation of camping code, drafting the administrative policy, supporting efforts related to transitional housing, shelters, safe parking, and managed vehicle camping, and working with the County-Cities Coordinated Houseless Response Office
- Continued review and legal advice on structural and governance issues, various City code amendments and additions, and Council and Committee compensation and stipends
- Legal review and ongoing oversight of UGB expansion documents, Airport Master Plan and air traffic control tower development, Juniper Ridge, and numerous planning and development projects
- Review, draft documents and provide advice to Engineering Infrastructure & Planning (EIPD) and Procurement & Public Contracts departments related to major infrastructure projects, including support and coordination with outside counsel on condemnation matters and implementation of the G.O. Bond. A major project may include reviewing contract documents from ODOT in preparation for seeking certification to deliver federally funded transportation projects
- Provide advice regarding affordable housing goal, including tools to maintain affordability, structuring development proposals to achieve affordability and middle-income housing, and other mechanisms to achieve housing strategy of equitable housing opportunities
- Continue supporting public safety departments in evolving roles and services, including measures such as the fire levy and alternate responses to policing

- Lead legal support for Outback expansion project, Townsite Act and potential future hydro project
- Legal support for multiple code projects, including codes related to parking, transportation fees, utility billing, purchasing, landscaping/trees and local emergency authority
- Provide legal counsel on real property management and acquisition related to development of and relocation to new City Hall in Bend Central District
- Draft and implement ordinance governing franchise utility use of City rights-of-way and manage existing relationship with utility providers to facilitate smooth transition from governance by agreement to governance by generally applicable code
- Develop and adopt revised rules, regulations, and general aviation minimum standards governing use of the airport and development of airport property; provide legal advice on negotiation of ground leases for private development of bare ground on east side of the field
- Support drafting and development of code to implement Climate Friendly and Equitable Communities rules, new System Development Charge methodology and code update

Major Accomplishments during the 2021 – 2023 Biennium

- Supported EIPD in complex and multiple progressive design-build public infrastructure projects and providing increasingly sophisticated document drafting and forms, negotiations with irrigation districts and private property owners, and condemnation proceedings
- Provided legal advice and engagement on return-to-work processes and policies and emergency orders and public meetings as the City emerged from the COVID 19 pandemic
- Worked with City Manager's Office (CMO), staff and Council to support the Human Rights and Equity Commission and Environment & Climate Committee; provided legal support for new initiatives such as the committee stipend program and the home energy score program
- Worked with CMO and Council to help address those facing homelessness in Bend, including Juniper Ridge efforts, research and creation of a safe parking program for overnight vehicle stays, implementing state law, Turnkey project review/documents and other initiatives. Worked with Community & Economic Development Department to develop and draft new code relating to locating shelters in Bend. Led effort with Council to develop and draft new code regulating camping in the City rights-of-way and public property
- Worked with various departments on initiatives to support efforts to create more affordable housing, including HB 4079 UGB pilot project and the Stevens Road Tract (HB 3318)
- Lead attorneys for Transportation System Plan process with ongoing advice to Task Force and staff; drafted all GO Bond and Fire Levy Resolutions and ballot documents
- Ongoing legal support to successful BURA projects (Core Area Urban Renewal Area/TIF/BCD amendments, in particular)
- Negotiated ground leases with private flight academy for development of maintenance and operations hangars at the Helicopter Operation Area with five-year goal of relocating helicopter traffic from west to east side of the field to improve efficiency and safety of operations at the airport

Significant Changes from the 2021 – 2023 Biennial Budget

- One (1) existing law clerk position is reclassified into a permanent Associate Attorney to support increased legal services associated with increased City-wide Departmental needs and City Council initiatives and goals

ADMINISTRATION & CENTRAL SERVICES
Administration & Financial Services

FIVE YEAR INTANGIBLES PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Intangibles:					
Annual Financial Reporting and Budgeting System	$ 50,000	$ -	$ -	$ -	$ -
Total	**$ 50,000**	**$ -**	**$ -**	**$ -**	**$ -**

Internal Service Fund - City Wide Administration
Diversity, Equity, Inclusion, and Accessibility

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ 178,200	$ 178,200	$ 178,200
Licenses and permits	-	-	1,900	-	-	-
Miscellaneous	-	-	500	-	-	-
Interfund transfers	-	1,459,300	1,445,487	1,379,000	1,379,000	1,379,000
TOTAL RESOURCES	$ -	$ 1,459,300	$ 1,447,887	$ 1,557,200	$ 1,557,200	$ 1,557,200

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
Personnel services	$ -	$ 1,106,000	$ 1,042,626	$ 1,237,100	$ 1,237,100	$ 1,237,100
Materials & services	-	343,800	227,044	281,700	281,700	281,700
Total Admin. & Central Serv. Program	-	1,449,800	1,269,670	1,518,800	1,518,800	1,518,800
Interfund Transfers	-	-	-	28,600	28,600	28,600
Contingency	-	9,500	-	9,800	9,800	9,800
TOTAL REQUIREMENTS	$ -	$ 1,459,300	$ 1,269,670	$ 1,557,200	$ 1,557,200	$ 1,557,200

Authorized Full Time Equivalents	3.50	3.50
Allocated Full Time Equivalents	3.55	3.25

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Diversity, Equity, Inclusion, and Accessibility

Overview

Diversity, Equity, Inclusion, and Accessibility (DEIA) is a program of the Administration & Central Services Division of the Internal Services Fund – City Wide Administration.

The Diversity, Equity, Inclusion, and Accessibility (DEIA) program is responsible for embedding a commitment to diversity, equity, inclusion and accessibility within the City of Bend through internal and external initiatives guided by the Internal DEIA Taskforce and related Action Plan and the work plans of the City Council's Human Rights and Equity Commission (HREC) the City of Bend Accessibility Advisory Committee (COBAAC).

The HREC is focused on ensuring historically marginalized and underrepresented people and communities in Bend have equal access to City programs and services, representation in City decision-making, and a venue to raise concerns and complaints about discrimination.

The COBAAC assists and advises 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. Accessibility Programming within the City of Bend is designed to assist City staff in understanding the intent and application of the Americans with Disabilities Act (ADA) of 1990 and all related codes, standards and guidelines. The program also serves as a resource to City staff and community members on ADA related topics, including Barrier Removal Requests, ADA Grievance Procedures Policies and Reasonable Accommodations under Title I of the ADA.

The Internal DEIA Task Force focused on increasing awareness of equity and cultivating a workplace environment where all feel welcomed and equally valued. This is accomplished by implementing strategies and actions, as well as creating policy and providing learning opportunities around DEIA.

Goals & Objectives for the 2023 - 2025 Biennial Budget

- Update and continue implementing the city-wide DEIA Action Plan that outlines initiatives, trainings, community engagement strategies, policy review, data analysis, and interdepartmental coordination. The plan includes objectives and a timeline for successful completion of outcomes
- Assist with the implementation the HREC Work Plan, which includes:
    - Developing and piloting an equity framework
    - Developing a process to connect community members who have experienced acts of discrimination with resources and assistance
- In coordination with the City's Procurement & Public Contracts division, develop and implement a supplier diversity program
- Develop and implement a language access policy and program
- Expand outreach and public engagement with all community members, so that everyone feels welcome and that their voice will be heard

- Continue to improve access for people with disabilities throughout the City's facilities, programs, services, and activities, as well as throughout the community
- Work to remove barriers to participation on City Boards and Committees and provide equitable access to public meetings and events, including Council meetings
- Maintain and update the City's ADA Transition Plan for Curb Ramps in Public Rights-of-Way document on a bi-annual basis to demonstrate the to-date curb ramp compliance and identify steps to continue to increase compliance across the city
- Maintain and update the City's ADA Self-Evaluation Assessment including evaluation of the City of Bend's programs, services, and activities, facilities, and current policies, practices, and procedures
- Identify and correct barriers to access that are inconsistent with the City of Bend's Title II requirements under the ADA
- Continue building and maintaining relationships with community accessibility groups

Major Accomplishments during the 2021 - 2023 Biennium

- Established the Equity Department
- The first Human Rights and Equity Commission (HREC) Work Plan was developed and approved by Council
- COBBAC created a new strategic plan that was approved by the City Manager
- Implemented the stipend program for City committee volunteers with the intent of lowering barriers to participation. The program has a 90% participation rate
- Provided $36,000 in sponsorship funding to several community nonprofits through the DEI funds to support diverse events
- Sponsored Welcoming Week, which included 23 organizations who held 13 community events
- Developed the Spanish prioritization plan and funded over $11,000 in translation resources for the City's commitment to accessible government
- Grew and supported the internal DEIA Taskforce through the update of the internal DEIA Action Plan and quarterly taskforce meetings. The taskforce is made up of 44 employee volunteers that represent every department
- Internal DEIA Taskforce hosted quarterly lunch and learns and diversity discussions on equity related topics of interest to employees. Participation has been strong, ranging from 60 – 200 employees per event
- Evolved and improved internal DEIA tools and resources for all City Departments, including a DEIA BendHub (intranet) page that is accessible to staff and the City Council

Significant Changes from the 2021 - 2023 Biennial Budget

- Budgeted for consultant services for the implementation of the HREC Work Plan
- The Volunteer Coordinator position will be recast as additional support in the Equity Department to focus on the development and implementation of the equity framework and toolkit, and to be a resource for departments to apply the framework

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Internal Service Fund - City Wide Administration
Sustainability

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ -	$ -	$ -	$ 152,500	$ 152,500	$ 152,500
Miscellaneous	-	13,400	10,000	-	-	-
Interfund transfers	-	509,400	407,793	329,800	329,800	329,800
TOTAL RESOURCES	$ -	$ 522,800	$ 417,793	$ 482,300	$ 482,300	$ 482,300

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
Personnel services	$ -	$ 244,200	$ 62,300	$ 292,800	$ 292,800	$ 292,800
Materials & services	-	275,100	202,919	175,800	175,800	175,800
Total Admin. & Central Serv. Program	-	519,300	265,219	468,600	468,600	468,600
Contingency	-	3,500	-	13,700	13,700	13,700
TOTAL REQUIREMENTS	$ -	$ 522,800	$ 265,219	$ 482,300	$ 482,300	$ 482,300

Authorized Full Time Equivalents	1.00	1.00
Allocated Full Time Equivalents	0.80	0.80

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Sustainability

Overview

The Sustainability program is responsible for carrying out the City's energy and climate related initiatives, including developing, updating, and implementing the City's Community Climate Action Plan (CCAP) and the City's Strategic Energy Management Plan (SEM Plan). These initiatives were launched in 2016 with the adoption of City Council Resolution 3044. This program is also responsible for coordinating the Environment and Climate Committee, a permanent advisory committee to the City Council, due to its close relationship to the Community Climate Action Plan.

Goals & Objectives for the 2023–2025 Biennial Budget

- Implement the Community Climate Action plan through the development and launching of programs to support the new round of prioritized CCAP actions from the Environment and Climate Committee and by providing sponsorships to community organizations that support CCAP goals and strategies
- Update the CCAP to accommodate emerging best practices and evolving community and committee feedback, including integrating new greenhouse gas reduction strategies, decarbonizing the energy supply and buildings and reducing emissions from transportation and waste sectors
- Establish and improve tracking and reporting systems for the CCAP
- Implement the City's internal Strategic Energy Management Plan through coordination of city departments with key implementation responsibilities
- Develop new policies to support sustainable development including policies that are responsive to community concerns, such as the Tree Code, auto dependent uses in the commercial zones, and natural gas policy

Major Accomplishments during the 2021–2023 Biennium

- Prioritized implementation actions for the CCAP based on Committee guidance and input, including the development and launching of several CCAP strategies, including the Home Energy Score Program and the Bend Electric Vehicle Readiness Plan
- Managed the Environment and Climate Committee with monthly meetings for the full Committee and additional ad hoc meetings for subcommittees and working groups
- Updated the 2016 Bend Community Greenhouse Gas Emissions Inventory in 2021
- Coordinated the City's internal Strategic Energy Management Team to advance projects in the Strategic Energy Management Plan, including:
    - Designing and planning new facilities and major remodels to be net zero or net zero ready
    - Deploying on-site solar for city owned buildings and land
    - Assessing opportunities for in-line hydro generation throughout the water system

Significant Changes from the 2021–2023 Biennial Budget

- The proposed budget does not include any anticipated grant funding

Internal Service Fund - City Wide Administration
Information Technology (IT)

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 393,734	$ 663,500	$ 720,832	$ 330,000	$ 330,000	$ 330,000
Intergovernmental revenues	42,278	-	-	-	-	-
Charges for services	41,200	-	-	-	-	-
Miscellaneous	2,580	-	19,304	-	-	-
Debt proceeds	-	675,300	587,200	-	-	-
Interfund transfers	8,608,524	10,069,900	10,076,958	12,142,800	12,142,800	12,142,800
TOTAL RESOURCES	$ 9,088,316	$ 11,408,700	$ 11,404,294	$ 12,472,800	$ 12,472,800	$ 12,472,800

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
Personnel services	$ 4,778,220	$ 5,655,500	$ 5,565,887	$ 6,296,400	$ 6,296,400	$ 6,296,400
Materials & services	2,974,576	4,320,300	4,313,662	5,370,800	5,370,800	5,370,800
Capital outlay	175,126	930,500	877,936	260,000	260,000	260,000
Total Admin. & Central Serv. Program	7,927,922	10,906,300	10,757,485	11,927,200	11,927,200	11,927,200
Interfund Transfers	439,562	315,600	316,729	252,600	252,600	252,600
Debt Service	-	134,000	-	232,000	232,000	232,000
Contingency	-	52,800	-	61,000	61,000	61,000
TOTAL REQUIREMENTS	$ 8,367,484	$ 11,408,700	$ 11,074,214	$ 12,472,800	$ 12,472,800	$ 12,472,800

Authorized Full Time Equivalents	23.00	23.00
Allocated Full Time Equivalents	20.00	19.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Information Technology

Overview

The Information Technology (IT) Division is part of the Internal Service Fund – City Wide Administration. The mission of IT is to partner with the City's business units to deliver quality and innovative technology solutions. Information Technology manages the City's enterprise information systems, including software implementation and management, local and wide area networks and supporting infrastructure. In addition, IT supports the City, community members, and employees through a variety of services and seeks to improve operational efficiency through effective use and stewardship of technology.

Goals & Objectives for the 2023–2025 Biennial Budget

- Support Innovation Strategic Plan projects and initiatives recommended by the Innovation Steering Committee
- Enhance the City's Information Security Program:
    - Adopt a standard information security platform
    - Develop a citywide cybersecurity policy catalog
    - Deliver ongoing cybersecurity training to City employees
- Implement continuity of operations initiatives as outlined in the IT Business Continuity Plan
- Upgrade the City's time keeping software application to improve its stability, compatibility, and security
- Consolidate digital communication tools, including messaging, meeting, and phone services
- Migrate the Microsoft 2012 Server fleet to the most current Microsoft server operating system

Major Accomplishments during the 2021–2023 Biennium

- Supported Innovation Strategic Plan projects and initiatives including:
    - Accounts Receivable and General Billing system replacement
    - Online Permit Center optimization
    - e-Procurement system implementation
    - Fleet telematics implementation
    - Cemetery Software
    - Community Service Request Application
    - Employee Survey
- Provided the ability to support hybrid/virtual public meetings in support of HB 2560
- Modernized the City's conference rooms by adding videoconferencing equipment that provides the ability to hold internal and external hybrid/virtual meetings
- Partnered with users to strengthen and improve the electronic permitting software application to provide customers and employees with a consistent and stable user experience
- Implemented role-based access controls for the electronic permitting application. Collaborated with business units across the organization to develop a formal IT Incident Response Plan that guides the recovery of critical IT infrastructure systems, applications, and data sets

- Updated and modernized the City's infrastructure footprint in the datacenter to support a healthy hardware lifecycle
- Implemented digital signage to provide public information, internal communication, and enhance customer service
- Upgraded all endpoints to M365 Office

Significant Changes from the 2021–2023 Biennial Budget

- One (1) new LTE Application Analyst position to help support new and existing enterprise applications. This position is budgeted to be split between the Fire Department and the Community and Economic Development Departments
- Augmenting the information security capabilities offered by Office365 by adding additional licenses that enhance the security of user accounts and the integrity of the City's data
- Transitioned (1) Project Manager position from the Information Technology department to the Project Management Office

There are two teams within IT: the Enterprise Operations Team and the Enterprise Applications Team.

Enterprise Operations Team - The Operations team consists of two broad and diverse groups.

The Service Desk supports approximately 750 users across the city organization. They prioritize the prompt restoration of service to end-user technology, provide asset management for 2,000+ pieces of equipment (desktops, laptops, phones, printers, mobile devices, etc.), and manage the provisioning of equipment and access for new and departing employees. They hold a a 99% internal customer satisfaction rating.

Infrastructure Operations focuses on supporting City operations by ensuring the smooth functioning of the technology infrastructure that supports operating system and application deployment to internal and external customers. This includes the network infrastructure (160+ network switches across 27 facilities); server and device management (150+ servers), computer operations, storage management, disaster recovery management, and cybersecurity management.

Enterprise Applications Team

The Enterprise Applications Team provides services to the City's users and business operations through the implementation, ongoing support, and continuous improvement and optimization of the major enterprise systems in use at the City. The team also provides asset management for those software systems through maintenance and upgrades, usage reviews and annual audits as well as workflow and process maintenance.

ADMINISTRATION & CENTRAL SERVICES
Information Technology

FIVE YEAR EQUIPMENT PLAN

	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28
Equipment:					
(1) Web Application Firewall	$ 30,000	$ -	$ -	$ -	$ -
Network switches	115,000	115,000	-	-	-
Firewall Replacement	-	-	150,000	-	-
Total	**$ 145,000**	**$ 115,000**	**$ 150,000**	**$ -**	**$ -**

Internal Service Fund - City Wide Administration
Insurance & Risk Management

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 4,543,908	$ 6,374,300	$ 6,530,072	$ 6,538,000	$ 6,538,000	$ 6,538,000
Charges for services	2,600	-	-	-	-	-
Miscellaneous	628,107	228,200	740,035	228,200	228,200	228,200
Debt proceeds	237,700	-	-	-	-	-
Interfund transfers	5,694,489	6,105,900	6,202,274	8,469,000	8,469,000	8,469,000
TOTAL RESOURCES	$ 11,106,804	$ 12,708,400	$ 13,472,381	$ 15,235,200	$ 15,235,200	$ 15,235,200

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
Personnel services	$ 189,872	$ 364,600	$ 286,257	$ 1,018,800	$ 1,018,800	$ 1,018,800
Materials & services	4,369,418	6,396,600	6,648,121	7,665,800	7,665,800	7,665,800
Total Admin. & Central Serv. Program	4,559,290	6,761,200	6,934,378	8,684,600	8,684,600	8,684,600
Interfund Transfers	17,442	-	-	-	-	-
Reserves Commercial Insurance	-	5,947,200	-	6,550,600	6,550,600	6,550,600
TOTAL REQUIREMENTS	$ 4,576,732	$ 12,708,400	$ 6,934,378	$ 15,235,200	$ 15,235,200	$ 15,235,200

Authorized Full Time Equivalents	1.00	2.00
Allocated Full Time Equivalents	1.70	2.70

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Insurance & Risk Management

Overview

The insurance and risk management program in the City's Internal Service Fund accounts for funding of commercial liability premiums, policy deductibles and self-insurance reserves for catastrophic losses, as well as the City's newly formed Department of Emergency Management.

The City is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural and human caused disasters. The City purchases insurance policies from commercial carriers and pays annual premiums and deductibles for the following coverages: general and automobile liability, commercial property, cyber liability, crime coverage, airport liability, pollution coverage, and worker's compensation. Additionally, the City carries a public employee dishonesty bond covering the Chief Financial & Administrative Officer, Finance Director and Assistant Finance Director. The City also maintains employee health, life and disability coverages.

Departments are responsible for paying all deductibles and the cost of accident-related repairs not covered by insurance. Reserves in the insurance program are maintained to cover expenses not paid by insurance in the event of catastrophic losses. Use of such reserves is limited to significant expenditures not covered by the City's insurance and that are too large to be absorbed in the department of fund's operating budget or reserves.

The Insurance and Risk Management program also includes the budget for the newly created Department of Emergency Management which includes a Director and a Safety/Risk Manager.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Establish the department of emergency management, develop continuity of operations plans and incorporate the revised guidance from FEMA into the next update of the City's hazard mitigation plan
- Launch community education, prevention, and preparedness programs
- Continue quarterly meeting of the City of Bend Risk Committee, which is comprised of representatives from the Police, Fire, Transportation & Mobility, Utilities, Legal, Finance, Human Resources and IT departments
- Continued efforts to reduce the number of at fault auto accidents across the City
- Increase safety across City departments
- Recruit and hire a Safety/Risk Manager and assist that person as they onboard to the new position

Major Accomplishments during the 2021 – 2023 Biennium

- The Risk Committee met quarterly during the 2021 and 2022 calendar years
- In FY 2020-21 there were 22 general liability/auto claims, of which 11 were either denied or closed without payment

- In FY 2021-22 there were 22 general liability/auto claims, of which 14 were either denied or closed without payment
- Continued support from the Utility Department's Safety & Risk Program Manager to ensure compliance, training, and support to City employees
- Hired the Director of Emergency Management in Spring 2023
- Worked with the Community and Economic Development Department on the requirements for contractors who apply to be on the Qualified Contractor list, which includes increased insurance requirements and requires relevant insurance coverage based on the type of work being applied for, which ultimately provides greater risk mitigation and less exposure for the City

Significant Changes from the 2021 – 2023 Biennial Budget

- 15% increase projected for all insurance premiums except workers' compensation and cyber/crime.
- Our broker has informed the City that we should expect an increase of approximately 35% in our cyber/crime rate given the increase in cyber-attacks and losses globally. Many governmental entities are being denied coverage
- The pollution policy is in year three of a three-year policy that was paid in full in FY 2020-21. The policy will be renewed in FY 2023-24

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Internal Service Fund - City Wide Administration
Facilities Management

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 2,030,659	$ 1,467,900	$ 1,552,108	$ 9,171,100	$ 9,171,100	$ 9,171,100
Intergovernmental revenues	74,728	2,000,000	2,000,000	-	-	-
Charges for services	124,477	77,500	127,591	437,600	437,600	437,600
Miscellaneous	308,099	5,116,800	5,131,816	308,500	308,500	308,500
Debt proceeds	5,253,139	21,783,000	22,757,964	120,197,100	120,197,100	120,197,100
Interfund transfers	6,096,400	11,701,800	11,063,587	14,985,500	14,985,500	14,985,500
TOTAL RESOURCES	$ 13,887,502	$ 42,147,000	$ 42,633,066	$ 145,099,800	$ 145,099,800	$ 145,099,800

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
Personnel services	$ 1,893,865	$ 3,079,200	$ 2,528,858	$ 3,160,200	$ 3,160,200	$ 3,160,200
Materials & services	2,725,649	5,343,900	4,893,237	6,932,800	6,932,800	6,932,800
Capital outlay	785,936	29,757,200	22,230,751	106,775,300	106,775,300	106,775,300
Total Admin. & Central Serv. Program	5,405,450	38,180,300	29,652,846	116,868,300	116,868,300	116,868,300
Interfund Transfers	267,525	804,200	883,524	504,300	504,300	504,300
Debt Service	6,662,419	2,675,000	2,925,588	7,488,200	7,488,200	7,488,200
Contingency	-	487,500	-	888,200	888,200	888,200
Reserves Future Construction	-	-	-	19,350,800	19,350,800	19,350,800
TOTAL REQUIREMENTS	$ 12,335,394	$ 42,147,000	$ 33,461,958	$ 145,099,800	$ 145,099,800	$ 145,099,800

Authorized Full Time Equivalents	10.00	10.00
Allocated Full Time Equivalents	10.00	10.30

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Facilities Management

Overview

Facilities Management is a division of the Internal Service Fund – City Wide Administration. Facilities Management is responsible for cleaning, maintenance, repair, small construction and capital improvement projects related to city-owned facilities. In addition, staff assist in the planning and design of future space needs in existing buildings or new city facilities such as the Juniper Ridge Public Works Campus and the future City Hall. The department also provides facility-related project management and maintenance services for the Parking, Housing, and Airport Programs. Revenue is generated through the City's cost allocation plan and from rent charges to building tenants. Revenue to support the Housing Program's facility needs is generated through a special purpose transfer. Expenditures include construction and improvement costs, operational expenses, repairs and maintenance, and debt service.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Plan and build facilities to meet the needs of a growing city with a lens of sustainability and a reduced carbon footprint
- Provide appropriate work environments to accommodate department needs including teleworking
- Maintain and preserve buildings as assets
- Continue to pursue opportunities for energy savings by leveraging Strategic Energy Management practices and align with council goals related to energy efficiency
- Execute pre-construction, design, and permitting services for the Juniper Ridge Public Works Campus project
- Provide project management for tenant improvements to the Lighthouse Navigation Center
- Continue planning efforts and property acquisition strategies for a new City Hall

Major Accomplishments during the 2021 – 2023 Biennium

- Secured Design-Build and Owner's Representative contracts for the Juniper Ridge Public Works Campus project
- Completed criteria design for the Juniper Ridge Public Works Campus.
- Assisted with the acquisition of three properties used as shelters in support of Council's housing goals
- Provided project management for design and facility improvements at the Stepping Stone Shelter and the Lighthouse Navigation Center
- Supported the development and execution of property acquisition strategies for a new City Hall

Significant Changes from the 2021 – 2023 Biennial Budget

- Budget includes $104 million of construction costs for the Juniper Ridge Public Works Campus as well as $200,000 for continued programming and planning costs associated with a new City Hall.
- Budget reflects approximately $3 million for annual operating costs related to the three City owned shelter facilities. Operating costs are funded by interfund transfers from the Houseless Fund.

ADMINISTRATION & CENTRAL SERVICES
Facilities Management

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
Vehicles:					
One (1) Ford F250 cab/chassis, service truck w/ lumber rack and plow frame	$ -	$ -	$ -	$ 60,000	$ -
Subtotal Vehicles	**$ -**	**$ -**	**$ -**	**$ 60,000**	**$ -**
Equipment:					
15th Street - One (1) Electric Vehicle Charging Station	$ 10,000	$ -	$ -	$ -	$ -
One (1) Snow removal vehicle and attachments	-	-	25,000	-	-
Subtotal Equipment	**$ 10,000**	**$ -**	**$ 25,000**	**$ -**	**$ -**
Total	**$ 10,000**	**$ -**	**$ 25,000**	**$ 60,000**	**$ -**

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2023-24	2024-25	2025-26	2026-27	2027-28
2nd Street Tenant Improvements	$ 2,384,000	$ -	$ -	$ -	$ -
Police facility - one (1) 30 ton HVAC unit replacement	-	-	315,000	-	-
Police facility - one (1) 5 ton HVAC unit replacement	-	-	25,000	-	-
Police facility - Carpet replacement	-	-	35,000	-	-
Police facility - Roof Membrane replacement	-	-	35,000	-	-
Total	**$ 2,384,000**	**$ -**	**$ 410,000**	**$ -**	**$ -**

Facilities Management
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
Juniper Ridge Public Works Campus	3	$ 51,375,300	$ 52,756,000	$ 19,350,800	$ -	$ -	$ 123,482,100
City Hall Replacement	5	100,000	100,000	10,000,000	10,000,000	10,000,000	30,200,000
705/755 NE 1st - Underground Injection Control	5	50,000	-	-	-	-	50,000
Total		**$ 51,525,300**	**$ 52,856,000**	**$ 29,350,800**	**$ 10,000,000**	**$ 10,000,000**	**$ 153,732,100**

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

Internal Service Fund - Departmental Administration
Fleet Management

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ (215,527)	$ 801,900	$ 762,691	$ 318,200	$ 318,200	$ 318,200
Intergovernmental revenues	9,442	-	-	-	-	-
Miscellaneous	94,228	80,700	129,714	103,400	103,400	103,400
Debt proceeds	-	55,100	-	-	-	-
Interfund transfers	7,533,673	8,254,200	7,868,765	11,312,400	11,312,400	11,312,400
TOTAL RESOURCES	$ 7,421,816	$ 9,191,900	$ 8,761,170	$ 11,734,000	$ 11,734,000	$ 11,734,000

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
Personnel services	$ 2,674,411	$ 3,269,900	$ 2,898,300	$ 4,167,400	$ 4,167,400	$ 4,167,400
Materials & services	3,041,376	4,065,272	4,139,797	4,728,700	4,728,700	4,728,700
Capital outlay	40,740	167,928	131,600	135,000	135,000	135,000
Total Admin. & Central Serv. Program	5,756,527	7,503,100	7,169,697	9,031,100	9,031,100	9,031,100
Interfund Transfers	902,598	1,276,400	1,273,238	2,600,500	2,600,500	2,600,500
Debt Service	-	8,000	-	-	-	-
Contingency	-	4,000	-	102,400	102,400	102,400
Reserves	-	400,400	-	-	-	-
TOTAL REQUIREMENTS	$ 6,659,125	$ 9,191,900	$ 8,442,935	$ 11,734,000	$ 11,734,000	$ 11,734,000

Authorized Full Time Equivalents	12.00	13.00
Allocated Full Time Equivalents	12.00	13.00

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Fleet Management

Overview

The Fleet Management Program is accounted for as a division of the Internal Service Fund – Departmental Administration and provides maintenance and services for all City-owned vehicles and heavy equipment. Revenue is generated by billing the departments and/or funds served at the time maintenance is performed. Major expenditures are for personnel, fuel and parts.

Goals & Objectives for the 2023 – 2025 Biennial Budget

- Actively participate and include teams' input in Juniper Ridge Public Works campus and fleet facility design
- Electrify fleet by acquiring the most economical vehicles that will show positive return on investment to the City
- Use telematics data (e.g., harsh braking and acceleration, idle time, diagnostic trouble code reporting, real-time and historical asset tracking) to make smart, data-based fleet decisions
- Explore alternative fuel options where available, specifically renewable diesel fuel
- Ensure staff receive quality training that keeps their skills current with industry standards

Major Accomplishments during the 2021 – 2023 Biennium

- Obtained three-year telematics contract and installed modules on city assets. Telematics provides critical asset data to include harsh braking and acceleration, idle time, check engine light notifications, real-time GPS tracking and many more features to make data-based fleet decisions
- Implemented three motor pools across the city with automated kiosks and reservation system. Eliminated significant employee labor hours by automating key and vehicle reservation management
- Received the city's first three fully electric vehicles and ordered three additional electrical vehicles

Significant Changes from the 2021 – 2023 Biennial Budget

- Added one (1) Fleet Program Coordinator LTE position
- The fuel and parts budgets remain at an elevated level due to recent cost inflation
- Discontinued fleet equipment reserve funding in favor of utilizing current fleet replacement funding strategy

ADMINISTRATION & CENTRAL SERVICES
Fleet Management

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28
Vehicles:					
One (1) Service Truck replacement w/ maintenance body	$ 55,000	$ -	$ -	$ -	$ -
Subtotal Vehicles	**$ 55,000**	**$ -**	**$ -**	**$ -**	**$ -**
Equipment:					
One (1) Truck-mounted air compressor/welder/generator	$ 15,000	$ -	$ -	$ -	$ -
One (1) Bulk oil storage system	30,000	-	-	-	-
One (1) Parts washer	15,000	-	-	-	-
One (1) Compressor	20,000	-	-	-	-
Subtotal Equipment	**$ 80,000**	**$ -**	**$ -**	**$ -**	**$ -**
Total	**$ 135,000**	**$ -**	**$ -**	**$ -**	**$ -**

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PERS Debt Service Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 2,822,216	$ 302,200	$ 249,829	$ 325,200	$ 325,200	$ 325,200
Charges for services	9,500	-	-	-	-	-
Miscellaneous	8,619	49,300	15,651	12,200	12,200	12,200
Interfund transfers	11,491,478	3,462,200	3,134,671	3,030,500	3,030,500	3,030,500
TOTAL RESOURCES	$ 14,331,813	$ 3,813,700	$ 3,400,151	$ 3,367,900	$ 3,367,900	$ 3,367,900

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Admin. & Central Serv. Program						
Materials & services	$ 11,254,339	$ -	$ -	$ -	$ -	$ -
Total Admin. & Central Serv. Program	11,254,339	-	-	-	-	-
Interfund Transfers	22,350	26,000	23,875	22,200	22,200	22,200
Debt Service	2,805,295	3,052,000	3,051,039	3,313,500	3,313,500	3,313,500
Reserves Debt Service	-	735,700	-	32,200	32,200	32,200
TOTAL REQUIREMENTS	$ 14,081,984	$ 3,813,700	$ 3,074,914	$ 3,367,900	$ 3,367,900	$ 3,367,900

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
PERS Debt Service Fund

Overview

The PERS Debt Service fund accounts for the payment of debt issued to fund a portion of the City's unfunded pension liability under the Oregon Public Employees' Retirement System (PERS) and the Oregon Public Service Retirement Plan. The City issued $13,725,000 of pension obligation bonds during fiscal year 2003-04 and made a $13,122,795 lump sum contribution towards its unfunded actuarial liability which was determined to be at a fair value of $17,497,060 on June 1, 2004. The lump sum contribution is being amortized through June 1, 2028 to provide employer contribution rate relief.

Due to decisions made during 2013-2015, 2017-2019, and 2019-2021 Budget Committee deliberations, a portion of personnel cost savings in department operating budgets were transferred to the PERS Debt Service Fund to increase reserves to offset the financial impact of future PERS increases.

The City used those reserve funds during the 2019-2021 biennium, when the Oregon Legislature established The Employer Incentive Fund. Moneys in the State's Employer Incentive Fund were used to match contributions made by public employers participating in the Oregon Public Employees Retirement System (PERS), as a way to reduce future employer PERS contribution rates. In fiscal year 2020-21, the City made an $11 million contribution to the Employer Incentive Fund, which was the amount the City could contribute to receive the 25% maximum of matching funds from the State.

This $11.3 million contribution was made possible by use of $4.3 million in reserves in the PERS Debt Service Fund, as well as a transfer of $7 million from the Other Post-Employment Benefits Internal Service Fund. The City's contribution resulted in matching funds from the State of $2.8 million, which brought the total deposit into the Employer Incentive Fund to approximately $14.1 million. Based on a forecasting tool developed by the State, that $14.1 million initial deposit could reduce the City's future PERS contributions by approximately $24.3 million over a 10 year period.

Other Post-employment Benefits (OPEB) Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 9,583,422	$ 5,930,900	$ 5,937,010	$ 8,533,700	$ 8,533,700	$ 8,533,700
Charges for services	3,209,801	2,205,800	2,490,745	3,193,200	3,193,200	3,193,200
Miscellaneous	202,253	180,300	211,932	160,500	160,500	160,500
TOTAL RESOURCES	$ 12,995,476	$ 8,317,000	$ 8,639,687	$ 11,887,400	$ 11,887,400	$ 11,887,400

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Interfund Transfers	$ 7,058,466	$ 122,400	$ 105,966	$ 80,300	$ 80,300	$ 80,300
Reserves for Future Liability	-	8,194,600	-	11,807,100	11,807,100	11,807,100
TOTAL REQUIREMENTS	$ 7,058,466	$ 8,317,000	$ 105,966	$ 11,887,400	$ 11,887,400	$ 11,887,400

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Other Post-employment Benefits (OPEB) Fund

Overview

The City currently participates in three separate Other Post-employment Benefits (OPEB) plans which are discussed below.

1. Implicit rate subsidy for retiree Health Insurance Continuation premiums:
   Per ORS 243.303, the City provides a single-employer plan to provide retirees with group health and dental insurance from the date of retirement to age 65. Retirees pay the full premium for coverage, unless the premium is charged under the stand-alone plan, discussed in plan 3 below. As the premiums cannot be separately rated from the group of active employees, there is an implicit rate subsidy paid by the City in its premiums paid for active employees.

2. Contribution to the Oregon PERS (OPERS) cost-sharing multiple-employer defined benefit plan:
   The City also contributes to the OPERS Retirement Health Insurance Account. This plan is a multiple-employer defined benefit plan that provides retirees with a monthly contribution toward the cost of Medicare companion health insurance. Rates are assessed each year by OPERS based on a rate actuarially determined to finance the costs of benefits earned by employees during the year.

3. Stand-alone plan for employees meeting certain eligibility requirements:
   The third plan is a stand-alone plan where the City provides retiree health benefits to employees with at least 15 years of service prior to retirement. The City pays the premium for retiree coverage until age 62 as long as the retiree maintains insurance coverage. The City will also pay the OPERS sponsored supplement to Medicare insurance beginning at age 65 if continuous coverage is maintained. The City is not responsible for any costs associated with retiree health care insurance, including Medicare and supplement to Medicare for non-represented employees hired after December 31, 2010, for COBEA members hired after August 31, 2011, for Fire Association employees hired after June 30, 2012, or for Police Association employees hired after June 30, 2013.

In response to changes in accounting for OPEB costs required by generally accepted accounting principles, the City started setting aside resources starting in fiscal year ending June 30, 2012. At the end of fiscal year ending June 30, 2018, the City created a new Internal Service Fund to account for these resources and to provide greater transparency for the intended use of these funds.

Revenues are received from user departments through a monthly charge based on the number of employees in each department. Charges are based on anticipated benefit costs for OPEB as calculated in the biennial actuarial valuation prepared for financial reporting purposes.

Management has considered the creation of a trust for the OPEB plan, however, costs are prohibitive until such a time as the plan resources are large enough to warrant the expense (at the end of the biennium there will be approximately $11.8 million in the fund; this amount needs to be approximately $50 million to achieve the economies of scale needed to create a separate legal trust). Until then,

management continues to look for opportunities to invest OPEB funds in accordance with the City's investment policies as well as identify opportunities to keep OPEB and other personnel costs as low as possible which keeps future liabilities and costs low. As part of these efforts, during the 2019-2021 biennium, $7 million was transferred from the OPEB Fund to the PERS Debt Service Fund to take advantage of the State's Employer Incentive Fund, which allowed local governments to reduce their future PERS contribution rates. Additional details on this program are available in the PERS Debt Service Fund narrative.

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Energy ARRA Grant Fund

	ACTUALS[1] 2019-2021	ADJUSTED BUDGET 2021-2023	ESTIMATE[1] 2021-2023	BIENNIAL BUDGET PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
RESOURCES						
Beginning working capital	$ 14,002	$ -	$ -	$ -	$ -	$ -
Miscellaneous	30,450	-	-	-	-	-
TOTAL RESOURCES	$ 44,452	$ -	$ -	$ -	$ -	$ -

	ACTUALS[1] 2019-2021	BUDGET 2021-2023	ESTIMATE[1] 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
By Category:						
Interfund Transfers	$ 44,452	$ -	$ -	$ -	$ -	$ -
TOTAL REQUIREMENTS	$ 44,452	$ -	$ -	$ -	$ -	$ -

[1] Due to rounding, actuals and estimated numbers may not add up precisely with the totals provided.

ADMINISTRATION & CENTRAL SERVICES
Energy ARRA Grant Fund

Overview

The Energy ARRA (American Recovery and Reinvestment Act) Grant Fund is a special revenue fund that was established in November 2009 for an Energy Efficiency and Conservation Block Grant. The monies received by this fund were historically used to improve City facilities and partner with other community organizations for residential energy improvements. The City of Bend obtained approval from the US Department of Energy to repurpose those funds in the 2017-2019 biennium for carbon neutrality and fossil fuel reduction activities.

In the 2019-2021 biennium, grant revenues were recorded in this fund and proceeds were transferred to the City Manager's Office where all of the programmatic costs are incurred. In subsequent biennium, grant revenues are recorded directly into the Internal Service Fund - City Wide Administration Sustainability Program.

Capital Improvement Program

Overview

The Capital Improvement Program (CIP) identifies infrastructure improvement projects within a 5-year period which are necessary to enhance service levels, address existing deficiencies, and provide for future growth. The 5-year CIP is updated annually and is coordinated with departments within the City.

The City continues to refine its CIP process as a means to enhance both financial planning and management decisions. Construction, repair, replacement and additions that will cost over $10,000 were considered as departments developed lists of proposed projects. Population changes, land-use patterns and operational impacts are all considered when assessing future demands and needs. The City also looks at both staffing resources needed to complete the projects identified and considers financial impacts to utility rates along with available funds to pay for projects.

A number of CIP projects were identified for funding in the 2024-2028 CIP. Many of the projects outlined in the CIP are complex, multi-year projects involving improvements to water, water reclamation, stormwater and transportation infrastructure. Examples of these improvements include the Wilson Avenue Corridor Improvements, Neff & Purcell Intersection, and Awbrey Butte Distribution Improvements projects. The City of Bend looks for opportunities to align multiple projects to achieve economies of scale and lessen the impacts to the community.

This CIP includes projects in the Water, Water Reclamation, Stormwater, Transportation Construction, Accessibility Construction, 2020 General Obligation Bond, BURA Juniper Ridge, BURA Murphy Crossing, BURA Core Area, Airport and Parking Funds as well as the Facilities Management division of the Internal Service Fund – City Wide Administration.

The Capital Improvement Program process provides the City with documentation of the selection process and timing of capital projects, thus allowing enhanced public accountability and communication. The CIP provides sound financial planning and management of projects which:

- Preserve existing publicly owned property and infrastructure.
- Provide new facilities and infrastructure to accommodate an orderly and well-planned expansion of the community consistent with Statewide Planning Goals.
- Enhance livability within the community.

The 2024-2028 ClP is an integral part of the overall City financial program and is included in the capital outlay category of the City's budget. A schedule that summarizes infrastructure projects by program shows total estimated cost of the project, the annual budgeted costs and funding sources is included in this budget document.

Water Capital Budget

The City completed on an update to the Water System Master Plan that identified $85.0 million over the next five years in system improvements to the surface and groundwater distribution system and repair and replacement improvements to reservoirs, groundwater wells, pipelines, power and security. The proposed budget includes $28.7 million in projects identified in the Water System Master Plan, and future budget adjustments and Capital Improvement Programs will reflect further implementation of the plan.

The Water Capital Program is primarily focused on providing for the City's current needs as well as address future growth. User fees, system development charges, and long-term debt all provide potential sources of revenue to address these projects. There are no proposed long-term debt issuances in the 2023-2025 biennium for CIP work.

Water Reclamation Capital Budget

The Water Reclamation Program includes projects for the water reclamation facility as well as the collection systems that expand current capacity and extend service within the urban growth boundary.

The capital improvement schedule for water reclamation for the next five years calls for expenditures of $85.2 million for sewer collection system improvements. This includes completing a master plan for the Southeast area, capacity improvements, solids handling and dewatering system upgrades at the water reclamation facility, and several sewer mains, gravity mains and pump station decommissions. User fees, system development charges, and long-term debt all provide potential sources of revenues to address these projects. The budget includes $7.0 million of debt proceeds related to draw down of DEQ loan proceeds for loans approved in previous biennium. User rates, system development charges or other revenues of the sewer system will be used for debt service payments of these bonds.

Stormwater Capital Budget

The Stormwater CIP schedule calls for an investment of $22.0 million over the next five years for a pipe replacement project, system improvements, an update of the Stormwater Master Plan and other projects. The Stormwater program provides for the maintenance and repair of stormwater infrastructure, including pipe and catch basin repair, drill hole reconditioning, water quality controls, and system cleaning. This program pays for system operation, including emergency response during flooding events. The current Stormwater CIP emphasizes the Newport Corridor Improvements, South Awbrey Butte Drainage Improvements and Stormwater Master Plan Update which will produce additional projects to be scheduled in future CIPs.

The most significant challenge facing the Stormwater Capital Program in this budget is financing the significant infrastructure needs. The City maintains a 30-year stormwater model to project the financial needs of the Stormwater Utility Program. Rate projections for the next five years will be subject to discussion as a result of the Stormwater Master Plan Update. The budget includes $6.4 million in full faith and credit debt proceeds as well as $825,000 of debt proceeds related to draw

down of DEQ loan proceeds for loans approved in the 2021 – 2023 biennium. User rates or other revenues of the stormwater system will be used for debt service payments of these bonds.

Transportation Capital Budgets

Transportation Construction Fund: provides for improvements to the transportation system, including multi-modal projects, funded primarily through system development charges and franchise fees.

2020 General Obligation Bond Construction Fund: includes projects that improve traffic flow, east-west connections, safety, mobility and access on major street corridors and intersections.

Accessibility Construction Fund: includes projects for the development of the City's right of way infrastructure from design through construction.

Parking Services Fund: includes projects for the development of City parking facilities.

The current Transportation Construction schedule emphasizes the completion of CIP projects in design as well as projects to relieve congestion, improve connectivity and safety. The five-year Transportation Construction CIP includes $38.7 million of projects, many which have synergy opportunities across water, sewer, accessibility and stormwater.

The 2020 General Obligation (GO) Bond Construction fund five year CIP schedule includes $135.5 million in projects. Projects are reviewed and prioritized by the Transportation Bond Oversight Committee (TBOC) including improvements to roads, intersections, and key east-west corridors, neighborhood safety improvement projects, a connected cross town bicycle network, sidewalks and safe crossings for access to schools, parks, and jobs, sidewalk infill on key routes, contributions to improvements on US97/the Parkway, including redesign and construction of interchanges and on/off ramps, and transit infrastructure improvements and matching funds for transit system capital improvements.

The Accessibility Construction Fund includes projects for the development of the City's right of way infrastructure from design through construction. Progress continues on improving infrastructure commensurate with the Americans with Disabilities Act (ADA) through the city's *ADA Transition Plan for Curb Ramps in Public Rights-of-Way*. The five-year Accessibility Construction CIP includes $2.5 million of projects.

The Parking Services Fund includes projects for the development and maintenance of parking districts and public parking facilities. The five year CIP will be evaluated and updated based on direction and polices from the Transportation System Plan, City Wide Parking Study, and Downtown Parking Study. The 2023-2025 biennium includes enhancements and renovations of the North Mirror Pond Lot for $2.4 million.

BURA Capital Budget

BURA Juniper Ridge Construction Fund: includes projects for the Juniper Ridge Urban Renewal Area located in northeast Bend.

BURA Murphy Crossing Construction Fund: provides projects for the area of the southern convergence of the Bend Parkway and Southeast 3rd Street.

BURA Core Area Construction Fund: includes projects for the Juniper Ridge Core Area located in Bend Central District, KorPine, East Downtown, and Inner Highway 20/Greenwood.

The BURA Juniper Ridge Construction Fund includes projects that were identified after years of study of the Juniper Ridge Urban Renewal Area where access and circulation have been negatively affected by the absence of roads. The Plan contains goals, objectives and projects for the development of the ("Area"). The Area consists of approximately 500 acres of industrial land in northeast Bend. The five-year Juniper Ridge Construction CIP includes $390,000 of projects.

The BURA Murphy Crossing Construction Fund includes projects that were identified after years of study of the Murphy Crossing Urban Renewal Area where access and circulation have been negatively affected by the location and configuration of the Bend Parkway. The Plan contains goals, objectives and projects for the development of the "Area". The area consists of approximately 230 acres of land in the vicinity of the southern convergence of the Bend Parkway and Southeast 3rd Street. The five year BURA Murphy Crossing Construction Fund includes $1.7 million of projects.

The BURA Core Area Construction Fund includes projects in Opportunity Areas that were identified in the 2016 Comprehensive Plan. The Plan contains goals, objectives and projects for the development of the "Area". The Area consists of 637.15 acres within the City of Bend where more intense development and redevelopment should occur to meet the City of Bend's housing and employment needs. The five year BURA Core Area Construction Fund includes $8.5 million of projects.

Airport Capital Budget

The Airport Capital Budget reflects the continued efforts to meet existing and near term demand, increase safety and enhance the efficiency of operations. The Airport Master Plan Update process that began in 2019 has been completed. The Update process included an extensive, satellite-based, survey and analysis of an airport's ground and airspace features. FAA, Airport and State funding sources are available to fund the Master Plan Update project, with costs estimated at $589,000. The five-year Airport CIP includes $9.3 million of projects.

Facilities Management Budget

The Facilities Management Capital budget accounts for maintenance, repair, small construction and Capital Improvement Projects related to City-owned facilities. In addition, Central Service Staff assist in the planning and design of future space needs in existing buildings or new City facilities. The five-year Facilities Management Construction CIP includes $153.7 million of projects.

Impacts on Annual Operating Budgets

The individual project summaries on the following pages indicate the impact the completed project will have on the operating budget (i.e. additional staffing, maintenance, debt service and operating costs). Financial impacts are determined using the following definitions and criteria:

- **Positive -** The project will result in annual operating cost savings or generate additional revenue.
- **None -** The project will not result in additional annual operating expenditures.
- **Negligible -** The project will increase annual operating expenditures by less than $10,000 annually.
- **Minimal -** The project will increase annual operating expenditures by more than $10,000, but less than $50,000.
- **Moderate -** The project will increase annual operating expenditures by more than $50,000, but less than $100,000.
- **High -** The project will increase operating expenditures by more than $100,000 annually.
- **Unknown –** The impacts of the project are unknown at this time.

Summary of Infrastructure Capital Projects

Fund / Description	Funding Source: Franchise Fees	Rates	SDC's	2020 GO Bond	Urban Renewal	Other	Notes	Impact on Annual Operating Budget	Total Project Estimate Across Funds Apr-2023	Multi Year Project Yes/No	Capital Outlay 2023-2025 Biennium	Project Detail on Page #s
WATER FUND												
1GB27 Bear Creek Road and 27th Street Improvements		■	■			■	1	Negligible	$ 12,800,000	Yes	$ 1,000,000	366
1GNCC North Corridor Project Coordination		■	■			■	1	Negligible	14,866,400	Yes	1,405,700	368
1GOPB Olney Pedestian and Bicycle Improvements		■	■			■	1	Moderate	4,651,000	Yes	700,000	370
1GWAC Wilson Avenue Corridor Improvements		■	■			■	1	Moderate	29,455,200	Yes	701,000	372
1RFGU Franklin & Greenwood Underpass		■	■					Minimal	7,582,000	Yes	1,332,000	374
1TNPS Neff & Purcell Intersection		■	■			■	1	Minimal	10,605,500	Yes	10,600	376
1WABD Awbrey Butte Distribution Improvements		■	■			■	1	Moderate	31,122,900	Yes	23,100,000	378
1WFRB Fire Rock Bridge		■	■					None	550,000	Yes	500,000	380
1WFRR Capital Repair and Replacement Program		■						Negligible	15,656,400	Yes	3,600,000	382
1WHCD In-Conduit Hydropower Feasibility Study		■	■					Unknown	250,000	Yes	50,000	384
1WOFI Outback Facility Improvements		■	■					Unknown	26,339,100	Yes	2,350,000	386
1WPDI Pilot Butte Distribution Improvements		■	■					Moderate	14,800,000	Yes	500,000	388
1WWCM Well Capital Maintenance		■	■					Minimal	5,126,000	Yes	1,450,000	390
Total for Water Fund											$ 36,699,300	
WATER RECLAMATION FUND												
1GB27 Bear Creek Road and 27th Street Improvements		■	■			■	1	Negligible	$ 12,800,000	No	$ 400,000	394
1GOPB Olney Pedestrian and Bike Improvements		■	■			■	1	Moderate	4,651,000	Yes	1,000,000	396
1GNCC North Corridor Project Coordination		■	■			■	1	Negligible	14,866,400	No	120,000	398
1SAAI Addison & Butler Mkt Gravity Improvement		■	■					Minimal	1,512,000	No	-	400
1SAMM SW Sewer Basin Improvements		■	■			■	5	None	13,332,300	Yes	375,000	402
1SEMP SE Area Master Plan		■	■					Moderate	15,000,000	Yes	14,900,000	404
1SFPU WRF Facilities Plan Update			■					Unknown	1,150,000	Yes	1,100,000	406
1SJRS Juniper Ridge Pump Station Decommissioning		■	■					None	1,500,000	Yes	1,500,000	408
1SMP1 Collection System Master Plan Update			■					Unknown	1,771,900	Yes	1,650,000	410
1SN04 Pettigrew and Bayou Sewer Project		■	■			■	5	Minimal	2,650,900	Yes	2,100,000	412
1SN05 Pinehaven and Woodhaven Sewer Project		■	■			■	5	Minimal	1,000,000	Yes	925,000	414
1SN06 Silver Sage Sewer Project		■	■			■	5	Minimal	2,550,000	Yes	2,400,000	416
1SNEP Bend Sewer Neighborhood Extension Program		■						None	16,767,100	Yes	2,595,000	418
1SOC1 Odor Control Master Plan			■					Unknown	1,155,000	No	-	420
1SPCR WRF Primary Clarifier Rehabilitation		■	■					Moderate	4,016,300	Yes	3,900,000	422
1SPGA Large Gravity Pipe Condition Assessment		■	■					Unknown	400,000	Yes	-	424
1SPS1 Awbrey Glen and Westside Pump Station Improvements		■						Minimal	5,491,100	Yes	4,760,000	426
1SPSD Pump Station Decommissions Program		■	■			■	5	Positive	10,133,500	Yes	1,800,000	428
1SPSX Pump Station Program Funding		■	■					Positive	12,500,000	Yes	1,900,000	430
1SRRR Water Reclamation Capital Repair and Replacement Projects		■						Unknown	11,000,000	Yes	1,000,000	432
1SSFU Support Facilities Upgrade		■	■					Unknown	1,000,000	Yes	-	434
1TBMW Wells Acres Road & Butler Market Road Roundabout		■	■					Negligible	6,445,300	Yes	1,900,000	436
1WABD Awbrey Butte Distribution Improvements		■	■			■	1	Moderate	31,122,900	No	3,500,000	438
Total for Water Reclamation Fund											$ 47,825,000	
STORMWATER FUND												
1GWAC Wilson Avenue Corridor Improvements			■			■	1	Moderate	$ 29,455,200	No	$ 200,000	442
1RCAP Stormwater Capital Repair and Replacement Program			■					Unknown	2,800,000	Yes	800,000	444
1RFGU Franklin & Greenwood Underpass			■					Minimal	7,582,000	Yes	4,000,000	446
1RMP1 Stormwater Master Plan Update			■					Unknown	500,000	Yes	500,000	448
1RNPR Newport Corridor Improvements			■			■	1,5	High	30,615,600	Yes	800,000	450
1RSAB South Awbrey Butte Drainage Improvements			■			■	5	Moderate	10,000,000	Yes	-	452
1TNPS Neff & Purcell Intersection			■			■	1	Minimal	10,605,500	Yes	25,000	454
1WABD Awbrey Butte Distribution Improvements			■			■	1	Moderate	31,122,900	Yes	1,940,000	456
Total for Stormwater Fund											$ 8,265,000	

Fund / Description	Funding Source: Franchise Fees	Rates	SDC's	2020 GO Bond	Urban Renewal	Other	Notes	Impact on Annual Operating Budget	Total Project Estimate Across Funds Apr-2023	Multi Year Project Yes/No	Capital Outlay 2023-2025 Biennium	Project Detail on Page #s
TRANSPORTATION CONSTRUCTION FUND												
1GFAI Franklin Avenue Corridor Improvements	■		■					Negligible	$ 9,650,000	Yes	$ 1,425,000	460
1GOPB Olney Pedestrian and Bike Improvements	■		■			■	1	Moderate	4,651,000	No	500,000	462
1GWAC Wilson Avenue Corridor Improvements	■		■			■	1	Moderate	29,455,200	Yes	6,350,000	464
1T3IN 3rd & Reed Market Intersection	■		■					Negligible	5,000,000	Yes	150,000	466
1T3ML 3rd & Miller Intersection	■		■					Negligible	3,200,000	Yes	400,000	468
1TABB Archie Briggs Bridge Replacement	■		■					Minimal	2,000,000	No	2,000,000	470
1TBKE Bicycle Greenways	■		■					Negligible	4,173,300	Yes	648,800	472
1TBKP Bicycle Program	■		■					Negligible	700,000	Yes	500,000	474
1TBMW Butler Mkt/Wells Acres	■		■					Negligible	6,445,300	Yes	3,945,000	476
1TBRB Bond & Reed Market Roundabout	■		■					Negligible	4,250,000	Yes	750,000	478
1TCHI Brosterhous/Chase	■		■					Negligible	1,000,000	No	-	480
1TCKR Country Club Road / Knott Road Intersection Improvements	■		■					Negligible	3,700,000	Yes	-	482
1TCON 27th/Conners Intersection	■		■					Negligible	2,500,000	Yes	-	484
1TCSI Citywide Safety Improvements	■		■					Negligible	2,107,800	Yes	46,400	486
1TGCI Galveston Corridor Improvements	■		■					Negligible	4,945,700	Yes	150,000	488
1TNPS Neff & Purcell Intersection	■		■			■	1	Minimal	10,605,500	Yes	975,000	490
1TRVF Riverfront Improvements						■	2	None	1,028,600	Yes	928,600	492
1TWAC 27th & Wells Acres Road Intersection Improvements	■		■					Negligible	3,700,000	Yes	-	494
1XSTS Standards & Specifications Update	■		■			■	1	None	303,300	Yes	30,000	496
Total for Transportation Construction Fund											$ 18,798,800	
2020 GENERAL OBLIGATION BOND CONSTRUCTION FUND												
1GABB Archie Briggs Improvements				■				None	$ 500,000	Yes	$ 400,000	498
1GAEE Aune Street Extension (East)				■				None	6,350,000	Yes	2,700,000	500
1GAEW Aune Street Extension (West)				■				None	7,500,000	Yes	-	502
1GB27 Bear Creek Road and 27th Street Improvements				■				Negligible	12,800,000	Yes	8,300,000	504
1GBBA Butler Market Road and Boyd Acres Road Improvements				■				Negligible	3,846,000	Yes	3,545,700	506
1GCAC Colorado Avenue Capacity Improvements				■				None	7,000,000	Yes	-	508
1GCAI Colorado Avenue Interchange Improvements				■				None	430,000	Yes	-	510
1GEAI Empire Avenue Interchange				■				None	1,450,000	No	-	512
1GEAT Enhanced Access to Transit				■				None	8,000,000	Yes	1,150,000	514
1GEOB Empire & OB Riley Intersection				■				None	3,500,000	Yes	-	516
1GFAI Franklin Avenue Corridor Improvements				■				Negligible	9,650,000	Yes	5,225,000	518
1GGAU Greenwood Avenue Undercrossing				■				None	750,000	No	750,000	520
1GHAO Hawthorne Avenue Overcrossing				■				Negligible	9,995,000	Yes	2,425,000	522
1GITS Intelligent Information Systems				■				None	5,000,000	Yes	800,000	524
1GKKR Key Routes River West Neighborhood				■				None	220,000	No	220,000	526
1GLRS Neighborhood Street Safety Program				■				Negligible	8,000,000	Yes	2,550,000	528
1GMPR Murphy Parkway Ramps Project				■				Negligible	10,000,000	Yes	-	530
1GNCC North Corridor Project Coordination				■				Negligible	14,866,400	Yes	4,800,000	532
1GNCI Neff Corridor Improvements				■				None	4,071,000	Yes	2,771,000	534
1GOPB Olney Pedestrian and Bike Improvements				■		■	1	Moderate	4,651,000	Yes	2,201,000	536
1GOPI Olney Corridor Improvements				■				None	7,000,000	Yes	-	538
1GPCB Powers, Parrell and Chase Intersections				■				None	5,000,000	Yes	-	540
1GPCI Portland Avenue Corridor Improvements				■				None	3,500,000	Yes	3,380,000	542
1GPUR Purcell Extension Project				■				Minimal	2,216,500	Yes	216,500	544
1GRMC Reed Market Corridor				■				Negligible	40,980,000	Yes	3,700,000	546
1GRRI Revere Intersection Improvements				■				None	7,000,000	Yes	-	548
1GWAC Wilson Avenue Corridor Improvements				■		■	1	Moderate	29,455,200	Yes	1,552,000	550
1TBKE Bicycle Greenways Project				■				Negligible	4,173,300	Yes	2,343,000	552
Total for 2020 GO Bond Construction Fund											$ 49,029,200	
ACCESSIBILITY CONSTRUCTION FUND												
1AADA Accessibility Opportunity Capital Projects	■							Minimal	$ 2,261,200	Yes	$ 135,000	556
1ADEI NW Delaware Accessibility Improvements	■							Minimal	800,000	Yes	800,000	558
1SPSD Pump Station Decomissioning	■							Positive	10,133,500	No	20,000	560
1WABD Awbrey Butte Distribution Improvements	■					■	1	Moderate	31,122,900	Yes	75,000	562
Total for Accessibility Construction Fund											$ 1,030,000	
BURA JUNIPER RIDGE CONSTRUCTION FUND												
1BCTL Cooley Rd. / Talus Rd. Improvements					■			None	$ 3,640,000	Yes	$ 390,000	566
Total for BURA Juniper Ridge Construction Fund											$ 390,000	
BURA MURPHY CROSSING CONSTRUCTION FUND												
1BM97 Murphy Rd/US97 Interchange					■			None	$ 150,000	No	$ 150,000	570
1B97N US97 Frontage Road North					■			None	750,000	No	-	572
1B97S US97 Frontage Road South					■			None	750,000	No	-	574
Total for BURA Murphy Crossing Construction Fund											$ 150,000	

Fund / Description	Funding Source: Franchise Fees	Rates	SDC's	2020 GO Bond	Urban Renewal	Other	Notes	Impact on Annual Operating Budget	Total Project Estimate Across Funds Apr-2023	Multi Year Project Yes/No	Capital Outlay 2023-2025 Biennium	Project Detail on Page #s
BURA CORE AREA CONSTRUCTION FUND												
1GHAO Hawthorne Overcrossing					■			Negligible	$ 9,995,000	Yes	$ -	578
1GFAI Franklin Crossing & Corridor Improvements					■			Negligible	9,650,000	Yes	3,000,000	580
1BCA2 2nd Street Streetscape Improvements - Franklin to Greenwood					■			None	2,500,000	Yes	1,500,000	582
Total for BURA Core Area Construction Fund											$ 4,500,000	
Parking Services Fund												
1PNMP North Mirror Pond Improvements						■	6	Negligible	$ 2,360,000	Yes	$ 2,360,000	586
Total for Parking Services Fund											$ 2,360,000	
AIRPORT FUND												
AP22B Air Traffic Control Tower - Siting & Design						■	3	High	$ 1,900,600	Yes	$ 1,600,000	590
AP25A Taxiway A & B Rehabilitation						■	3	None	300,000	No	300,000	592
AP26A Multiple Taxilanes/Apron Reconstruction & Rehabilitation						■	3	None	3,815,000	Yes	500,000	594
AP27A West Apron Reconstruction & Rehabilitation						■	3	None	3,535,000	Yes	-	596
Total for Airport Fund											$ 2,400,000	
FACILITIES MANAGEMENT												
Juniper Ridge Public Works Campus						■	4	Moderate to High	$ 33,320,000	Yes	$ 104,131,300	600
City Hall Replacement						■	4	TBD	27,361,800	Yes	200,000	602
705/755 NE 1st - Underground Injection Control						■	4	Minimal	2,366,400	No	50,000	604
Total for Facilities Management											$ 104,381,300	
CIP TOTAL FOR 2023-2025 BIENNIAL BUDGET											**$ 275,828,600**	

Notes

1 Synergy projects partially funded by Stormwater, Water Reclamation, Water, 2020 General Obligation Bond, Accessibility Construction and/or Transportation Construction.
2 Partnership with Bend Park and Recreation District and MPO awarded Surface Transportation Block Grant funding
3 Funded by FAA and State of Oregon Grants. City Match to be funded with Airport revenues and General Fund subsidy if State of Oregon grants not available.
4 Projects will be funded by issuance of long term debt. Annual debt service payments will be made by operating departments at each site.
5 Projects will be funded with issuance of long term debt in the Clean Water State Revolving Fund Loan Program.
6 Project will be funded with restricted tourism revenue

Water Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GB27 Bear Creek Road and 27th Street Improvements	5	$ 500,000	$ 500,000	$ -	$ -	$ -	$ 1,000,000
1GNCC North Corridor Project Coordination	1	1,405,700	-	-	-	-	1,405,700
1GOPB Olney Pedestian and Bicycle Improvements	5	350,000	350,000	-	-	-	700,000
1GWAC Wilson Avenue Corridor Improvements	2	701,000	-	-	-	-	701,000
1RFGU Franklin & Greenwood Underpass	5	800,000	532,000	-	-	-	1,332,000
1TNPS Neff and Purcell Intersection	3	10,600	-	-	-	-	10,600
1WABD Awbrey Butte Distribution Improvements	4	13,500,000	9,600,000	-	-	-	23,100,000
1WFRB Firerock Bridge	5	250,000	250,000	-	-	-	500,000
1WFRR Capital Repair and Replacement Program	5	600,000	3,000,000	3,000,000	3,000,000	3,000,000	12,600,000
1WHCD In-Conduit Hydropower Feasibility Study	1	50,000	-	-	-	-	50,000
1WOFI Outback Facility Improvements	5	750,000	1,600,000	9,000,000	9,000,000	5,880,900	26,230,900
1WPDI Pilot Butte Distribution Improvements	5		500,000	5,000,000	7,000,000	2,300,000	14,800,000
1WWCM Well Capital Maintenance	5	-	1,450,000	3,676,000	-	-	5,126,000
Total		**$ 18,917,300**	**$ 17,782,000**	**$ 20,676,000**	**$ 19,000,000**	**$ 11,180,900**	**$ 87,556,200**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1GB27 Bear Creek Road and 27th Street Improvements

Fund: Water

Project Manager: Sinclair Burr **Cost** | **Project Status:** Active | **Project Phase:** Planning

Estimate Classification: 5 | **Est. Start Date:** Dec 2022 | **Est. End Date:** Jun 2026

Description & Background

This project will design and construct a single-lane roundabout at the intersection of Bear Creek Road, Pettigrew Road and Purcell Boulevard. Key route projects have been combined for a shared use path and low-stress bikeway on Bear Creek Road from Cessna Avenue to the east Urban Growth Boundary, and on 27th Street from Highway 20 to Reed Market Road. The project will include closing a sidewalk gap to connect the key route between the Coyner and Larkspur trails adjacent to Bear Creek Road.

Includes funding for Water Reclamation and Water distribution upgrades as identified in the corresponding masterplan and CIP.

Need/Justification

Identified in the Transportation System Plan as projects S-3, R2-D, R2-E and R8-A

Near-term project to improve safety at the intersection of Bear Creek Road, Pettigrew Road, and Purcell Boulevard by constructing a single-lane roundabout. Key route projects to improve connectivity and transportation options along both 27th Street and Bear Creek Road.

Project Related to Council Goal: Transportation + Infrastructure

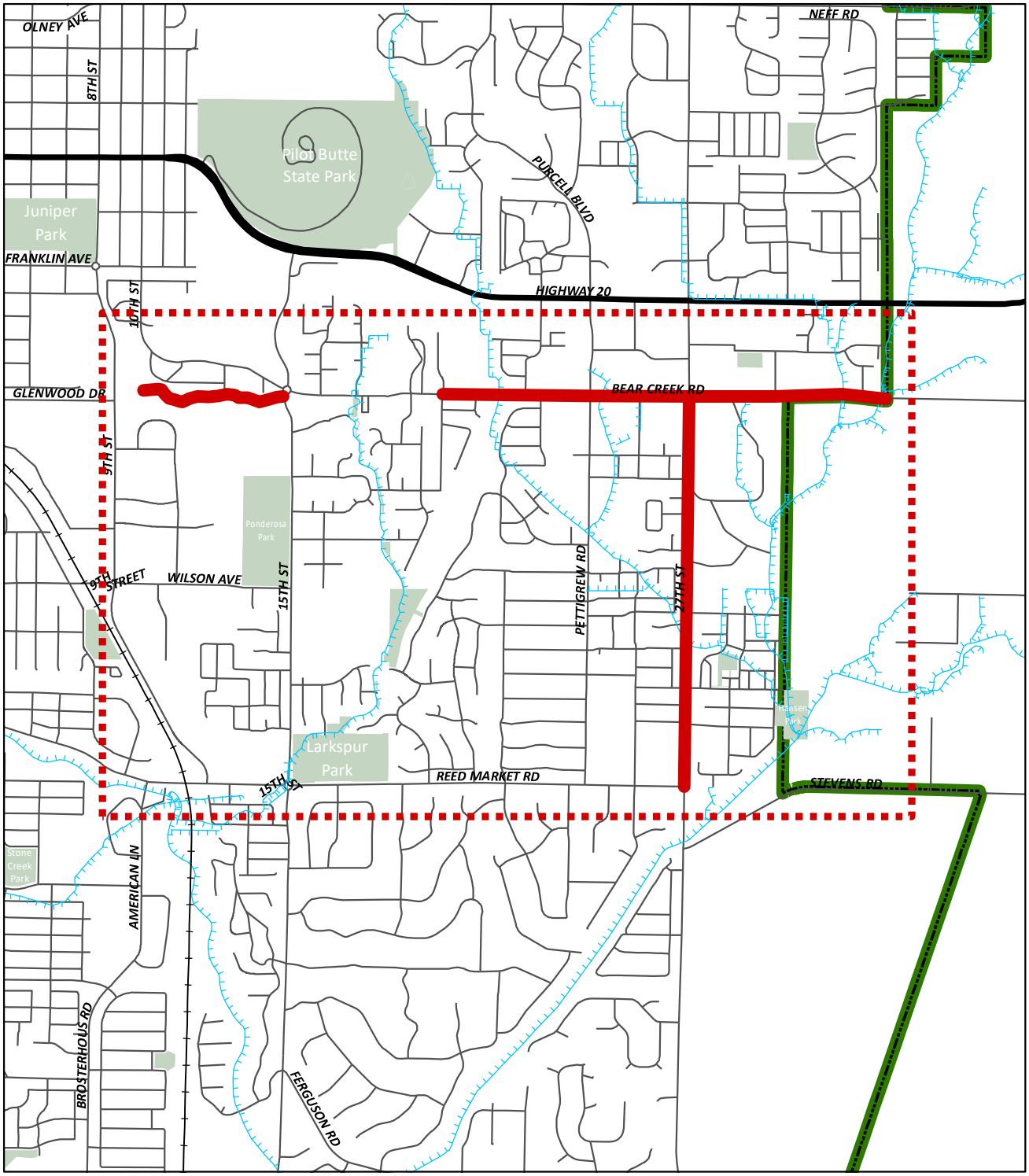
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ 1,000,000	
Water Reclamation	$ 400,000	
Stormwater	$ -	
General Obligation Bond	$ 11,400,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 100,000	$ 5,100,000	$ 4,600,000	$ 3,000,000	$ -	$ -	$ -
				Total Project Cost Estimate:			**$12,800,000**



CITY OF BEND

1GB27

Bear Creek Road and 27th Street Improvements

NOT TO SCALE

1GNCC North Corridor Project Coordination

Fund: Water

Project Manager: ODOT | **Project Status:** Active | **Project Phase:** Construction

Contribution **Cost Estimate** | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2024

Description & Background

This is a synergy project with the Oregon Department of Transportation (ODOT) for improvements to the US97 and US20 Bend North Corridor. GO Bond funds were identified in the project list as a contribution to enhance multimodal connectivity and north-south connections.

Need/Justification

Identified in the Transportation System Plan as project C-12. The North Corridor project is not identified in the Transportation System Plan as it is a State Highway System project.

Project Related to Council Goal: Transportation + Infrastructure

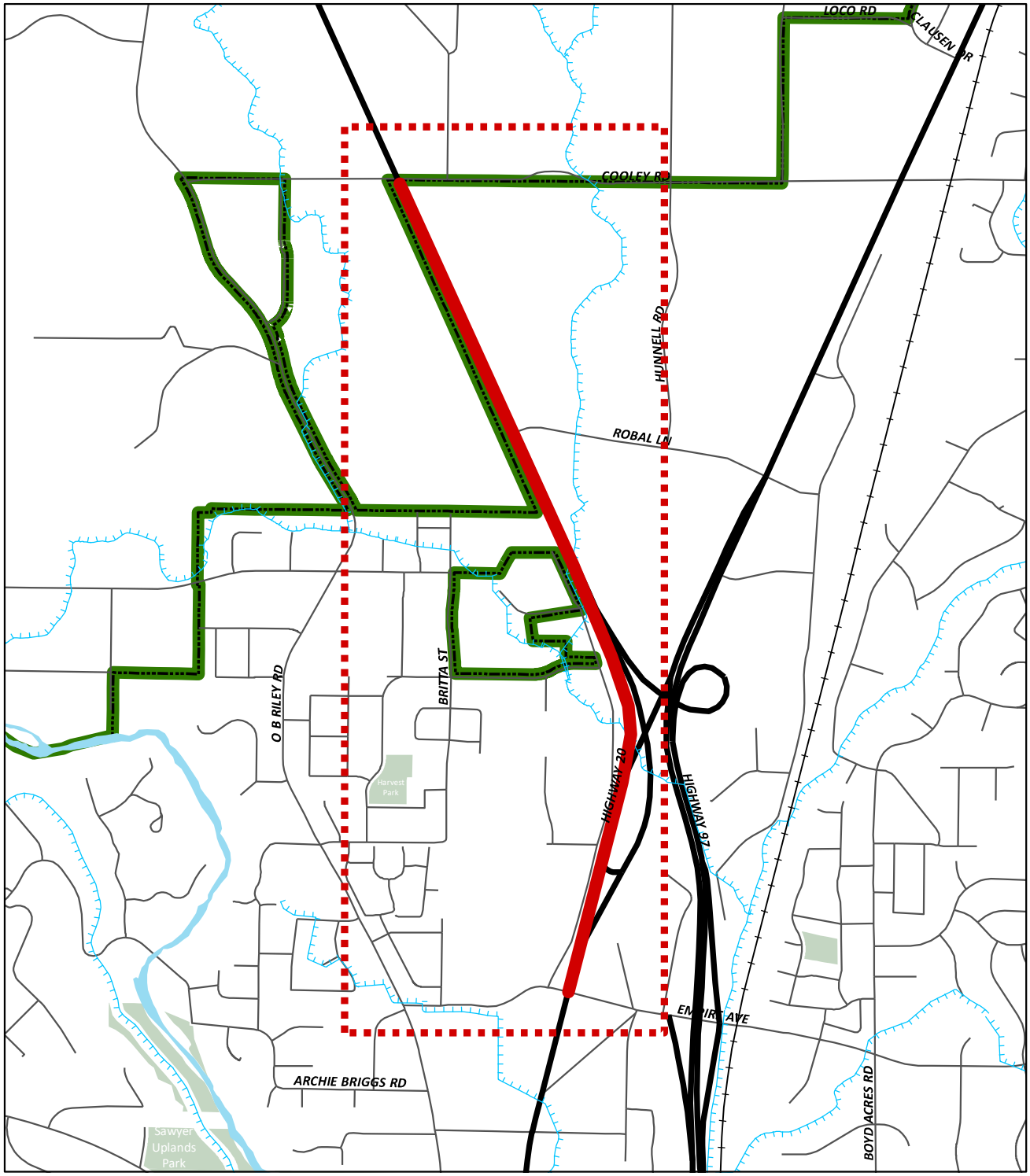
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	An intergovernmental agreement (IGA) has been executed with ODOT and approved by Council, and a design-build team has been selected and initiated design and construction activities for the project. Agreements would be breached if funding was not provided as outlined in the IGA.
Transportation Construction	$ 5,540,700	
Water	$ 2,405,700	
Water Reclamation	$ 120,000	
Stormwater	$ -	
General Obligation Bond	$ 4,800,000	
Other (see below)	$ 2,000,000	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 5,000,000	$ 5,066,400	$ 4,800,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$14,866,400**



CITY OF BEND

1GNCC

North Corridor Project Coordination

NOT TO SCALE

1GOPB Olney Pedestrian and Bike Improvements

Fund: Water

Project Manager: Carrie Theus | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2022 | **Est. End Date:** Dec 2024

Description & Background

This project combines several projects aimed at improving bicycle and pedestrian infrastructure along Olney Avenue. The improvements include a safe crossing at the intersection of 2nd Street and Olney Avenue, protected bike lanes on Olney Avenue at the Parkway undercrossing, and a shared use path from Wall Street to the Railroad. The shared use path will close the sidewalk gap, remove barrier to east-west bicycle connectivity, and mitigate right-turn hook crashes at the Wall Street intersection.

Additional Water and Water Reclamation funds are included with this project. Water funds are to address aging water distribution pipes running parallel to the project limits and Water Reclamation funds are to address capacity upgrades as identified in the current collection system masterplan, to be confirmed with the upcoming masterplan updates.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects M-3, M-12 and R3-E.

Near-term projects to improve bicycle and pedestrian safety along Olney Avenue between Wall Street and 2nd Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

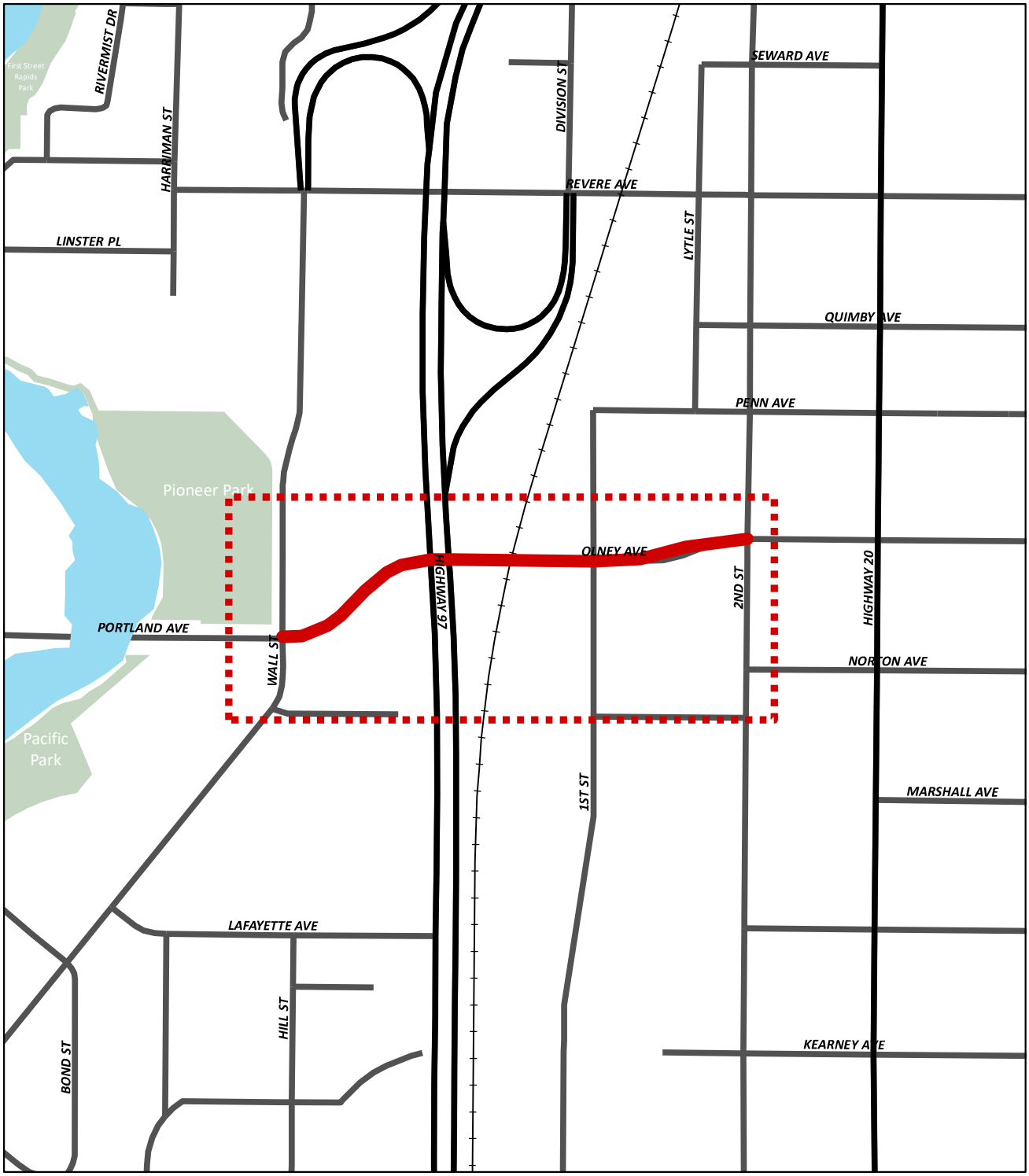
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 500,000	
Water	$ 700,000	
Water Reclamation	$ 1,000,000	
Stormwater	$ -	
General Obligation Bond	$ 2,451,000	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 250,000	$ 1,700,000	$ 2,701,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $4,651,000



CITY OF BEND

1GOPB

Olney Pedestrian and Bike Improvements

NOT TO SCALE

1GWAC Wilson Avenue Corridor Improvements

Fund: Water

Project Manager: Sinclair Burr | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 2 | **Est. Start Date:** Jul 2020 | **Est. End Date:** Dec 2023

Description & Background

Work under this project includes improvements to three major intersections along Wilson Avenue – 3rd Street, 9th Street and 15th Street. The project also includes improvements to the 2nd Street and Wilson Avenue intersection and multimodal improvements along the corridor from 2nd Street to 15th Street along with multimodal improvements to 9th Street from Reed Market Road to Glenwood Drive.

Includes improvements to aging water distribution infrastructure as identified in the Water masterplan and CIP. Also includes Transportation Construction funds for improvements at the 9th/Wilson intersection. Also includes, stormwater improvements to address an existing lack of stormwater infrastructure for areas draining to the Wilson corridor.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-22, C-43, R1-A, R1-B, R12-A and R12-B.

Near-term and mid-term TSP projects to improve safety, capacity and multimodal connectivity along Wilson Avenue and 9th Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

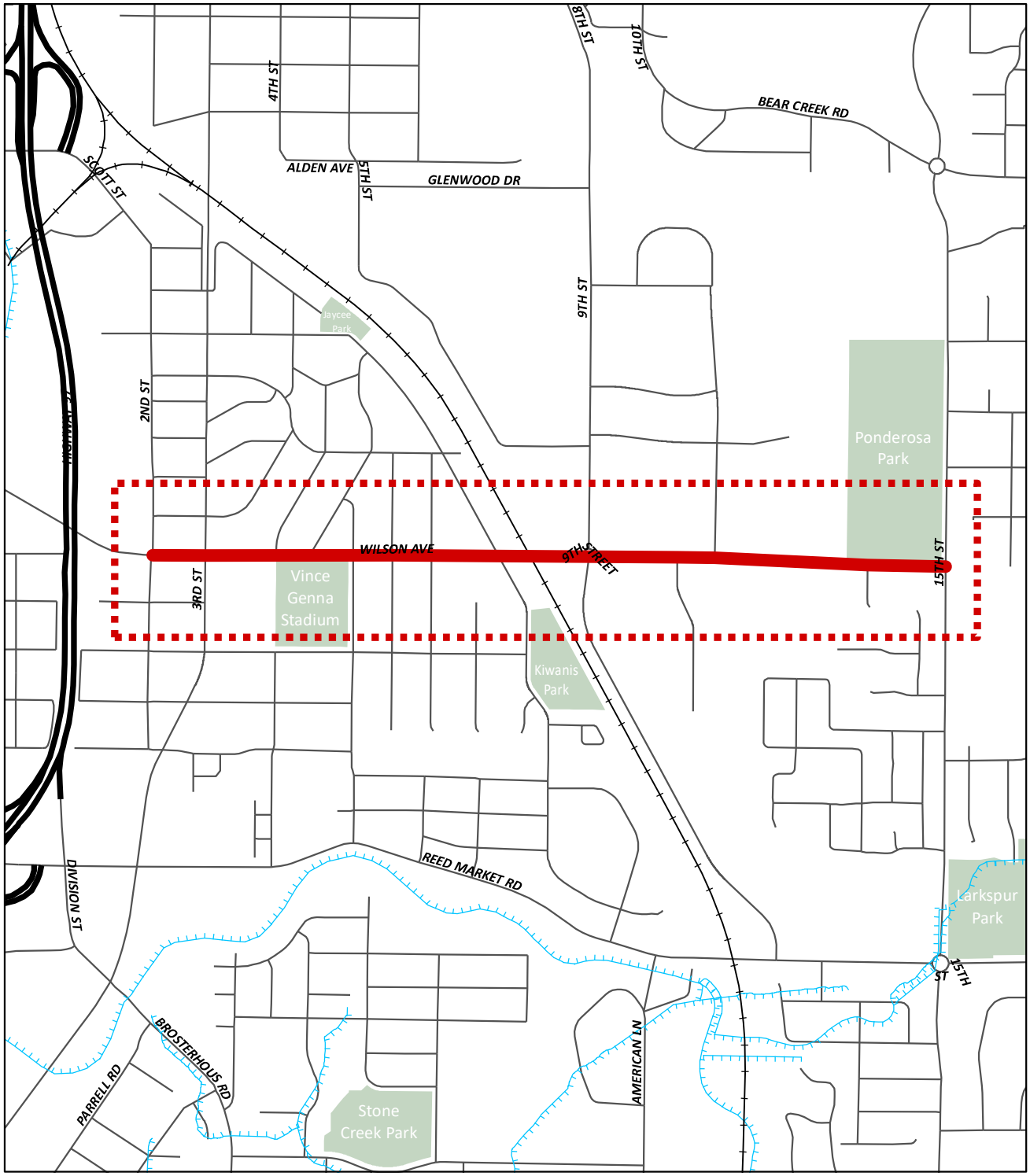
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 12,318,000	
Water	$ 1,402,000	
Water Reclamation	$ -	
Stormwater	$ 200,000	
General Obligation Bond	$ 15,535,200	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 6,551,200	$ 14,101,000	$ 8,803,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$ 29,455,200**



CITY OF BEND

1GWAC

Wilson Avenue Corridor

NOT TO SCALE

1RFGU Franklin & Greenwood Underpass

Fund: Water

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Jul 2025

Description & Background

Construction of surface water swales to reduce the volume of water entering the underpass, larger capacity storm drains and a pump station to move water from the underpass to an off- site force main and an infiltration swale to retain and infiltrate stormwater. This project is combined with a major evaluation of the Bend Parkway under crossings and executed concurrently for synergy and efficiencies.

Need/Justification

Identified in the 2014 Stormwater Master plan as projects MB18A and MB18B. The Greenwood Avenue Undercrossing project (1GGAU) and the Franklin Avenue Corridor Improvements project (1GFAI) are in the GO Bond and will address the long-term flooding issue of the Bend Parkway underpasses.

Both Franklin Ave and Greenwood Ave are vital east-west corridors providing access to downtown and the west side. The underpasses close during moderate rainfall events blocking all traffic. Flooding of the underpasses create a barrier for emergency vehicles and the public as well as creates a public safety hazard and burden upon the City Staff to respond.

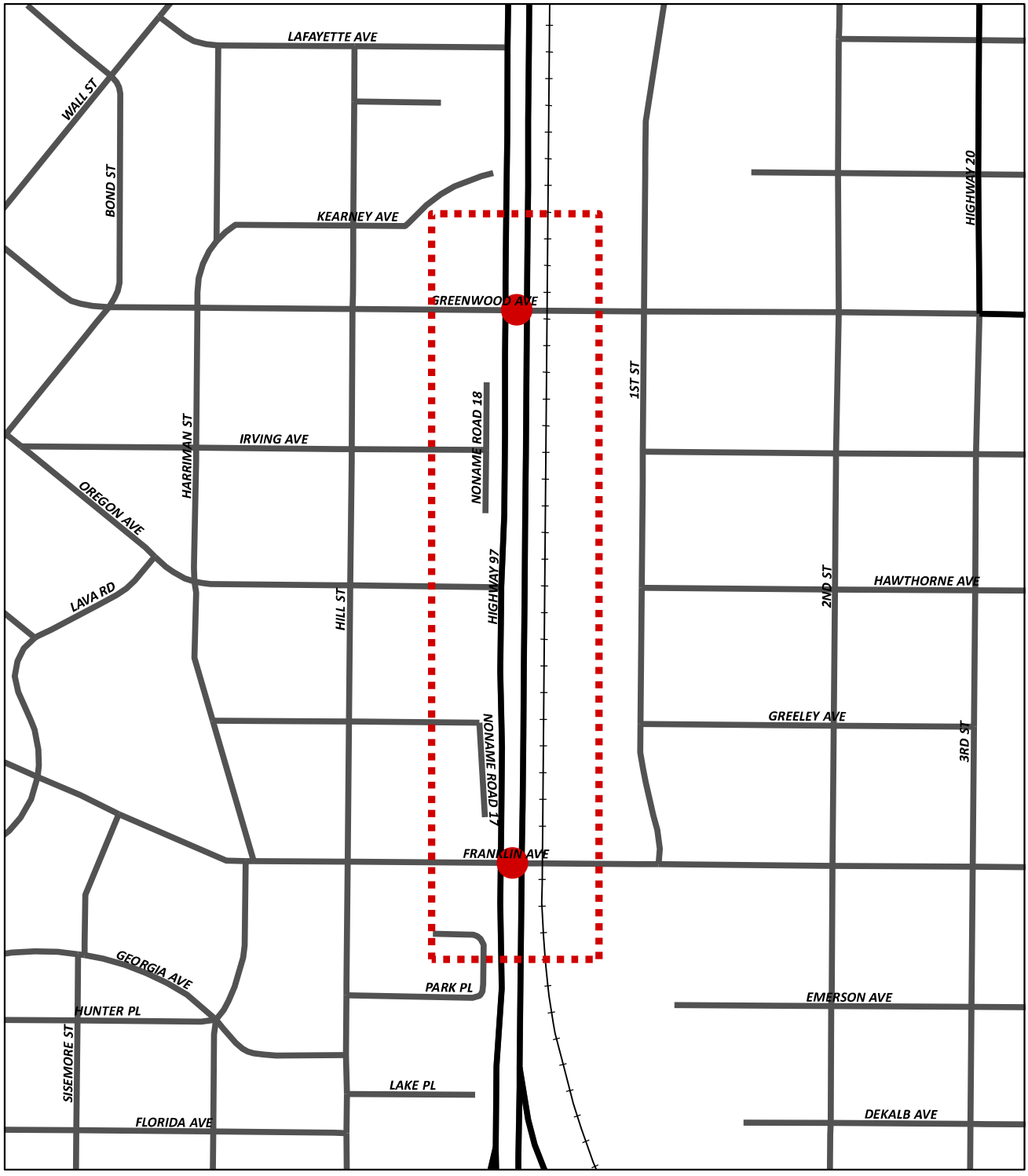
Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.
Transportation Construction	$ -	
Water	$ 1,332,000	
Water Reclamation	$ -	
Stormwater	$ 6,250,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Minimal		
Method of Financing: Water Rates / SDCs, Stormwater Rates		

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 2,800,000	$ 2,532,000	$ 2,250,000	$ -	$ -	$ -
				Total Project Cost Estimate:			**$7,582,000**



CITY OF BEND

1RFGU

Franklin & Greenwood Underpass

NOT TO SCALE

1TNPS Neff & Purcell Intersection & Purcell Extension Project

Fund: Water

Project Manager: Drew Wells | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 3 | **Est. Start Date:** Aug 2018 | **Est. End Date:** Sep 2023

Description & Background

The Neff and Purcell Intersection improvement project includes work to replace an aging signal, new sidewalks where gaps currently exist on Neff Road between Eastwood Drive and Purcell Boulevard, and sewer and stormwater improvements that are highly interrelated to the work at the intersection. Improvements to the existing intersection of Neff and Purcell for all modes of transportation as well as to the pedestrian infrastructure to the west of the signal. An alternatives analysis, backed by City Council review, have determined that a signal is the preferred alternative at this intersection.

This project includes transportation improvements at two locations in the northeast area of town. The Purcell Extension includes a two-lane roadway extension from Purcell Boulevard's current terminus north of the St. Charles Hospital to Courtney Drive, this project also includes work to construct sidewalks where gaps currently exist from Full Moon Drive to the beginning of the Purcell Extension, and stripe for bike lanes from Full Moon Drive to Neff Road. The Purcell extension project is the GO Bond related work under the Neff and Purcell Intersection project.

This project appears on the 2020 GO Bond CIP as 1GPUR Purcell Boulevard Extension.

Need/Justification

This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection needs replacement and this, coupled with the improved community connectivity, will benefit users of all ages and abilities and the surrounding neighborhoods.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		
Accessibility Construction	$	-
Transportation Construction	$	5,901,400
Water	$	593,600
Water Reclamation	$	1,009,000
Stormwater	$	813,400
General Obligation Bond	$	2,288,100
Other (see below)	$	-

Impact on Operating Budget: Minimal

Consequence of Delaying or Eliminating

Delaying or eliminating the intersection project would result in the continued operation of one of the highest crash-rate intersections in the City and result in continued excessive traffic delays and challenges for Emergency Service vehicles that regularly use this intersection.

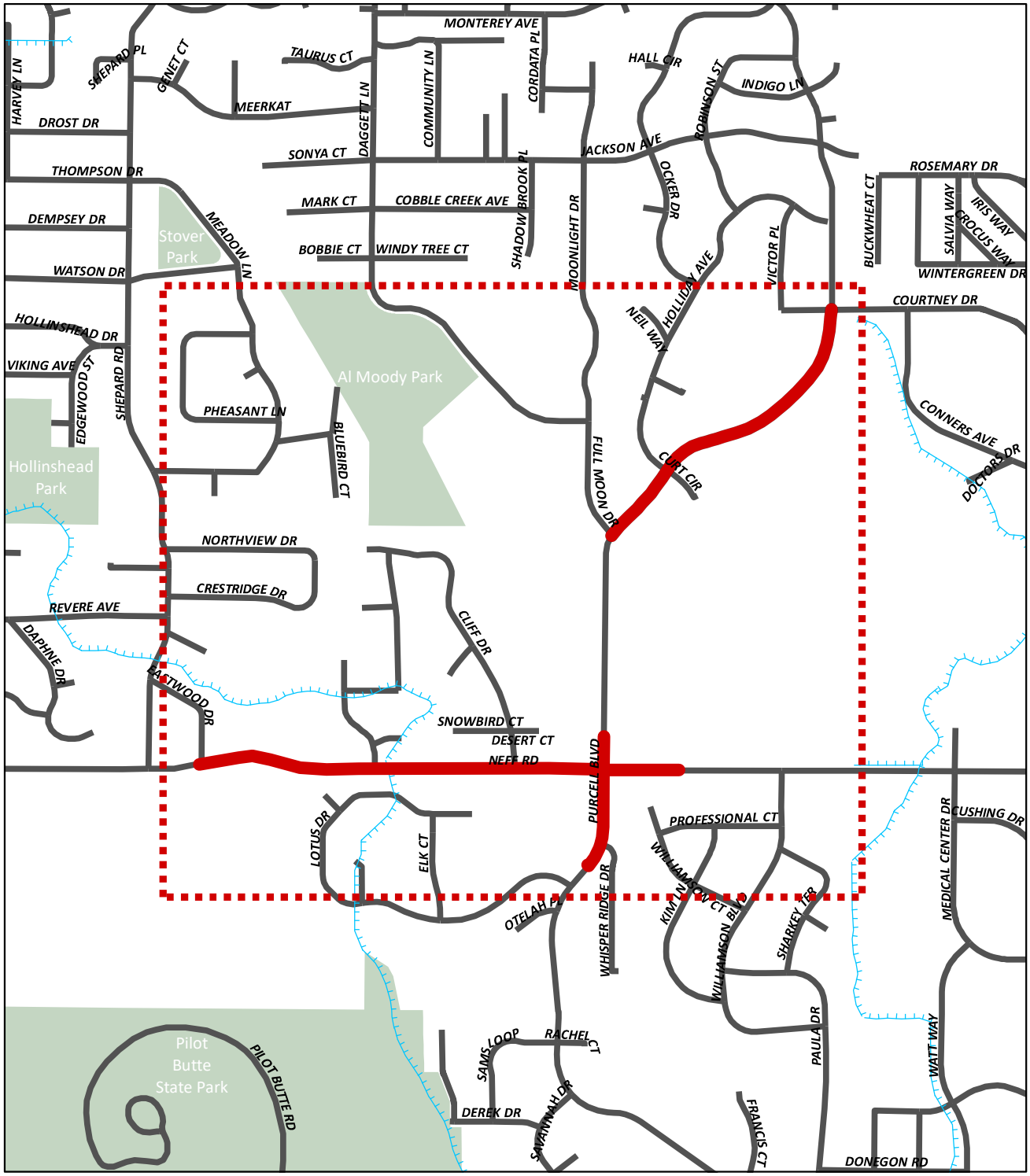
Delaying or eliminating the Purcell Extension project would result in continued heavy use of residential streets adjacent to Purcell Boulevard, such as Daggett, which runs along the west side of Ensworth Elementary school.

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 1,615,600	$ 7,762,800	$ 1,227,100	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $10,605,500



CITY OF BEND

1TNPS

Neff & Purcell Intersection & Purcell Extension

NOT TO SCALE

1WABD Awbrey Butte Distribution Improvements

Fund: Water

Project Manager: Jake Sherman | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 4 | **Est. Start Date:** Oct 2021 | **Est. End Date:** Jun 2025

Description & Background

In 2021, the City of Bend adopted the Integrated Water System Master Plan (iWSMP), which evaluated the City of Bend's current water distribution system capacity and the ability to serve projected demands for the next 20 years. The iWSMP identified the Awbrey Butte Distribution Improvements project ("Project"), which is made up of nine sub-projects to replace or install over 4 miles of water pipelines. This Project may also include some synergy opportunities for stormwater, street preservation, sidewalk infill, and other utility improvements in the vicinity of the project area.

Need/Justification

The iWSMP prioritized this Project to be completed within the first five years to address current capacity issues; increase capacity for future growth; upsize existing, aging pipes; increase and/or improve fire flow availability; and provide a large new diameter transmission line for improved hydraulic performance. This Project has been further prioritized due to deteriorating pipes conveying the City's water supply.

Projected synonymous with: P-13 New Awbrey Transmission, P-23 Awbrey Reservoir Outlet Transmission Upsize, PS-1 Awbrey Pump Station, T-5 Awbrey Reservoir, FFP-10 Awbrey Road and Portland Avenue, FFP-7 12th and Juniper Streets Improvements, FFP-40 Glassow Drive Looping, Miscellaneous Pipe Replacement Segments in area, GO Bond Portland Avenue Corridor Improvements Project, South Awbrey Butte Drainage Study areas. Design is ongoing for the various subprojects and the first Guaranteed Maximum Price package is tentatively scheduled for Council in May 2023 with construction tentatively scheduled to begin in June 2023.

Project Related to Council Goal: Transportation + Infrastructure

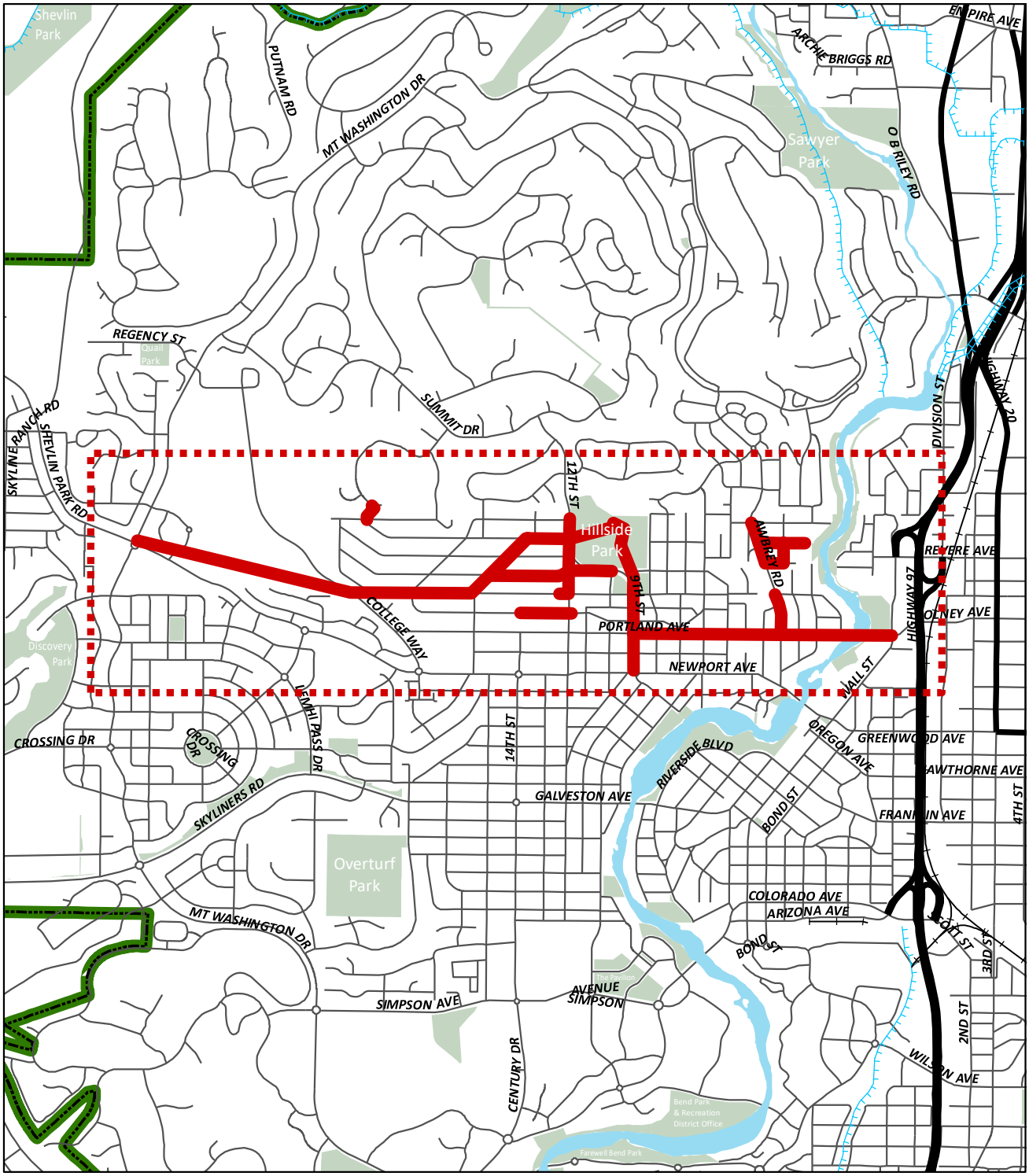
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ 75,000	N/A as project is active.
Transportation Construction	$ -	
Water	$ 25,547,900	
Water Reclamation	$ 3,500,000	
Stormwater	$ 2,000,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 47,900	$ 2,460,000	$ 14,765,000	$ 13,850,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$31,122,900**



CITY OF BEND

1WABD

Awbrey Butte Distribution Improvements

NOT TO SCALE

1WFRB Firerock Bridge

Fund: Water

Project Manager: Jason Suhr | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jun 2023 | **Est. End Date:** Nov 2024

Description & Background

The Firerock Footbridge is a pedestrian bridge that spans the Deschutes River approximately 1,400-lf downstream of the Archie Briggs vehicular bridge. The bridge connects privately-owned land in the Rimrock West neighborhood on the west side of the river and a publicly owned parcel in the Rimrock Village Subdivision on the east side of the river. The project will remove the non-compliant, derelict bridge and associated staircase on the east side of the river.

Need/Justification

The footbridge previously supported a waterline that conveyed water across the river. That main is no longer is use and beyond repairable. The bridge has been closed to the public since 2015 due to concerns regarding the structural integrity.

Projected Related to Council Goal: Transportation + Infrastructure

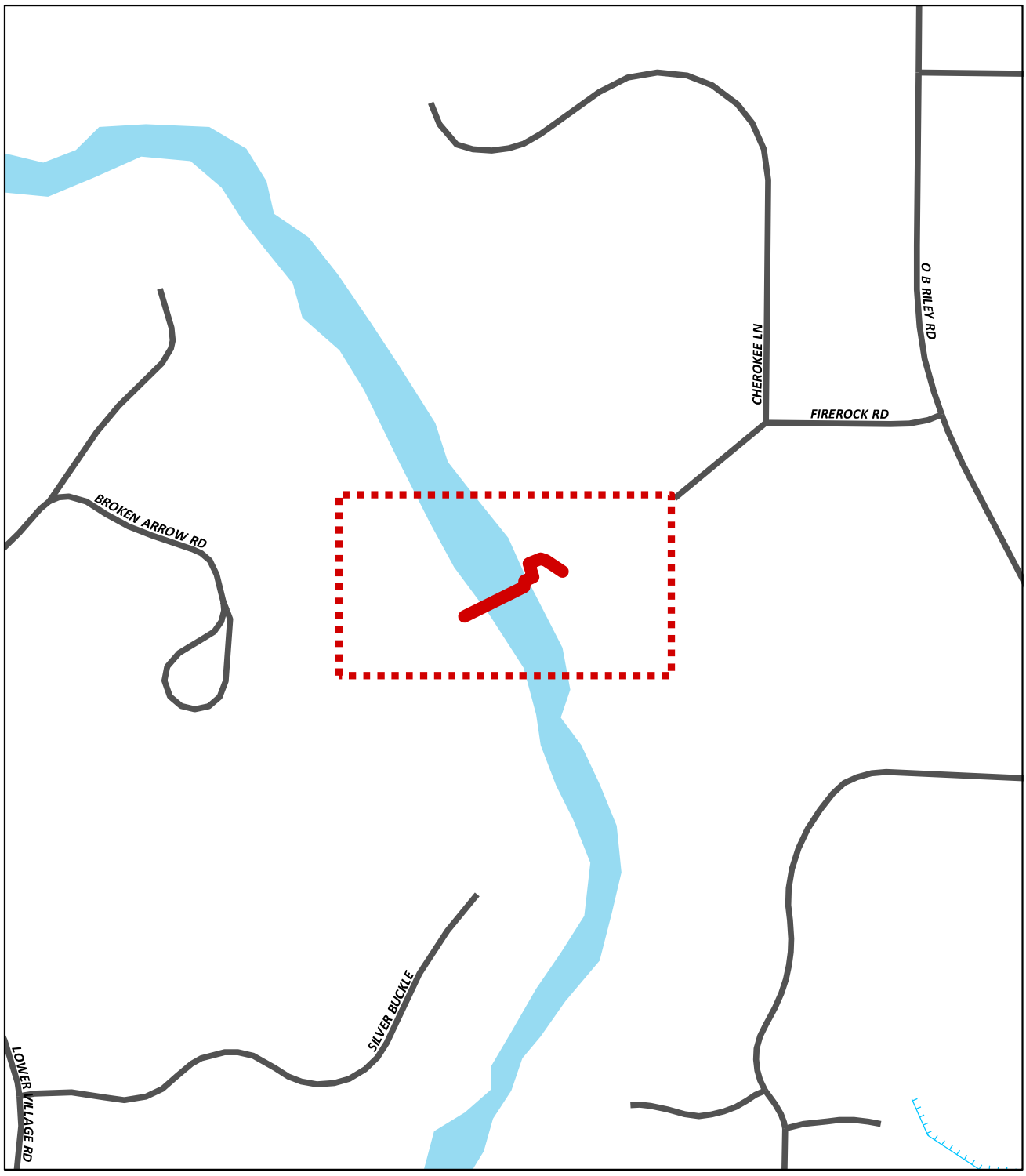
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	The bridge and staircase are non-compliant and a safety risk for use. The risk will remain until the structures have physically been removed.
Transportation Construction	$ -	
Water	$ 550,000	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: 100% Water Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 50,000	$ 250,000	$ 250,000	$ -	$ -	$ -	$ -
				Total Project Cost Estimate:			**$550,000**



CITY OF BEND

1WFRB

Firerock Bridge

NOT TO SCALE

1WFRR Water Capital Repair and Replacement Program

Fund: Water

Project Manager: Ivan Sinkus | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Ongoing

Description & Background

In 2021, the City of Bend adopted the Integrated Water System Master Plan (iWSMP), which evaluates the ability of the City's water distribution system to meet level of service standards under both current and future demand conditions. The iWSMP identified a need to address deteriorating water distribution pipe infrastructure through a Repair and Replacement Program to mitigate main breaks and leaks. There is limited funding available for waterline replacement synergy opportunities through the end of FY 2024 while prioritization software and an implementation strategy are being evaluated. Beginning in FY 2025, the City will launch a $2.5 million annual program to replace the prioritized pipe segments and increase the level of service of the system. $500,000 of the budget annually will remain for synergy opportunities not yet defined or budgeted. This program will continue until the existing identified pipe segments have been replaced.

The City's current replacement rate is 1 mile per year, but with the start of this program, the City will look to double this rate while prioritizing replacement decisions based on objective data.

Need/Justification

The City has 440 miles of pipe for water distribution, some reaching or exceeding its useful life. The iWSMP, assigns replacement ratings to the pipe within the system based on pipe material, diameter, valve frequency, and break history. This program will provide the City with a strategy to proactively address pipe failure to prevent the need for more costly repairs in the future.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Not meeting Level of Service or Quality needs.
Transportation Construction	$ -	
Water	$ 15,656,400	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 100% Water Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 56,400	$ 600,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000

Total Project Cost Estimate: **$15,656,400**

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1WHCD In-Conduit Hydropower Feasibility Study

Fund: Water

Project Manager: Austin Somhegyi | **Project Status:** Active | **Project Phase:** Study

Cost Estimate Classification: 1 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Aug 2023

Description & Background

The purpose of the study is to develop feasibility concepts for in-conduit hydropower opportunities available in the City of Bend municipal water system. In October2021, the City of Bend adopted the Integrated Water System Master Plan (iWSMP), which outlined several potential future projects to the City's municipal water system. These projects include improvements to the Outback Facility, such as pretreatment. The iWSMP also discussed possible implementation of in-conduit hydropower generation that would work in conjunction with pretreatment at the Outback Facility.

The Feasibility Assessment activities are inputs into the development of one or more potential in-conduit hydropower projects in association with the Outback Facility Expansion and throughout the City of Bend water system. Upon completion of the study, it will be shared with City Council to determine if one or more in-conduit hydropower projects should proceed into design and construction.

Need/Justification

This project will help the City of Bend meet the Community Climate Action Plan (CCAP) Climate Action Goals and the 2021-2023 City Council goal for Environment & Climate: focusing on decreasing carbon emissions and mitigating the effects of climate change. O-4 Hydropower Feasibility Study.

Projected Related to Council Goal: Transportation + Infrastructure and Environment + Climate

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	This may result in prolonging the City's reduction of fossil fuel dependence and not meet Climate Action goals.
Transportation Construction	$ -	
Water	$ 250,000	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Water Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 200,000	$ 50,000	$ -	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$250,000**

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1WOFI Outback Facility Improvements

Fund: Water

Project Manager: Brittany Barker | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2022 | **Est. End Date:** Jun 2028

Description & Background

Evaluate the water system and treatment train within the existing Water Filtration Facility and conduct phased condition related improvements.

Need/Justification

The City's Water Filtration Facility, located at the Outback Site, treats all surface water generated within the City of Bend. The Outback Facility Plan is a planning document that summarizes existing, near-term, and anticipated long-term flow, loading, treatment, and process conditions. The Facility Plan is a useful tool for planning necessary facilities upgrades and improvements to the plant which are necessitated to meet the demands of growth in the community as well as federal/state regulatory requirements.

Project synonymous with the following projects identified in the water master plan: O-1 Outback Facility Plan, O-11 Outback Land Acquisition, TR-1 Pretreatment, T-1 Outback Reservoir #1, T-4 Outback CT Basin, W-1 Outback Well 1, W-2 Outback Well 2

Project related to Council Goal: Transportation + Infrastructure

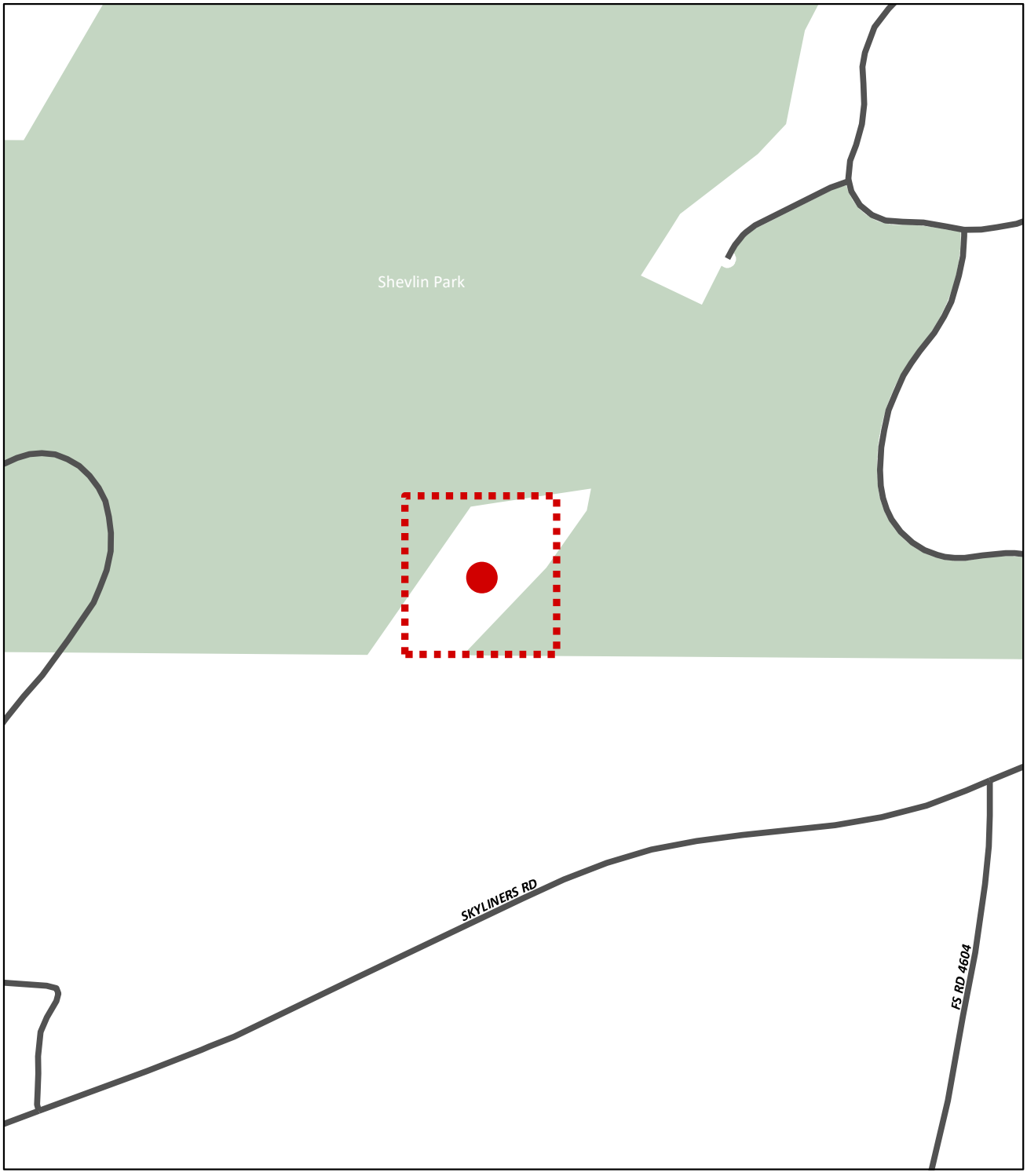
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	A fire in the watershed could be detrimental to the operation and efficiency of the Water Filtration Facility. A Phased approach would be necessary to keep the plant operational and expedite the implementation of projects. A delay may result in not meeting Level of Service or Quality needs.
Transportation Construction	$ -	
Water	$ 26,339,100	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Water Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 8,200	$ 100,000	$ 750,000	$ 1,600,000	$ 9,000,000	$ 9,000,000	$ 5,880,900	$ -
					Total Project Cost Estimate:		**$26,339,100**



CITY OF BEND

1WOFI

Outback Facility Improvements

NOT TO SCALE

1WPDI Pilot Butte Distribution Improvements

Fund: Water

Project Manager: Jake Sherman | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2028

Description & Background

Installation of new and upsized waterline piping in addition to condition related improvements of existing facilities in the Pilot Butte vicinity.

Need/Justification

Improvements will increase fire flow availability, upsize and improve pipe condition, and extend useful life. Identified projects from the Integrated Water System Master Plan (iWSMP) include FFP-21 Pilot Butte and Neff Road Upsize, P-19 6th Street Upsize, FFP-17 Highway 20 Looping, and Miscellaneous Pipe Replacement Segments in the area.

Project related to Council Goal: Transportation + Infrastructure

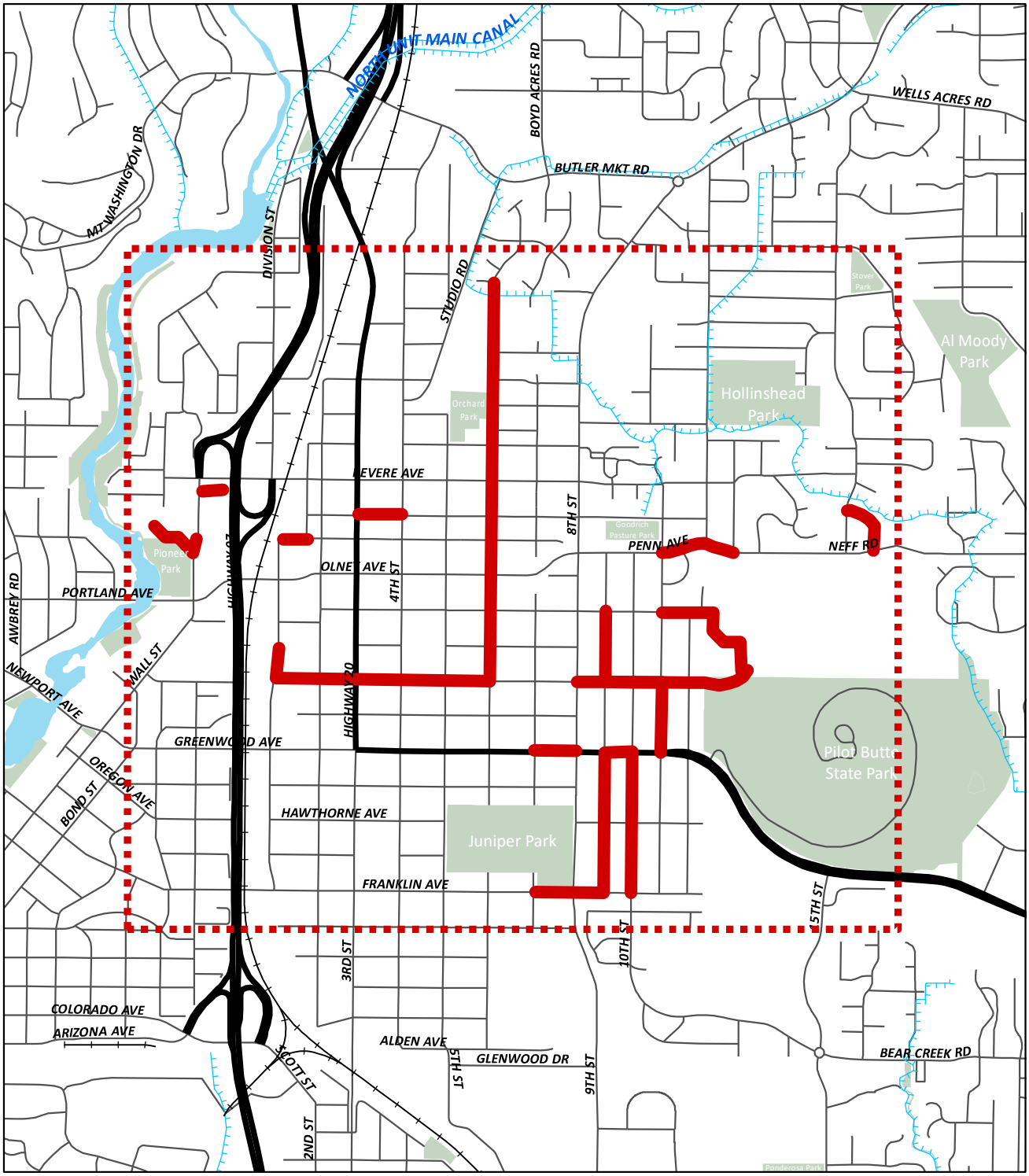
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Not meeting Level of Service or Quality needs.
Transportation Construction	$ -	
Water	$ 14,800,000	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: 100% Water rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ 500,000	$ 5,000,000	$ 7,000,000	$ 2,300,000	$ -
				Total Project Cost Estimate:			**$14,800,000**



CITY OF BEND

1WPDI

Pilot Butte Distribution Improvements

NOT TO SCALE

1WWCM Well Capital Maintenance

Fund: Water

Project Manager: Brittany Barker | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2026

Description & Background

Perform condition related improvements - surfacing, groundwater well, standby power, security, instrumentation, landscape/irrigation, fencing, structures, mechanical, gas chlorination system, fire protection, and electrical for the existing River Wells 1 & 2.

Need/Justification

When the City's Water Filtration Facility wells have to shut down for maintenance or other unforeseen circumstances, groundwater is pumped from River Wells 1 & 2 to supplement the demand. This project will bring the wells up to current code and extend the useful life. Specific projects as identified in the Integrated Water System Master Plan as projects W-10 River Well 1 and W-11 River Well 2.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

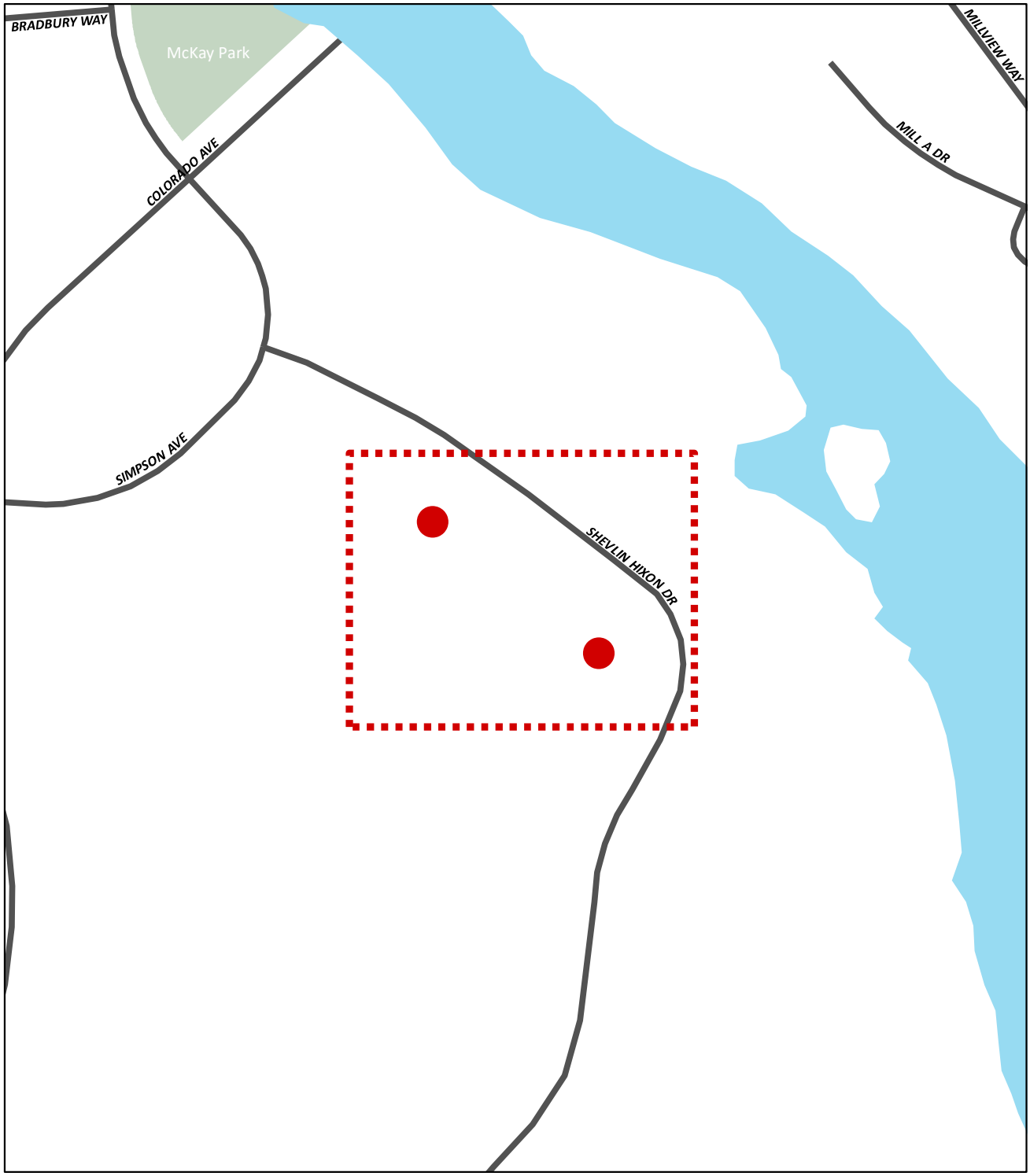
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Not meeting Level of Service or Quality needs.
Transportation Construction	$ -	
Water	$ 5,126,000	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Minimal		

Method of Financing: 100% Water rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ 1,450,000	$ 3,676,000	$ -	$ -	$ -

Total Project Cost Estimate: $5,126,000



CITY OF BEND

1WWCM

Well Capital Maintenance

NOT TO SCALE

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Water Reclamation Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
1GB27 Bear Creek Road and 27th Street Improvements	5	$ 400,000	$ -	$ -	$ -	$ -	$ 400,000
1GOPB Olney Pedestrian and Bike Improvements	5	300,000	700,000	-	-	-	1,000,000
1GNCC North Corridor Project Coordination	1	120,000	-	-	-	-	120,000
1SAAI Addison & Butler Mkt Gravity Improvement	5	-		1,512,000	-	-	1,512,000
1SAMM SW Sewer Basin Improvements	5	-	375,000	1,800,000	2,400,000	3,600,000	8,175,000
1SEMP SE Area Master Plan	5	7,000,000	7,900,000	-	-	-	14,900,000
1SFPU WRF Facilities Plan Update	1	1,000,000	100,000	-	-	-	1,100,000
1SJRS Juniper Ridge Pump Station Decommissioning	5	500,000	1,000,000	-	-	-	1,500,000
1SMP1 Collection System Master Plan Update	1	1,550,000	100,000	-	-	-	1,650,000
1SN04 Pettigrew and Bayou Sewer Project	1	2,100,000	-	-	-	-	2,100,000
1SN05 Pinehaven and Woodhaven Sewer Project	5	475,000	450,000	-	-	-	925,000
1SN06 Silver Sage Sewer Project	5	1,200,000	1,200,000	-	-	-	2,400,000
1SNEP Bend Sewer Neighborhood Extension Program	5	745,000	1,850,000	3,500,000	3,500,000	3,500,000	13,095,000
1SOC1 Odor Control Master Plan	5	-	-	-	-	1,155,000	1,155,000
1SPCR WRF Primary Clarifier Rehabilitation	3	3,900,000	-	-	-	-	3,900,000
1SPGA Large Gravity Pipe Condition Assessment	5	-	-	200,000	200,000	-	400,000
1SPS1 Awbrey Glen and Westside Pump Station Improvements	2	3,260,000	1,500,000	-	-	-	4,760,000
1SPSD Pump Station Decommissions Program	1	1,800,000	-	-	-	-	1,800,000
1SPSX Pump Station Program Funding	1	900,000	1,000,000	2,500,000	2,500,000	2,500,000	9,400,000
1SRRR Water Reclamation Capital Repair and Replacement Projects	1	500,000	500,000	2,500,000	2,500,000	2,500,000	8,500,000
1SSFU Support Facilities Upgrade	5	-	-	500,000	500,000	-	1,000,000
1TBMW Wells Acres Road & Butler Market Road Roundabout	5	1,900,000	-	-	-	-	1,900,000
1WABD Awbrey Butte Distribution Improvements	4	-	3,500,000	-	-	-	3,500,000
Total		**$ 27,650,000**	**$ 20,175,000**	**$ 12,512,000**	**$ 11,600,000**	**$ 13,255,000**	**$ 85,192,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1GB27 Bear Creek Road and 27th Street Improvements

Fund: Water Reclamation

Project Manager: Sinclair Burr **Cost** | **Project Status:** Active | **Project Phase:** Planning

Estimate Classification: 5 | **Est. Start Date:** Dec 2022 | **Est. End Date:** Jun 2026

Description & Background

This project will design and construct a single-lane roundabout at the intersection of Bear Creek Road, Pettigrew Road and Purcell Boulevard. Key route projects have been combined for a shared use path and low-stress bikeway on Bear Creek Road from Cessna Avenue to the east Urban Growth Boundary, and on 27th Street from Highway 20 to Reed Market Road. The project will include closing a sidewalk gap to connect the key route between the Coyner and Larkspur trails adjacent to Bear Creek Road.

Includes funding for Water Reclamation and Water distribution upgrades as identified in the corresponding masterplan and CIP.

Need/Justification

Identified in the Transportation System Plan as projects S-3, R2-D, R2-E and R8-A

Near-term project to improve safety at the intersection of Bear Creek Road, Pettigrew Road, and Purcell Boulevard by constructing a single-lane roundabout. Key route projects to improve connectivity and transportation options along both 27th Street and Bear Creek Road.

Project Related to Council Goal: Transportation + Infrastructure

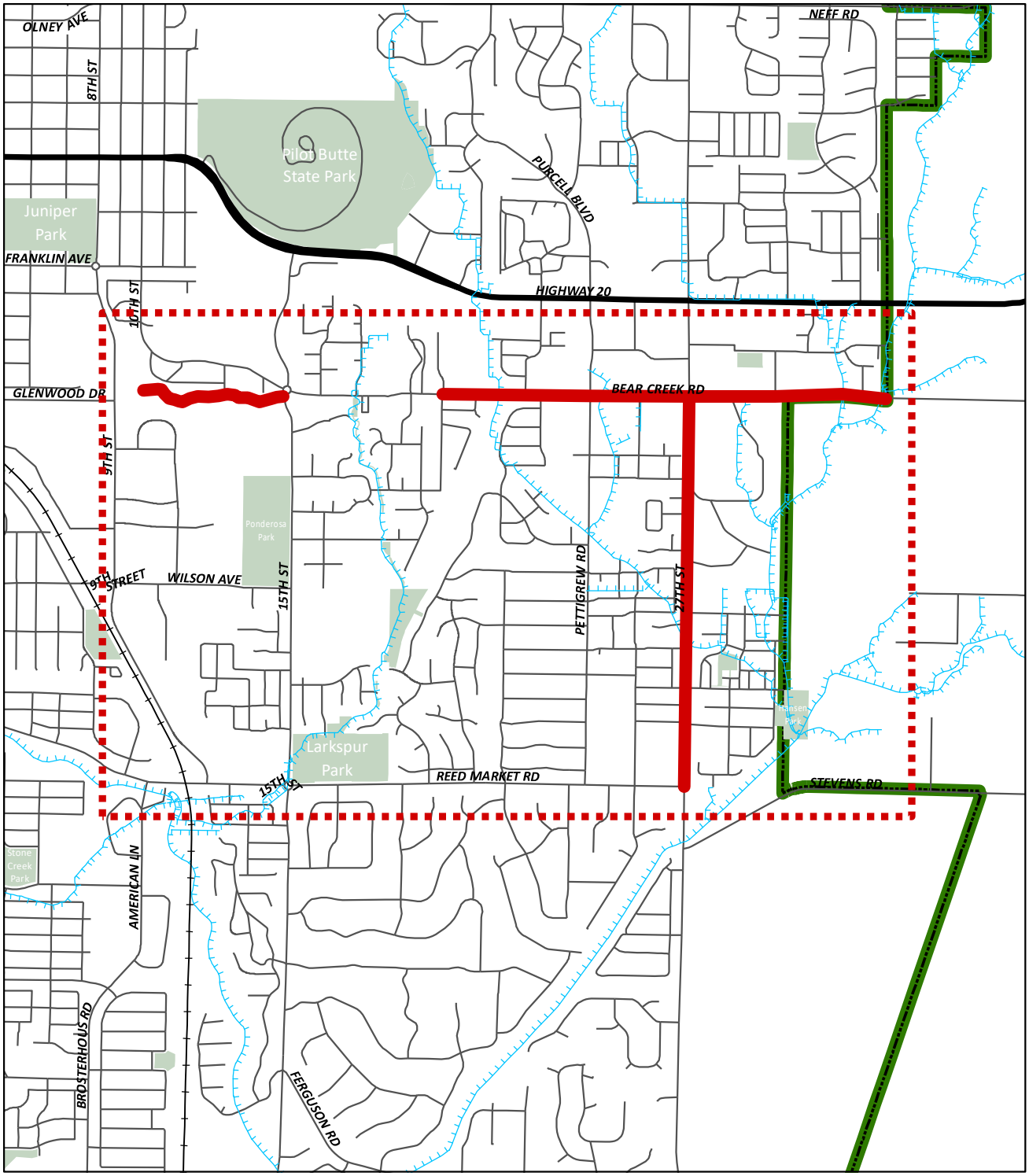
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ 1,000,000	
Water Reclamation	$ 400,000	
Stormwater	$ -	
General Obligation Bond	$ 11,400,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 100,000	$ 5,100,000	$ 4,600,000	$ 3,000,000	$ -	$ -	$ -
				Total Project Cost Estimate:			**$12,800,000**



CITY OF BEND

1GB27

Bear Creek Road and 27th Street Improvements

NOT TO SCALE

1GOPB Olney Pedestrian and Bike Improvements

Fund: Water Reclamation

Project Manager: Carrie Theus | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2022 | **Est. End Date:** Dec 2024

Description & Background

This project combines several projects aimed at improving bicycle and pedestrian infrastructure along Olney Avenue. The improvements include a safe crossing at the intersection of 2nd Street and Olney Avenue, protected bike lanes on Olney Avenue at the Parkway undercrossing, and a shared use path from Wall Street to the Railroad. The shared use path will close the sidewalk gap, remove barrier to east-west bicycle connectivity, and mitigate right-turn hook crashes at the Wall Street intersection.

Additional Water and Water Reclamation funds are included with this project. Water funds are to address aging water distribution pipes running parallel to the project limits and Water Reclamation funds are to address capacity upgrades as identified in the current collection system masterplan, to be confirmed with the upcoming masterplan updates.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects M-3, M-12 and R3-E.

Near-term projects to improve bicycle and pedestrian safety along Olney Avenue between Wall Street and 2nd Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

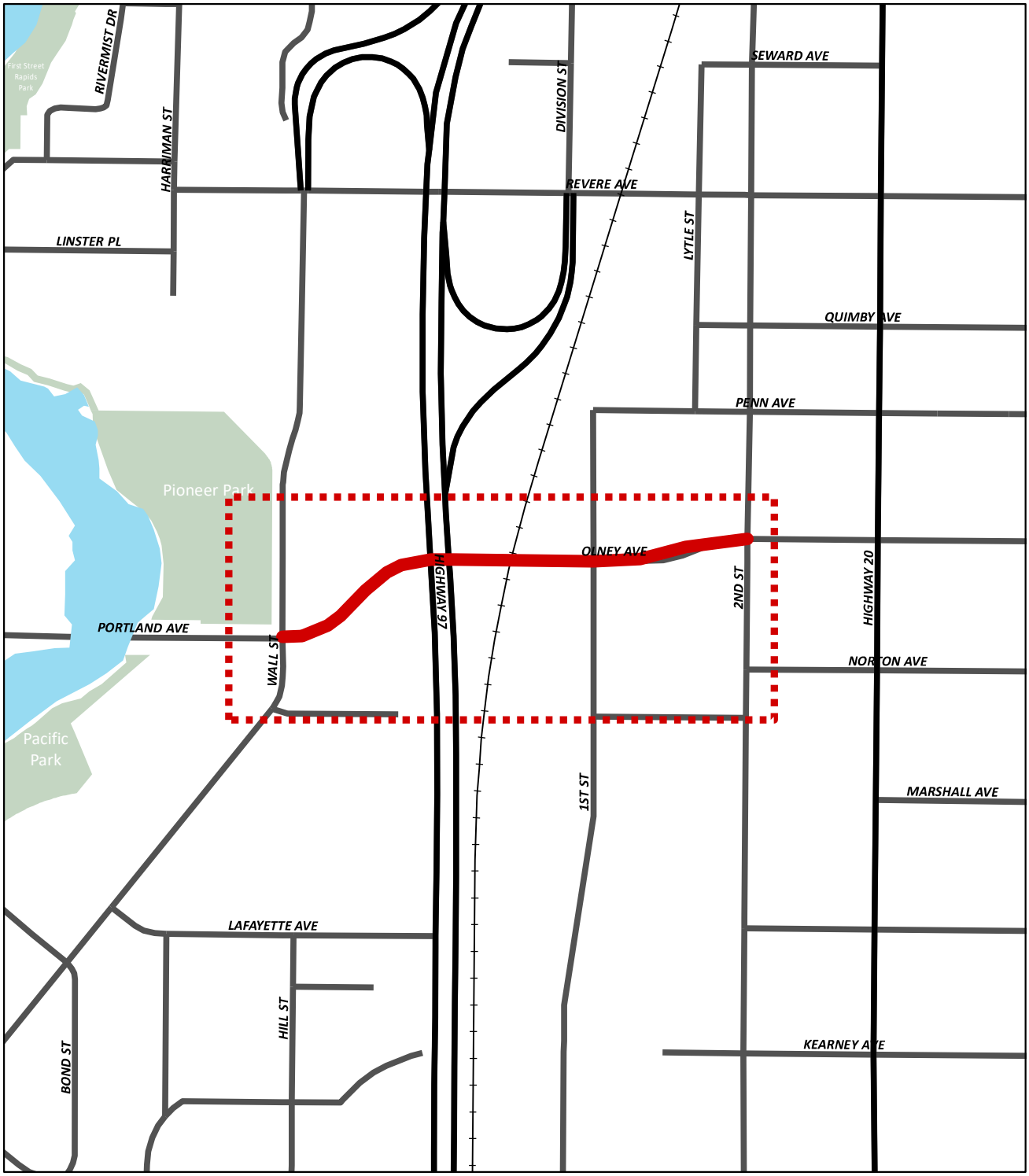
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 500,000	
Water	$ 700,000	
Water Reclamation	$ 1,000,000	
Stormwater	$ -	
General Obligation Bond	$ 2,451,000	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 250,000	$ 1,700,000	$ 2,701,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$4,651,000**



CITY OF BEND

1GOPB

Olney Pedestrian and Bike Improvements

NOT TO SCALE

1GNCC North Corridor Project Coordination

Fund: Water Reclamation

Project Manager: ODOT | **Project Status:** Active | **Project Phase:** Construction

Contribution **Cost Estimate** | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2024

Description & Background

This is a synergy project with the Oregon Department of Transportation (ODOT) for improvements to the US97 and US20 Bend North Corridor. GO Bond funds were identified in the project list as a contribution to enhance multimodal connectivity and north-south connections.

Need/Justification

Identified in the Transportation System Plan as project C-12. The North Corridor project is not identified in the Transportation System Plan as it is a State Highway System project.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ 5,540,700
Water	$ 2,405,700
Water Reclamation	$ 120,000
Stormwater	$ -
General Obligation Bond	$ 4,800,000
Other (see below)	$ 2,000,000
Impact on Operating Budget: Negligible	

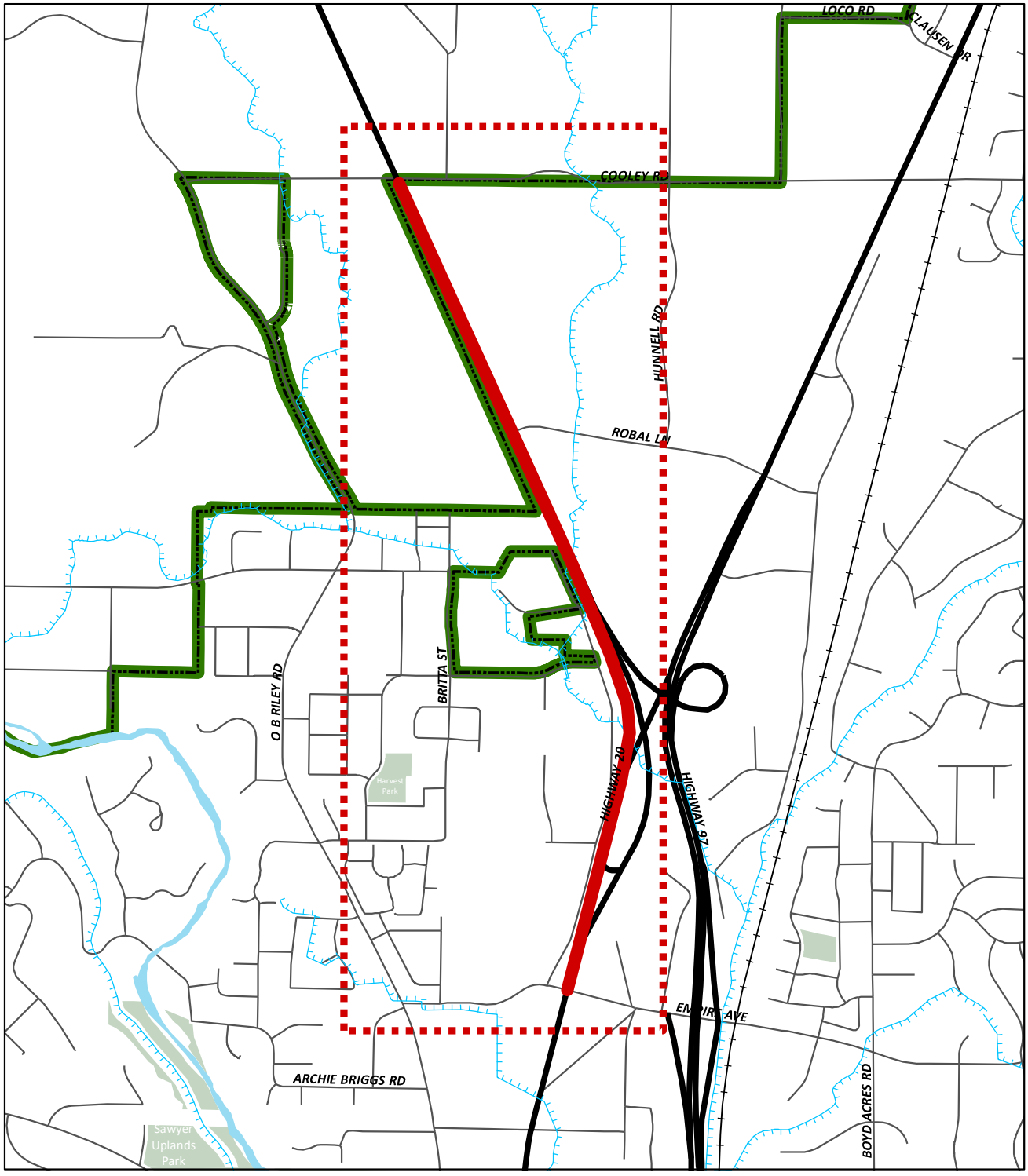
Consequence of Delaying or Eliminating

An intergovernmental agreement (IGA) has been executed with ODOT and approved by Council, and a design-build team has been selected and initiated design and construction activities for the project. Agreements would be breached if funding was not provided as outlined in the IGA.

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 5,000,000	$ 5,066,400	$ 4,800,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$14,866,400**



CITY OF BEND

1GNCC

North Corridor Project Coordination

NOT TO SCALE

1SAAI Addison & Butler Mkt Gravity Improvements

Fund: Water Reclamation

Project Manager: TBD | **Project Status:** Pending | **Project Phase:** Pending

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2025 | **Est. End Date:** Jun 2026

Description & Background

New 12-inch line along Addison Avenue between 4th Street and Butler Market Road, then new 18-inch line along Butler Market Road to 8th Street, connecting to existing 24-inch line.

Need/Justification

Needed to increase the hydraulic conveyance capacity of the local sewer system to accommodate existing and future flows and remove surcharged sewer.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

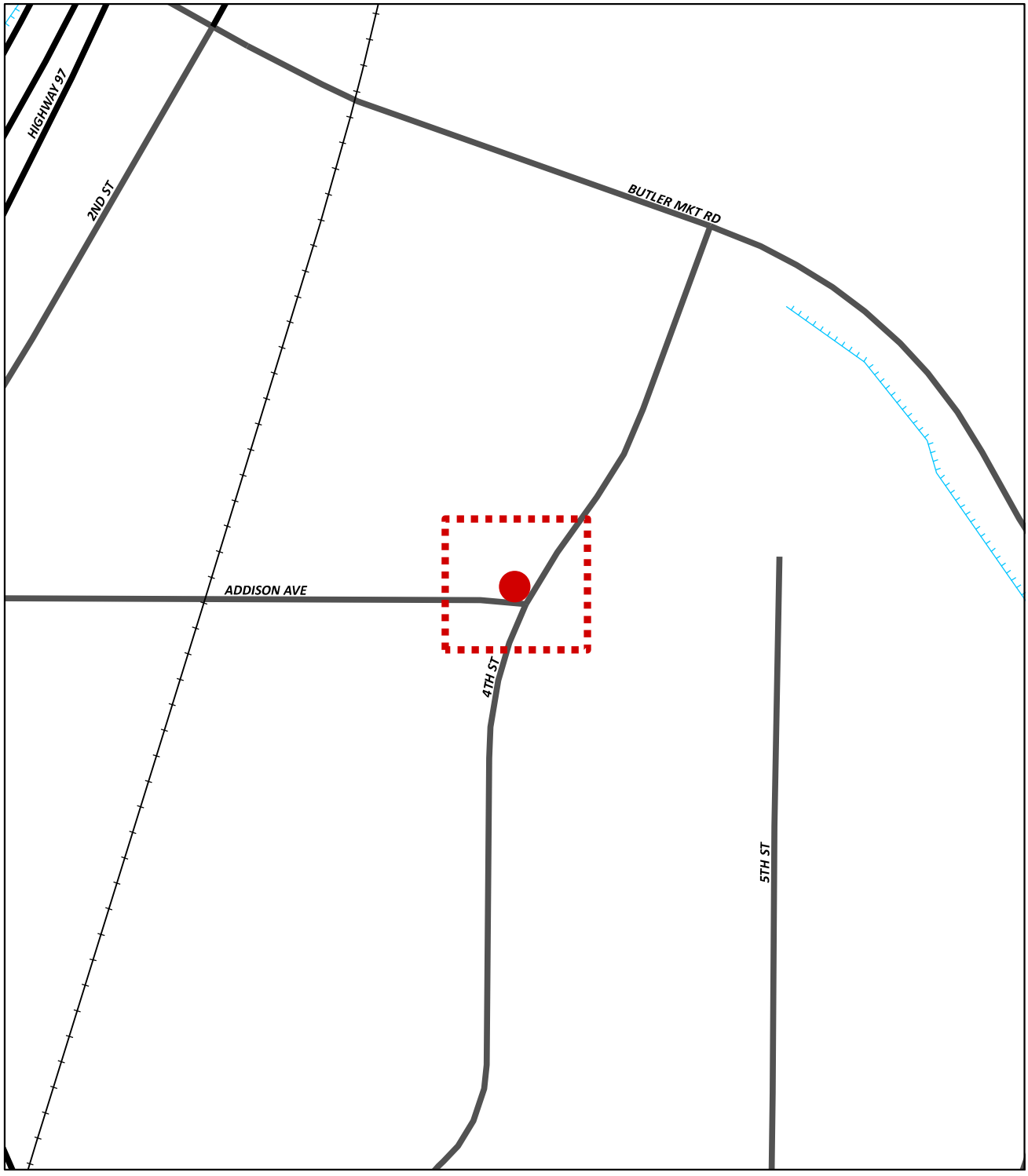
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Ongoing maintenance of the collection system in this area.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 1,512,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Minimal		

Method of Financing: 100% Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 1,512,000	$ -	$ -	$ -

Total Project Cost Estimate: $1,512,000



CITY OF BEND

1SAAI

Addison & Butler Mkt Gravity Improvement

NOT TO SCALE

1SAMM SW Sewer Basin Improvements

Fund: Water Reclamation

Project Manager: TBD | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Mar 2020 | **Est. End Date:** May 2028

Description & Background

Gravity sewer line in SW Bend that provides additional capacity to the City's existing infrastructure and new service to currently undeveloped or unserved areas including Bend's UGB. Phase 1 included the upsize of 200 feet of existing pipe for additional capacity. Phase 2A included the installation of 1,700 feet of 18-inch diameter pipe, which will serve the entire SW Basin as well as accommodate Bend's UGB areas in the south and a new affordable housing development. Phase 2B includes the installation of 2,200 feet of 15-inch diameter pipe that will serve the SW Basin as well as alleviate deficiencies in the existing sewer system. Phases 3 and 4 are future phases, with schedule to be determined a later date.

Need/Justification

Project is initiated by dry weather peak flow trigger of 270 gpm at manhole CMH002318. See Project ID 9 in the 2014 Collection System Master Plan for more information on the Flow Monitoring Program.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

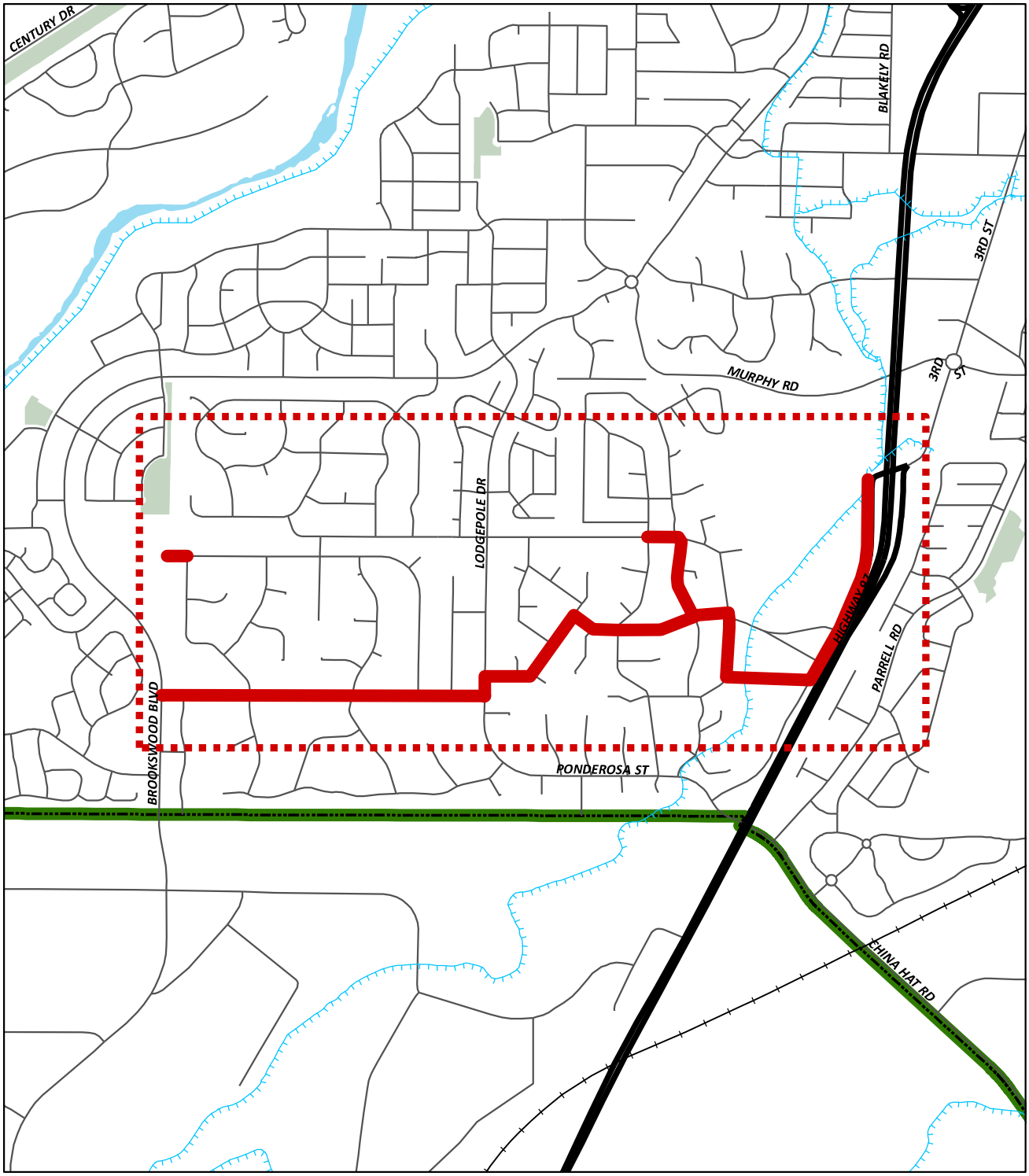
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Without providing City sewer to an on-site septic area, development within the Amethyst/Mahogany area and upstream drainage basin areas would not be able to keep up with expected growth. The system capacity remaining the same increases the chances of a sanitary sewer overflow (SSO).
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 13,332,300	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: 100% Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 5,132,300	$ 25,000	$ -	$ 375,000	$ 1,800,000	$ 2,400,000	$ 3,600,000	$ -

Total Project Cost Estimate: **$13,332,300**



CITY OF BEND

1SAMM

SW Sewer Basin Improvements

NOT TO SCALE

1SEMP SE Area Master Plan

Fund: Water Reclamation

Project Manager: Alex Doza | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** May 2023 | **Est. End Date:** Jun 2025

Description & Background

The purpose of this project is to increase sanitary sewer system capacity, efficiency, and serviceability within the City and the Southeast Area of the City's UGB. The project will provide for future sewer service to properties within the SEAP and adjacent developments. Southeast Area Master Plan includes installing a regional pump station, force main, and gravity mains in the southeast expansion area known as "The Elbow".

Need/Justification

"The Elbow" was included within the City's 2016 UGB expansion. To bring the area into City limits, which allows for development, a sewer solution needs to be implemented. Due to the number of property owners in the area, along with the ultimate sewer solution being a regional pump station, the City is taking the lead to install the necessary facilities. Upon completion, the individual properties will be able to proceed with land use.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Without the regional pump station, the area is without an optimal sewer solution. Should each property develop independently there is potential for numerous, local pump stations that would be dedicated to the City for ownership and operation.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 15,000,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		
Method of Financing: 100% Rates / SDCs		

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 100,000	$ 7,000,000	$ 7,900,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$15,000,000**

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1SFPU WRF Facilities Plan Update

Fund: Water Reclamation

Project Manager: Dade Pettinger | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 1 | **Est. Start Date:** Mar 2021 | **Est. End Date:** Dec 2024

Description & Background

Update the current facilities plan to reflect current insight with respect to the treatment plant itself as well as revised growth projections for the 2043 planning year. The current facilities plan was most recently completed in 2008 with a year 2030 planning horizon. Since that time, several factors which influence the operation of the plant have changed including increased flow, increased waste loading, a major plant expansion, revised biological treatment process, and discharge permit requirements. It is typical for facilities plans to be updated every 5 to 10 years depending on overall collection and treatment system dynamics. Project will coordinate with the Collection System Master Plan project to produce a single, 20-year, sewer fund Capital Improvement Plan (CIP).

Need/Justification

The City's water reclamation facility (WRF) treats all the sewage generated within the City of Bend. The WRF Plan is a facility planning document that summarizes existing, near-term, and anticipated long-term flow, loading, and process conditions. The plan is a useful tool for planning necessary facilities upgrades and improvements to the plant which are necessitated to meet the demands of growth in the community as well as federal/state regulatory requirements.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Future capital improvement project prioritization and operations of the treatment plant will be based on limited and potentially outdated data which can lead to unideal operations and permit violations.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 1,150,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Rates, Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 50,000	$ 1,000,000	$ 100,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $1,150,000

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1SJRS Juniper Ridge Pump Station Decommissioning

Fund: Water Reclamation

Project Manager: TBD | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2025

Description & Background

Project will decommission the existing Juniper Ridge Pump Station when a gravity connection can be made to the nearby North Interceptor. It will also consider the impacts of removing the long force main that extends south from the site.

Need/Justification

As development continues to occur in Juniper Ridge, the existing pump station will reach capacity. There is a newly installed gravity sewer line that can handle the current and future flows from Juniper Ridge. Once the connection to the gravity main is complete, the pump station and accompanying force mains will no longer be needed and can be removed.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Development will not be able to progress due to existing pump station reaching capacity.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 1,500,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: 100% Water Reclamation Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 500,000	$ 1,000,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $1,500,000

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1SMP1 Collection System Master Plan Update

Fund: Water Reclamation

Project Manager: Lisa Cameli | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 1 | **Est. Start Date:** Mar 2021 | **Est. End Date:** Dec 2024

Description & Background

Update the City's Collection System Master Plan to reflect current and future build out conditions; population and employment forecasts and buildable and development types. Major project deliverables include a 20-year Capital Improvement Plan (CIP) and updated Sewer Public Facilities Plan for the sewer fund, utilizing a 2043 planning year. Project will coordinate with the Water Reclamation Facility – Facility Plan Update project to produce a single sewer CIP.

Need/Justification

The City's sewer collection system model provides an important measure for development approval and capital improvement project prioritization. The current model is based upon a limited amount of data and it does not meet its objectives in a manner that provides optimal accuracy. Additional field data and model calibration are needed in order to have a reliable and accurate system model. Provides an invaluable tool in determining existing and future capacity constraints. Enhances ability to provide sound private development decisions and effectively prioritize City capital projects.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Private development decisions and capital improvement project prioritization will be based on limited data which can lead to less-than-optimal use of both public and private resources.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 1,771,900	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Rates & Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 21,900	$ 100,000	$ 1,550,000	$ 100,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $1,771,900

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1SN04 Pettigrew and Bayou Sewer Project

Fund: Water Reclamation

Project Manager: Dade Pettinger | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 1 | **Est. Start Date:** Dec 2021 | **Est. End Date:** Nov 2023

Description & Background

The Pettigrew and Bayou Sewer Project is the fourth phase of the Septic to Sewer Conversion Program. The project includes construction of approximately 3,310 linear feet of gravity sewer mains and services on Pettigrew Road between Gardenia Avenue and Juniperhaven Avenue; Bayou Drive between Pettigrew Road and Fargo Lane; and a small portion of Fargo Lane from Bayou Drive approximately 200 feet north. The sewer system will provide reliable sewer service to approximately 35 properties currently served by privately-owned onsite septic systems.

Need/Justification

Meets CSMP, PFP, and Septic to Sewer Conversion Program goals to eliminate on-site septic systems and install sewer collection systems.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

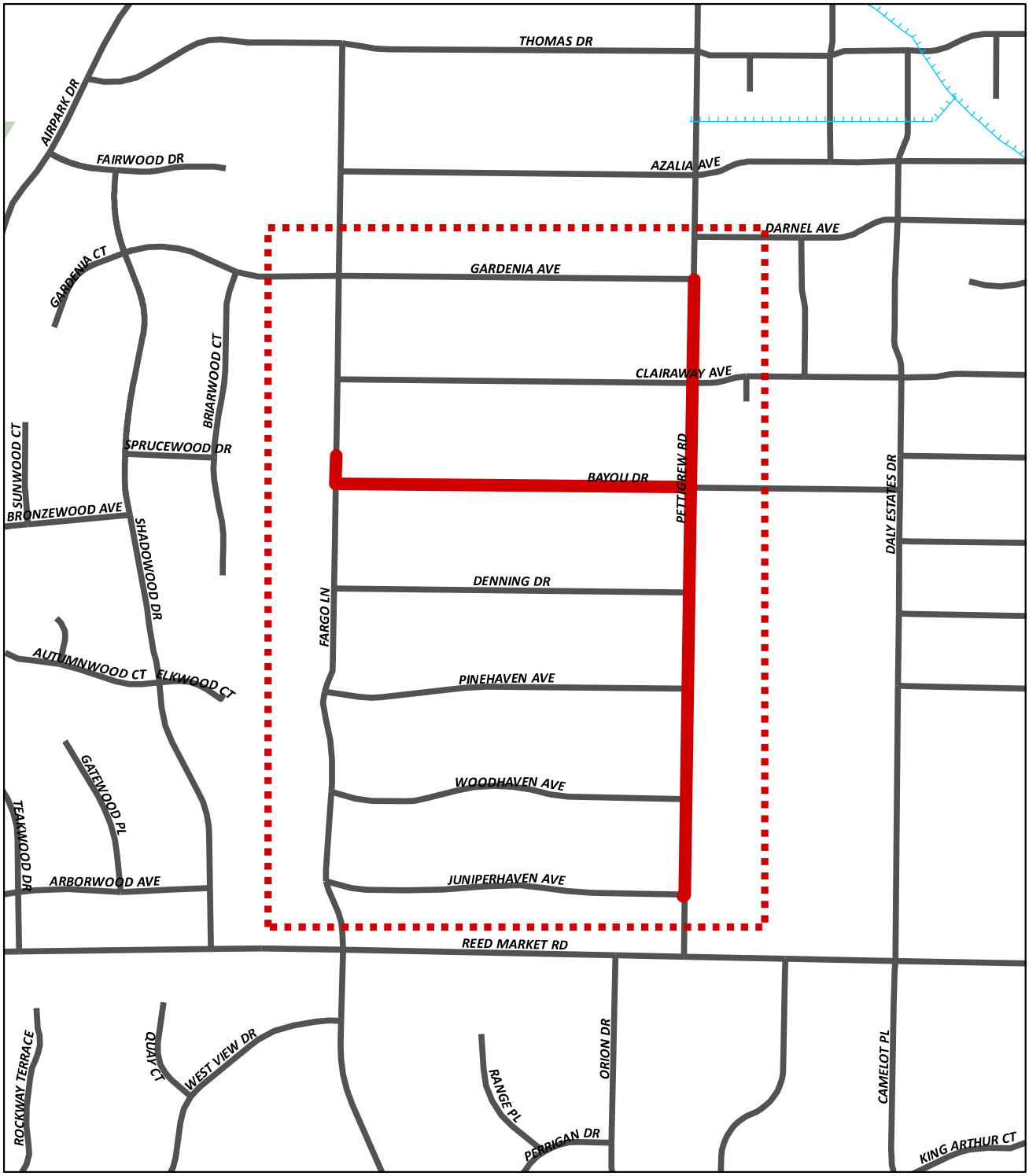
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Connection to City sewer increases treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of owner participating in the conversion program to connect to City sewer is minimal.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 2,650,900	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Minimal		

Method of Financing: 100% Rates & Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 50,900	$ 500,000	$ 2,100,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$2,650,900**



CITY OF BEND

1SN04

Pettigrew and Bayou Sewer

NOT TO SCALE

1SN05 Pinehaven and Woodhaven Sewer Project

Fund: Water Reclamation

Project Manager: Alex Doza | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Oct 2022 | **Est. End Date:** Nov 2024

Description & Background

The Pinehaven and Woodhaven Sewer Project was one of two neighborhood extension program (NEP) projects selected in 2022 for the next phase of the Septic to Sewer Conversion Program. It includes the applications known as Pinehaven and Woodhaven East. The project includes construction of approximately 1,000 linear feet of sewer main and provides laterals to 16 properties.

Need/Justification

Meets Collection System Master Plan, Public Facilities Plan, and Septic to Sewer Conversion Program goals to eliminate septic systems and install sewer collection systems.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ 1,000,000
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ -

Impact on Operating Budget: Minimal

Consequence of Delaying or Eliminating

Connection to City sewer increases treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of owner participating in the conversion program to connect to City sewer is minimal.

Method of Financing: 100% Rates & Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 75,000	$ 475,000	$ 450,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$1,000,000**



CITY OF BEND

1SN05

Pinehaven and Woodhaven Sewer Project

NOT TO SCALE

1SN06 Silver Sage Sewer Project

Fund: Water Reclamation

Project Manager: Alex Doza | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Oct 2022 | **Est. End Date:** Nov 2024

Description & Background

The Silver Sage Sewer Project was one of two neighborhood extension program (NEP)projects selected in 2022 for the next phase of the Septic to Sewer Conversion Program. It includes the applications known as Tapadera Drive and Benham South. The project includes construction of approximately 2,575 linear feet of sewer main and provides service laterals to 48 properties.

Need/Justification

Meets Collection System Master Plan, Public Facilities Plan, and Septic to Sewer Conversion Program goals to eliminate septic systems and install gravity sewer collection systems.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ 2,550,000
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ -

Consequence of Delaying or Eliminating

Connection to City sewer increase treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of owner participating in the conversion program to connect to City sewer is minimal.

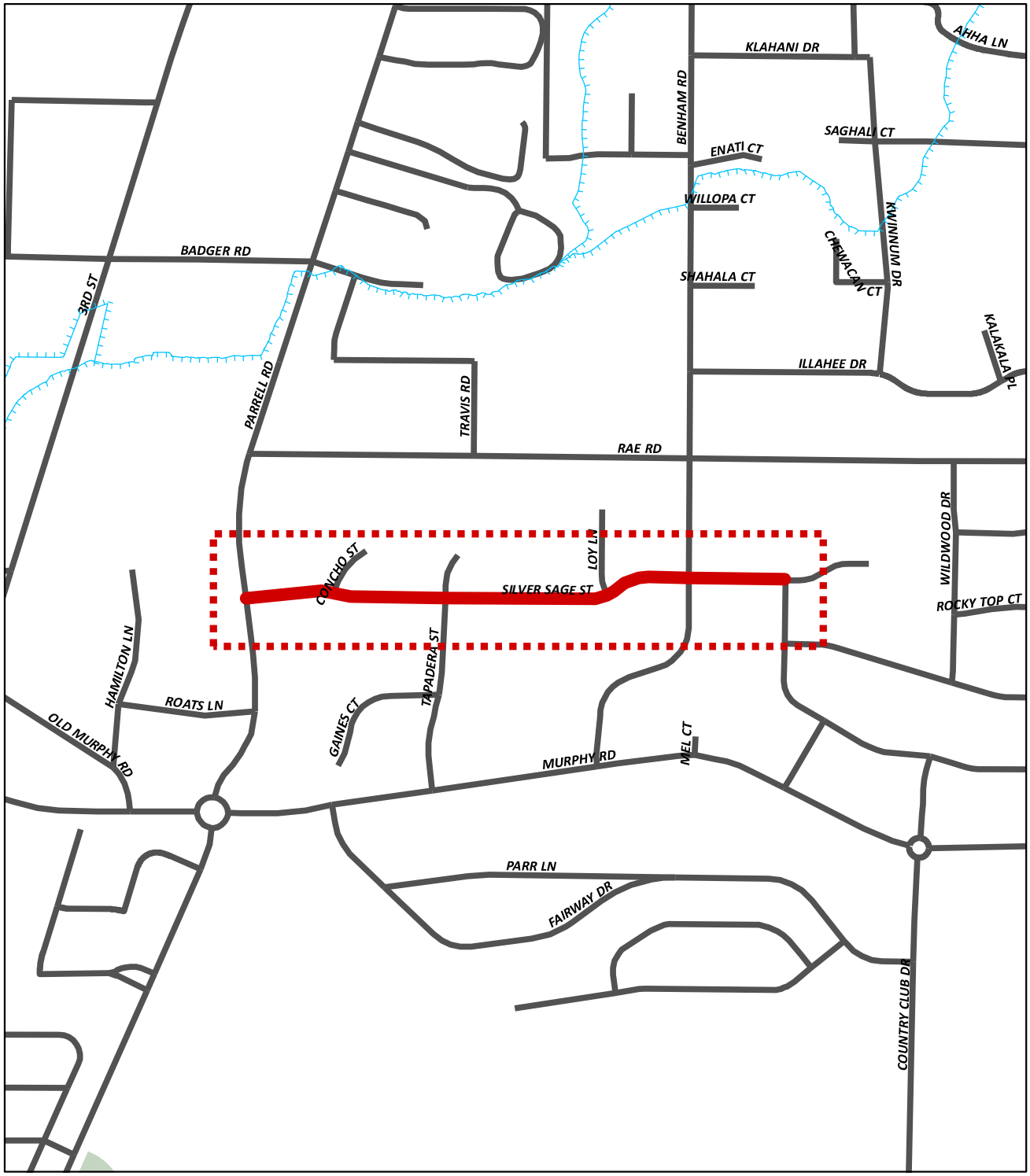
Impact on Operating Budget: Minimal

Method of Financing: 100% Rates & Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 150,000	$ 1,200,000	$ 1,200,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $2,550,000



CITY OF BEND

1SN06

Silver Sage Sewer Project

NOT TO SCALE

1SNEP Bend Sewer Neighborhood Extension Program

Fund: Water Reclamation

Project Manager: Jason Suhr | **Project Status:** Active | **Project Phase:** Active

Cost Estimate Classification: 5 | **Est. Start Date:** Program | **Est. End Date:** Program

Description & Background

City of Bend Program allowing property owners to apply for City construction of gravity sewers in their neighborhood. As Septic Tank to Sewer Conversion projects are identified and selected the funding from this program is transferred into those projects for implementation.

Need/Justification

Meets the City's goals of eliminating Septic Tanks, installing gravity sewers, and decommissioning Sewage Pump Stations. Prior, current, and upcoming projects include; 1SBSS Bend South Septic Solutions, 1SDWS Desert Woods Sewer Main, 1SNEP Bend South Neighborhood Extension Program, 1SNOT Nottingham Main & Pump Station Decommission, 1SSIM Simplicity Main & Pump Station Decommission, 1SNO1 Bend Sewer, 1SN02, 1SN03, 1SN04, 1SN05, 1SN06

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Connection to City sewer increases treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of owner participating in the conversation program to connect to City sewer is minimal.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 16,767,100	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: 100% Rates & Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$ 172,100	$ 745,000	$ 1,850,000	$ 3,500,000	$ 3,500,000	$ 3,500,000	$ 3,500,000
					Total Project Cost Estimate:		**$16,767,100**

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1SOC1 Odor Control Master Plan

Fund: Water Reclamation

Project Manager: TBD | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jun 2027 | **Est. End Date:** Jun 2028

Description & Background

Study, documentation, and evaluation of the collection system odors issues as well as recommend improvements and prepare a capital improvement program.

Need/Justification

A natural phenomenon within any wastewater collection system is the production of odorous gases, especially hydrogen sulfide (H2S), the diurnal ventilation of sewers, and the consequential release of that H2S. This project creates a plan to address odor issues and control odors within the sewer system.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	On-going odor complaints and further deterioration of piping systems due to hydrogen sulfide gas.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 1,155,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ -	$ 1,155,000	$ -

Total Project Cost Estimate: $1,155,000

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1SPCR WRF Primary Clarifier Rehabilitation

Fund: Water Reclamation

Project Manager: Oliver Murray & Dade Pettinger | **Project Status:** Active | **Project Phase:** Planning/Design

Cost Estimate Classification: 3 | **Est. Start Date:** Oct 2022 | **Est. End Date:** Jun 2024

Description & Background

The purpose of this project is to replace the mechanisms and associated equipment in Primary Clarifiers 1&2 that are nearing the end of their useful life. The replacement will both increase asset lifespan and provide a safer working environment for staff.

The work contemplated in this project includes:

- Demolition of existing mechanisms including access bridges, drives, guardrails, weirs, spray water system, electrical conduits/associated wiring, lighting poles, and control panels.
- Replacement of components including the mechanisms, sludge collector mechanism, rake arms, center cage, influent well, scum skimmer arms, scum box, drive, access walkway, weirs, scum baffle, and other ancillary equipment required for a complete system.

Repairs on deteriorating concrete and replacement of the basin bottom grout on each clarifier.

Need/Justification

Existing primary clarifiers 1 and 2 have been in service since construction of the original Water Reclamation Facility (WRF) in 1980 and are due for component replacement and rehabilitation based on their age and condition.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Operating the clarifier mechanisms to failure will result in costly emergency repairs and impact operations ability to effectively manage process control at the WRF.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 4,016,300	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: 100% Rates & Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan, SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 16,300	$ 100,000	$ 3,900,000	$ -	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$4,016,300**

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1SPGA Large Gravity Pipe Condition Assessement

Fund: Water Reclamation

Project Manager: TBD | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jun 2026 | **Est. End Date:** Jun 2027

Description & Background

Establish a program to inspect the condition of existing gravity trunk collection system with diameters greater than 15 inches (approximately 4% of the collection system), grade the trunk system components, evaluate rehabilitation options and recommend the most effective solution.

Need/Justification

Needed for continued repair and replacement of the major collection system gravity pipes. This type of inspection requires different equipment than is currently owned by the O&M (operations and maintenance) Department and the budget is for the City to hire a consultant to assist with this project.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Potential increase to Operations & Maintenance costs and potential risk of not regularly maintaining the collection system.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 400,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 200,000	$ 200,000	$ -	$ -

Total Project Cost Estimate: **$400,000**

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1SPS1 Awbrey Glen and Westside Pump Station Improvements

Fund: Water Reclamation

Project Manager: Lisa Cameli | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 2 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Jul 2024

Description & Background

The Awbrey Glen and Westside Pump Station Improvements Project includes electrical, instrumentation, mechanical, and controls upgrades at the Awbrey Glen and Westside Pump Stations. Site circulation and safety will also be improved with this project. These improvements will address important safety, operational, and maintenance issues at these aging pump stations.

Need/Justification

The Awbrey Glen and Westside Pump Stations are nearing the end of their useful lives and upgrades are needed to continue to run these pump stations efficiently and safely.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ 5,332,400
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ -

Impact on Operating Budget: Minimal

Consequence of Delaying or Eliminating

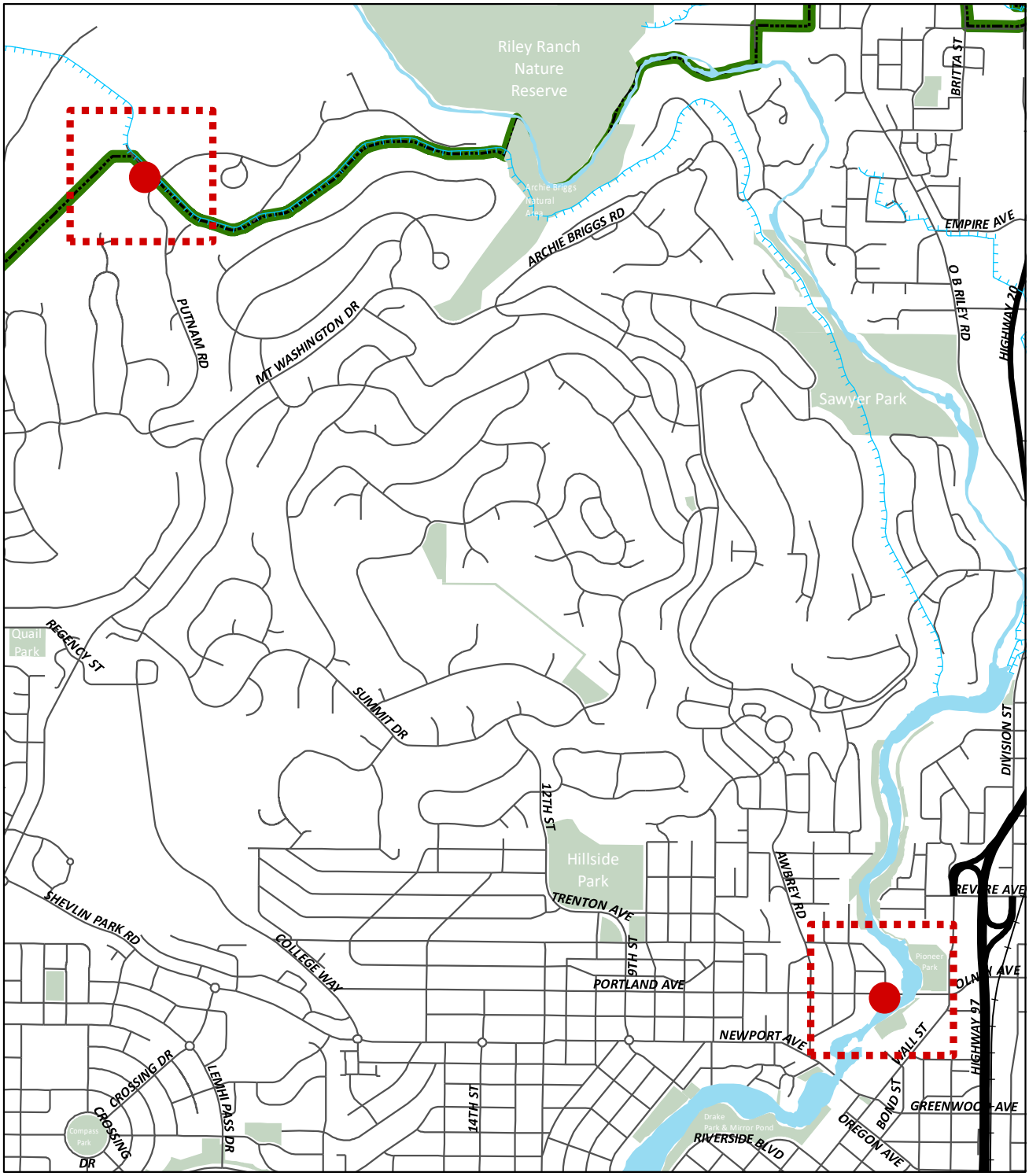
The Awbrey Glen and Westside Pump Stations are nearing the end of their useful lives and upgrades are needed to continue to run these pump stations efficiently and safely. Failure at either station would result in damages to the surroundings and require an emergency response.

Method of Financing: 100% Rates & Department of Environmental Quality (DEQ) Clean Water State Revolving Fund Loan

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 158,700	$ 572,400	$ 3,260,000	$ 1,500,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $5,491,100



1SPS1

Awbrey Glen and Westside Pump Station Improvements

CITY OF BEND

NOT TO SCALE

1SPSD Pump Station Decommission Program

Fund: Water Reclamation

Project Manager: Alex Doza | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 1 | **Est. Start Date:** Mar 2017 | **Est. End Date:** Sep 2023

Description & Background

Decommissioning of several sewer pump stations became viable when the Southeast Interceptor (SEI) was completed and commissioned for service. General scope required to decommission a pump station includes construction of a gravity collection sewer pipe that conveys flows from the pump station site to the SEI. Salvage of pump components and removal of above ground facilities completes the decommission.
Phase I and II: Quail Ridge I and II, Crown Villa I and II, Stone Haven, Forum, and Darnel
Phase III: Tri-peaks, Shire, & Desert Skies
Phase IV: Camden and Ridge Water II

Need/Justification

The cost analysis in the Collection System Master Plan determined the following lift station decommissions: Tri-Peaks, Crown Villa #1 & #2, Quail Ridge #1 & #2, Forum, Darnel, Desert Skies, Shire, Stone Haven, Camden, and Ridge Water II.

The Murphy Road Sewer Connection was needed to redirect the flow away from the station allowing for the decommissioning of the Murphy pump station through an internal City effort and not part of this program.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		
Accessibility Construction	$	20,000
Transportation Construction	$	-
Water	$	-
Water Reclamation	$	10,113,500
Stormwater	$	-
General Obligation Bond	$	-
Other (see below)	$	-

Impact on Operating Budget: Positive

Consequence of Delaying or Eliminating

Phases 1, II, and III are completed and Phase IV is currently under construction with a Fall 2023 estimated completion. Delaying Phase IV completion can result in the Southeast Expansion Area not having necessary infrastructure for annexation and/or development.

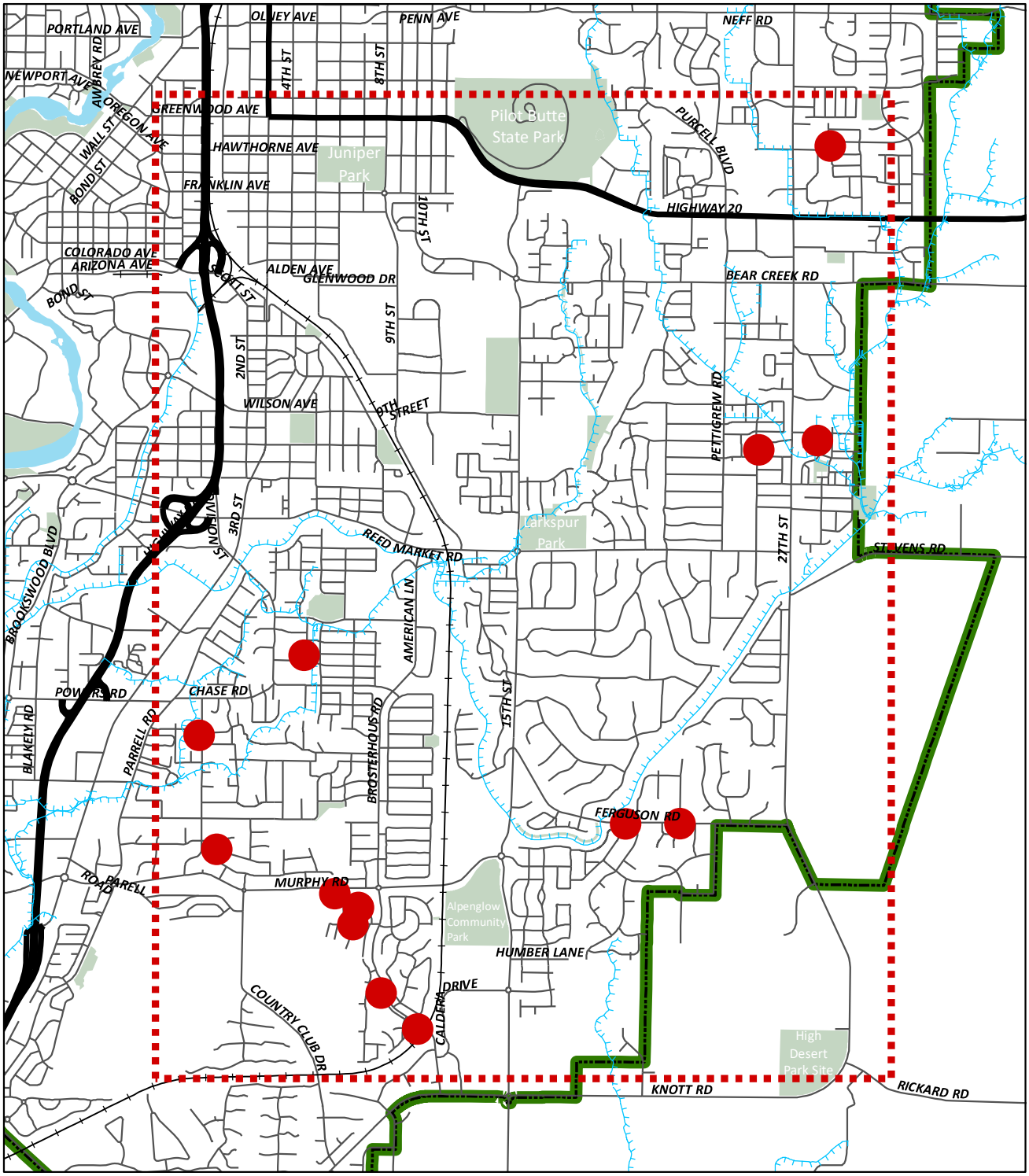
Cost savings from pump station decommissioning would not be realized. Leaves another component within the system prone to failure.

Method of Financing: Water Reclamation Rates / SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 4,768,900	$ 3,544,600	$ 1,820,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$10,133,500**



CITY OF BEND

1SPSD

Pump Station Decommission Program

NOT TO SCALE

1SPSX Pump Station Program Funding

Fund: Water Reclamation

Project Manager: Jason Suhr | **Project Status:** On-going | **Project Phase:** On-going

Cost Estimate Classification: 1 | **Est. Start Date:** Program | **Est. End Date:** Program

Description & Background

This program includes capital repair/replacement or decommissioning of pump stations as part of a routine maintenance program. Total cost estimates reflect only the projects scheduled for completion in the 5-year CIP period.

Need/Justification

Reduction of operations and maintenance costs with the repair and or replacement of systems identified along with mitigation of outdated and potentially undersized or oversized systems from failing. Projects related to prior, current, and future; 1CSMP Collection System Master Plan Update, 1XNIP North Interceptor Projects, 1XSE Southeast Interceptor Projects, 1SBSS/1SNEP Septic to Sewer Program.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Potential of additional sunk cost to keep stations operational before they can be properly rehabilitated or decommissioned. System failures and overflow events are also possible.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 12,500,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Positive		
Method of Financing: 100% Rates / SDCs		

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 600,000	$ 900,000	$ 1,000,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000
					Total Project Cost Estimate:		**$12,500,000**

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1SRRR Water Reclamation Capital Repair and Replacement Projects

Fund: Water Reclamation

Project Manager: Jason Suhr | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 1 | **Est. Start Date:** Program | **Est. End Date:** Program

Description & Background

Annual program funding for synergy opportunities with other projects not yet defined or budgeted to address sewer system deficiencies or system expansion. Program funding additionally allows for the creation of rehabilitation projects to address the aging collection system.

Need/Justification

A significant portion of the City's collection system has been in operation for close to its design life and needs rehabilitation is ensure reliable operation. Contributing sewer funds to other projects allows sewer for improvements to be completed in a synergistic manner, reducing the overall cost of any given fund would have incurred as a stand-alone project.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Not addressing collection system needs when presented the opportunity puts the City at risk of a future system failure and the need to go back to the same area and address previously known deficiencies. Addressing the aging infrastructure in a planned approach reduces construction costs as compared to performing the same improvements in an emergency scenario.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 11,000,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 500,000	$ 500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000

Total Project Cost Estimate: **$11,000,000**

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1SSFU Support Facilities Upgrade

Fund: Water Reclamation

Project Manager: TBD | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2025 | **Est. End Date:** Jun 2027

Description & Background

Upgrades to the WRF support facilities include administration buildings, the laboratory, and various operations and maintenance building to house staff, materials, and equipment.

Need/Justification

Several existing buildings were constructed as part of the original plant in 1980 and need upgrades and/or remodeling. New buildings are also needed to meet the demands of a growing plant. The objective of the facility upgrade is to ensure the adequacy of support facilities at the plant to meet current and future needs.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

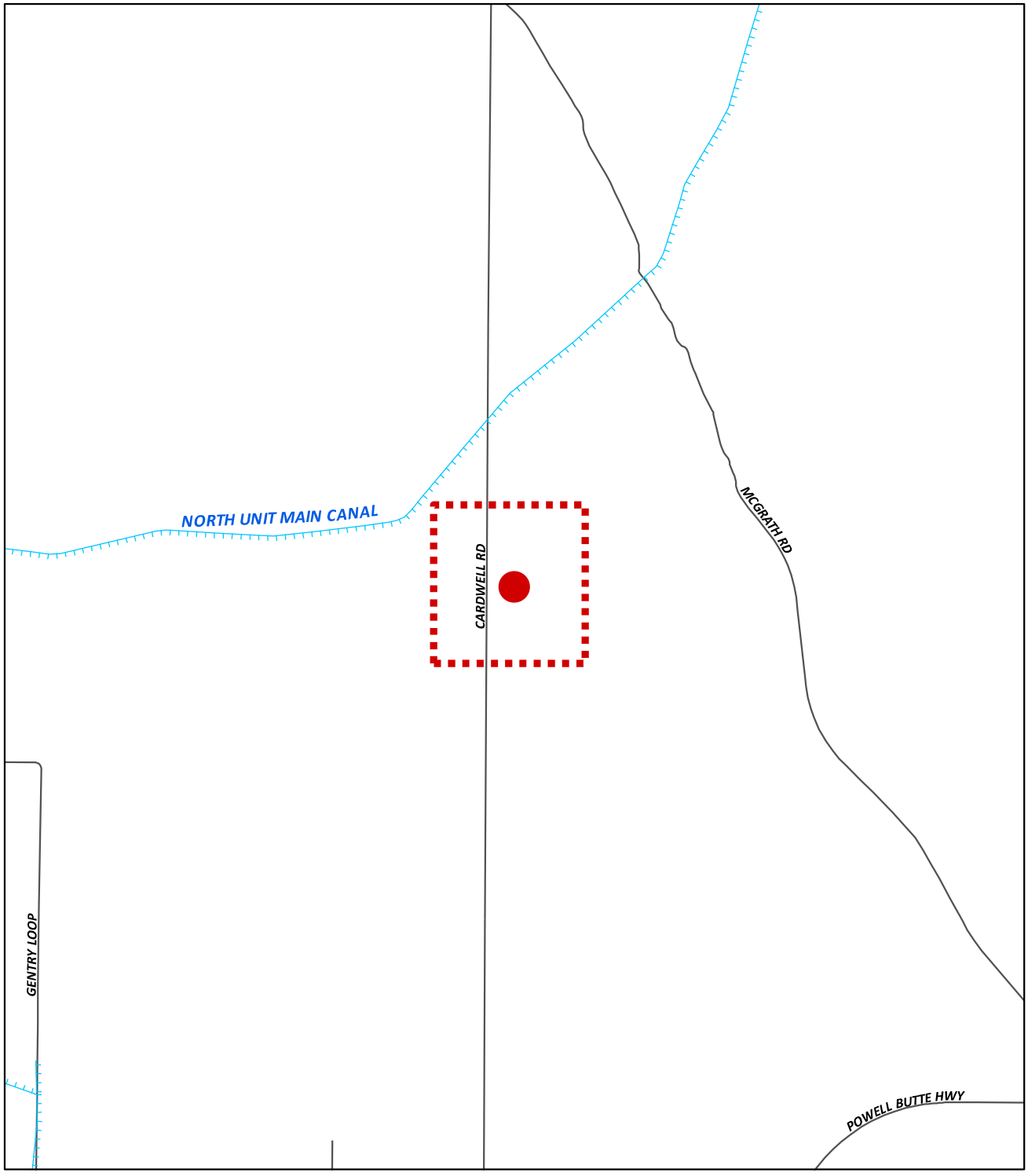
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Decreased efficiencies in treatment plant operations.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ 1,000,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 500,000	$ 500,000	$ -	$ -

Total Project Cost Estimate: $1,000,000



CITY OF BEND

1SSFU

Support Facilities Upgrade

NOT TO SCALE

1TBMW Wells Acres Road & Butler Market Road Roundabout

Fund: Water Reclamation

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** Planning/Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2024

Description & Background

This project will design and construct a roundabout at the intersection of Butler Market Road and Wells Acres Road in northeast Bend. As the area has grown over the years there has been an increasing need to better serve the surrounding community by making accessing the intersection easier and safer for all modes of travel during peak periods of traffic. This project will deliver a long-desired improvement to intersection operations and safety while better connecting neighborhoods, schools, parks, and businesses to the north and south that are currently divided by a busy, fast burrier to safe travel. It should also improve travel time reliability along a major east-west corridor in Bend. There exists synergy opportunities to perform water reclamation work during the process of constructing the roundabout, and subsequent water reclamation funding is being allocated. Project design is being coordinated with the Butler Market Road and Boyd Acres Road key routes project (1GBBA) from the GO Bond.

Need/Justification

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

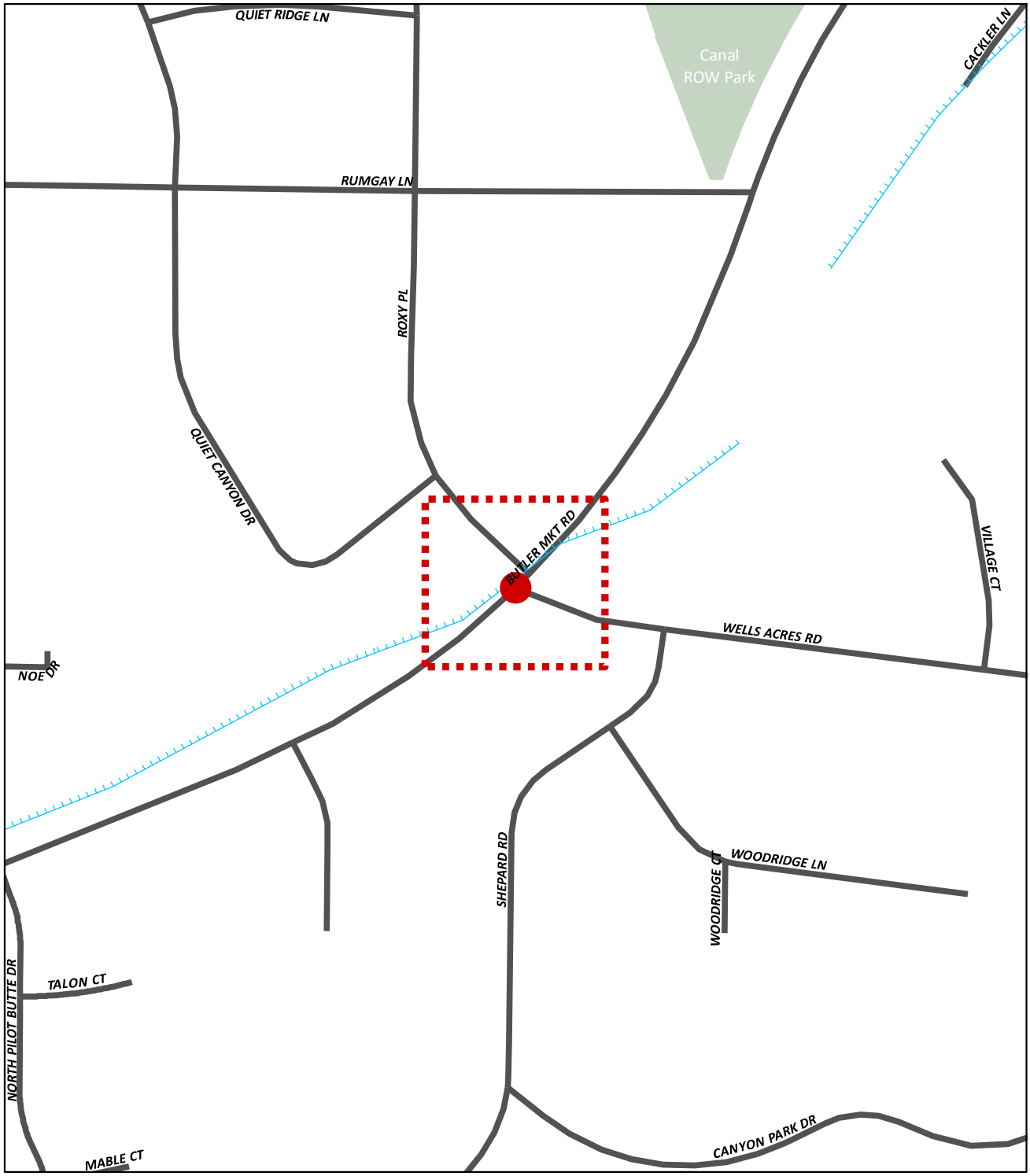
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Congestion and delay become worse, as will safety with turning movements. Housing will be delayed.
Transportation Construction	$ 4,445,300	
Water	$ -	
Water Reclamation	$ 2,000,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water Reclamation Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 300	$ 600,000	$ 3,095,000	$ 2,750,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $6,445,300



1TBMW

Wells Acres Road & Butler Market Road Roundabout

CITY OF BEND

NOT TO SCALE

1WABD Awbrey Butte Distribution Improvements

Fund: Water Reclamation

Project Manager: Jake Sherman | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 4 | **Est. Start Date:** Oct 2021 | **Est. End Date:** Jun 2025

Description & Background

In 2021, the City of Bend adopted the Integrated Water System Master Plan (iWSMP), which evaluated the City of Bend's current water distribution system capacity and the ability to serve projected demands for the next 20 years. The iWSMP identified the Awbrey Butte Distribution Improvements project ("Project"), which is made up of nine sub-projects to replace or install over 4 miles of water pipelines. This Project may also include some synergy opportunities for stormwater, street preservation, sidewalk infill, and other utility improvements in the vicinity of the project area.

Need/Justification

The iWSMP prioritized this Project to be completed within the first five years to address current capacity issues; increase capacity for future growth; upsize existing, aging pipes; increase and/or improve fire flow availability; and provide a large new diameter transmission line for improved hydraulic performance. This Project has been further prioritized due to deteriorating pipes conveying the City's water supply.

Projected synonymous with: P-13 New Awbrey Transmission, P-23 Awbrey Reservoir Outlet Transmission Upsize, PS-1 Awbrey Pump Station, T-5 Awbrey Reservoir, FFP-10 Awbrey Road and Portland Avenue, FFP-7 12th and Juniper Streets Improvements, FFP-40 Glassow Drive Looping, Miscellaneous Pipe Replacement Segments in area, GO Bond Portland Avenue Corridor Improvements Project, South Awbrey Butte Drainage Study areas. Design is ongoing for the various subprojects and the first Guaranteed Maximum Price package is tentatively scheduled for Council in May 2023 with construction tentatively scheduled to begin in June 2023.

Project Related to Council Goal: Transportation + Infrastructure

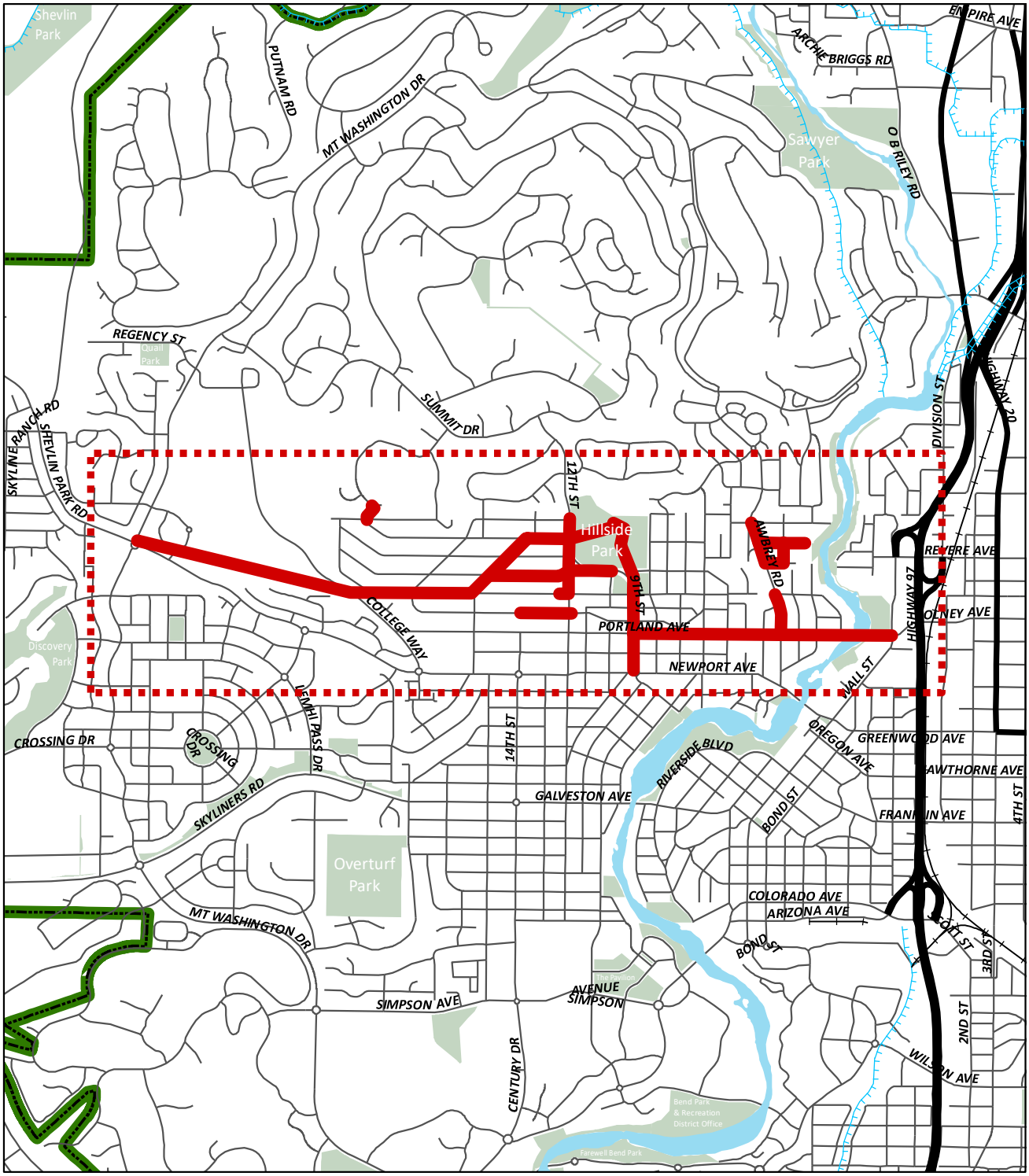
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ 75,000	N/A as project is active.
Transportation Construction	$ -	
Water	$ 25,547,900	
Water Reclamation	$ 3,500,000	
Stormwater	$ 2,000,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 47,900	$ 2,460,000	$ 14,765,000	$ 13,850,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$31,122,900**



CITY OF BEND

1WABD

Awbrey Butte Distribution Improvements

NOT TO SCALE

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Stormwater Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
1GWAC Wilson Avenue Corridor Improvements	2	$ 200,000	$ -	$ -	$ -	$ -	$ 200,000
1RCAP Stormwater Capital Repair and Replacement Program	5	300,000	500,000	500,000	500,000	500,000	2,300,000
1RFGU Franklin & Greenwood Underpass	5	2,000,000	2,000,000	2,250,000	-	-	6,250,000
1RMP1 Stormwater Master Plan Update	5	450,000	50,000	-	-	-	500,000
1RNPR Newport Corridor Improvements	1	800,000	-	-	-	-	800,000
1RSAB South Awbrey Butte Drainage Improvements	5	-	-	2,000,000	5,500,000	2,500,000	10,000,000
1TNPS Neff & Purcell Intersection	3	25,000	-	-	-	-	25,000
1WABD Awbrey Butte Distribution Improvements	4	1,200,000	740,000	-	-	-	1,940,000
Total		**$ 4,975,000**	**$ 3,290,000**	**$ 4,750,000**	**$ 6,000,000**	**$ 3,000,000**	**$ 22,015,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1GWAC Wilson Avenue Corridor Improvements

Fund: Stormwater

Project Manager: Sinclair Burr | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 2 | **Est. Start Date:** Jul 2020 | **Est. End Date:** Dec 2023

Description & Background

Work under this project includes improvements to three major intersections along Wilson Avenue – 3rd Street, 9th Street and 15th Street. The project also includes improvements to the 2nd Street and Wilson Avenue intersection and multimodal improvements along the corridor from 2nd Street to 15th Street along with multimodal improvements to 9th Street from Reed Market Road to Glenwood Drive.

Includes improvements to aging water distribution infrastructure as identified in the Water masterplan and CIP. Also includes Transportation Construction funds for improvements at the 9th/Wilson intersection. Also includes, stormwater improvements to address an existing lack of stormwater infrastructure for areas draining to the Wilson corridor.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-22, C-43, R1-A, R1-B, R12-A and R12-B.

Near-term and mid-term TSP projects to improve safety, capacity and multimodal connectivity along Wilson Avenue and 9th Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

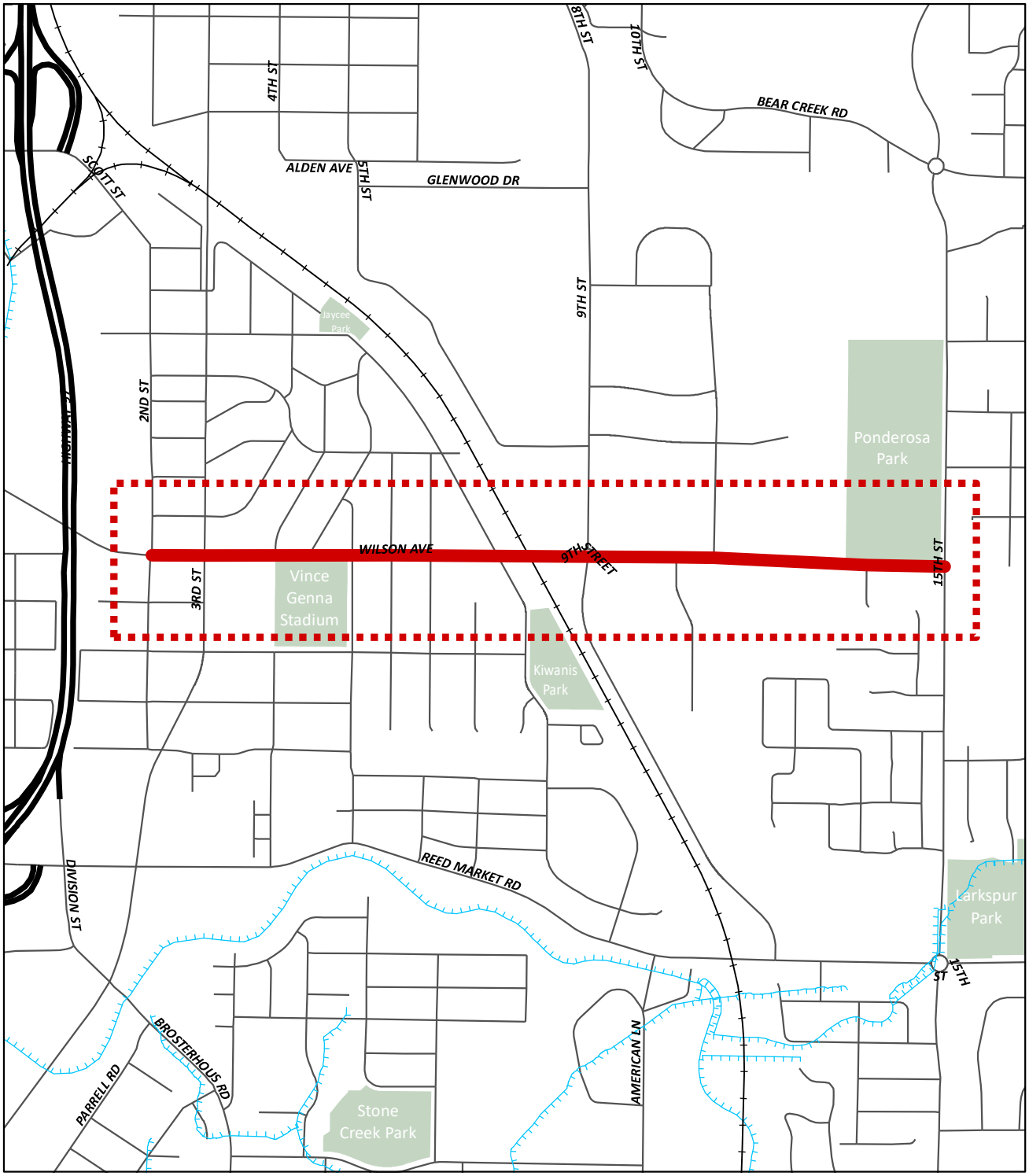
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 12,318,000	
Water	$ 1,402,000	
Water Reclamation	$ -	
Stormwater	$ 200,000	
General Obligation Bond	$ 15,535,200	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 6,551,200	$ 14,101,000	$ 8,803,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $ 29,455,200



CITY OF BEND

1GWAC

Wilson Avenue Corridor

NOT TO SCALE

1RCAP Stormwater Capital Repair and Replacement Program

Fund: Stormwater

Project Manager: Brittany Barker | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Ongoing

Description & Background

The current CIP list from the 2014 Stormwater Master Plan is outdated. This program will provide flexibility to complete stormwater improvements annually through synergy opportunities. Upon completion of the Stormwater Master Plan Update Project (1RMP1), this program may evolve to address pipe replacement segments identified in the CIP.

Need/Justification

All stormwater projects currently scheduled in the CIP will be re-evaluated as part of the Stormwater Master Plan Update Project (1RMP1) scheduled in FY 2023-24.

Project related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Potential to eliminate synergy opportunities that are vital to project success.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ 2,800,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Stormwater Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000

Total Project Cost Estimate: $2,800,000

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1RFGU Franklin & Greenwood Underpass

Fund: Stormwater

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Jul 2025

Description & Background

Construction of surface water swales to reduce the volume of water entering the underpass, larger capacity storm drains and a pump station to move water from the underpass to an off- site force main and an infiltration swale to retain and infiltrate stormwater. This project is combined with a major evaluation of the Bend Parkway under crossings and executed concurrently for synergy and efficiencies.

Need/Justification

Identified in the 2014 Stormwater Master plan as projects MB18A and MB18B. The Greenwood Avenue Undercrossing project (1GGAU) and the Franklin Avenue Corridor Improvements project (1GFAI) are in the GO Bond and will address the long-term flooding issue of the Bend Parkway underpasses.

Both Franklin Ave and Greenwood Ave are vital east-west corridors providing access to downtown and the west side. The underpasses close during moderate rainfall events blocking all traffic. Flooding of the underpasses create a barrier for emergency vehicles and the public as well as creates a public safety hazard and burden upon the City Staff to respond.

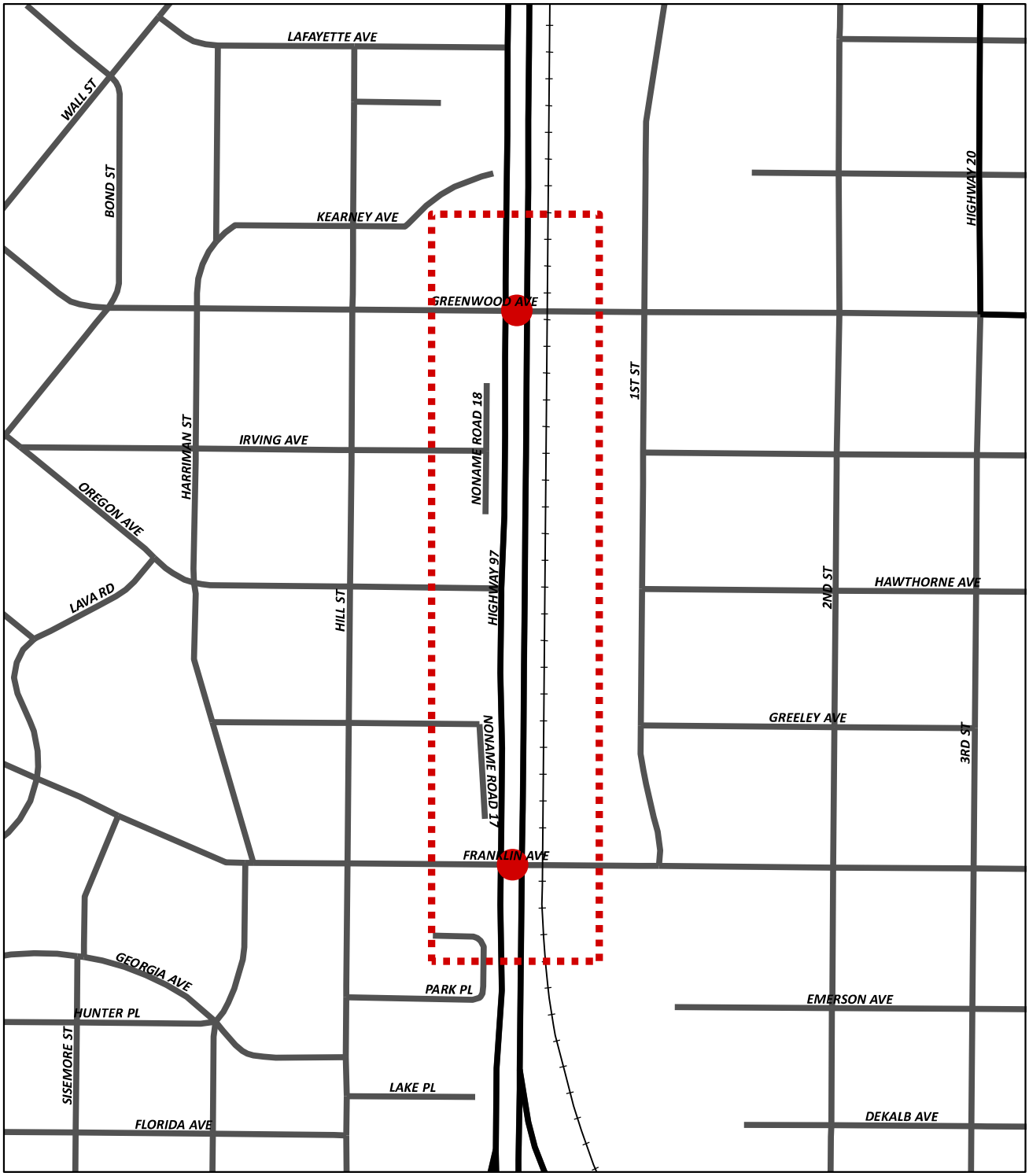
Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.
Transportation Construction	$ -	
Water	$ 1,332,000	
Water Reclamation	$ -	
Stormwater	$ 6,250,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Minimal		
Method of Financing: Water Rates / SDCs, Stormwater Rates		

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 2,800,000	$ 2,532,000	$ 2,250,000	$ -	$ -	$ -
				Total Project Cost Estimate:			**$7,582,000**



CITY OF BEND

1RFGU

Franklin & Greenwood Underpass

NOT TO SCALE

1RMP1 Stormwater Master Plan Update

Fund: Stormwater

Project Manager: Austin Somhegyi | **Project Status:** Inactive | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Sep 2023 | **Est. End Date:** Jan 2025

Description & Background

Update the current Master Plan, document changes in the system, update the system analysis and CIP. The update will ensure the City is utilizing up-to-date and accurate information regarding the condition of the collection system, flow projections, and applicable regulations.

Need/Justification

The City's stormwater master plan provides an important measure for development approval and capital improvement project prioritization. The current master plan is based upon a limited amount of data and it does not meet its objectives in a manner that provides optimal accuracy. Provides an invaluable tool in determining existing and future capacity constraints. Enhances ability to provide sound private development decisions and effectively prioritize City capital projects. A major project deliverable includes a 20-year Capital Improvement Plan (CIP).

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Potential to experience reduced system efficiency and short, medium, and long term updated city wide project planning.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ 500,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Stormwater Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 450,000	$ 50,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $500,000

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1RNPR Newport Corridor Improvements

Fund: Stormwater

Project Manager: Brittany Barker | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 1 | **Est. Start Date:** Mar 2019 | **Est. End Date:** Jul 2023

Description & Background

The South Awbrey Butte Drainage Study identified the replacement of the Newport Avenue trunk line as the highest priority project in the drainage basin and prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding and/or improve water quality in the basin. This project will reconstruct the roadway from College Way to 9th St. to current standards, following the "complete streets" concept, as well as replace the water, sewer and stormwater systems in this segment. In addition, this project will replace the storm and water systems down Nashville Ave from 9th St. to the Deschutes River. The 15 drainage improvements as identified and prioritized in the Final Improvement Plan of the South Awbrey Butte Drainage Study have been separated from this project and are now under a separate CIP Project Number 1RSAB.

Need/Justification

The South Awbrey Butte Drainage Study, completed in 2017, determined that the existing stormwater collection and conveyance system on Newport Avenue needs replacement. This study identified the replacement of the Newport Avenue Trunk Line as the highest priority project in the drainage basin and prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding / improve water quality within the basin.

Projected Related to Council Goal Transportation + Infrastructure

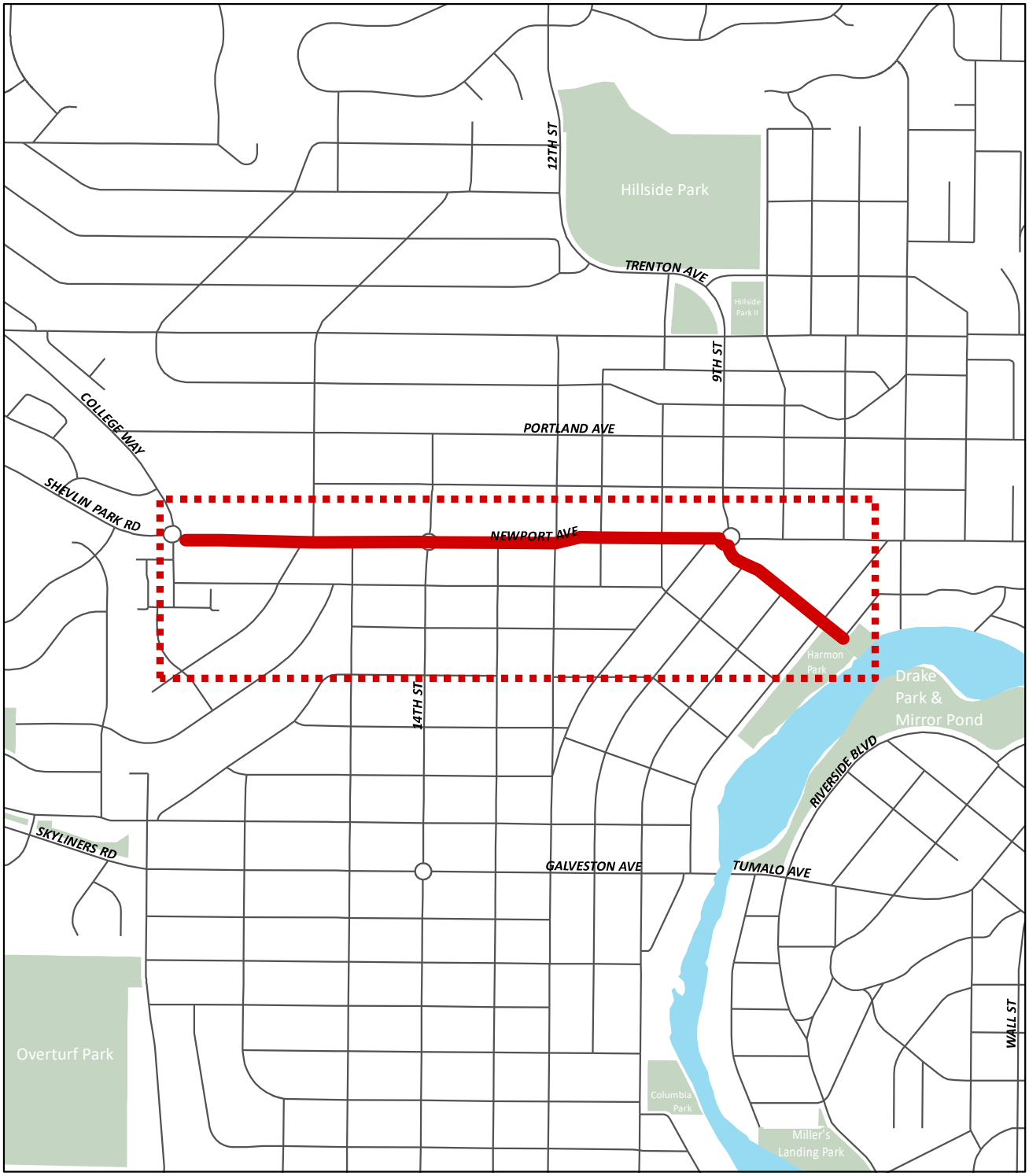
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ 20,500	Further deterioration of existing pipeline and increased project costs due to escalation.
Transportation Construction	$ 6,667,200	
Water	$ 5,808,900	
Water Reclamation	$ 4,818,500	
Stormwater	$ 13,300,500	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 18,418,300	$ 11,397,300	$ 800,000	$ -	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$30,615,600**



CITY OF BEND

1RNPR

Newport Corridor Improvements

NOT TO SCALE

1RSAB South Awbrey Butte Drainage Improvements

Fund: Stormwater

Project Manager: Jake Sherman | **Project Status:** Inactive | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2026 | **Est. End Date:** Dec 2027

Description & Background

The South Awbrey Butte Drainage Study identified the replacement of the Newport Avenue trunk line as the highest priority project in the drainage basin and prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding and/or improve water quality in the basin. The Newport Avenue trunk line is being constructed under a separate CIP Project #1RNPR. The other 15 drainage improvements as identified and prioritized in the Final Improvement Plan of the South Awbrey Butte Drainage Study will be constructed under this project.

Need/Justification

The South Awbrey Butte Drainage Study, completed in 2017, determined that the existing stormwater collection and conveyance system is deficient in the fifteen project improvement areas.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

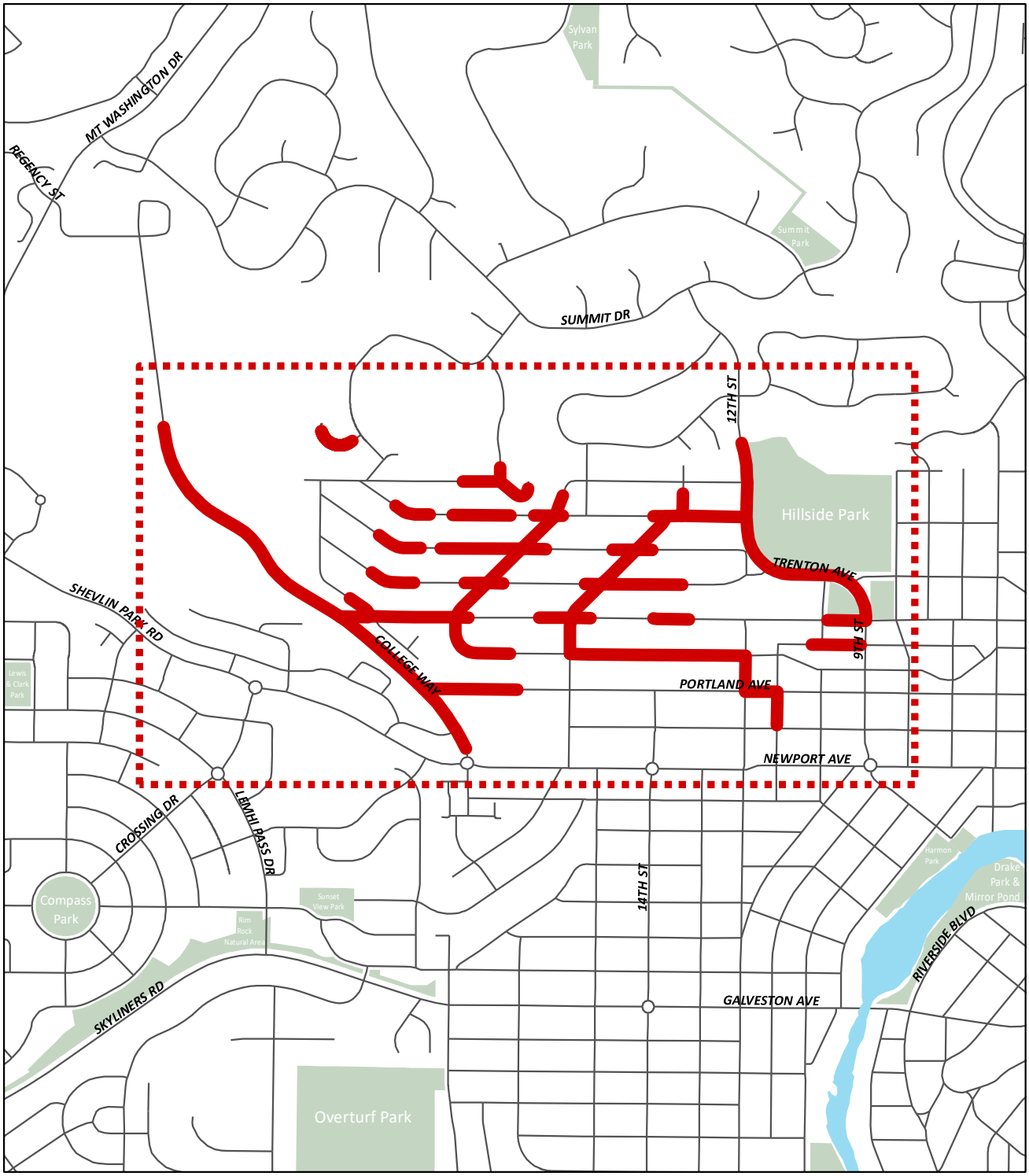
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Increasing flood risk to adjacent residential properties and the City's liability.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ 10,000,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Unknown		

Method of Financing: 100% Stormwater Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 2,000,000	$ 5,500,000	$ 2,500,000	$ -

Total Project Cost Estimate: **$10,000,000**


MT WASHINGTON DR
REGENCY ST
Sylvan Park
Summit Park
SUMMIT DR
12TH ST
Hillside Park
TRENTON AVE
9TH ST
SHEVLIN PARK RD
COLLEGE WAY
PORTLAND AVE
NEWPORT AVE
CROSSING DR
LEMHI PASS DR
Compass Park
Sunset View Park
Rim Rock Natural Area
14TH ST
Harmon Park
Drake Park & Mirror Pond
RIVERSIDE BLVD
SKYLINERS RD
GALVESTON AVE
Overturf Park
1RSAB
South Awbrey Butte Drainage Improvements
CITY OF BEND
NOT TO SCALE

1TNPS Neff & Purcell Intersection & Purcell Extension Project

Fund: Stormwater

Project Manager: Drew Wells | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 3 | **Est. Start Date:** Aug 2018 | **Est. End Date:** Sep 2023

Description & Background

The Neff and Purcell Intersection improvement project includes work to replace an aging signal, new sidewalks where gaps currently exist on Neff Road between Eastwood Drive and Purcell Boulevard, and sewer and stormwater improvements that are highly interrelated to the work at the intersection. Improvements to the existing intersection of Neff and Purcell for all modes of transportation as well as to the pedestrian infrastructure to the west of the signal. An alternatives analysis, backed by City Council review, have determined that a signal is the preferred alternative at this intersection.

This project includes transportation improvements at two locations in the northeast area of town. The Purcell Extension includes a two-lane roadway extension from Purcell Boulevard's current terminus north of the St. Charles Hospital to Courtney Drive, this project also includes work to construct sidewalks where gaps currently exist from Full Moon Drive to the beginning of the Purcell Extension, and stripe for bike lanes from Full Moon Drive to Neff Road. The Purcell extension project is the GO Bond related work under the Neff and Purcell Intersection project.

This project appears on the 2020 GO Bond CIP as 1GPUR Purcell Boulevard Extension.

Need/Justification

This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection needs replacement and this, coupled with the improved community connectivity, will benefit users of all ages and abilities and the surrounding neighborhoods.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		
Accessibility Construction	$	-
Transportation Construction	$	5,901,400
Water	$	593,600
Water Reclamation	$	1,009,000
Stormwater	$	813,400
General Obligation Bond	$	2,288,100
Other (see below)	$	-

Impact on Operating Budget: Minimal

Consequence of Delaying or Eliminating

Delaying or eliminating the intersection project would result in the continued operation of one of the highest crash-rate intersections in the City and result in continued excessive traffic delays and challenges for Emergency Service vehicles that regularly use this intersection.

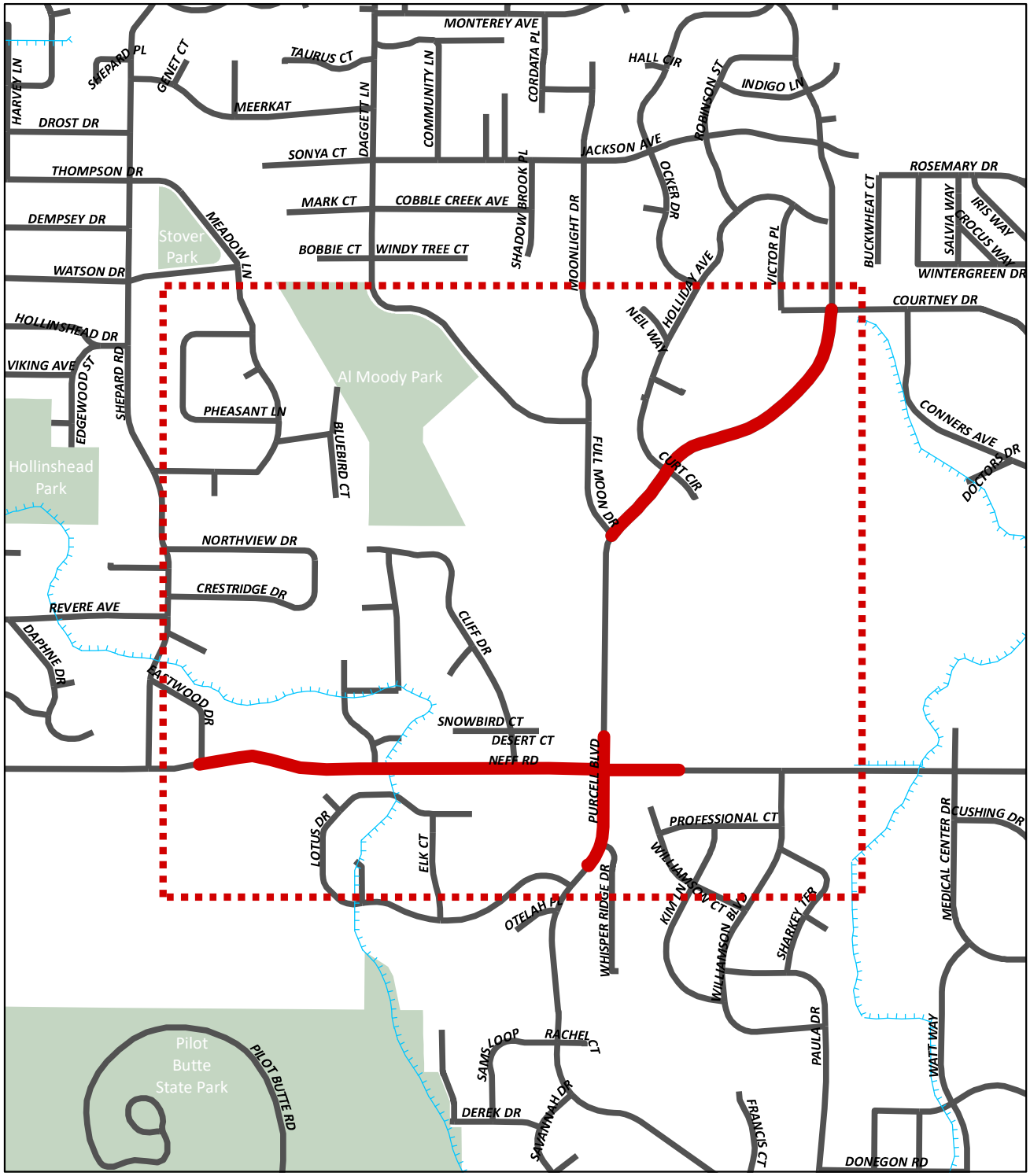
Delaying or eliminating the Purcell Extension project would result in continued heavy use of residential streets adjacent to Purcell Boulevard, such as Daggett, which runs along the west side of Ensworth Elementary school.

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 1,615,600	$ 7,762,800	$ 1,227,100	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $10,605,500



CITY OF BEND

1TNPS

Neff & Purcell Intersection & Purcell Extension

NOT TO SCALE

1WABD Awbrey Butte Distribution Improvements

Fund: Stormwater

Project Manager: Jake Sherman | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 4 | **Est. Start Date:** Oct 2021 | **Est. End Date:** Jun 2025

Description & Background

In 2021, the City of Bend adopted the Integrated Water System Master Plan (iWSMP), which evaluated the City of Bend's current water distribution system capacity and the ability to serve projected demands for the next 20 years. The iWSMP identified the Awbrey Butte Distribution Improvements project ("Project"), which is made up of nine sub-projects to replace or install over 4 miles of water pipelines. This Project may also include some synergy opportunities for stormwater, street preservation, sidewalk infill, and other utility improvements in the vicinity of the project area.

Need/Justification

The iWSMP prioritized this Project to be completed within the first five years to address current capacity issues; increase capacity for future growth; upsize existing, aging pipes; increase and/or improve fire flow availability; and provide a large new diameter transmission line for improved hydraulic performance. This Project has been further prioritized due to deteriorating pipes conveying the City's water supply.

Projected synonymous with: P-13 New Awbrey Transmission, P-23 Awbrey Reservoir Outlet Transmission Upsize, PS-1 Awbrey Pump Station, T-5 Awbrey Reservoir, FFP-10 Awbrey Road and Portland Avenue, FFP-7 12th and Juniper Streets Improvements, FFP-40 Glassow Drive Looping, Miscellaneous Pipe Replacement Segments in area, GO Bond Portland Avenue Corridor Improvements Project, South Awbrey Butte Drainage Study areas. Design is ongoing for the various subprojects and the first Guaranteed Maximum Price package is tentatively scheduled for Council in May 2023 with construction tentatively scheduled to begin in June 2023.

Project Related to Council Goal: Transportation + Infrastructure

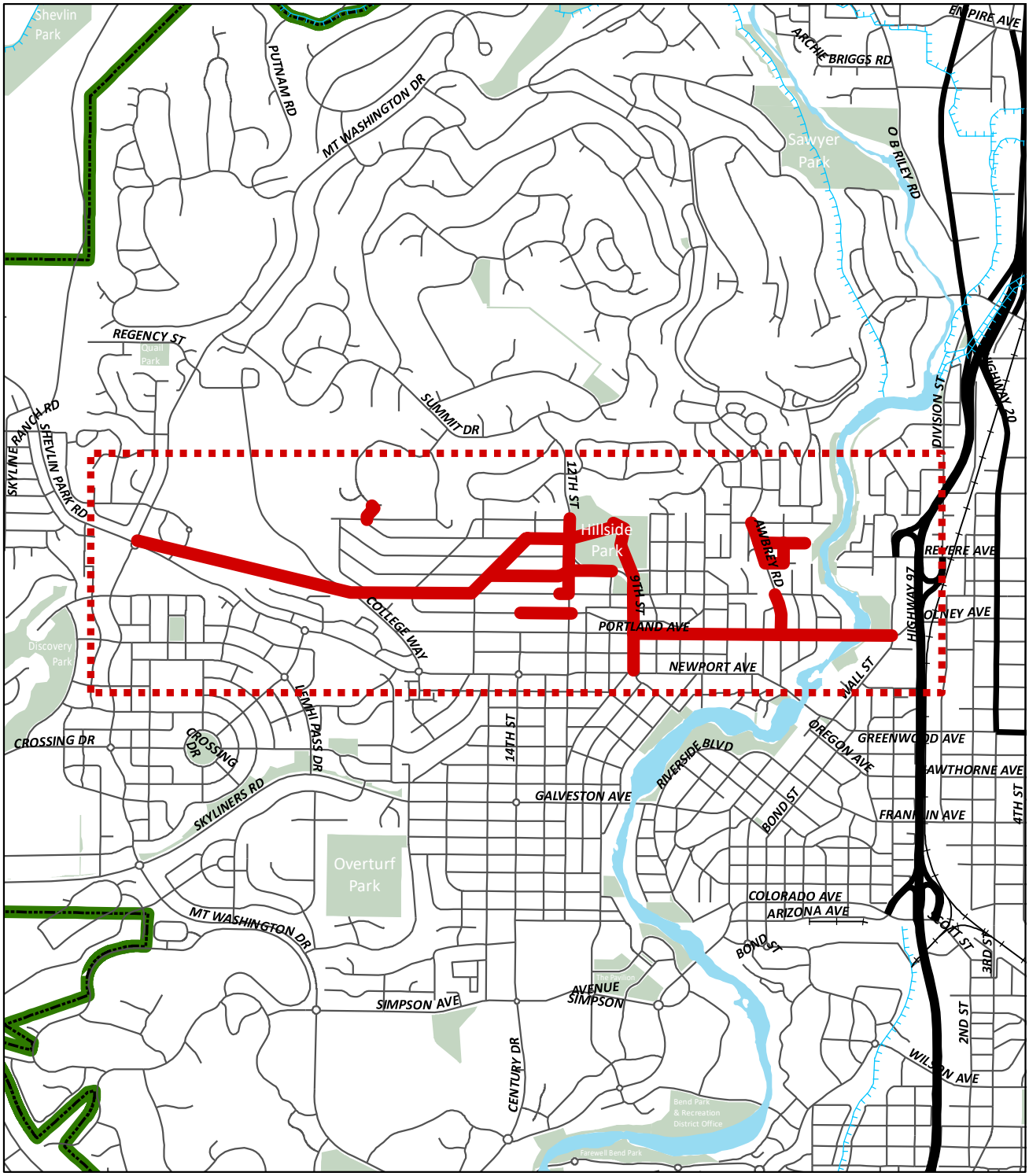
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ 75,000	N/A as project is active.
Transportation Construction	$ -	
Water	$ 25,547,900	
Water Reclamation	$ 3,500,000	
Stormwater	$ 2,000,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 47,900	$ 2,460,000	$ 14,765,000	$ 13,850,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$31,122,900**



CITY OF BEND

1WABD

Awbrey Butte Distribution Improvements

NOT TO SCALE

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Transportation Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification**	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GFAI Franklin Avenue Corridor Improvements	5	$ 425,000	$ 1,000,000	$ -	$ -	$ -	$ 1,425,000
1GOPB Olney Pedestrian and Bike Improvements	5	-	500,000	-	-	-	500,000
1GWAC Wilson Avenue Corridor Improvements	2	6,350,000	-	-	-	-	6,350,000
1T3IN 3rd & Reed Market Intersection	5	-	150,000	500,000	2,350,000	2,000,000	5,000,000
1T3ML 3rd & Miller Intersection	5	100,000	300,000	2,800,000	-	-	3,200,000
1TABB Archie Briggs Bridge Replacement	5	-	2,000,000	-	-	-	2,000,000
1TBKE Bicycle Greenways	2	648,800	-	-	-	-	648,800
1TBKP Bicycle Program	1	500,000	-	-	-	-	500,000
1TBMW Butler Mkt/Wells Acres	5	1,195,000	2,750,000	-	-	-	3,945,000
1TBRB Bond & Reed Market Roundabout	5	-	750,000	3,500,000	-	-	4,250,000
1TCHI Brosterhous/Chase	5	-	-	-	-	1,000,000	1,000,000
1TCKR Country Club Road / Knott Road Intersection Improvements	5	-	-	-	-	700,000	700,000
1TCON 27th/Conners Intersection	5	-	-	500,000	2,000,000	-	2,500,000
1TCSI Citywide Safety Improvements	1	46,400	-	-	-	-	46,400
1TGCI Galveston Corridor Improvements	5	-	150,000	2,000,000	1,900,000	-	4,050,000
1TNPS Neff & Purcell Intersection	3	975,000	-	-	-	-	975,000
1TRVF Riverfront Improvements	5	928,600	-	-	-	-	928,600
1TWAC 27th & Wells Acres Road Intersection Improvements	5	-	-	-	-	700,000	700,000
1XSTS Standards & Specifications Update	1	30,000	-	-	-	-	30,000
Total*		**$ 11,198,800**	**$ 7,600,000**	**$ 9,300,000**	**$ 6,250,000**	**$ 4,400,000**	**$ 38,748,800**

*Fiscal year 2024-25 materials & services expenditure appropriations include $1,540,700 for a capital contribution to 1GNCC North Corridor Project Coordination, delivered by ODOT

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1GFAI Franklin Avenue Corridor Improvements

Fund: Transportation Construction

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2025

Description & Background

A study was conducted in 2022 identifying improvement options at the Franklin Undercrossing of BNSF railway, and to develop concepts for roadway improvements between NW Harriman St and 4th St. This project includes two key intersection projects at 2nd and 4th Streets, as well as a key route enhancement to create a safe crossing at Harriman, manage the conflicts between right turns at Hill Street, provide buffered bike lanes, and enhance signal timing at 3rd Street. Additionally, All Roads Transportation Safety Program (ARTS) grant funds are dedicated to this project to address illumination deficiencies.

There are two utility projects identified in the Water Construction Fund and Storm Construction Fund Capital Improvement Programs to make improvements to the underpass drainage and aging water infrastructure along the corridor. There is a portion of the Neighborhood Greenways project which will be leveraged in this area to complete key route and greenway connections. The project will additionally include CORE Construction Funding as a contribution based on a recommendation from the advisory board and as approved in the 5-year CIP by City Council.

Need/Justification

Identified in the Transportation System Plan as projects M-5, M-6, M-8, M-9, R2-A and R2-C.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support development in the Core Area urban renewal district, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations. Stormwater project 1RFGU will be in concert with this project to address improvements to address long-term flooding issues of underpass and water improvements to upgrade aging cast iron pipe within project limits.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

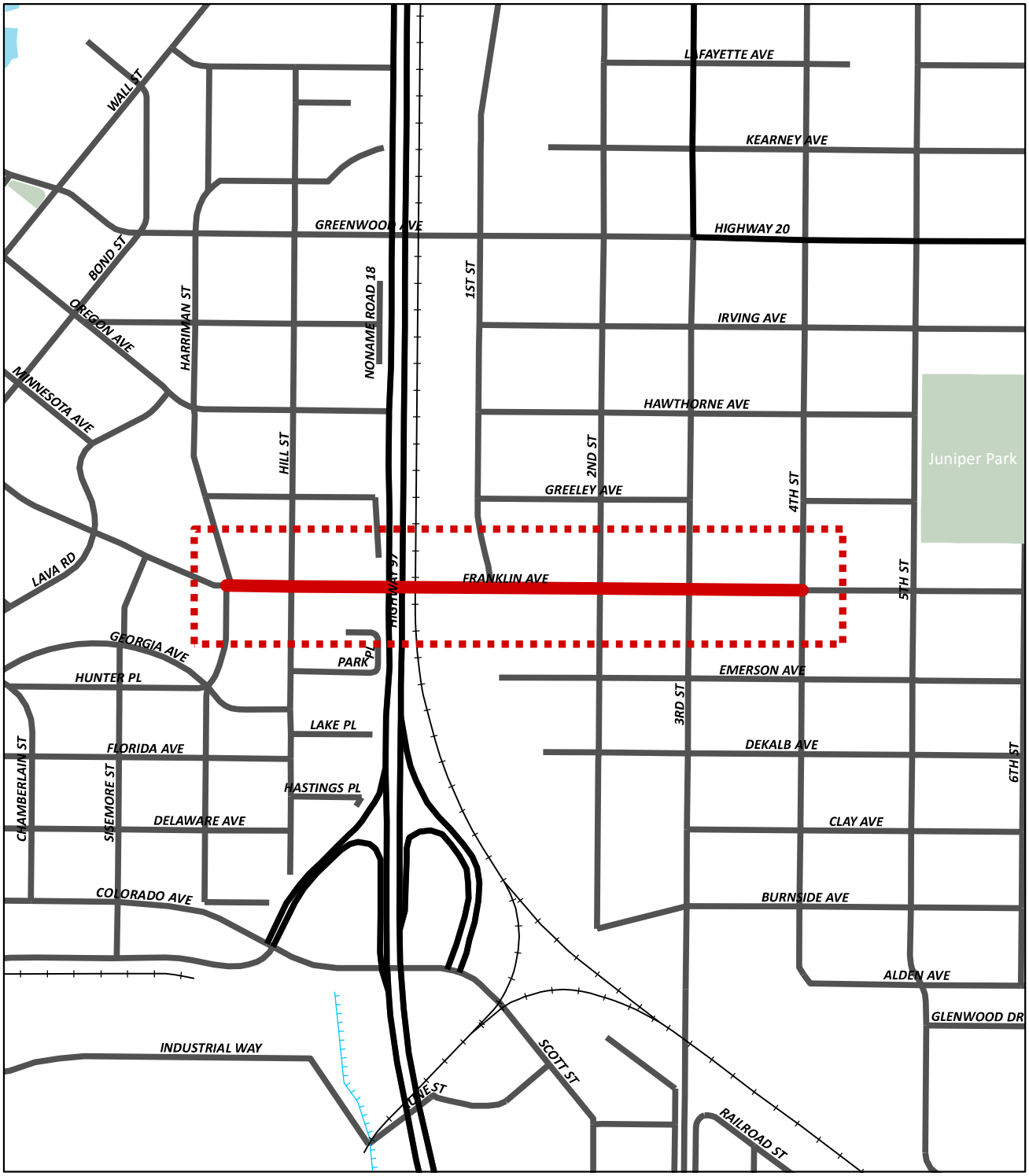
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 1,425,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 5,225,000	
Other (see below)	$ 3,000,000	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Urban Renewal Property Taxes (BURA Core Area Construction Fund), State Directed ARPA Funding (Transportation Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 4,425,000	$ 5,225,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$9,650,000**



CITY OF BEND

1GFAI

Midtown - Franklin Corridor Improvements

NOT TO SCALE

1GOPB Olney Pedestrian and Bike Improvements

Fund: Transportation Construction

Project Manager: Carrie Theus | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2022 | **Est. End Date:** Dec 2024

Description & Background

This project combines several projects aimed at improving bicycle and pedestrian infrastructure along Olney Avenue. The improvements include a safe crossing at the intersection of 2nd Street and Olney Avenue, protected bike lanes on Olney Avenue at the Parkway undercrossing, and a shared use path from Wall Street to the Railroad. The shared use path will close the sidewalk gap, remove barrier to east-west bicycle connectivity, and mitigate right-turn hook crashes at the Wall Street intersection.

Additional Water and Water Reclamation funds are included with this project. Water funds are to address aging water distribution pipes running parallel to the project limits and Water Reclamation funds are to address capacity upgrades as identified in the current collection system masterplan, to be confirmed with the upcoming masterplan updates.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects M-3, M-12 and R3-E.

Near-term projects to improve bicycle and pedestrian safety along Olney Avenue between Wall Street and 2nd Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

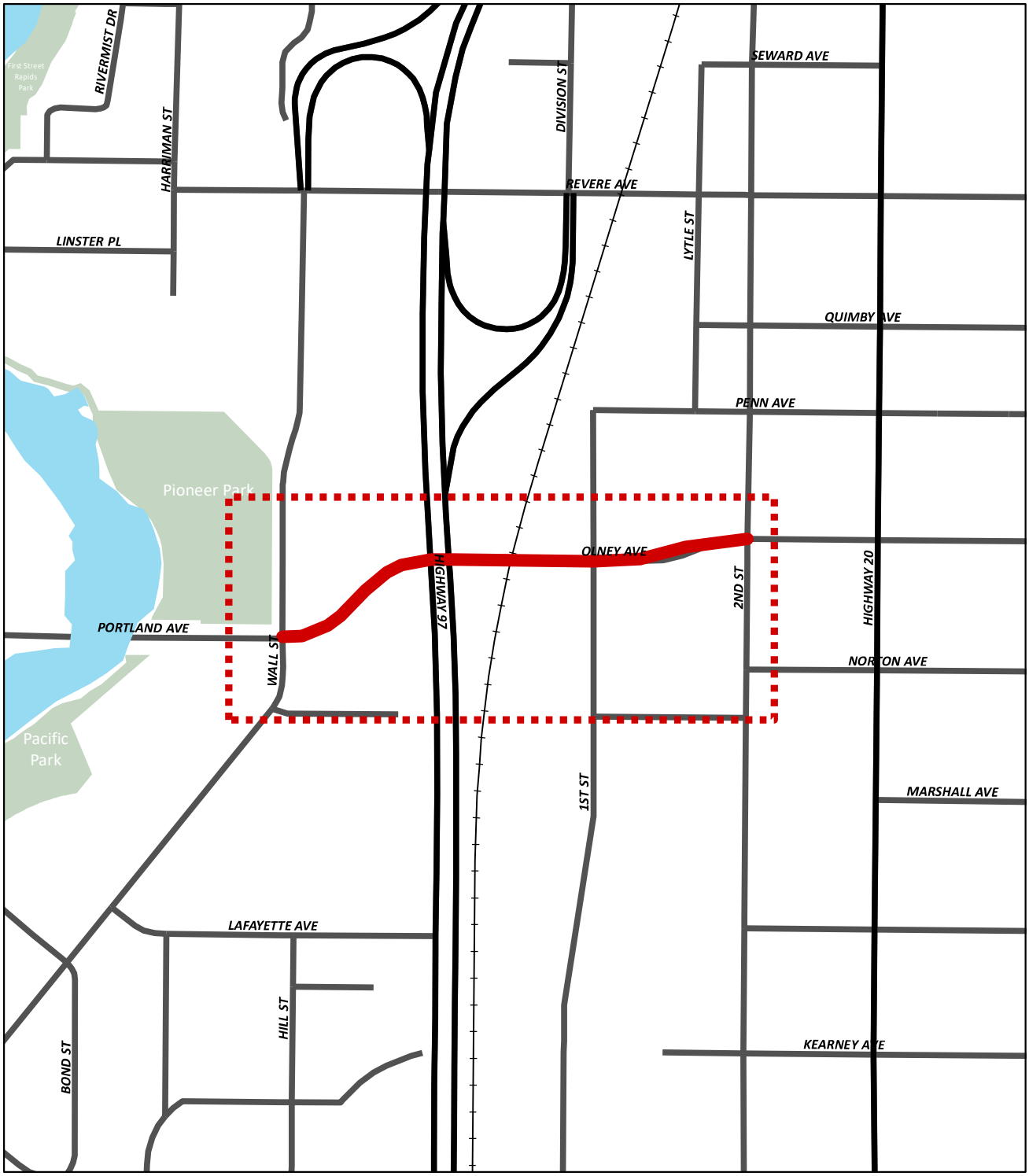
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 500,000	
Water	$ 700,000	
Water Reclamation	$ 1,000,000	
Stormwater	$ -	
General Obligation Bond	$ 2,451,000	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 250,000	$ 1,700,000	$ 2,701,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $4,651,000



CITY OF BEND

1GOPB

Olney Pedestrian and Bike Improvements

NOT TO SCALE

1GWAC Wilson Avenue Corridor Improvements

Fund: Transportation Construction

Project Manager: Sinclair Burr | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 2 | **Est. Start Date:** Jul 2020 | **Est. End Date:** Dec 2023

Description & Background

Work under this project includes improvements to three major intersections along Wilson Avenue – 3rd Street, 9th Street and 15th Street. The project also includes improvements to the 2nd Street and Wilson Avenue intersection and multimodal improvements along the corridor from 2nd Street to 15th Street along with multimodal improvements to 9th Street from Reed Market Road to Glenwood Drive.

Includes improvements to aging water distribution infrastructure as identified in the Water masterplan and CIP. Also includes Transportation Construction funds for improvements at the 9th/Wilson intersection. Also includes, stormwater improvements to address an existing lack of stormwater infrastructure for areas draining to the Wilson corridor.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-22, C-43, R1-A, R1-B, R12-A and R12-B.

Near-term and mid-term TSP projects to improve safety, capacity and multimodal connectivity along Wilson Avenue and 9th Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

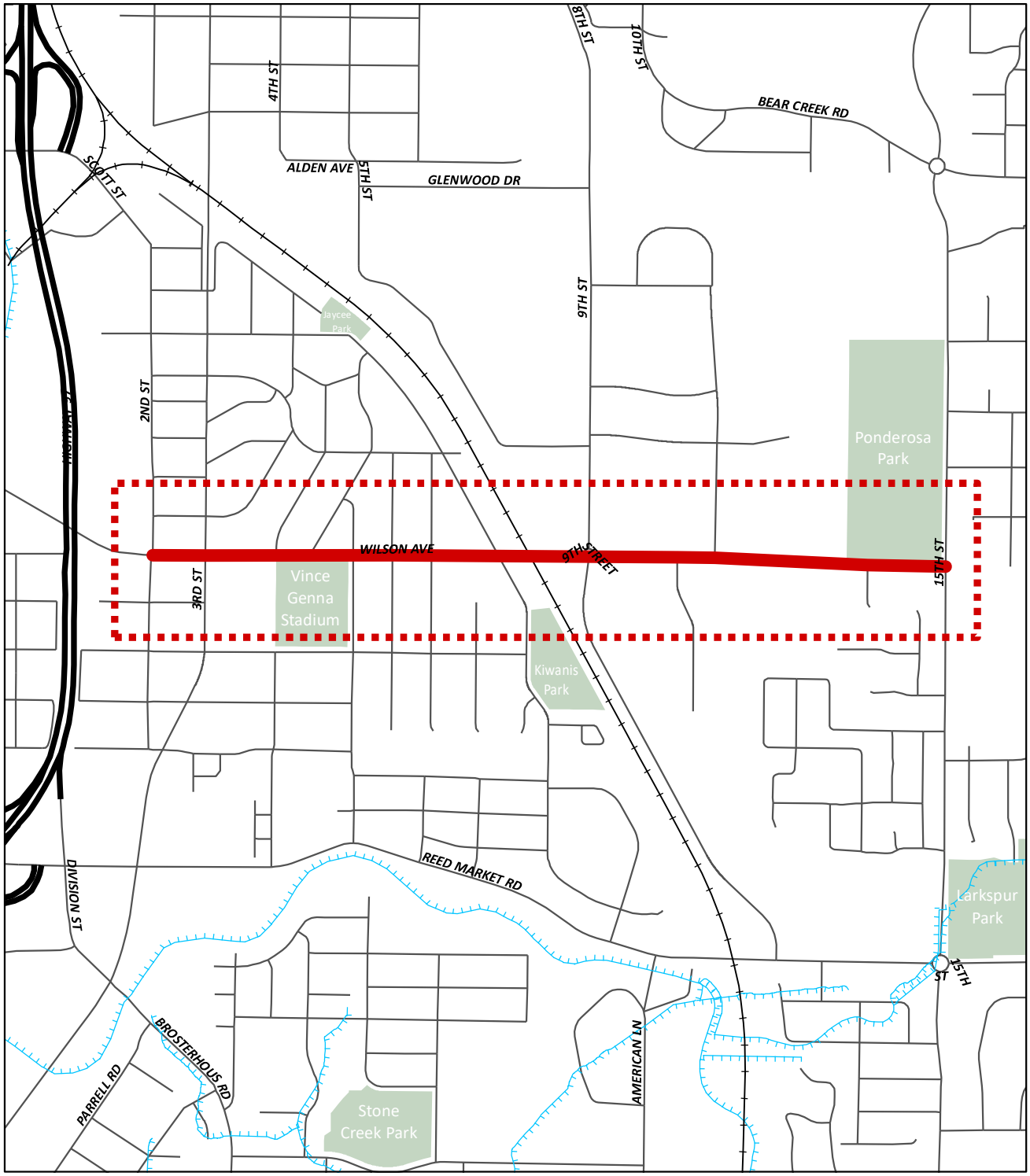
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 12,318,000	
Water	$ 1,402,000	
Water Reclamation	$ -	
Stormwater	$ 200,000	
General Obligation Bond	$ 15,535,200	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 6,551,200	$ 14,101,000	$ 8,803,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $ 29,455,200



CITY OF BEND

1GWAC

Wilson Avenue Corridor

NOT TO SCALE

1T3IN 3rd & Reed Market Intersection

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2028

Description & Background

Identified as one of the busiest intersections in the City. Existing signal infrastructure is outdated and as a result the intersection often reaches the point of failure from a vehicular standpoint. No multi modal safety infrastructure exists and current conditions require long crossing distances for pedestrian and bicycle modes of travel resulting in longer signal timing ques. Improve intersection for all modes and safety; coordinate with ODOT for Reed Mkt/Hwy 97.

Interchange and Street and Operations for Reed Market Overlay.

Need/Justification

Projected Related to Council Goal: Transportation + Infrastructure

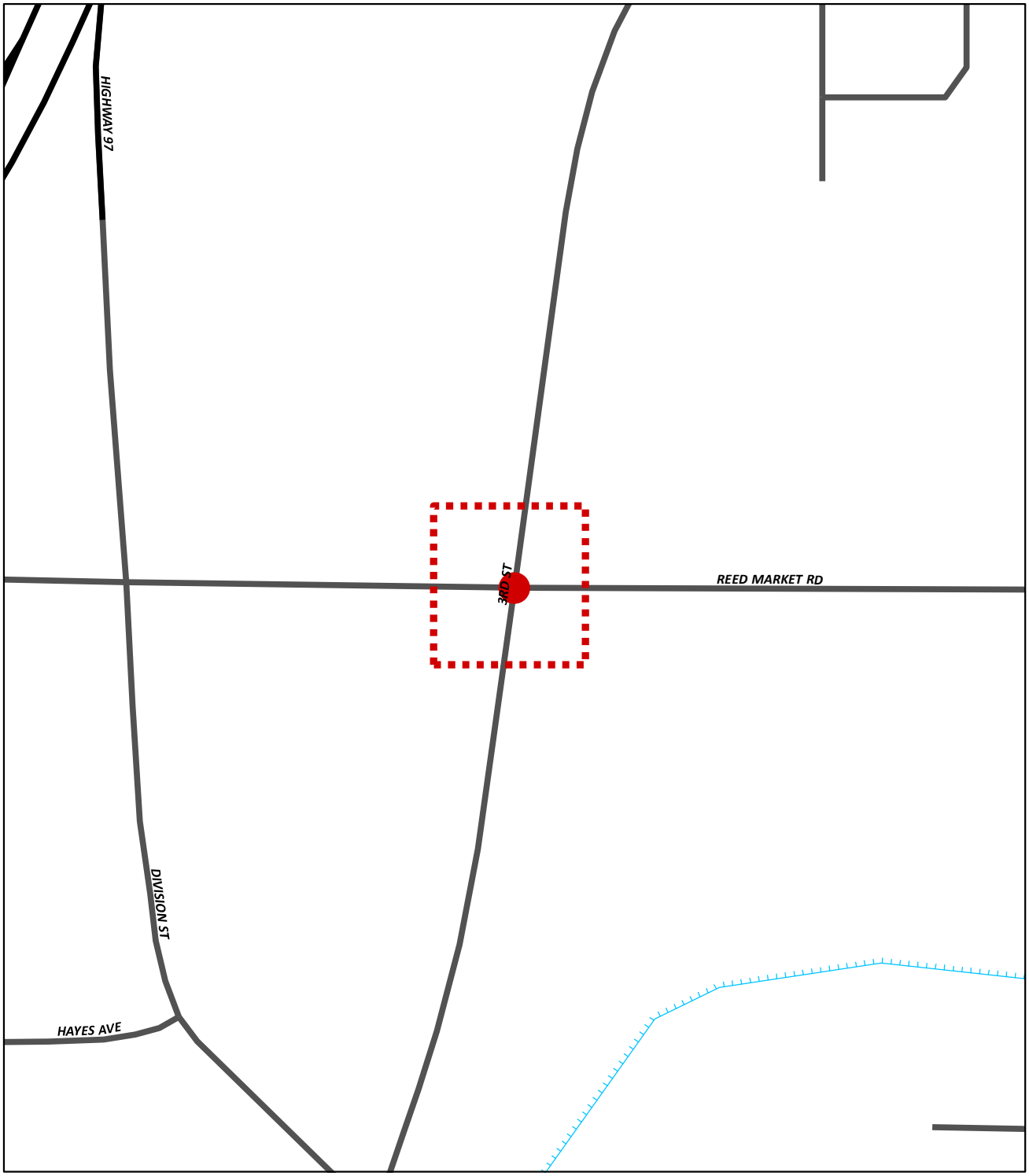
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Increased travel time delay and possible missed opportunity with ODOT and Transportation and Mobility Department Streets Operations Division overlay program.
Transportation Construction	$ 5,000,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$	$	$ 150,000	$ 500,000	$ 2,350,000	$ 2,000,000	$ -
					Total Project Cost Estimate:		**$5,000,000**



CITY OF BEND

1T3IN

3rd & Reed Market Intersection

NOT TO SCALE

1T3ML 3rd & Miller Intersection Improvements

Fund: Transportation Construction

Project Manager: George Franklet / Carrie Theus | **Project Status:** Active | **Project Phase:** Study

Cost Estimate Classification: 5 | **Est. Start Date:** Dec 2023 | **Est. End Date:** Dec 2025

Description & Background

Study of intersection improvements and 3rd Street modifications, per the City of Bend Transportation System Master Plan project S-5. Phase two will construct intersection improvements and 3rd Street modifications, project S-6.

This project will be combined with Aune Street Extension East project (1GAEE), a 2020 General Obligation Bond project, as they directly overlap. TSP projects S-5 and S-6.

Need/Justification

Projected Related to Council Goal: Transportation + Infrastructure

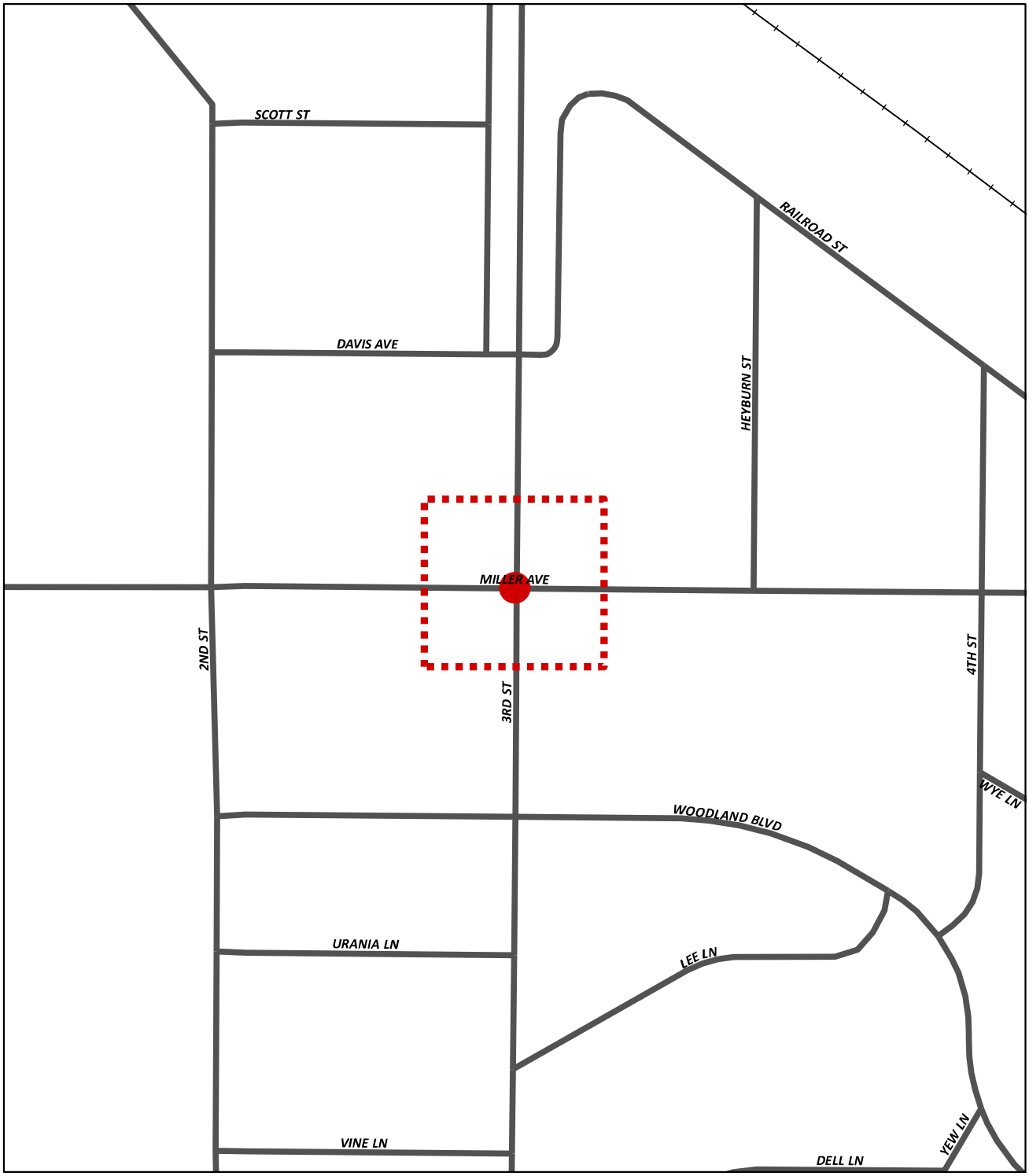
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Diminishing safety of bike and pedestrian crossing of 3rd Street. Missed opportunity with both private development housing and the Aune (East) Key Route GO Bond projects.
Transportation Construction	$ 3,200,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 100,000	$ 300,000	$ 2,800,000	$ -	$ -	$ -
				Total Project Cost Estimate:			**$3,200,000**



CITY OF BEND

1T3ML

3rd & Miller Intersection Improvements

NOT TO SCALE

1TABB Archie Briggs Bridge

Fund: Transportation Construction

Project Manager: TBD | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2026

Description & Background

This project combines the replacement for two adjacent bridges (#17CO5 and #17C040). The existing bridges were installed in 1973 using non-standard construction with rail cars of unknown age. The bridges are load restricted which limits heavy loads of some service vehicles, including larger emergency vehicles. Also, there is no sidewalk or bike lanes, and the low guardrails are shorter than required for walking and biking. The bridge conditions have been deteriorating over the past two inspections to the current poor sufficiency ratings below 30. (Bridge ratings of 60 – 100 are considered fair to good.) The bridges need to be replaced and the city was able to obtain a grant for design and construction of a new bridge (or bridges)

This bridge replacement project includes a new bridge (or bridges) that can support projected traffic volumes, heavy vehicles, a sidewalk, bike lanes, utility relocations, (including City water and sewer) and a shared use path on one side of the street from the Deschutes River trail to Caddis Fly Way.

Need/Justification

The condition of both bridges is poor – needs replacing. They cannot be repaired or retrofitted and need to be replaced. The bridges do not have sidewalks or bike lanes and do not meet City multi-modal requirements. There is an opportunity for the City to fund most of this bridge now with a grant. State and federal grants are going to continue to get more competitive reducing our opportunity in the future if this is delayed.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ 2,000,000
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ -

Consequence of Delaying or Eliminating

Restriction of heavy service vehicles and emergency services across the river requiring an over 4-mile detour and continued deterioration that could result in a requirement to close the bridge eliminating a secondary access to a large area of homes. The loss of the ODOT grant funding that covers most of the project costs.

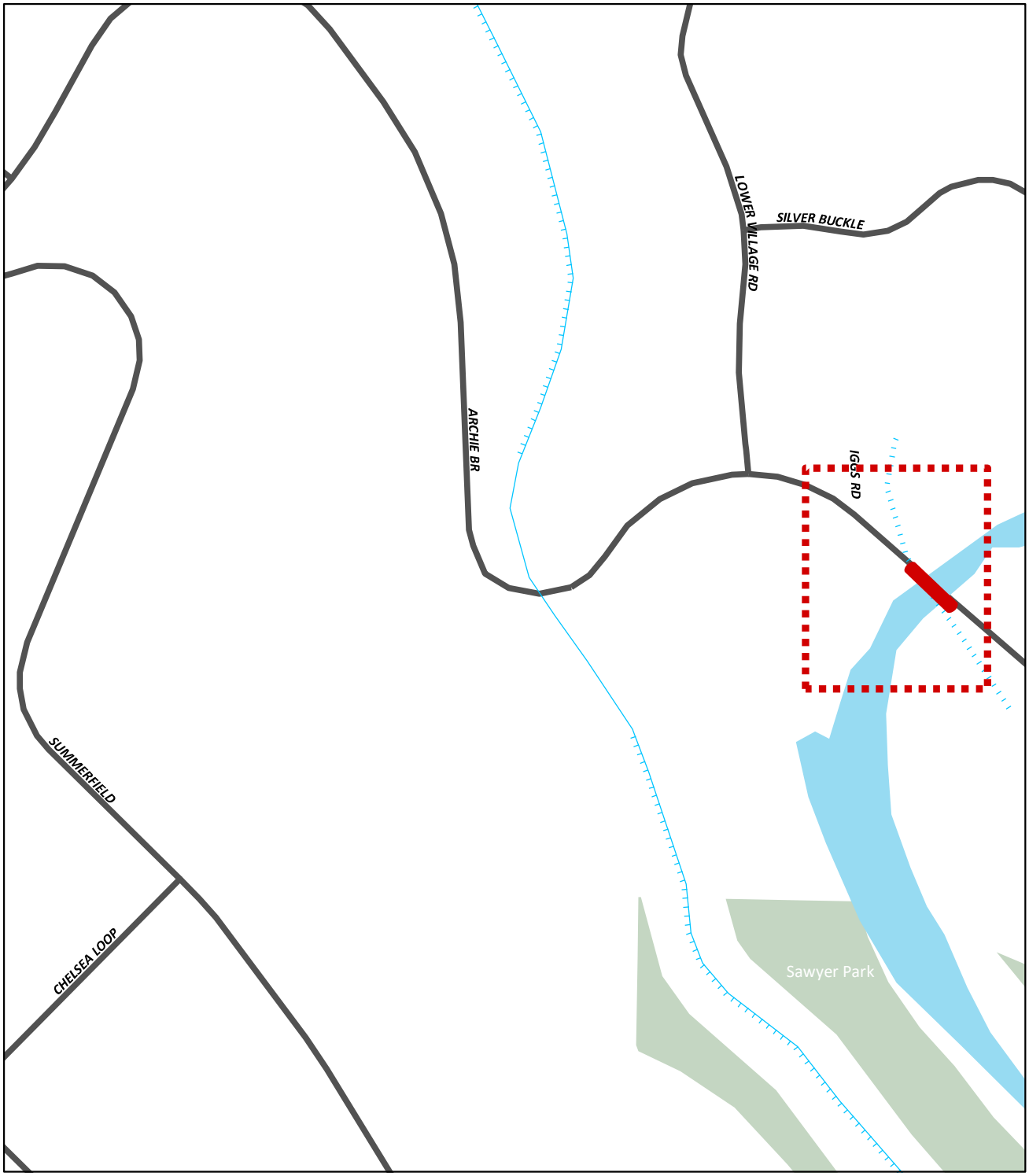
Impact on Operating Budget: Minimal

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 400,000	$ 1,500,000	100,000	$ -	$ -	$ -

Total Project Cost Estimate: **$2,000,000**



CITY OF BEND

1TABB

Archie Briggs Bridge

NOT TO SCALE

1TBKE Bicycle Greenways Project

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 2 | **Est. Start Date:** Feb 2018 | **Est. End Date:** Dec 2024

Description & Background

An initial network of neighborhood greenways across Bend will be created to make walking and biking a more comfortable and safe travel option. It will be implemented in phases and by corridor over multiple years. The proposed improvements will provide safer connections, reduce cut-through traffic and speeds, help people cross busier streets, and link together housing, parks, schools, and businesses. Design, public outreach, and construction of signs, pavement markings, and traffic calming improvements across a 9-mile network of local streets. The first three phases have already been completed. Only Phase 4 work remains.

Need/Justification

The projects were identified as a priority in the 2014 Bike and Walking Priority Process. Council gave direction to staff to include projects in the CIP at the March 22, 2017, Council Financial Strategy session. With the 2020 General Obligation Bond project list and due to synergy project opportunities, in timing and location, this project also has 2020 GO Bond key route segments R-1A,B&D and is thus receiving 2020 General Obligation funding.

Projected Related to Council Goal: Transportation + Infrastructure, Enviornment + Climate

Financial Summary

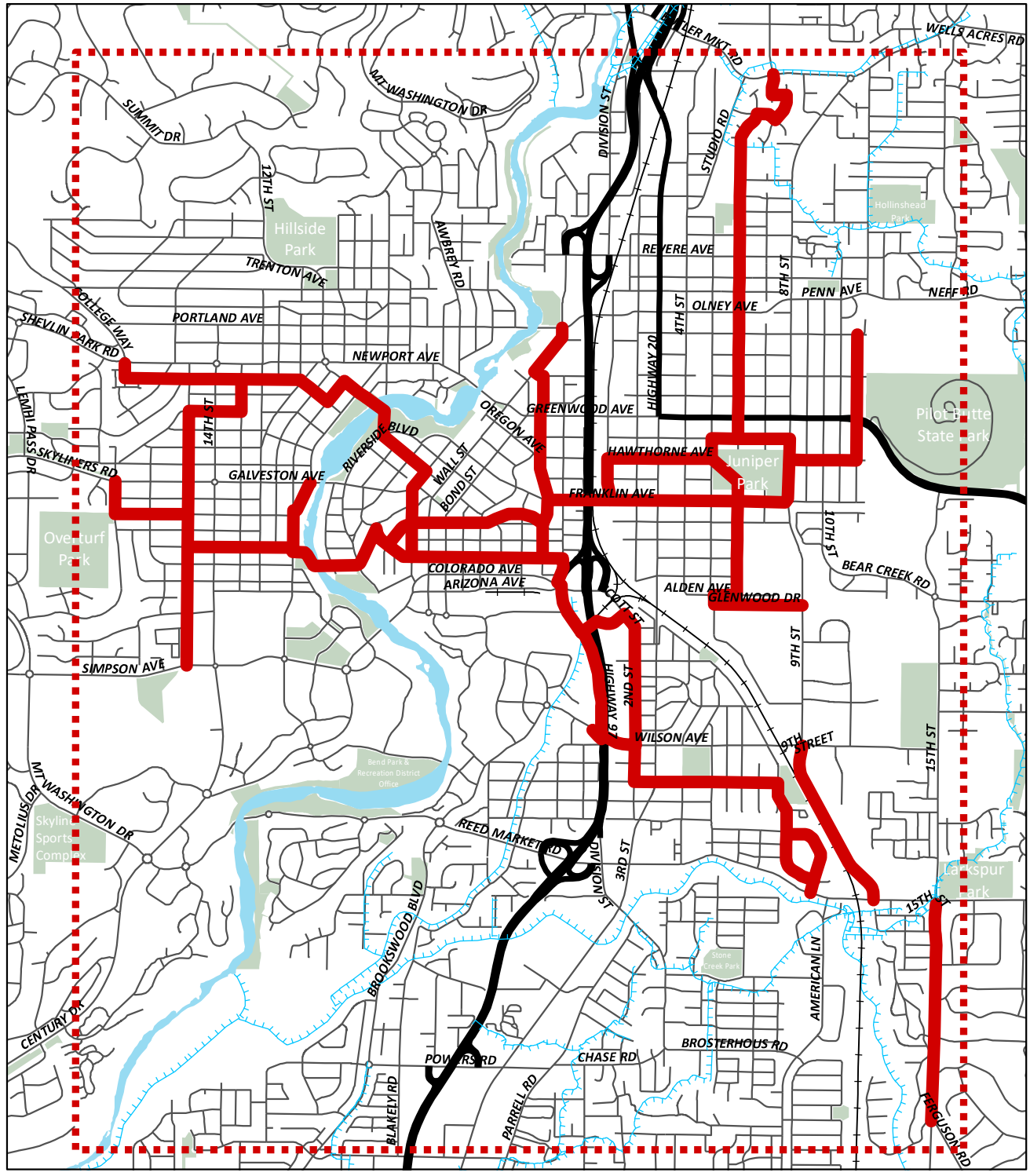
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Leaves the existing streets vulnerable to fast moving cut through traffic and causes a public loss of confidence with the City.
Transportation Construction	$ 1,830,300	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 2,343,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 1,081,500	$ 100,000	$ 1,248,800	$ 1,743,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$4,173,300**



CITY OF BEND

1TBKE

Bicycle Greenways Project

NOT TO SCALE

1TBKP Bicycle Program

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 1 | **Est. Start Date:** Jan 2023 | **Est. End Date:** Jun 2024

Description & Background

Project P-4 identified in the Transportation System Plan. This is a comprehensive program to facilitate bicycle travel within the City. Program would include implementation and updates to the bicycle Low Stress Network Plan. This includes implementing the bicycle Low Stress Network, Neighborhood Greenways, wayfinding, crossings, and traffic calming.

Need/Justification

This includes implementing the bicycle Low Stress Network, Neighborhood Greenways, wayfinding, crossings, and traffic calming.

Projected Related to Council Goal: Transportation + Infrastructure, Environment + Climate

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Decreased effectiveness and connectivity between bicycle and pedestrian routes, resulting in diminishing safety for bicyclists and pedestrians as vehicular traffic volumes increase.
Transportation Construction	$ 700,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 200,000	$ 500,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $700,000

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1TBMW Wells Acres Road & Butler Market Road Roundabout

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** Planning/Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2024

Description & Background

This project will design and construct a roundabout at the intersection of Butler Market Road and Wells Acres Road in northeast Bend. As the area has grown over the years there has been an increasing need to better serve the surrounding community by making accessing the intersection easier and safer for all modes of travel during peak periods of traffic. This project will deliver a long-desired improvement to intersection operations and safety while better connecting neighborhoods, schools, parks, and businesses to the north and south that are currently divided by a busy, fast burrier to safe travel. It should also improve travel time reliability along a major east-west corridor in Bend. There exists synergy opportunities to perform water reclamation work during the process of constructing the roundabout, and subsequent water reclamation funding is being allocated. Project design is being coordinated with the Butler Market Road and Boyd Acres Road key routes project (1GBBA) from the GO Bond.

Need/Justification

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

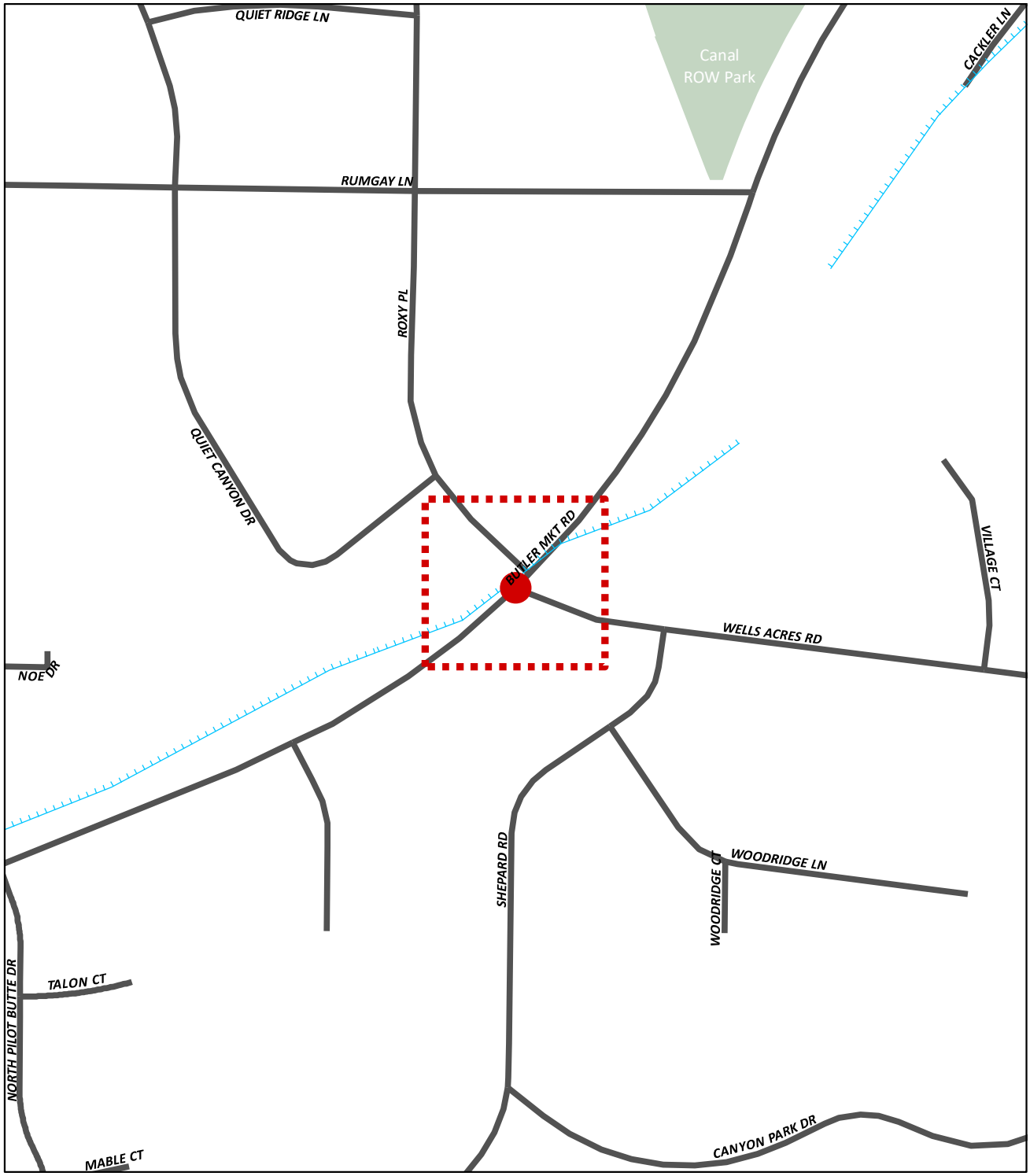
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Congestion and delay become worse, as will safety with turning movements. Housing will be delayed.
Transportation Construction	$ 4,445,300	
Water	$ -	
Water Reclamation	$ 2,000,000	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees, Water Reclamation Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 300	$ 600,000	$ 3,095,000	$ 2,750,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $6,445,300



1TBMW

Wells Acres Road & Butler Market Road Roundabout

CITY OF BEND

NOT TO SCALE

1TBRB Bond & Reed Market Roundabout

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2026

Description & Background

Determine short- and long-range improvements; improve, monitor, and manage short term demonstration project to modify and improve traffic flow.

Need/Justification

Intersection has been identifed in numerous traffic studies as needing improvements. With continued increase in demand, the intersection has reached a Level of Service F during peak hours, which is considered failing. Without any improvements, interesection will continue to expereince long delays, which at times backs all the way up to the parkway.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

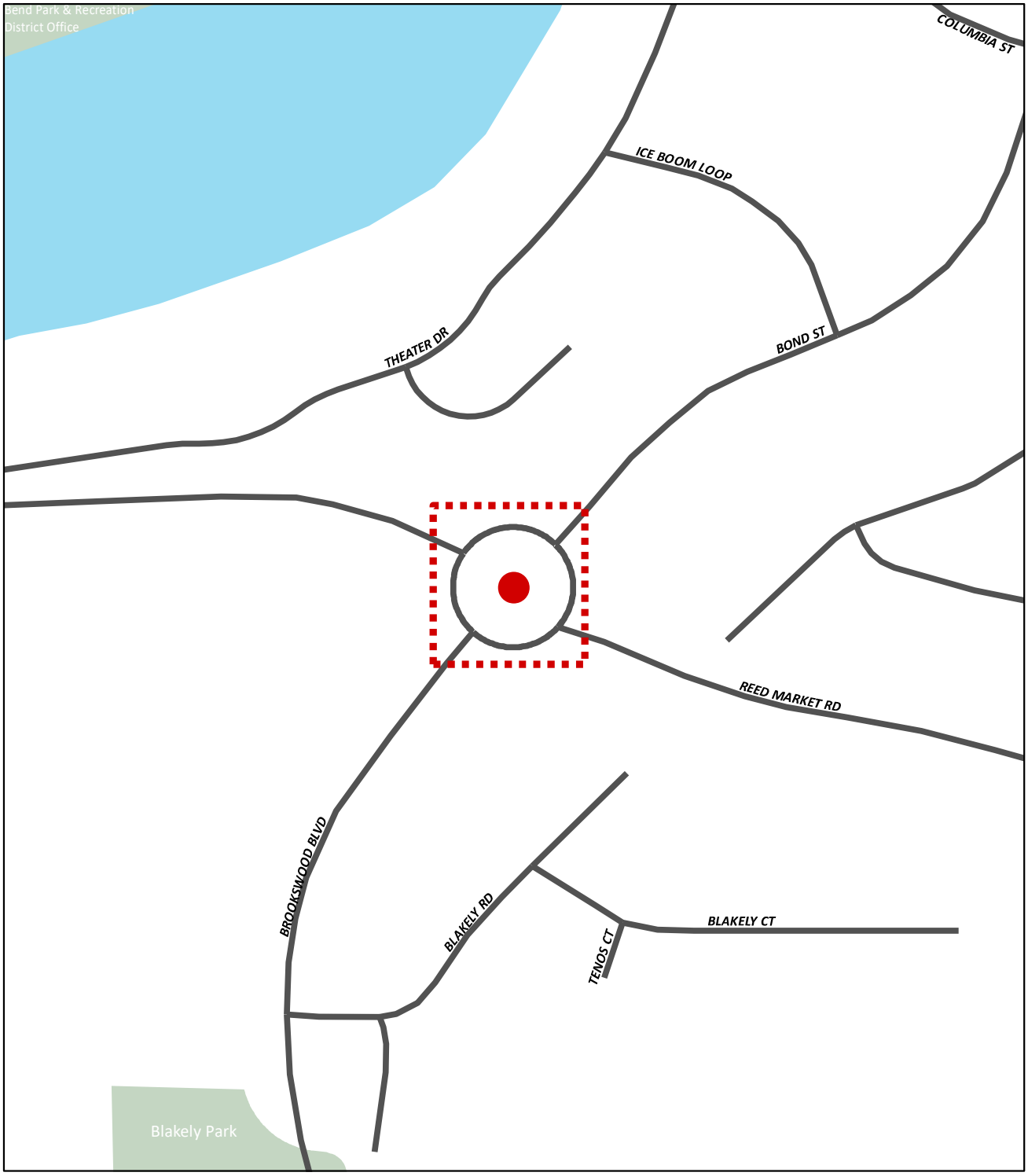
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Congestion and delay become worse, as will safety.
Transportation Construction	$ 4,250,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ 750,000	$ 3,500,000	$ -	$ -	$ -

Total Project Cost Estimate: **$4,250,000**



CITY OF BEND

1TBRB

Bond & Reed Market Roundabout

NOT TO SCALE

1TCHI Brosterhous & Chase Intersection

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2027 | **Est. End Date:** Jun 2028

Description & Background

Intersection improvements at a sharp right angle in Brosterhous with a documented accident history. Improvements will connect to the recently built Chase Road allowing a connection to the Powers Interchange thus relieving congestion at the Reed Market Interchange. Current funded displayed is for design only.

Need/Justification

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

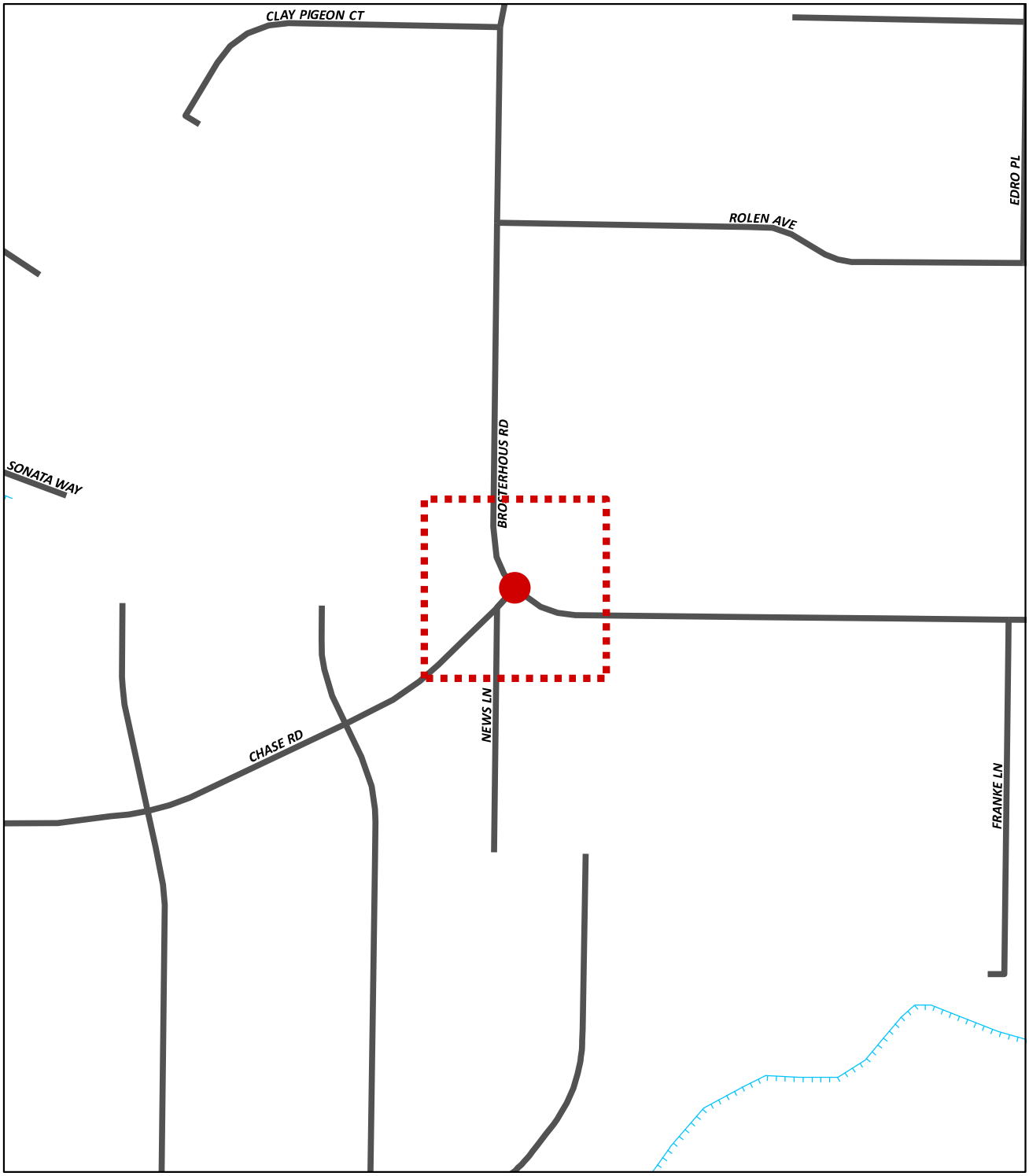
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Congestion and delay become worse as will safety.
Transportation Construction	$ 1,000,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs , Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000	$ -

Total Project Cost Estimate: **$1,000,000**



CITY OF BEND

1TCHI

Brosterhaus & Chase Intersection

NOT TO SCALE

1TCKR Country Club Road & Knott Road Intersection Improvements

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jun 2028 | **Est. End Date:** TBD

Description & Background

Improve intersection capacity and safety per the Transportation System Plan and related to connectivity and capacity improvements. Project C-33 as identified in the Transportation system master plan

Need/Justification

This project will improve intersection capacity and safety at Country Club Road & Knott Intersection.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

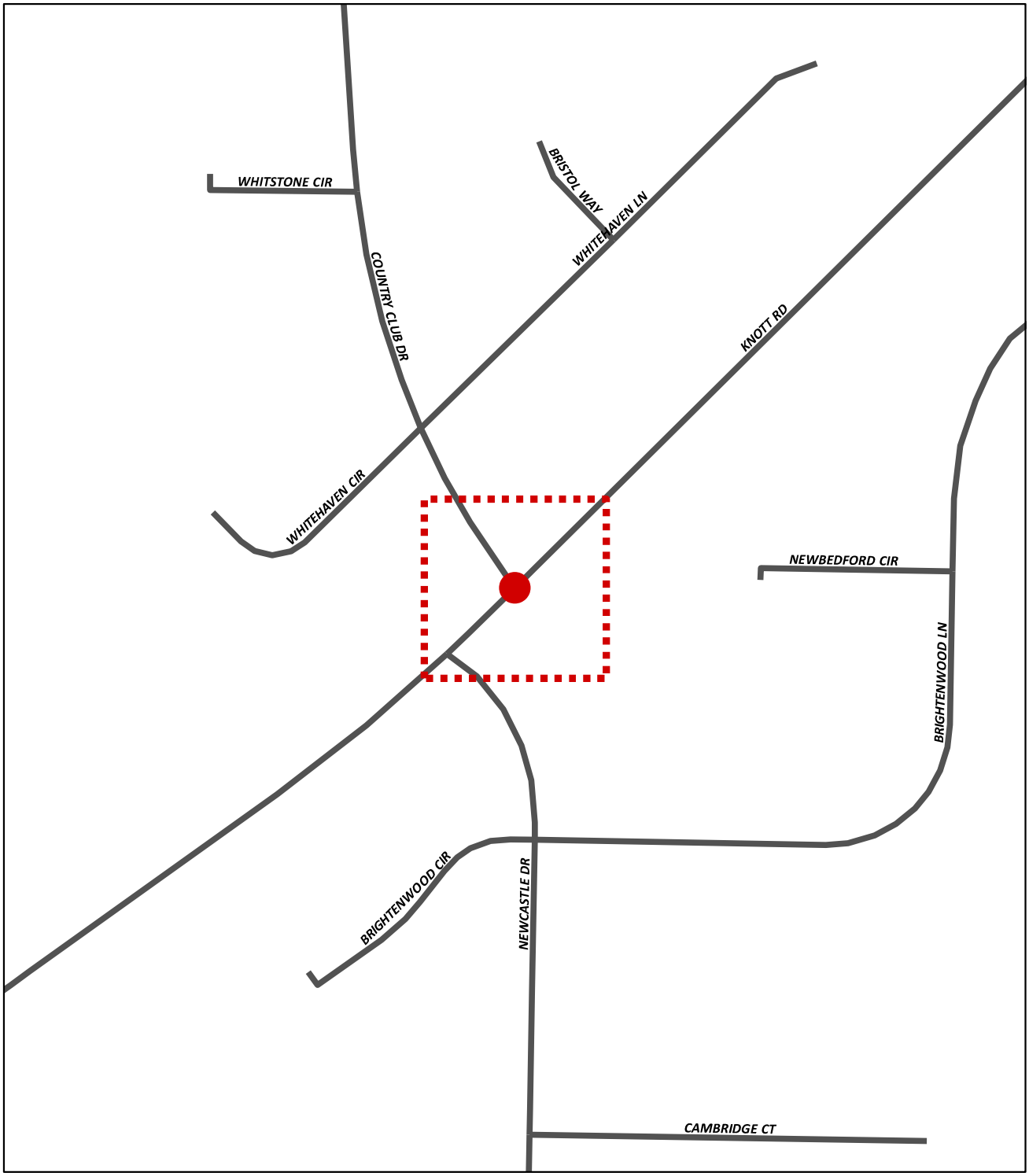
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Congestion and delay become worse, as will safety with turning movements. Housing may be delayed with missed opportunity with private development housing.
Transportation Construction	$ 3,700,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ -	$ 700,000	$ 3,000,000

Total Project Cost Estimate: $3,700,000



CITY OF BEND

1TCKR

Country Club Road / Knott Road Intersection Improvements

NOT TO SCALE

1TCON 27th/Conners Intersection

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2026 | **Est. End Date:** Jun 2027

Description & Background

Intersection Improvement at 27th/Conners to alleviate congestion at one of the key intersection access points to St. Charles Hospital. This is the primary entrance for ambulances to the emergency room. Additional development of medical offices on both the east and west side of 27th have increased traffic to the point that drivers making left turns from the side streets and getting impatient and making risky decisions. There is also a bus stop located nearby that needs enhanced improvements.

Need/Justification

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

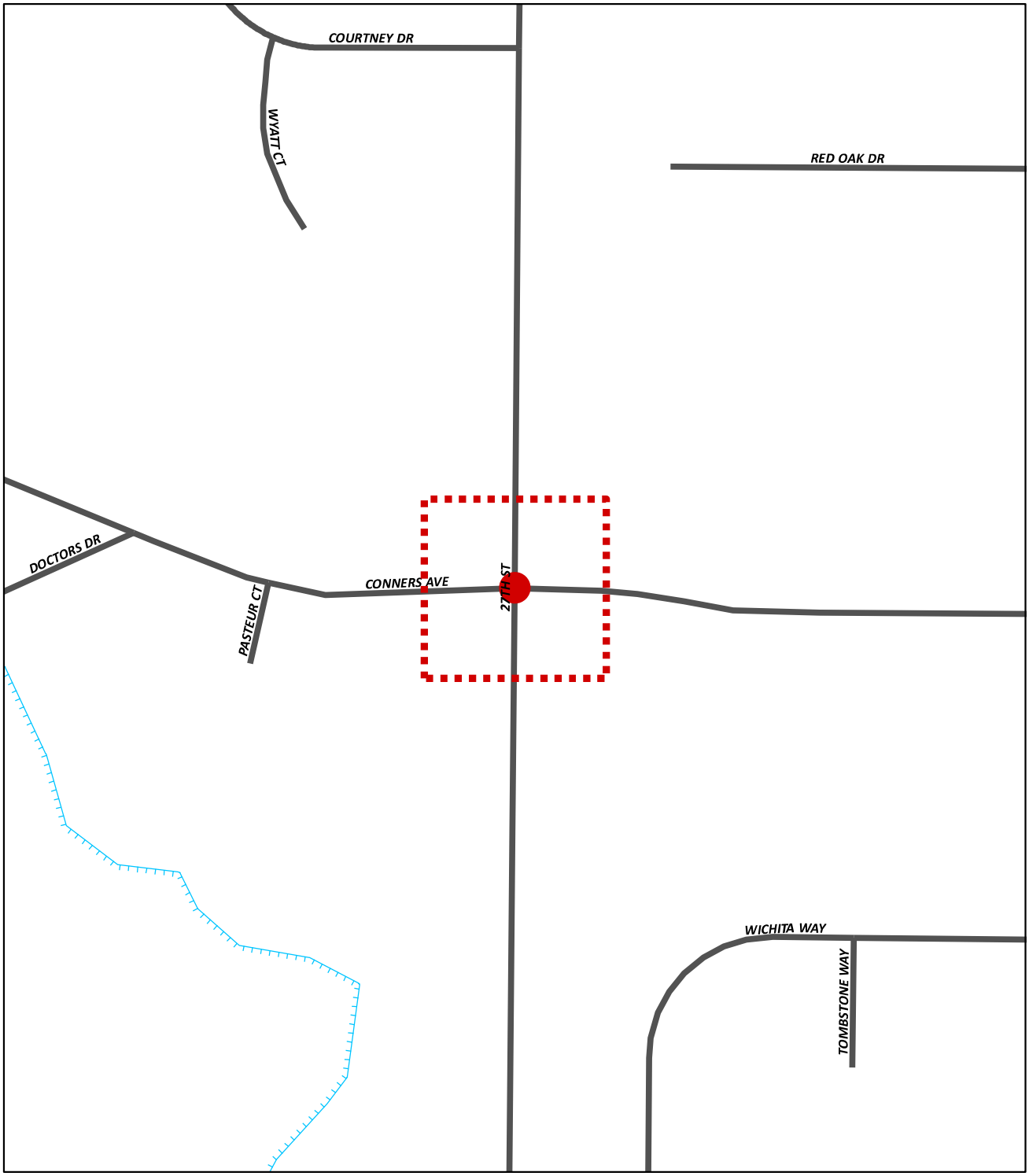
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Congestion and delay become worse, as will safety with turning movements. Housing will be delayed, and opportunity missed with private development housing.
Transportation Construction	$ 2,500,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$	$	$ -	$ 500,000	$ 2,000,000	$ -	$ -

Total Project Cost Estimate: $2,500,000



CITY OF BEND

1TCON

27th & Conners Intersection

NOT TO SCALE

1TCSI Citywide Safety Improvements Project

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 1 | **Est. Start Date:** Feb 2018 | **Est. End Date:** Dec 2023

Description & Background

With the help of the community and a prior safety study, the city has identified multiple locations across the city where there have been a high number of crashes. Several treatments are proposed to make these locations safer for people walking, riding bicycles, and driving. This project will further develop the design of these treatments and construct them with additional community input. Survey, design, traffic analysis, public involvement, and construction of safety improvements at the following locations: 3rd & Hawthorne, 3rd & Franklin, 3rd & COID Canal, 3rd & Pinebrook, 3rd & Roosevelt, Colorado Interchange, Neff & Williamson, 27th & Conners, and Brosterhous Road railroad underpass.

Need/Justification

This project focuses on providing a safe, accessible, and cost-effective transportation system. The high benefit, low-cost safety improvements proposed as part of this project have been specifically selected by the consultant team, through community input, the Oregon Department of Transportation (ODOT) and Bend Police Dept. to target high risk streets and intersections.

Projected Related to Council Goal: Transportation + Infrastructure, Public Safety

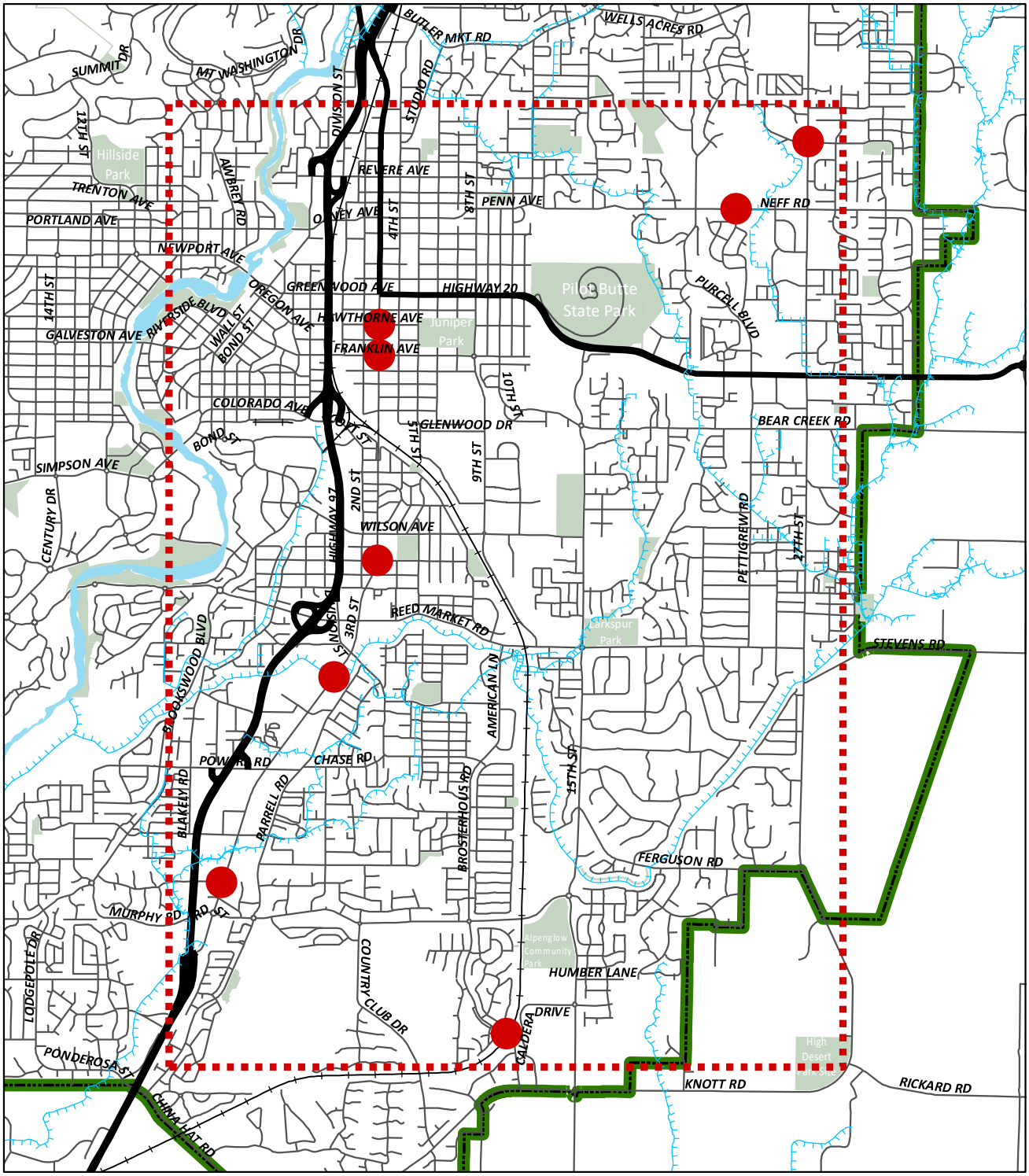
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Implementation of safety improvements will be further delayed.
Transportation Construction	$ 1,888,100	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ 219,700	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees, Stormwater Rates

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 1,231,400	$ 830,000	$ 46,400	$ -	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$2,107,800**



CITY OF BEND

1TCSI

Citywide Safety Improvements

NOT TO SCALE

1TGCI Galveston Corridor Improvements

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2027

Description & Background

In July 2015 City Council approved a recommended 3-lane hybrid concept for improvements along the Galveston Corridor, with minimal median treatment and authorized the project to proceed to 30% design. The 3-lane hybrid includes the reconstruction of the Galveston Ave right of way, 14th Street to Deschutes River. Improvements include full-depth reconstruction, stormwater management, distribution system line upgrades, buffered bike lanes, accessible crossings, sidewalks, transit facilities, on-street parking, and several aesthetic improvements. Improvements are reflective of a typical complete street transportation project with additional utility upgrades for economy of scale and maintenance purposes.

Need/Justification

Galveston Avenue, from 14th Street to the Deschutes River, has long been a priority arterial for improvement as identified by the Traffic Safety Advisory Committee (TSAC) during the evaluation of arterial and collector street safety projects. The safety criteria rated projects based on crashes, pedestrian and bicycle use estimates, speeds, volumes, and missing sidewalks. The sidewalks, storm drainage and general street infrastructure are currently substandard.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

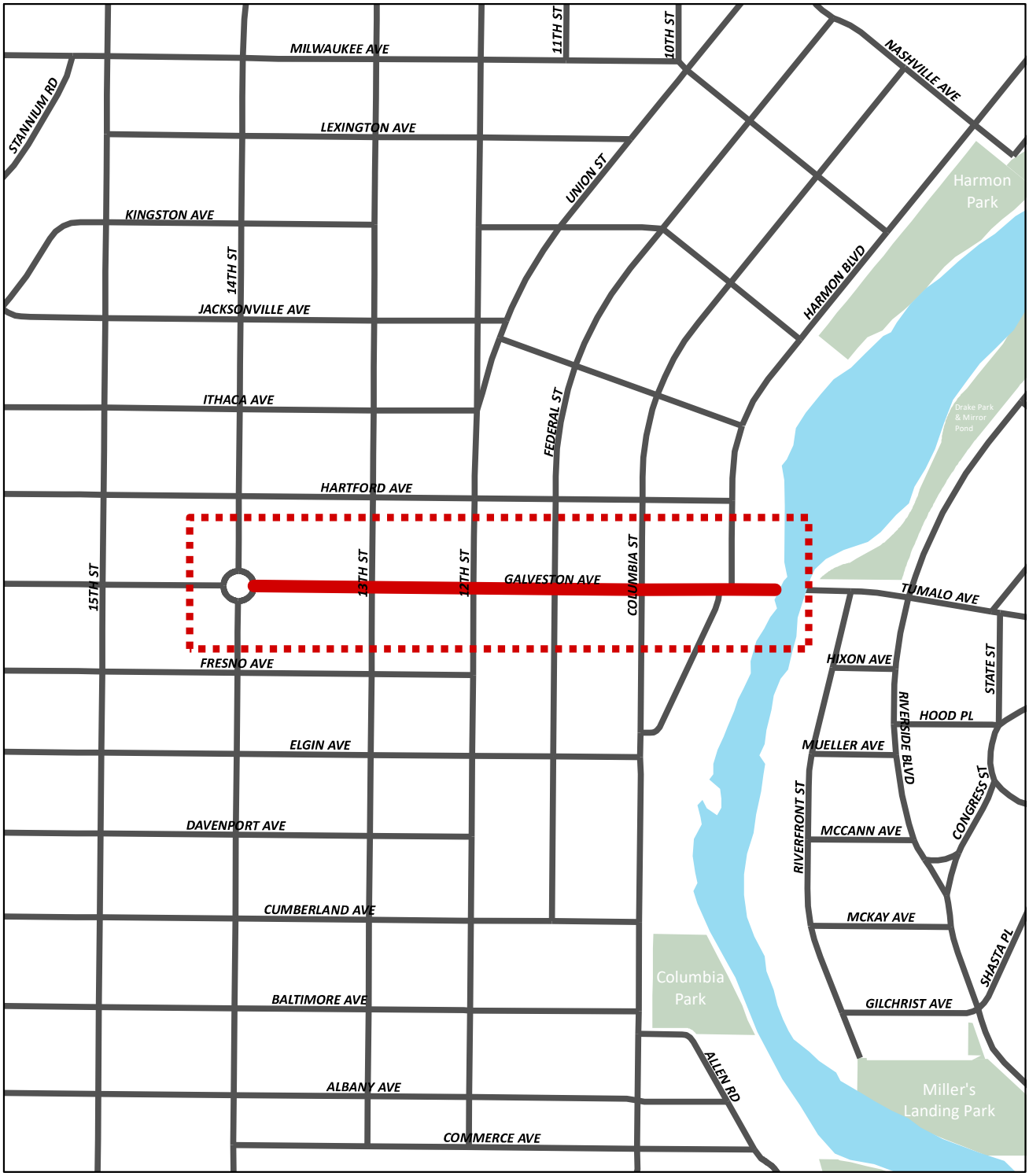
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Implementation of safety improvements will be further delayed.
Transportation Construction	$ 4,945,700	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 895,700	$ -	$ -	$ 150,000	$ 2,000,000	$ 1,900,000	$ -	$ -

Total Project Cost Estimate: **$4,945,700**



CITY OF BEND

1TGCI

Galveston Corridor Improvements

NOT TO SCALE

1TNPS Neff & Purcell Intersection & Purcell Extension Project

Fund: Transportation Construction

Project Manager: Drew Wells | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 3 | **Est. Start Date:** Aug 2018 | **Est. End Date:** Sep 2023

Description & Background

The Neff and Purcell Intersection improvement project includes work to replace an aging signal, new sidewalks where gaps currently exist on Neff Road between Eastwood Drive and Purcell Boulevard, and sewer and stormwater improvements that are highly interrelated to the work at the intersection. Improvements to the existing intersection of Neff and Purcell for all modes of transportation as well as to the pedestrian infrastructure to the west of the signal. An alternatives analysis, backed by City Council review, have determined that a signal is the preferred alternative at this intersection.

This project includes transportation improvements at two locations in the northeast area of town. The Purcell Extension includes a two-lane roadway extension from Purcell Boulevard's current terminus north of the St. Charles Hospital to Courtney Drive, this project also includes work to construct sidewalks where gaps currently exist from Full Moon Drive to the beginning of the Purcell Extension, and stripe for bike lanes from Full Moon Drive to Neff Road. The Purcell extension project is the GO Bond related work under the Neff and Purcell Intersection project.

This project appears on the 2020 GO Bond CIP as 1GPUR Purcell Boulevard Extension.

Need/Justification

This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection needs replacement and this, coupled with the improved community connectivity, will benefit users of all ages and abilities and the surrounding neighborhoods.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		
Accessibility Construction	$	-
Transportation Construction	$	5,901,400
Water	$	593,600
Water Reclamation	$	1,009,000
Stormwater	$	813,400
General Obligation Bond	$	2,288,100
Other (see below)	$	-

Impact on Operating Budget: Minimal

Consequence of Delaying or Eliminating

Delaying or eliminating the intersection project would result in the continued operation of one of the highest crash-rate intersections in the City and result in continued excessive traffic delays and challenges for Emergency Service vehicles that regularly use this intersection.

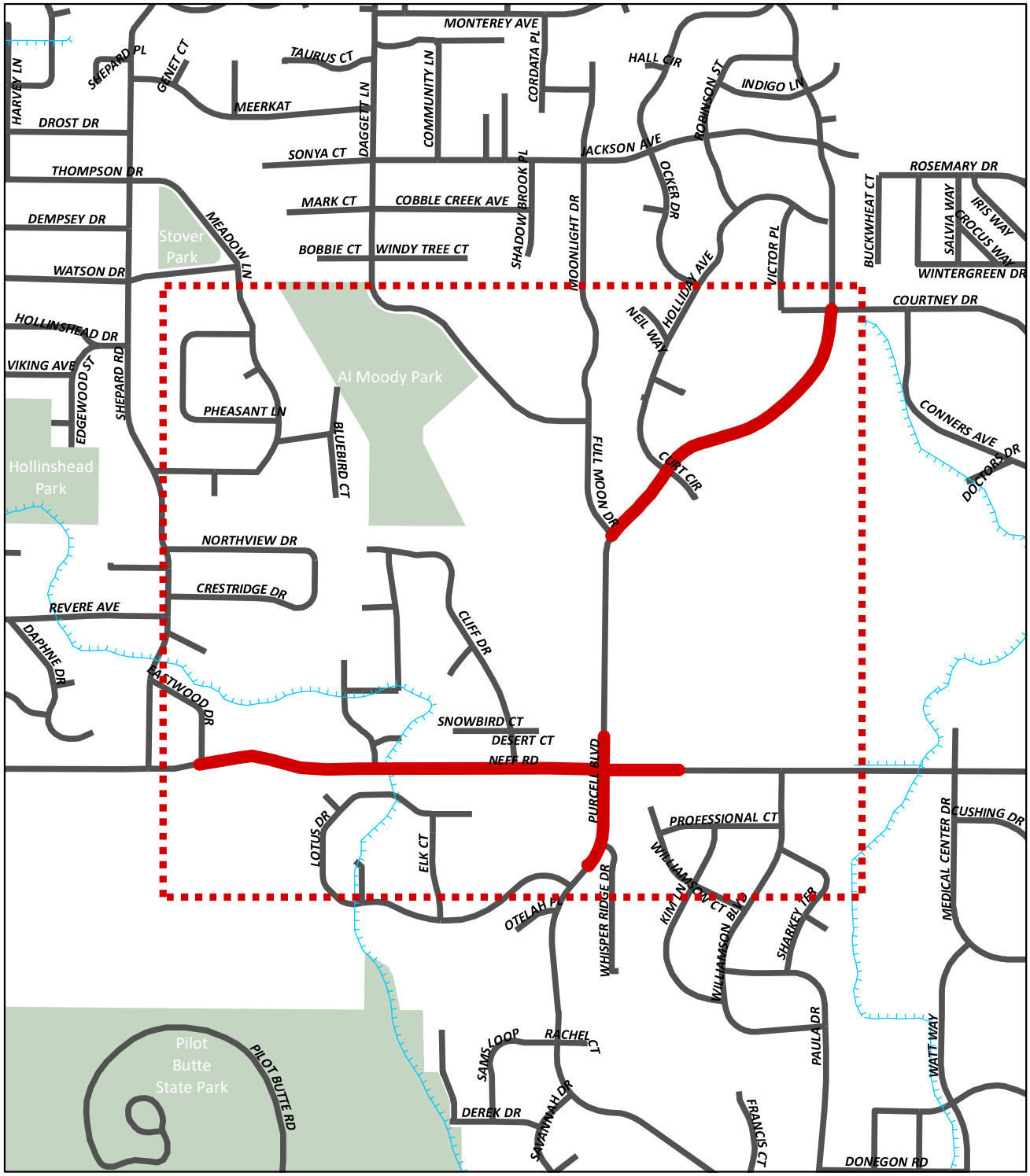
Delaying or eliminating the Purcell Extension project would result in continued heavy use of residential streets adjacent to Purcell Boulevard, such as Daggett, which runs along the west side of Ensworth Elementary school.

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 1,615,600	$ 7,762,800	$ 1,227,100	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $10,605,500



CITY OF BEND

1TNPS

Neff & Purcell Intersection & Purcell Extension

NOT TO SCALE

1TRVF Riverfront Improvements

Fund: Transportation Construction

Project Manager: David Abbas | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** May 2023 | **Est. End Date:** Jun 2024

Description & Background

The City of Bend is partnering with the Bend Parks and Recreation District to build out a missing connection of the Deschutes River Trail from Galveston Avenue to Millers Landing Park along NW Riverfront Street.

Need/Justification

This stretch of 1800' of work in the public right of way will formalize the Deschutes River Trail by creating a safer path for users while balancing access needs for existing residents along NW Riverfront Street. Users currently walk down the middle of the road as the existing sidewalk is falling apart and has multiple conflicts that users must navigate around.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

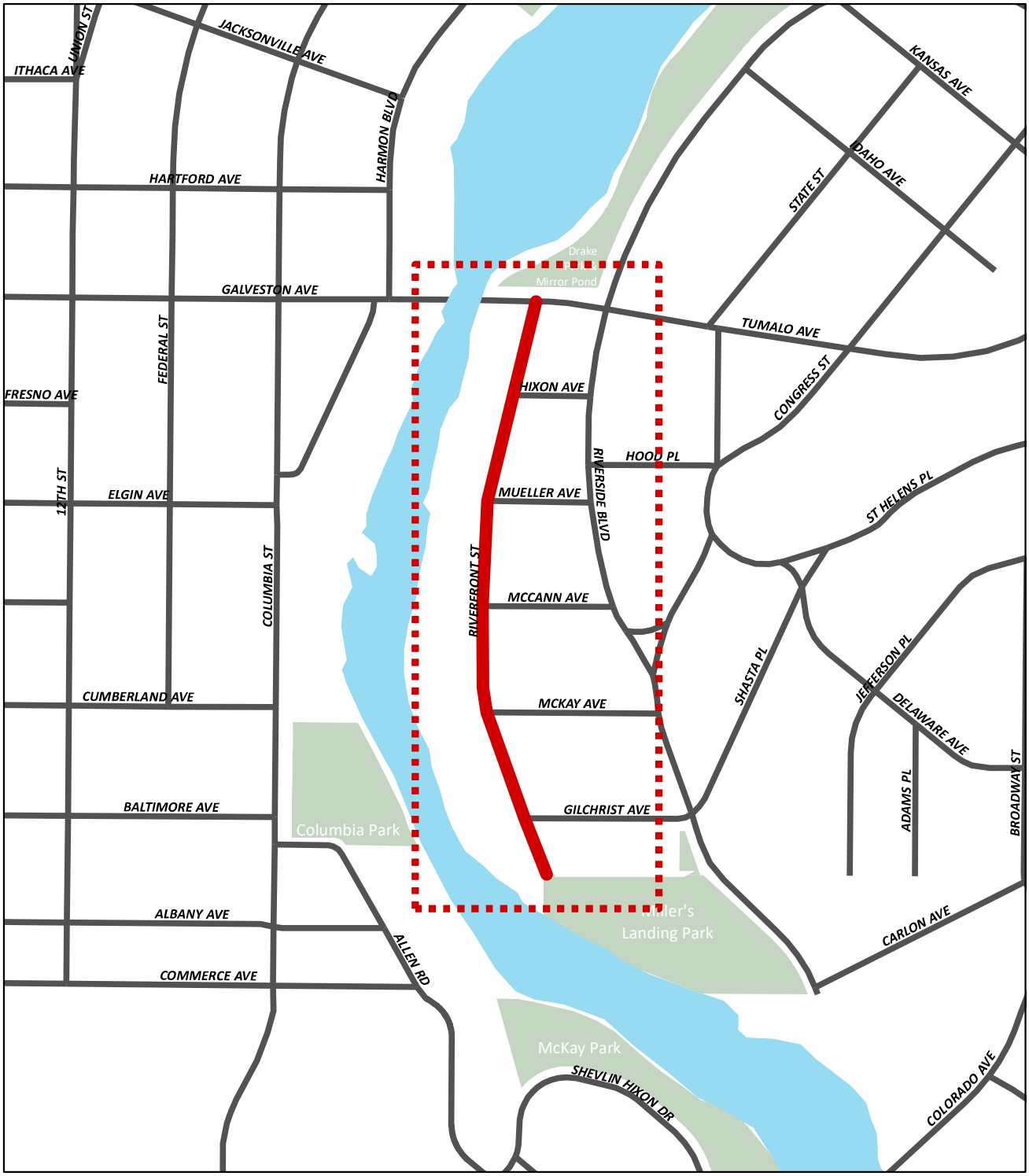
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Missed opportunity to provide connectivity with Bend Park and Recreation District's Deschutes River Trail project through Drake Park. Diminished safety of pedestrian traffic across Galveston Avenue and along NW Riverfront Street resulting from River Trail usage.
Transportation Construction	$ 1,028,600	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: Bend Parks and Recreation District contribution, MPO awarded Surface Transportation Block Grant funding

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$ 100,000	$ 928,600	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $ 1,028,600



CITY OF BEND

1TRVF

Riverfront Improvements

NOT TO SCALE

1TWAC 27th Street & Wells Acres Road Intersection Improvements

Fund: Transportation Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jun 2028 | **Est. End Date:** TBD

Description & Background

Improve intersection capacity and safety per the Transportation System Plan and related to connectivity and capacity improvements. Project C-35. Located next to Mountain View High School, this intersection is the connection of an arterial and a collector road. Currently managed with stop signs that have become inadequate with the increase of traffic volumes over the last decade.

Need/Justification

This project will improve intersection capacity and safety at 27th Street and Wells Acres Road.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

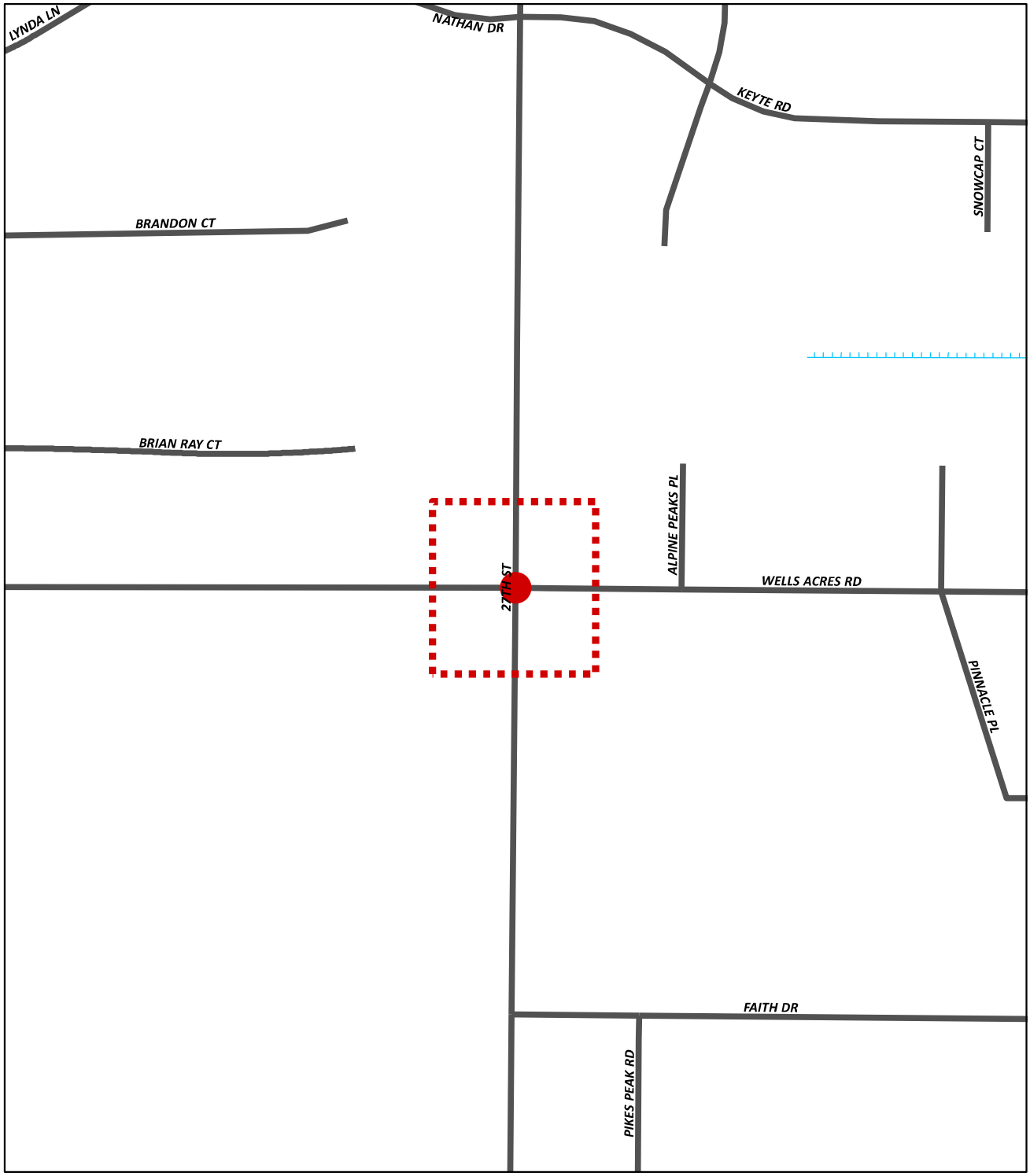
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Congestion and delay become worse, as will safety with turning movements. Housing may be delayed, with missed opportunity with private development housing.
Transportation Construction	$ 3,700,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ -	$ 700,000	$ 3,000,000

Total Project Cost Estimate: $3,700,000



CITY OF BEND

1TWAC

27th Street & Wells Acres Road Intersection Improvements

NOT TO SCALE

1XSTS Standards & Specifications Update

Fund: Transportation Construction

Project Manager: Janet Hruby | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 1 | **Est. Start Date:** Jul 2021 | **Est. End Date:** Jun 2024

Description & Background

Update the Design Standards that provide consistent guidance for the minimum design and technical criteria for the construction of public infrastructure. The current standards include criteria for public streets, storm drainage systems, water systems, sanitary sewer systems, arterial and greenway landscaping and bikeways, and electric infrastructure. These standards are technical in nature and apply to the way in which the improvements are to be constructed and are complimentary to the Land Development Code which includes zoning regulations and guides the overall use and layout design for development. This additional funding in fiscal year 23-24 is for the Roundabout Design Guide.

Need/Justification

Every project built in the Right-of-Way by either City sponsorship or by private development initiative is required to build the accompanying infrastructure to City Standards and Specifications. The last external update that the City completed was in 2011. An internal update was completed in 2018. With the upcoming release of new reference documents and with the ever-changing evolution of standards and products, it is time for the City to complete another external update to ensure conformance to industry standards.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Leads to costly changes and inefficiencies as a result of outdated requirements for quality of products, materials, and workmanship.
Transportation Construction	$ 145,900	
Water	$ 65,800	
Water Reclamation	$ 65,900	
Stormwater	$ 25,700	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 223,300	$ 50,000	$ 30,000	$ -	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$303,300**

2020 General Obligation Bond Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GABB Archie Briggs Improvements	5	$ 100,000	$ 300,000	$ -	$ -	$ -	$ 400,000
1GAEE Aune Street Extension (East)	5	700,000	2,000,000	3,550,000	-	-	6,250,000
1GAEW Aune Street Extension (West)	5	-	-	250,000	3,000,000	4,250,000	7,500,000
1GB27 Bear Creek Road and 27th Street Improvements	5	4,200,000	4,100,000	3,000,000	-	-	11,300,000
1GBBA Butler Market Road and Boyd Acres Road Improvements	5	2,700,000	845,700	-	-	-	3,545,700
1GCAC Colorado Avenue Capacity Improvements	5	-	-	75,000	250,000	3,500,000	3,825,000
1GCAI Colorado Avenue Interchange Improvements	5	-	-	-	150,000	280,000	430,000
1GEAI Empire Avenue Interchange	5	-	-	-	-	1,450,000	1,450,000
1GEAT Enhanced Access to Transit	5	150,000	1,000,000	75,000	1,000,000	75,000	2,300,000
1GEOB Empire & OB Riley Intersection	5	-	-	150,000	750,000	2,600,000	3,500,000
1GFAI Franklin Avenue Corridor Improvements	5	3,500,000	1,725,000	-	-	-	5,225,000
1GGAU Greenwood Avenue Undercrossing	5	750,000	-	-	-	-	750,000
1GHAO Hawthorne Avenue Overcrossing	5	-	2,425,000	4,570,000	-	-	6,995,000
1GITS Intelligent Information Systems	5	200,000	600,000	-	-	-	800,000
1GKKR Key Routes River West Neighborhood	5	220,000	-	-	-	-	220,000
1GLRS Neighborhood Street Safety Program	2	900,000	1,650,000	750,000	750,000	750,000	4,800,000
1GMPR Murphy Parkway Ramps Project	5	-	-	4,125,000	5,875,000	-	10,000,000
1GNCC North Corridor Project Coordination	1	1,540,700	3,259,300	-	-	-	4,800,000
1GNCI Neff Corridor Improvements	5	600,000	2,171,000	1,300,000	-	-	4,071,000
1GOPB Olney Pedestrian and Bike Improvements	5	1,050,000	1,151,000	-	-	-	2,201,000
1GOPI Olney Corridor Improvements	5	-	-	750,000	3,250,000	3,000,000	7,000,000
1GPCB Powers, Parrell and Chase Intersections	5	-	-	-	-	500,000	500,000
1GPCI Portland Avenue Corridor Improvements	5	1,800,000	1,580,000	-	-	-	3,380,000
1GPUR Purcell Extension Project	3	216,500	-	-	-	-	216,500
1GRMC Reed Market Corridor	5	700,000	3,000,000	5,465,000	12,000,000	12,000,000	33,165,000
1GRRI Revere Intersection Improvements	5	-	-	750,000	3,250,000	3,000,000	7,000,000
1GWAC Wilson Avenue Corridor Improvements	2	1,552,000	-	-	-	-	1,552,000
1TBKE Bicycle Greenways Project	2	600,000	1,743,000	-	-	-	2,343,000
Total		**$ 21,479,200**	**$ 27,550,000**	**$ 24,810,000**	**$ 30,275,000**	**$ 31,405,000**	**$ 135,519,200**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1GABB Archie Briggs Improvements

Fund: 2020 General Obligation Bond

Project Manager: Christian Williams | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Dec 2022 | **Est. End Date:** Dec 2024

Description & Background

This project will design and construct an enhanced crossing for the Deschutes River Trail at Archie Briggs Road. The current at-grade crossing will be maintained with enhancements to provide additional safety and driver awareness benefits, along with sidewalk connections to the nearby bridge at the Deschutes River, currently being designed as an ODOT project.

In addition, this project will be combined and executed under the NSSP program (1GLRS), to be built in 2024.

Need/Justification

Identified in the Transportation System Plan as Project M-11. Near-term project to improve the crossing of Archie Briggs Road. Sight distance is limited and crossing safety concerns present.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

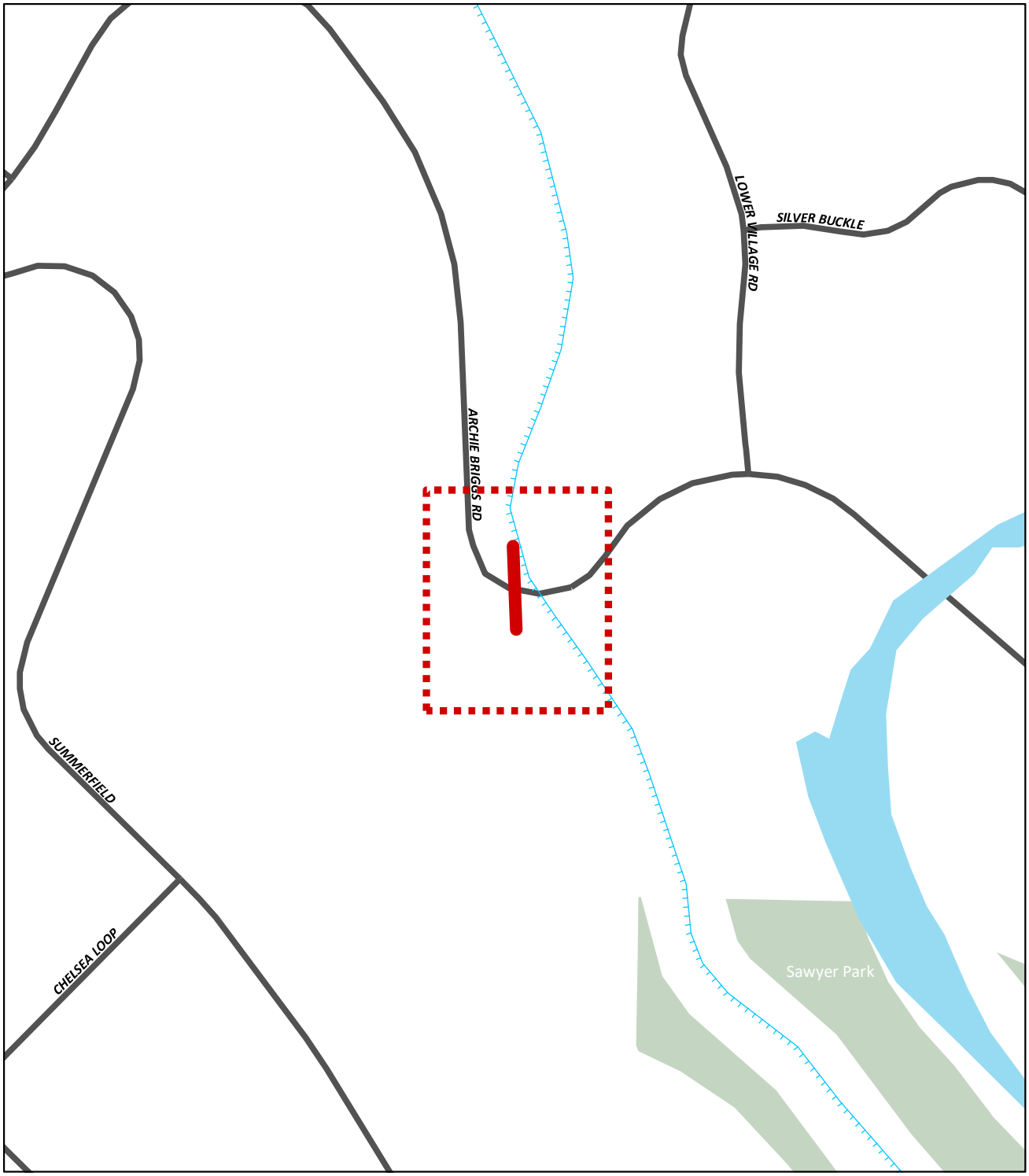
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 500,000	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 100,000	$ 100,000	$ 300,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $500,000



CITY OF BEND

1GABB

Archie Briggs Improvements

NOT TO SCALE

1GAEE Aune Street Extension (East)

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status**: Active | **Project Phase:** Study

Cost Estimate Classification: 5 | **Est. Start Date:** Dec 2022 | **Est. End Date:** Dec 2025

Description & Background

This project will design and construct an extension of Aune Street from approximately the Parkway undercrossing to Third Street. Improvements include treatment to the intersection of Miller Avenue and Third Street. Additional improvements include key route crossing treatments of third street using islands and rectangular rapid flashing beacons, and improvements to the sidewalk at the Third Street underpass. A key intersection project is also combined, associated with key route project R7-B.

This project will be combined with the '3rd & Miller Intersection' project (1T3ML), a Transportation Construction Fund project, as they directly overlap. TSP projects S-5 and S-6.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-5, R7-A, R7-B, R7-C, S-5, and S-6.

Part of a near-term project to construct a two-lane extension of Aune Street to connect 3rd Street and Bond Street and improve east-west connectivity. Key routes and key intersection projects to mitigate a portion of the barrier that Third Street presents between Wilson Avenue and Franklin Avenue.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

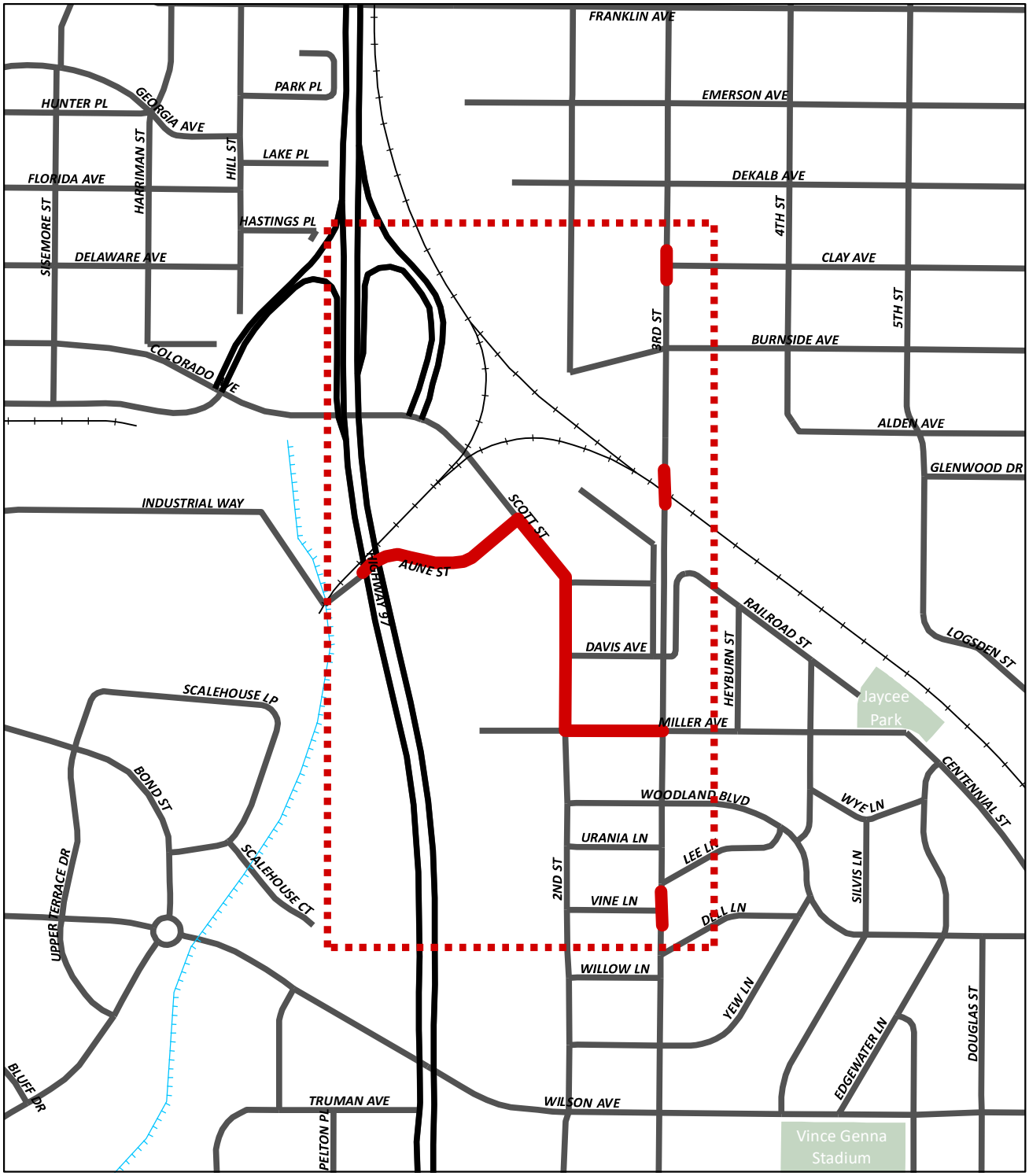
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 6,350,000	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 100,000	$ 700,000	$ 2,000,000	$ 3,550,000	$ -	$ -	$ -

Total Project Cost Estimate: $6,350,000



CITY OF BEND

1GAEE

Aune Street Extension (East)

NOT TO SCALE

1GAEW Aune Street Extension (West)

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2026 | **Est. End Date:** Dec 2027

Description & Background

This project will design and construct an extension to Aune Street from approximately the Parkway undercrossing to Bond Street. Improvements include a roundabout at the intersection of Bond Street and Industrial Way. There are several private development projects currently being considered adjacent to this planned improvement which may lead to project improvements being constructed concurrent to the private developments.

Need/Justification

Identified in the Transportation System Plan as project C-5.

Part of a near-term project to construct a two-lane extension of Aune Street to connect 3rd Street and Bond Street to improve east-west connectivity.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 7,500,000
Other (see below)	$ -

Consequence of Delaying or Eliminating

Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

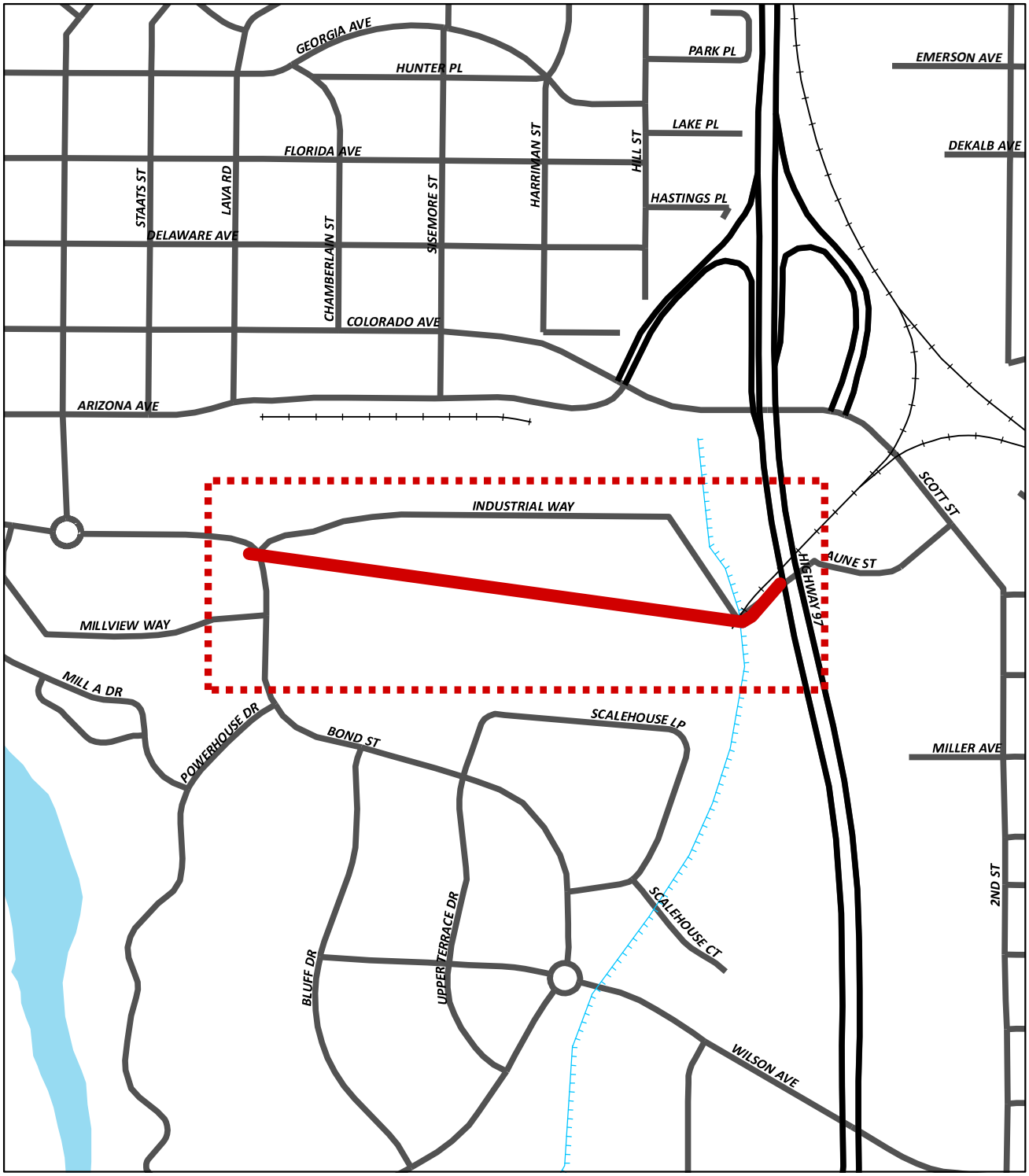
Impact on Operating Budget: None

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 250,000	$ 3,000,000	$ 4,250,000	$ -

Total Project Cost Estimate: $7,500,000



CITY OF BEND

1GAEW

Aune Street Extension (West)

NOT TO SCALE

1GB27 Bear Creek Road and 27th Street Improvements

Fund: 2020 General Obligation Bond

Project Manager: Sinclair Burr | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Dec 2022 | **Est. End Date:** Jun 2026

Description & Background

This project will design and construct a single-lane roundabout at the intersection of Bear Creek Road, Pettigrew Road and Purcell Boulevard. Key route projects have been combined for a shared use path and low-stress bikeway on Bear Creek Road from Cessna Avenue to the east Urban Growth Boundary, and on 27th Street from Highway 20 to Reed Market Road. The project will include closing a sidewalk gap to connect the key route between the Coyner and Larkspur trails adjacent to Bear Creek Road.

Includes funding for Water Reclamation and Water distribution upgrades as identified in the corresponding masterplan and CIP.

Need/Justification

Identified in the Transportation System Plan as projects S-3, R2-D, R2-E and R8-A

Near-term project to improve safety at the intersection of Bear Creek Road, Pettigrew Road, and Purcell Boulevard by constructing a single-lane roundabout. Key route projects to improve connectivity and transportation options along both 27th Street and Bear Creek Road.

Project Related to Council Goal: Transportation + Infrastructure

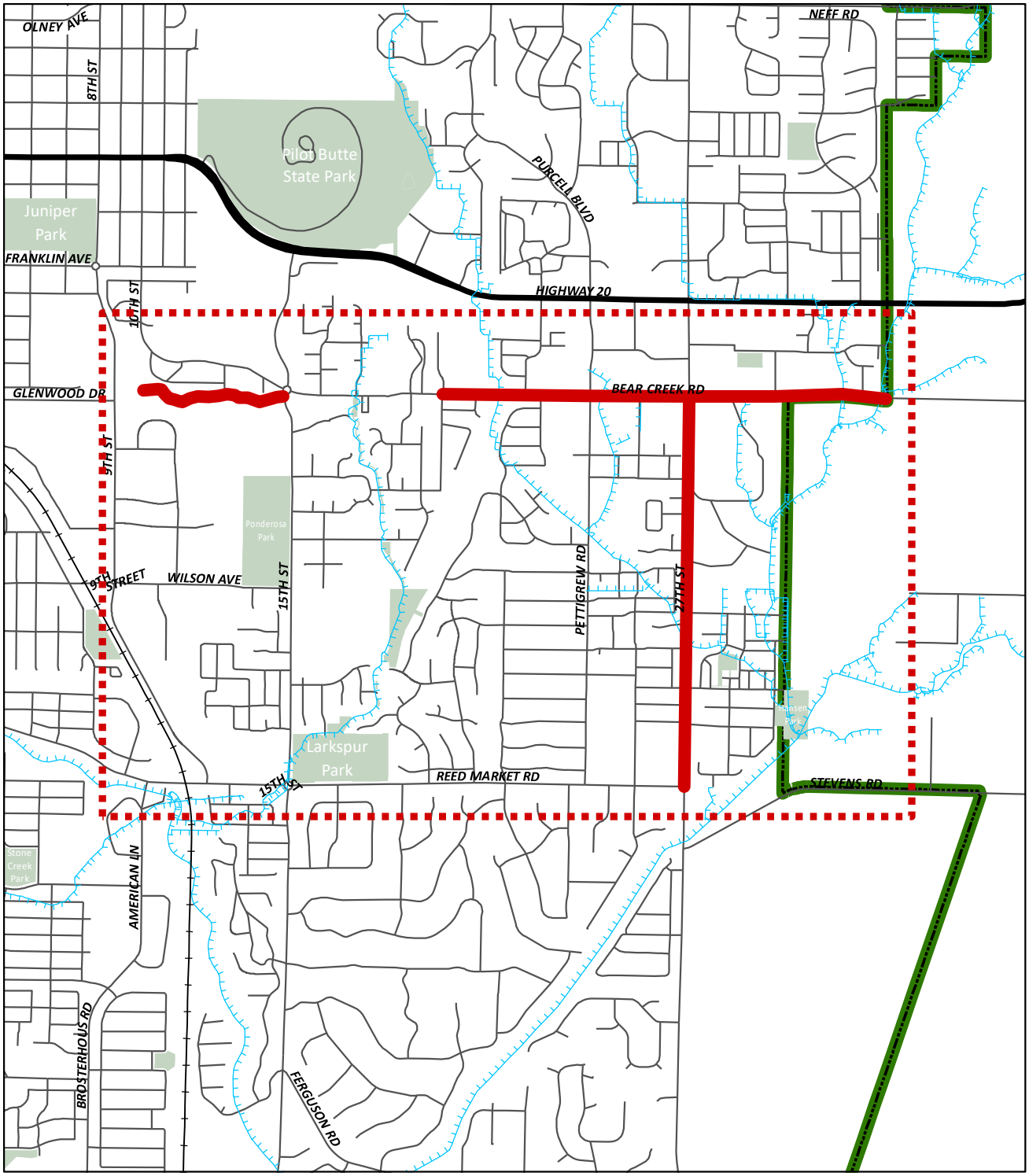
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ 1,000,000	
Water Reclamation	$ 400,000	
Stormwater	$ -	
General Obligation Bond	$ 11,400,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 100,000	$ 5,100,000	$ 4,600,000	$ 3,000,000	$ -	$ -	$ -
				Total Project Cost Estimate:			**$12,800,000**



CITY OF BEND

1GB27

Bear Creek Road and 27th Street Improvements

NOT TO SCALE

1GBBA Butler Market Road and Boyd Acres Road Improvements

Fund: 2020 General Obligation Bond

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2024

Description & Background

This project will conduct an alternatives analysis to select improvements for walking and biking along Butler Market Road (between Boyd Acres Road and Brinson Boulevard) and along Boyd Acres Road (between Butler Market Road and Empire Avenue). Once an alternative has been selected, the project will design and construct the improvements. Improvements may include a shared-use path(s) and/or sidewalk to fill in gaps where missing along these corridors. These corridors were first identified and prioritized by the Citywide Transportation Advisory Committee (CTAC) during the Transportation System Plan update and then as part of the 2020 GO Bond. The project design is being coordinated with the Butler Market Road and Wells Acres Road roundabout project (1TBMW).

Need/Justification

Identified in the Transportation System Plan (TSP) as project R1-C and R5-A.

Near-term TSP key route project to improve connectivity and transportation options along both Boyd Acres Road and Butler Market Road

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

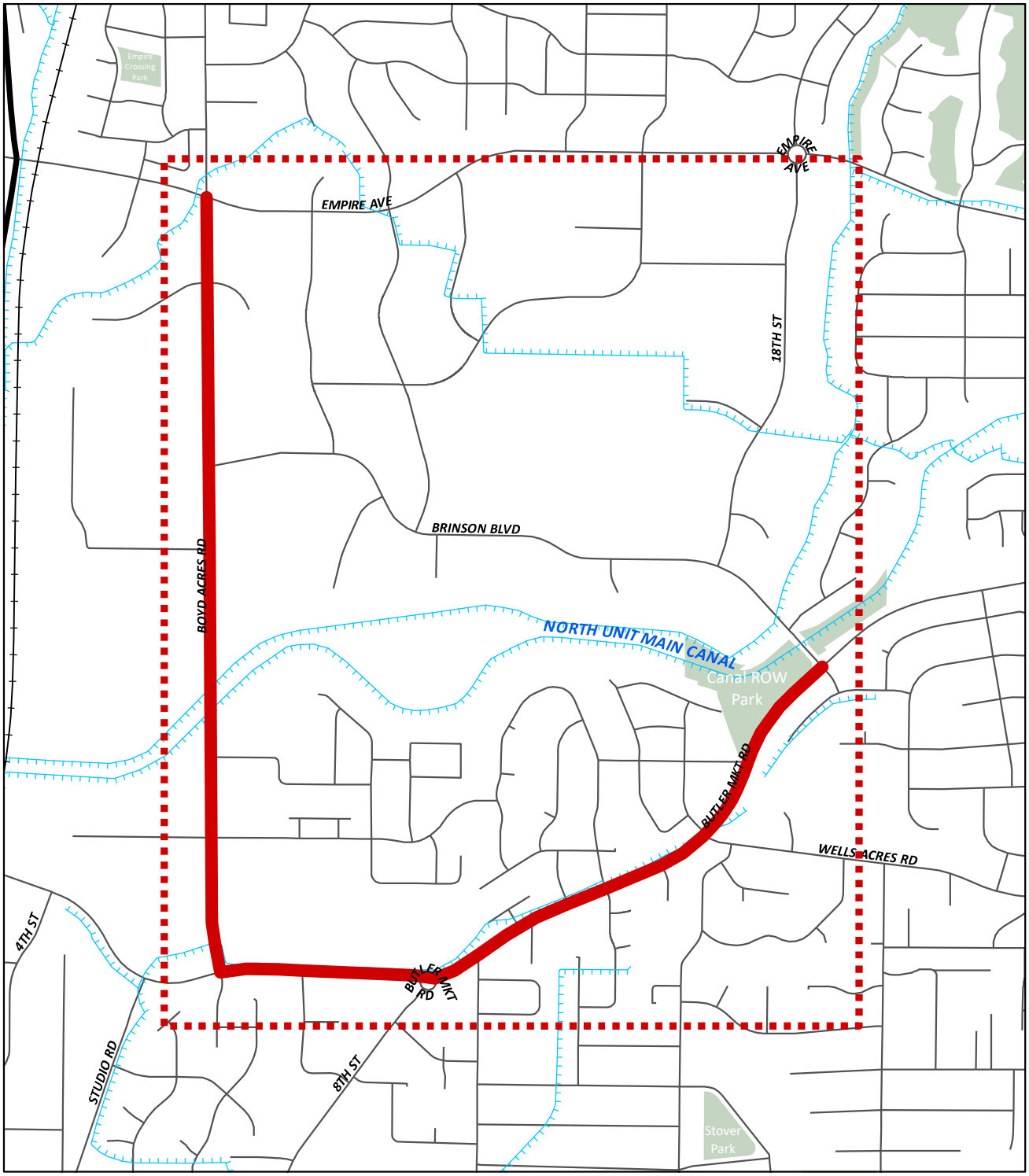
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 3,8460,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 300	$ 300,000	$ 2,700,000	$ 845,700	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$3,846,000**



1GBBA

Butler Market Road and Boyd Acres Road Improvements

CITY OF BEND

NOT TO SCALE

1GCAC Colorado Avenue Capacity Improvements

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Inactive | **Project Phase**: Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2026 | **Est. End Date:** Dec 2031

Description & Background

This project will include an incremental approach to widening Colorado Avenue, including right-of-way acquisition and monitoring if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to incrementally improve mobility, reliability, and safety. Includes intersection capacity improvements at Colorado Avenue/Simpson Avenue roundabout and Colorado Avenue/Industrial Way.

Need/Justification

Identified in the Transportation System Plan (TSP) as project C-6.

Near-term project to capacity and connectivity along mid-town river crossing

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 7,000,000
Other (see below)	$ -

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

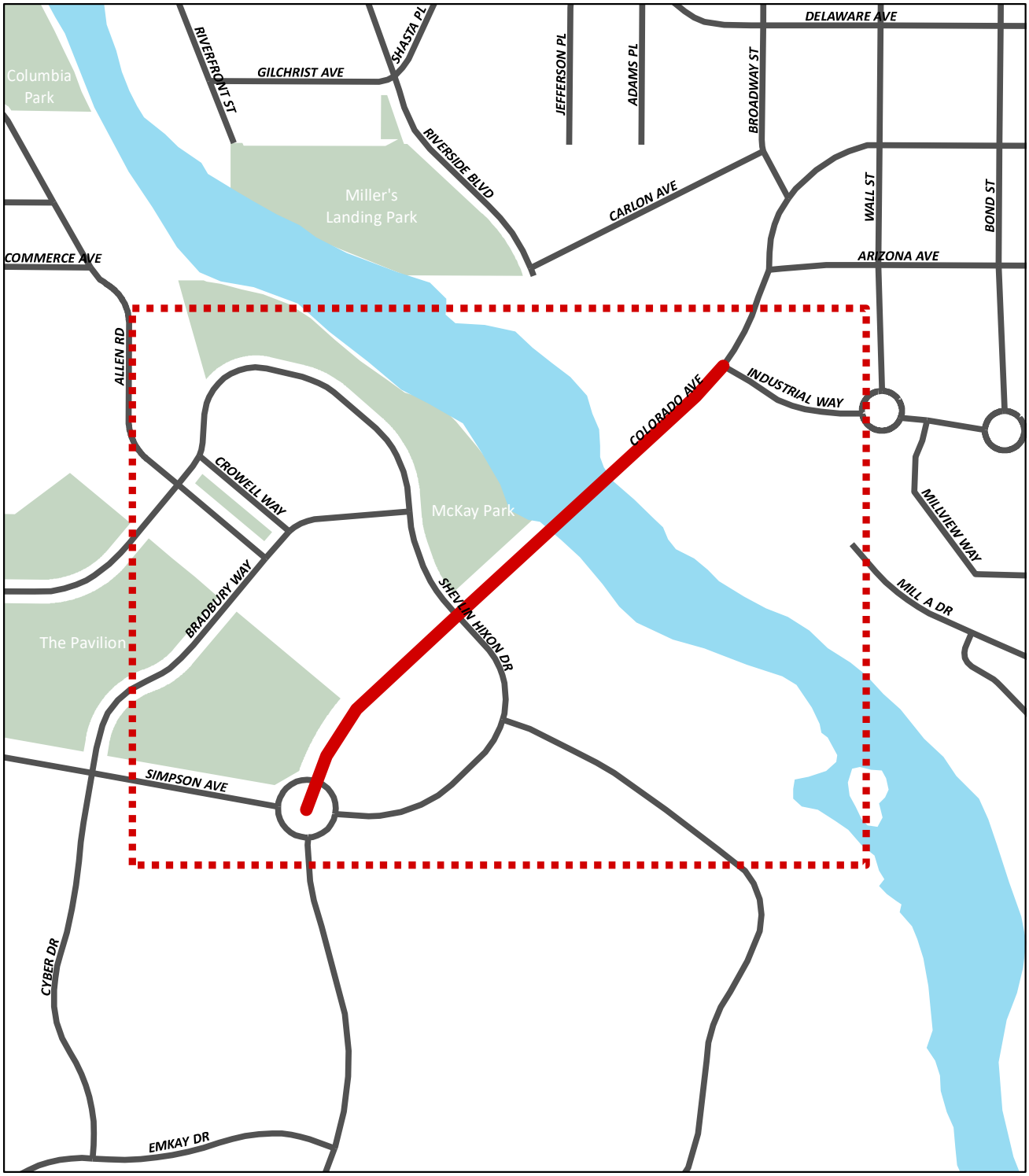
Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 75,000	$ 250,000	$ 3,500,000	$ 3,750,000

Total Project Cost Estimate: $7,000,000



CITY OF BEND

1GCAC

Colorado Avenue Capacity Improvements

NOT TO SCALE

1GCAI Colorado Avenue Interchange Improvements

Fund: 2020 General Obligation Bond

Project Manager: ODOT Contribution | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2027 | **Est. End Date:** Jun 2028

Description & Background

This project includes an improvement to the 'Parkway Connection' at the Colorado Interchange. Bond funding will leverage Oregon Department of Transportation (ODOT) funding to construct a higher capacity connection to include intersection improvements, signal, or roundabout. The improvement is part of the State Highway system and improvements would require administration by the Oregon Department of Transportation, therefore the available Bond funds would be a contribution with the state providing additional funds to complete improvements.

Need/Justification

Identified in the Transportation System Plan as project C-7.

Near-term projects to improve capacity at the connections to the Parkway at Colorado Avenue.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 430,000
Other (see below)	$ -

Consequence of Delaying or Eliminating

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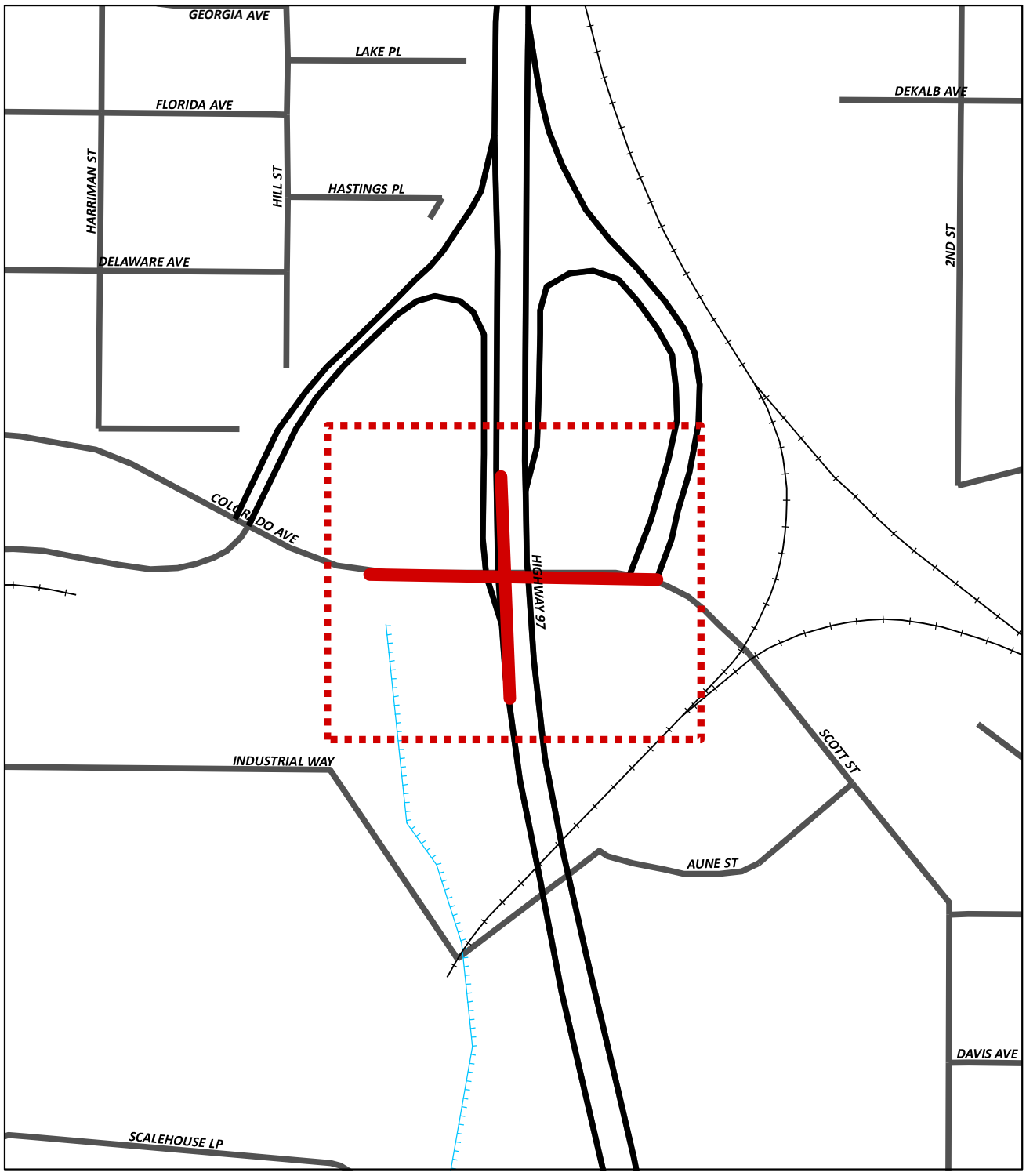
Impact on Operating Budget: None

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ 150,000	$ 280,000	$ -

Total Project Cost Estimate: $430,000



CITY OF BEND

1GCAI

Colorado Avenue Interchange Improvements

NOT TO SCALE

1GEAI Empire Avenue Interchange

Fund: 2020 General Obligation Bond

Project Manager: State Contribution | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2028 | **Est. End Date:** Jun 2028

Description & Background

This project includes an improvement to the 'Parkway Connection' at the Empire Interchange. Bond funding will leverage Oregon Department of Transportation (ODOT) funding to construct a higher capacity connection to include intersection improvements, signal, or roundabout. The improvement is part of the State Highway system and improvements would require administration by the Oregon Department of Transportation, therefore the available Bond funds would be a contribution with the state providing additional funds to complete improvements.

Need/Justification

Identified in the Transportation System Plan (TSP) as project C-13.

Near-term project to improve safety, connectivity, and capacity at the connection to the Parkway and Empire Avenue.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 1,450,000
Other (see below)	$ -

Consequence of Delaying or Eliminating

Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

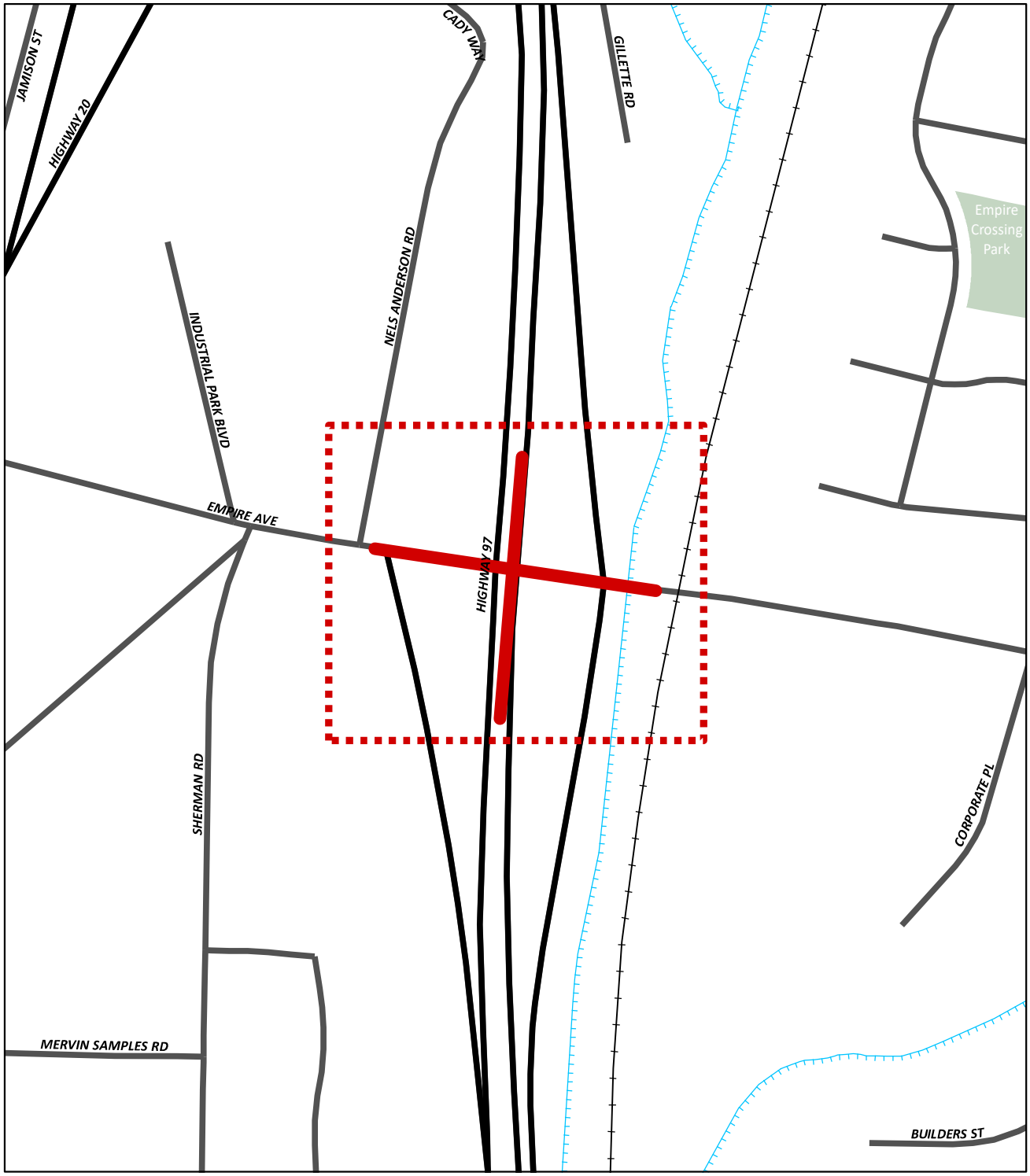
Impact on Operating Budget: None

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$	$	$ -	$ -	$ -	$ 1,450,000	$ -

Total Project Cost Estimate: **$1,450,000**



CITY OF BEND

1GEAI

Empire Avenue Interchange

NOT TO SCALE

1GEAT Enhanced Access to Transit

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Study

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2030

Description & Background

The project list established by City Council included this program to assist in leveraging Cascade East Transits (CET) plans for implementing mobility hubs as identified in the TSP. The funding is currently allocated with the anticipated completion of CETs initial study to identify a program schedule. Following, the City will establish a memorandum of understanding with CET to outline the spending of funds in support of enhancing the City's transportation system.

Need/Justification

Identified in the Transportation System Plan as project T-3

Near-term program to include citywide implementation of mobility hubs in coordination with CET and HTC routes. Leverages CET funding for capital projects like mobility hubs, shelters, and bus pull outs.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 8,000,000
Other (see below)	$ -

Consequence of Delaying or Eliminating

Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Impact on Operating Budget: None

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 150,000	$ 1,000,000	$ 75,000	$ 1,000,000	$ 75,000	$ 5,700,000

Total Project Cost Estimate: $8,000,000

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1GEOB Empire & OB Riley Intersection

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2026 | **Est. End Date:** Dec 2027

Description & Background

This project will design and construct a roundabout at the intersection of Empire Avenue and OB Riley, addressing safety and capacity needs.

Need/Justification

Identified in the Transportation System Plan (TSP) as project C-45.

Mid-term project in the TSP to address intersection safety and capacity.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

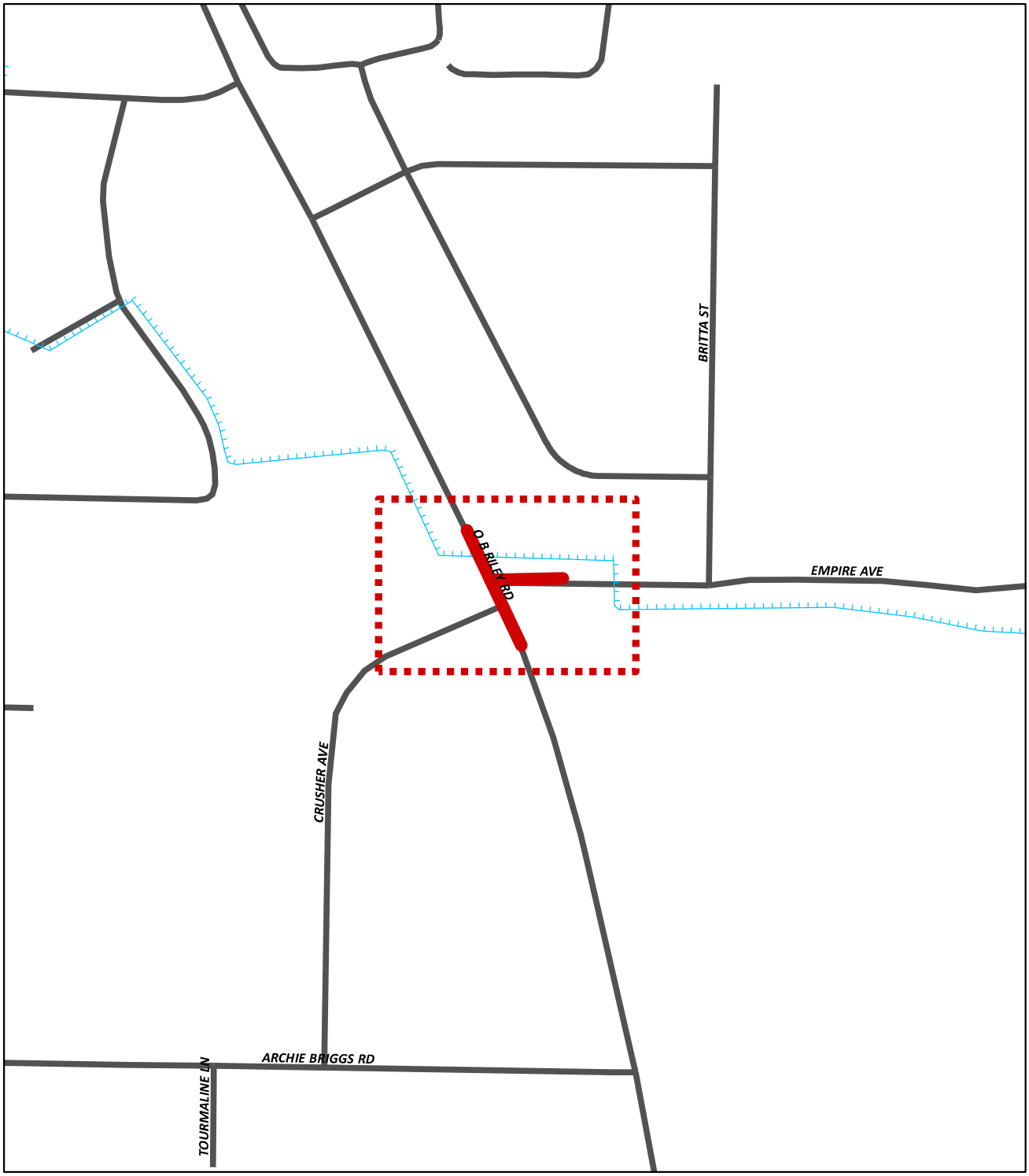
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 3,500,000	
Other (see below)	$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 150,000	$ 750,000	$ 2,600,000	$ -

Total Project Cost Estimate: $3,500,000



CITY OF BEND

1GEOB

Empire and OB Riley Intersection

NOT TO SCALE

1GFAI Franklin Avenue Corridor Improvements

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2025

Description & Background

A study was conducted in 2022 identifying improvement options at the Franklin Undercrossing of BNSF railway, and to develop concepts for roadway improvements between NW Harriman St and 4th St. This project includes two key intersection projects at 2nd and 4th Streets, as well as a key route enhancement to create a safe crossing at Harriman, manage the conflicts between right turns at Hill Street, provide buffered bike lanes, and enhance signal timing at 3rd Street. Additionally, All Roads Transportation Safety Program (ARTS) grant funds are dedicated to this project to address illumination deficiencies.

There are two utility projects identified in the Water Construction Fund and Storm Construction Fund Capital Improvement Programs to make improvements to the underpass drainage and aging water infrastructure along the corridor. There is a portion of the Neighborhood Greenways project which will be leveraged in this area to complete key route and greenway connections. The project will additionally include CORE Construction Funding as a contribution based on a recommendation from the advisory board and as approved in the 5-year CIP by City Council.

Need/Justification

Identified in the Transportation System Plan as projects M-5, M-6, M-8, M-9, R2-A and R2-C.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support development in the Core Area urban renewal district, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations. Stormwater project 1RFGU will be in concert with this project to address improvements to address long-term flooding issues of underpass and water improvements to upgrade aging cast iron pipe within project limits.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

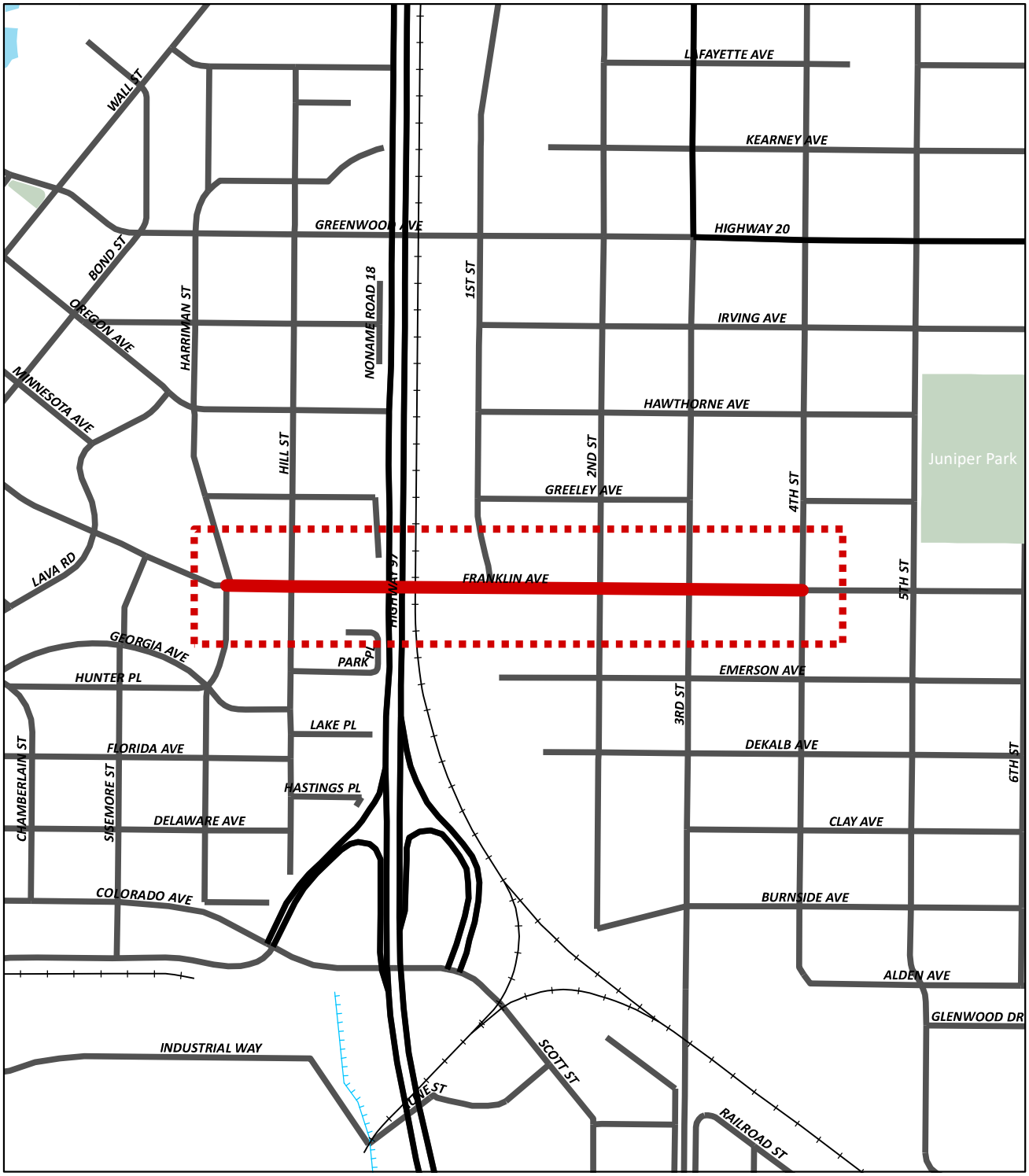
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 1,425,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 5,225,000	
Other (see below)	$ 3,000,000	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Urban Renewal Property Taxes (BURA Core Area Construction Fund), State Directed ARPA Funding (Transportation Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 4,425,000	$ 5,225,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$9,650,000**



CITY OF BEND

1GFAI

Midtown - Franklin Corridor Improvements

NOT TO SCALE

1GGAU Greenwood Avenue Undercrossing

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Jul 2024

Description & Background

This project included an initial study in 2022, concluding in October 2022, as well as an Oregon Department of Transportation led corridor (Wall to 3rd) study, which also concluded in early 2022. Results of the study were presented to City Council in October 2022, and it was determined an initial phase of design and construction would proceed to implement a quick build 'road diet' option. The improvements would include intersection safety enhancements, considerations for bike and pedestrian facilities and reduction of the current 4-lane roadway to 3-lanes. All improvements for the initial phase will be at the surface level to evaluate operations and consider user input prior to any future phases. Phase 1 improvements are anticipated to be installed and monitored in 2024. ODOT will continue administering ARTS funds for design and construction of improvements between 1st and 3rd Streets, anticipated for construction in 2025. In addition, this project will include a Storm funded study to identify solutions to address on-going flooding issues at the Bend Parkway undercrossing.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects M-4, M-8, and M-9.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support CORE area development, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 750,000
Other (see below)	$ -

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

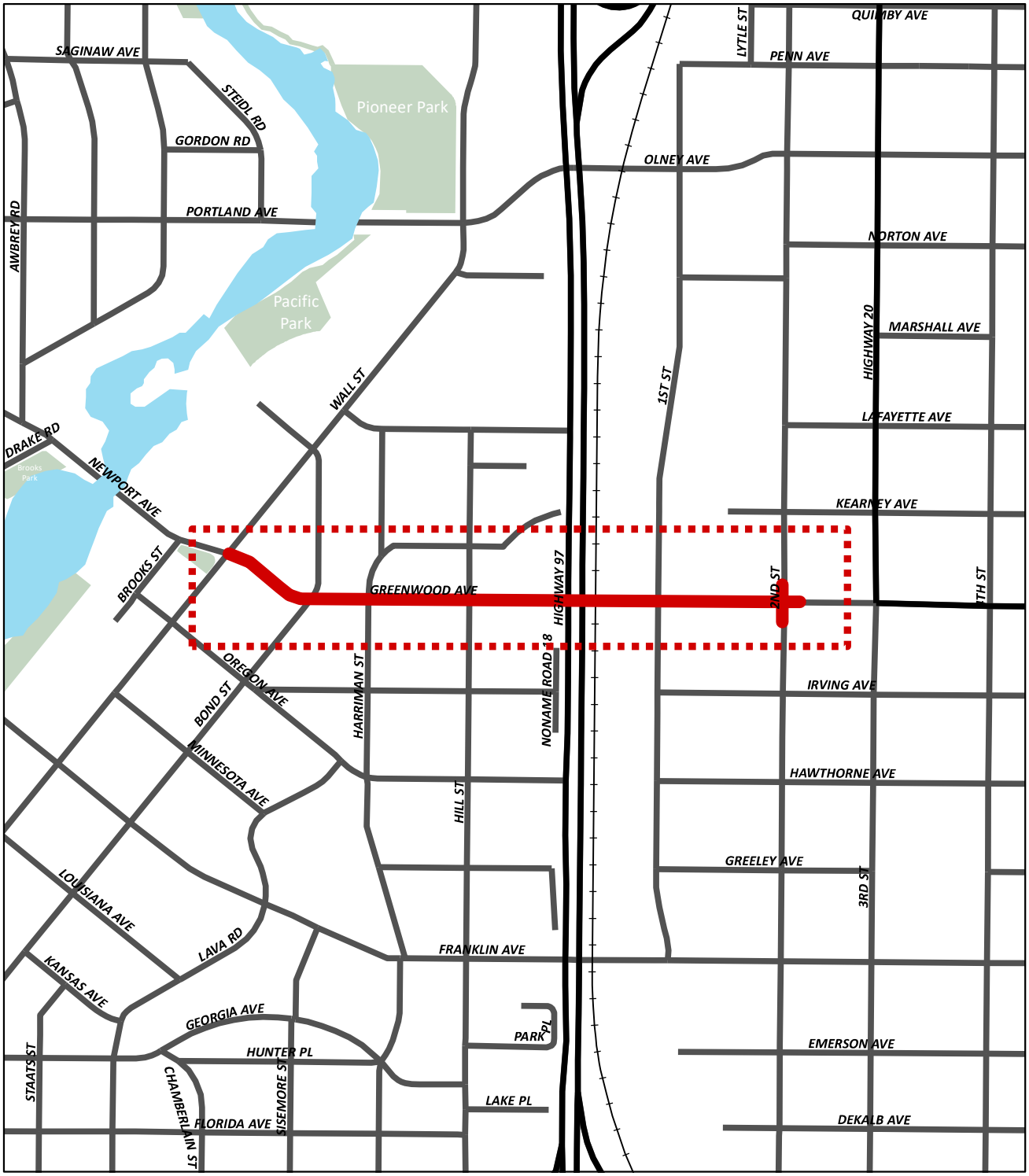
Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 750,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $750,000



CITY OF BEND

1GGAU

Greenwood Avenue Undercrossing

NOT TO SCALE

1GHAO Hawthorne Avenue Overcrossing

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Active | **Next Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2028

Description & Background

The initial study phase for this project was conducted as the Midtown Crossing Study, concluding in October 2022. The Midtown Crossing Study included evaluation of crossing opportunities of the Bend Parkway and BNSF Railway at existing Franklin and Greenwood undercrossing, as well as a future Hawthorne pedestrian and bike overcrossing. Staff are currently pursuing additional grant funds for the proposed overcrossing and initiating projects for the existing crossings and corridors. City Council will provide additional direction in the future on how and when this project should proceed.

Need/Justification

Identified in the Transportation System Plan as projects M-8 and M-9.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support development in the Core Area urban renewal district, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations.

Projected Related to Council Goal: Transportation + Infrastructure

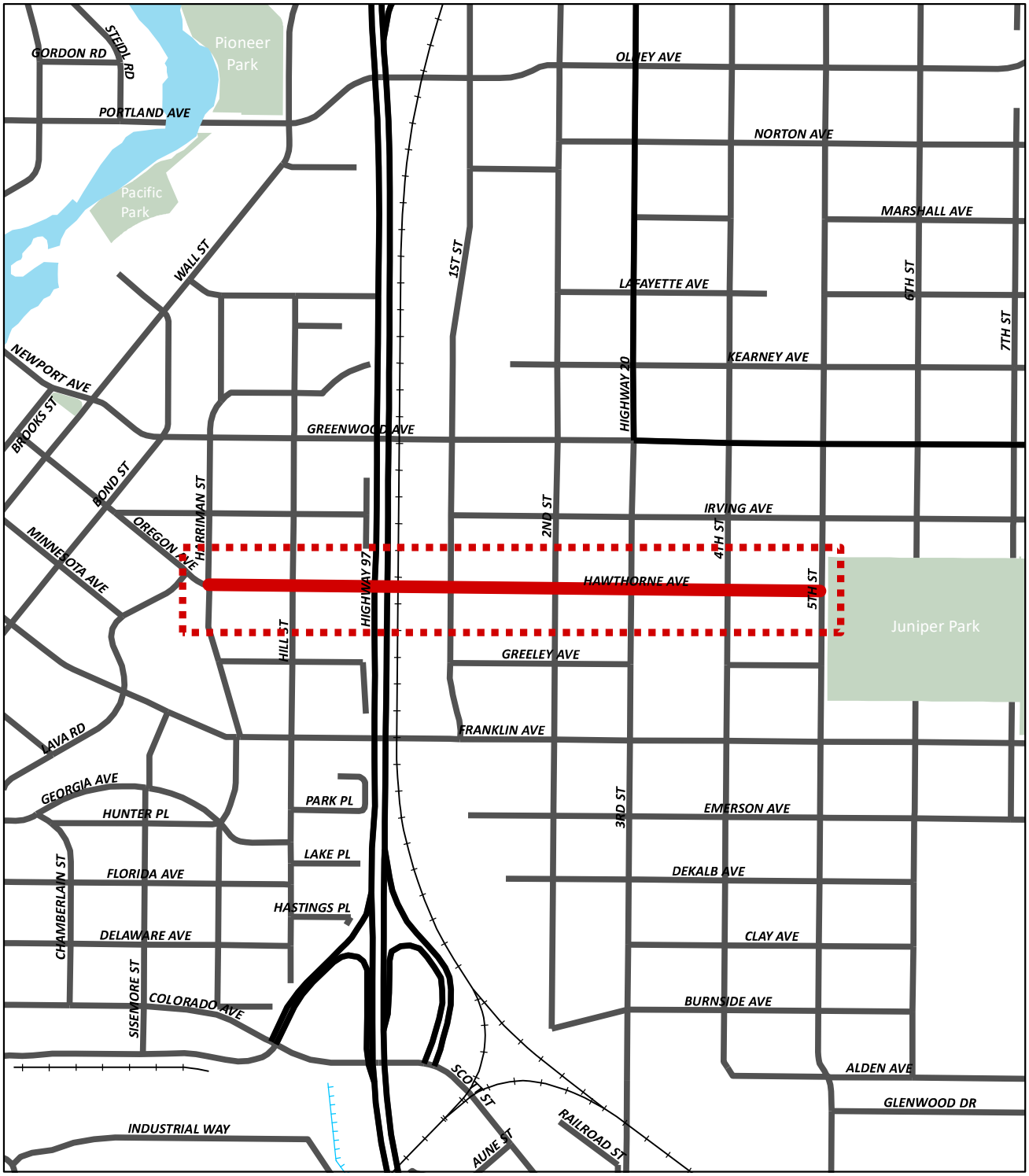
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 6,995,000	
Other (see below)	$ 3,000,000	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Urban Renewal Property Taxes (BURA Core Area Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$	$	$ 2,425,000	$ 4,570,000	$ 1,500,000	$ 1,500,000	$ -
						Total Project Cost Estimate:	**$9,995,000**



CITY OF BEND

1GHAO

Hawthorne Avenue Overcrossing

NOT TO SCALE

1GITS Intelligent Information Systems

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Mar 2023 | **Est. End Date:** Dec 2030

Description & Background

The Bond provided $5 million in general allocation for Intelligent Information Systems (ITS) improvements to align with implementation of the Deschutes County ITS plan, which was developed in parallel with the Transportation System Plan (TSP) update. The ITS plan was developed in collaboration with a technical advisory committee made up of members from the City of Bend, Cascades East Transit, ODOT Region 4 and the Bend MPO. Following the allocation of Bond funds, the project team identified projects within the ITS plan and presented them to the Transportation Bond Oversight Committee (TBOC) for consideration. Projects will include the following; however the list may be modified if additional priorities or efficiencies are identified through execution of the Bond: 27th Street fiber optic install and signal upgrades (Butler Mkt to Bear Creek), Neff Road Fiber Communications (Purcell Blvd to 27th St), Transit Signal Priority, Railroad Delay Information (South 3rd St)

Need/Justification

Identified in the TSP as project P-8

Near term program to provide partial implementation of Deschutes County ITS Plan, including traffic signal coordination improvements along signalized corridors, including freight and transit signal priority

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 5,000,000
Other (see below)	$ -

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 200,000	$ 600,000	$ -	$ -	$ -	$ 4,200,000

Total Project Cost Estimate: $5,000,000

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1GKRR Key Routes River West Neighborhood

Fund: 2020 General Obligation Bond

Project Manager: Carrie Theus | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Nov 2022 | **Est. End Date:** Dec 2023

Description & Background

The project includes an extension of two key route segments on the west side of Bend to connect an existing greenway on 15th Street to a key route on Portland Avenue. City staff will evaluate opportunities to self-perform the work due to budget limitations.

Need/Justification

Identified in the Transportation System Plan as projects R4-A and R4-B.

Near-term project to improve connectivity between Lexington and Portland near 14th Street. (Alignment may be adjusted due to steep topography and funding limitations)

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 220,000
Other (see below)	$ -

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

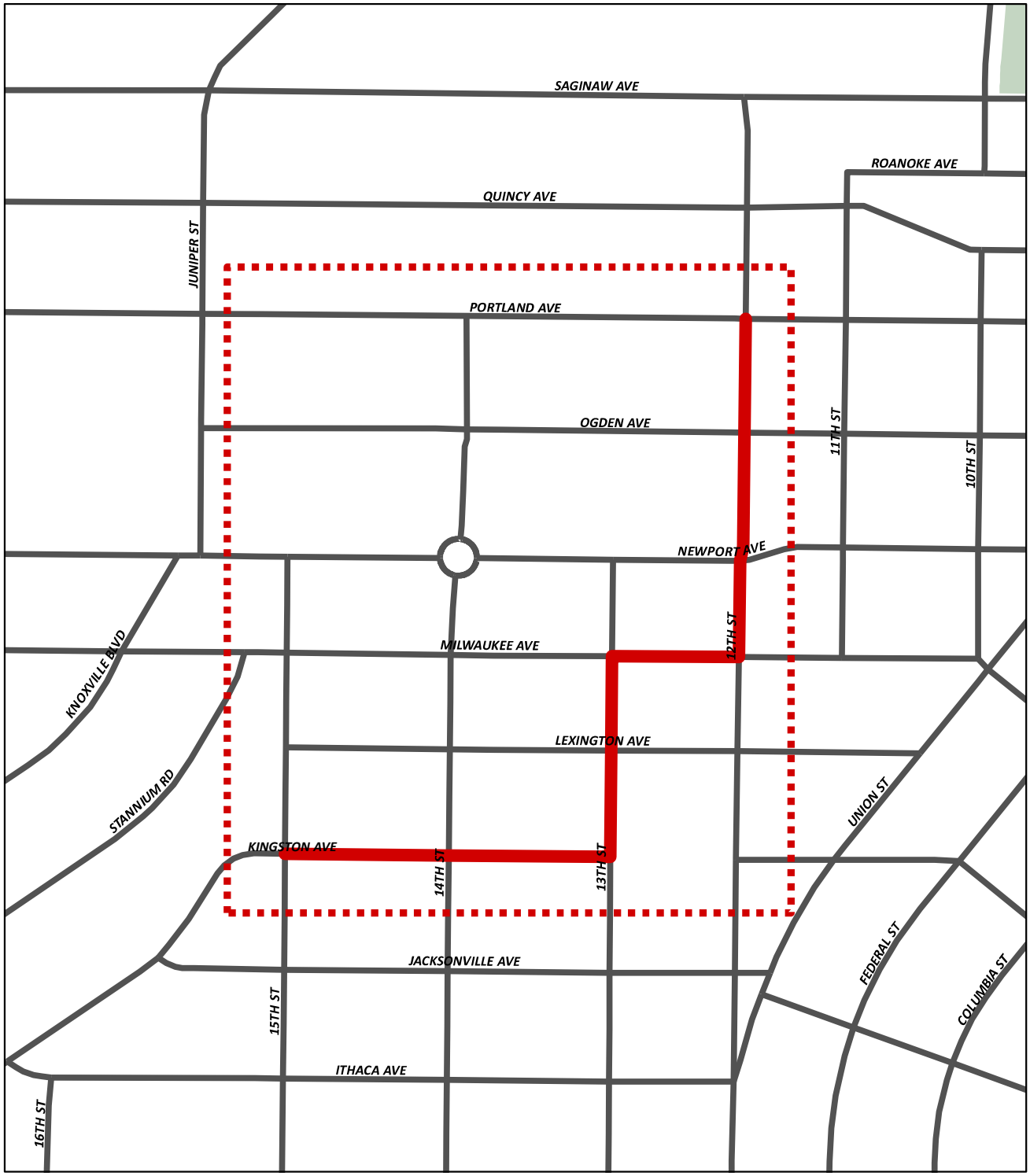
Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 220,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $220,000



CITY OF BEND

1GKRR

Key Route River West Neighborhood

NOT TO SCALE

1GLRS Neighborhood Street Safety Program

Fund: 2020 General Obligation Bond

Project Manager: Christian Williams | **Project Status:** Active | **Project Phase:** Design/Construction

Cost Estimate Classification: 2 | **Est. Start Date:** Nov 2020 | **Est. End Date:** Dec 2030

Description & Background

The local residential street safety program builds upon the success of the neighborhood street safety program that has been delivered over the past several years. The program provides funding for capital projects (infill sidewalk construction, lighting, safe routes to schools) to improve safety projects in neighborhoods near schools and parks. The initial project list was developed in a coordinated effort with the City's neighborhood associations and will be completed in 2024. In 2023 staff will conduct a similar process to identify projects for the remainder of the program, as funded by the GO Bond. This program has $8M in funding allocated from the 2020 Transportation General Obligation Bond. This funding will be allocated to a group of projects annually until funding is exhausted.

Need/Justification

Approved by City of Bend voters on the November 2020 ballot with a project list adopted by City Council and prioritized by the Transportation Bond Oversight Committee.

Project Related to Council Goal: Transportation + Infrastructure, Accessible + Effective Goverment

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 8,000,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 650,000	$ 600,000	$ 900,000	$ 1,650,000	$ 750,000	$ 750,000	$ 750,000	$ 1,950,000

Total Project Cost Estimate: **$8,000,000**

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1GMPR Murphy Parkway Ramps Project

Fund: 2020 General Obligation Bond

Project Manager: ODOT Contribution | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2025 | **Est. End Date:** June 2027

Description & Background

This is a project to construct the US 97 northbound on-ramp and southbound off-ramp at Murphy Road to improve traffic flow and east/west connectivity at the south end of Bend. The improvement is part of the State Highway system and improvements would require administration by the Oregon Department of Transportation, therefore the available Bond funds would be a contribution with the state providing additional funds to complete improvements. ODOT is currently selling a property near the improvement area and proceeds will be dedicated towards project improvements.

Need/Justification

Identified in the Transportation System Plan (TSP) as project C-18.

Near-term project to improve capacity and connectivity at the Murphy Road interchange with the Bend Parkway/US 97.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 10,000,000
Other (see below)	$ -

Impact on Operating Budget: Negligible

Consequence of Delaying or Eliminating

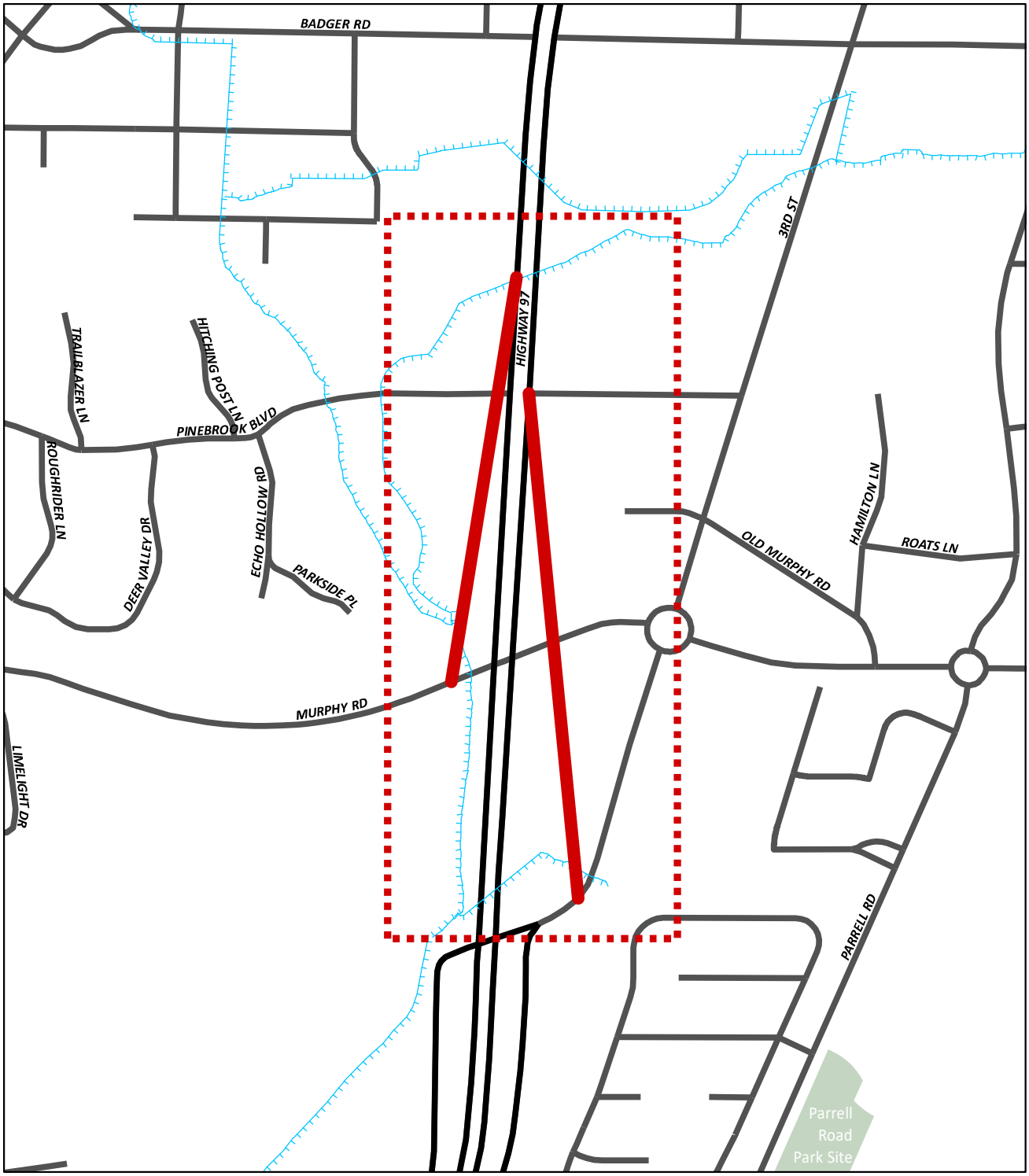
Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 4,125,000	$ 5,875,000	$ -	$ -

Total Project Cost Estimate: $10,000,000



CITY OF BEND

1GMPR

Murphy Parkway Ramps Project

NOT TO SCALE

1GNCC North Corridor Project Coordination

Fund: 2020 General Obligation Bond

Project Manager: ODOT Contribution | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 1 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2024

Description & Background

This is a synergy project with the Oregon Department of Transportation (ODOT) for improvements to the US97 and US20 Bend North Corridor. GO Bond funds were identified in the project list as a contribution to enhance multimodal connectivity and north-south connections.

Need/Justification

Identified in the Transportation System Plan as project C-12. The North Corridor project is not identified in the Transportation System Plan as it is a State Highway System project.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		
Accessibility Construction	$	-
Transportation Construction	$	5,540,700
Water	$	2,405,700
Water Reclamation	$	120,000
Stormwater	$	-
General Obligation Bond	$	4,800,000
Other (see below)	$	2,000,000
Impact on Operating Budget: Negligible		

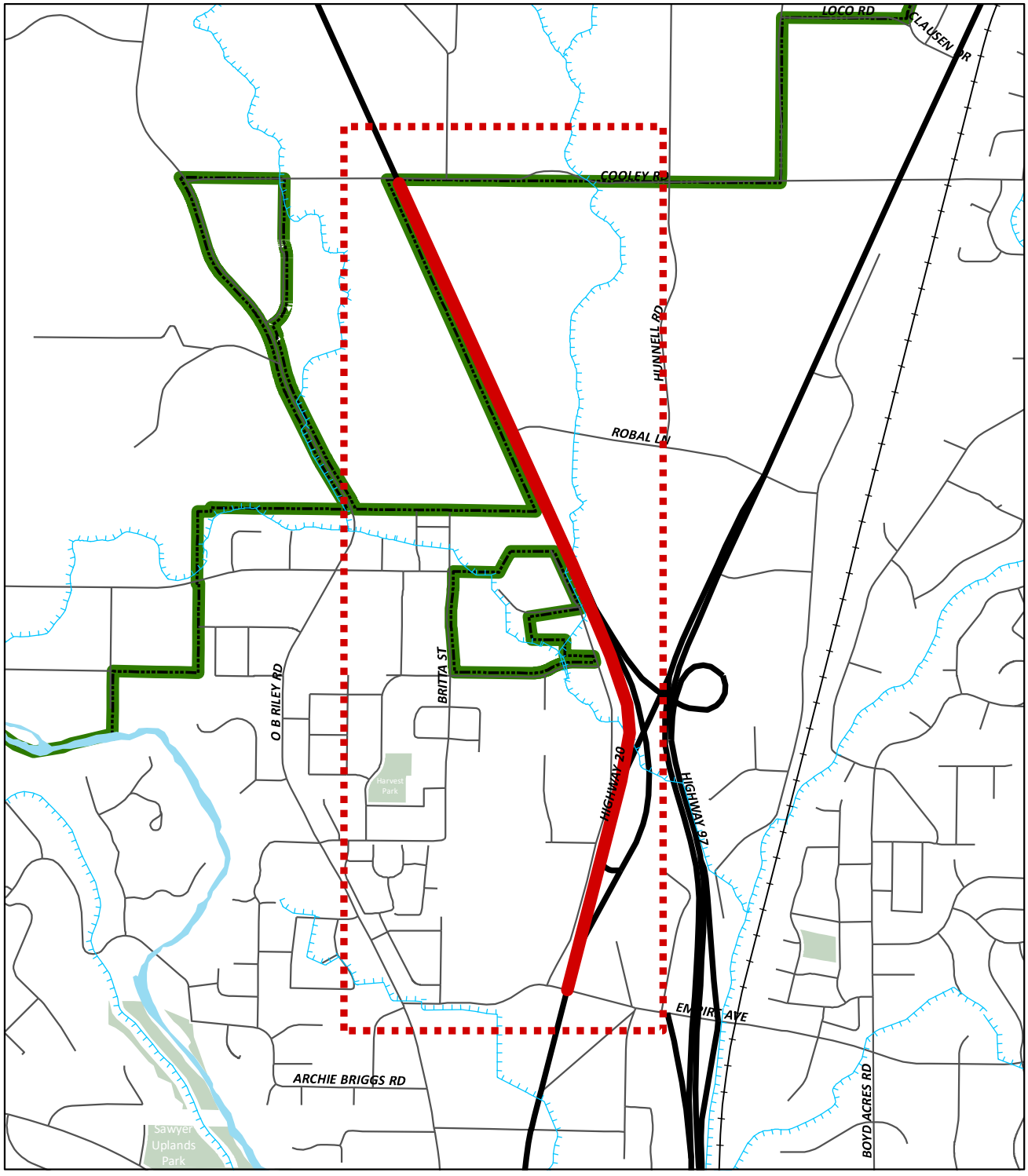
Consequence of Delaying or Eliminating

An intergovernmental agreement (IGA) has been executed with ODOT and approved by Council, and a design-build team has been selected and initiated design and construction activities for the project. Agreements would be breached if funding was not provided as outlined in the IGA.

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 5,000,000	$ 5,066,400	$ 4,800,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$14,866,400**



CITY OF BEND

1GNCC

North Corridor Project Coordination

NOT TO SCALE

1GNCI Neff Corridor Improvements

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Inactive | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2026

Description & Background

This project combines three (3) contiguous key route projects extending from Norton Avenue at 6th Street to Big Sky Park at the east end of Neff Road and the Urban Growth Boundary. Respective key route improvements include:

1. Neighborhood Greenway project to construct a low-stress bikeway on Norton Avenue, 6th to 12th Street
2. Close a sidewalk gap and provide a switchback shared use path from 12th Street to Neff Road
3. Provide a shared use path to close sidewalk gaps and create a low stress bikeway along Neff Road, 12th Street to Big Sky Park

Need/Justification

Identified in the Transportation System Plan (TSP) as projects R3-A, R3-B and R3-C

Near-term TSP projects to improve connectivity and transportation options along Norton Avenue, 12th Street and Neff Road.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 4,071,000
Other (see below)	$ -

Consequence of Delaying or Eliminating

Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

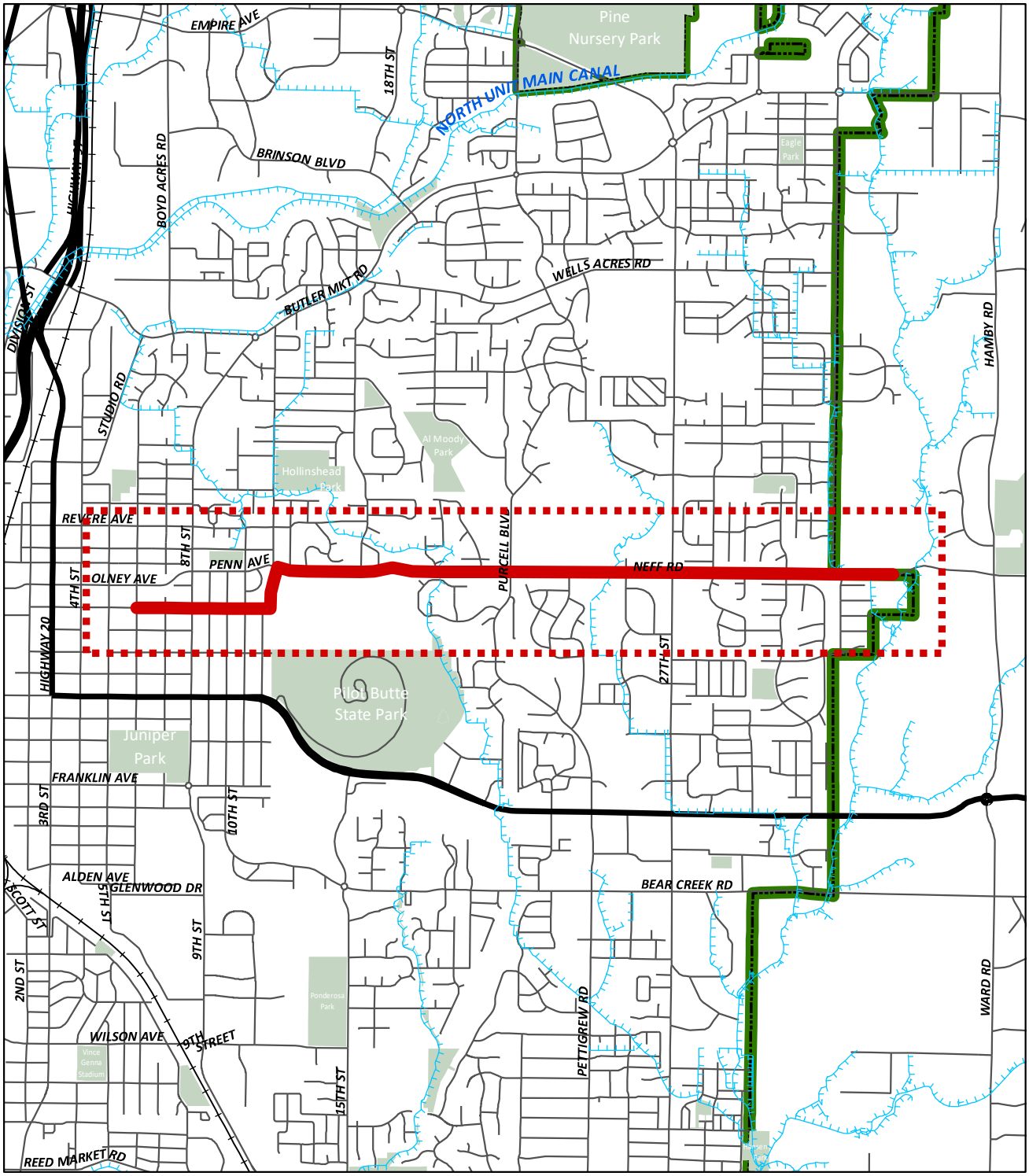
Impact on Operating Budget: None

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$	$ 600,000	$ 2,171,000	$ 1,300,000	$ -	$ -	$ -

Total Project Cost Estimate: **$4,071,000**



CITY OF BEND

1GNCI

Neff Corridor Improvements

NOT TO SCALE

1GOPB Olney Pedestrian and Bike Improvements

Fund: 2020 General Obligation Bond

Project Manager: Carrie Theus | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2022 | **Est. End Date:** Dec 2024

Description & Background

This project combines several projects aimed at improving bicycle and pedestrian infrastructure along Olney Avenue. The improvements include a safe crossing at the intersection of 2nd Street and Olney Avenue, protected bike lanes on Olney Avenue at the Parkway undercrossing, and a shared use path from Wall Street to the Railroad. The shared use path will close the sidewalk gap, remove barrier to east-west bicycle connectivity, and mitigate right-turn hook crashes at the Wall Street intersection.

Additional Water and Water Reclamation funds are included with this project. Water funds are to address aging water distribution pipes running parallel to the project limits and Water Reclamation funds are to address capacity upgrades as identified in the current collection system masterplan, to be confirmed with the upcoming masterplan updates.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects M-3, M-12 and R3-E.

Near-term projects to improve bicycle and pedestrian safety along Olney Avenue between Wall Street and 2nd Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

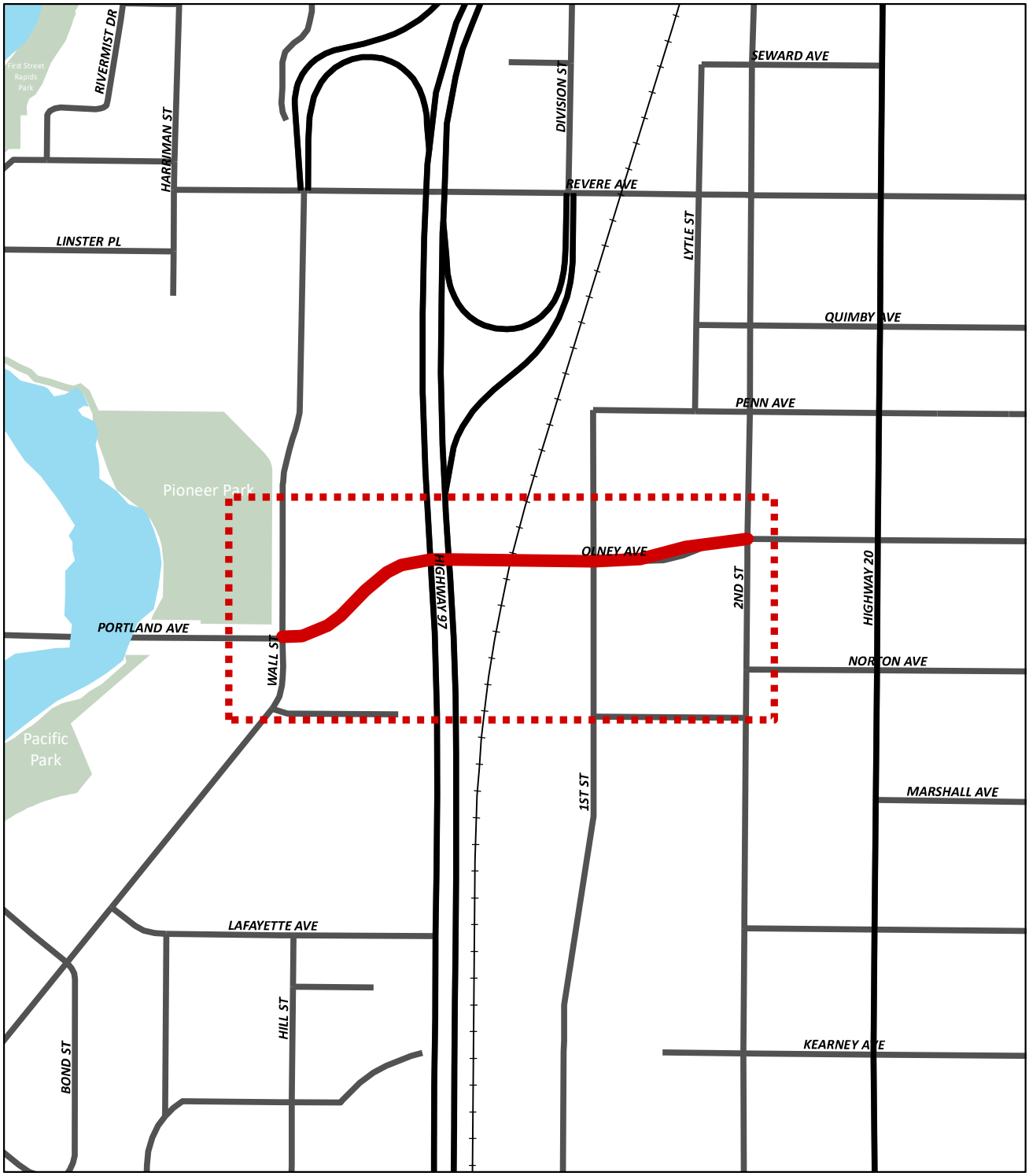
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 500,000	
Water	$ 700,000	
Water Reclamation	$ 1,000,000	
Stormwater	$ -	
General Obligation Bond	$ 2,451,000	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 250,000	$ 1,700,000	$ 2,701,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $4,651,000



CITY OF BEND

1GOPB

Olney Pedestrian and Bike Improvements

NOT TO SCALE

1GOPI Olney Corridor Improvements

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2025 | **Est. End Date:** Jun 2028

Description & Background

This project will design and construct intersection improvements at 4th and 8th St along Olney Avenue. Early traffic and site analysis suggest a signalized intersection at 4th Street and a roundabout at 8th Street. This project will be closely coordinated with improvements on Revere Avenue at the same intersecting streets as well as close coordination with Oregon Department of Transportation, due to signals on 3rd Street.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-15 and C-29.

Near and mid-term improvements to improve intersection safety and capacity.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 7,000,000
Other (see below)	$ -

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

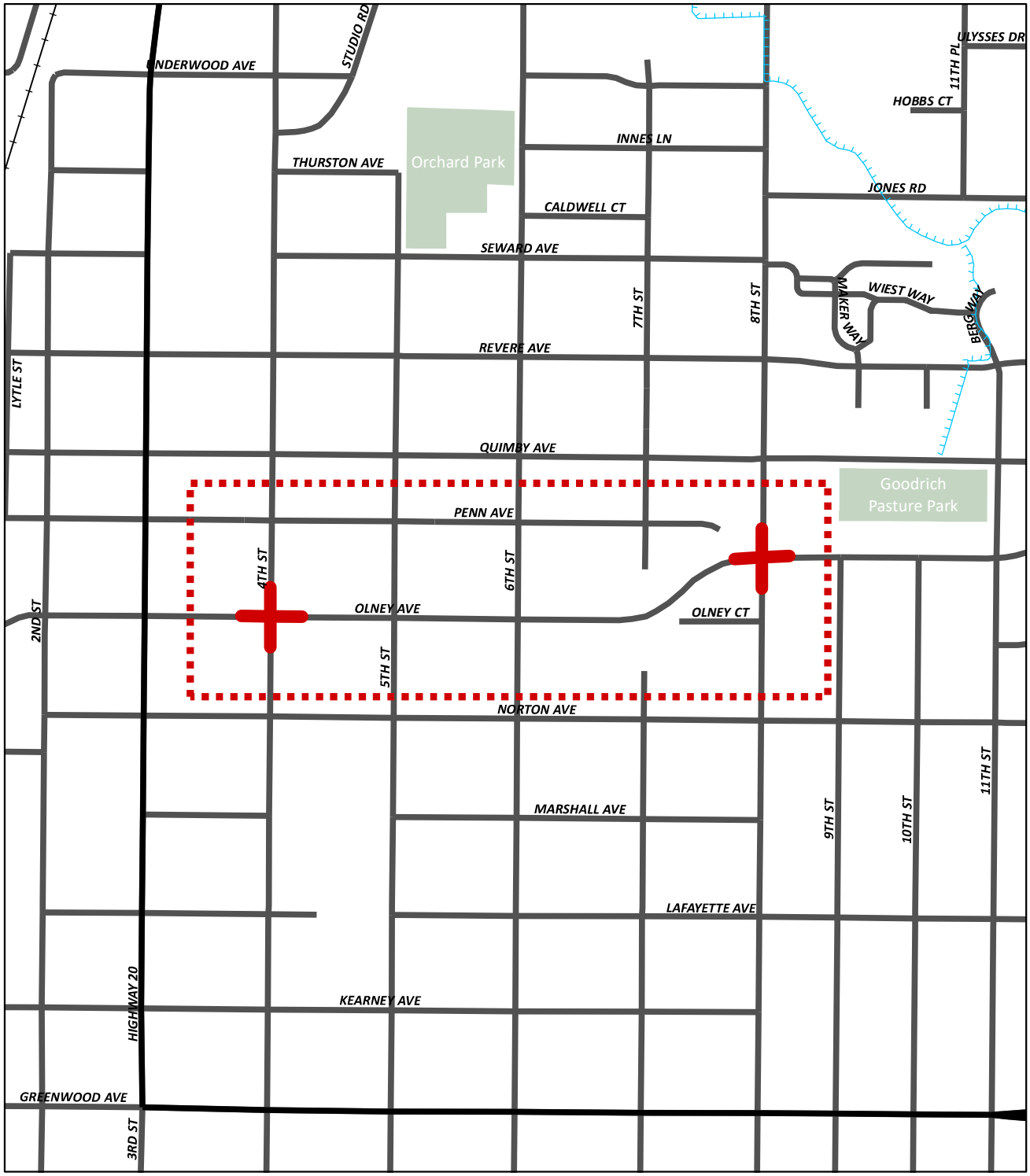
Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 750,000	$ 3,250,000	$ 3,000,000	$ -

Total Project Cost Estimate: $7,000,000



CITY OF BEND

1GOPI

Olney Intersection Improvements

NOT TO SCALE

1GPCB Powers, Parrell, and Chase Intersections

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2027 | **Est. End Date:** Jun 2030

Description & Background

This is a project to design and construct a roundabout at the intersection of Chase Road and Powers Road at Parrell Road. This project is combined with a transportation construction fund project to construct a roundabout at the intersection of Chase Road and Brosterhous Road. Improvements to Chase Road between the two new roundabouts are also expected.

Need/Justification

Identified in the Transportation System Plan as a portion of project M-2. The roundabout at the intersection Chase Road and Brosterhous Road is included in the Transportation CIP.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 5,000,000
Other (see below)	$ -

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

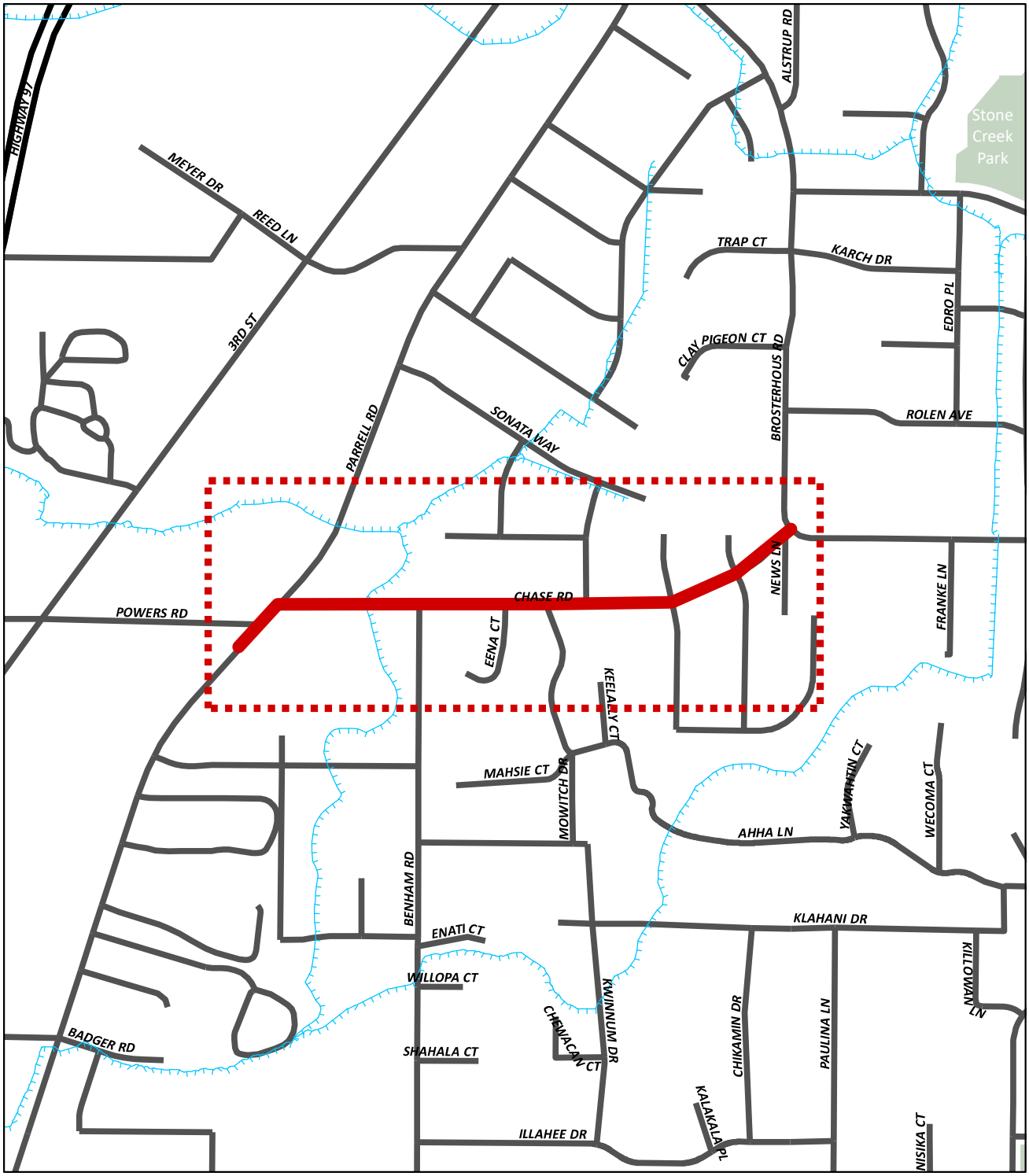
Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 4,500,000

Total Project Cost Estimate: $5,000,000



CITY OF BEND

1GPCB

Powers, Parrell, and Chase Intersections

NOT TO SCALE

1GPCI Portland Avenue Corridor Improvements

Fund: 2020 General Obligation Bond

Project Manager: Jake Sherman | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Aug 2022 | **Est. End Date:** Jun 2025

Description & Background

This is a project to design and construct a multi-modal transportation facility and safety improvements to enhance pedestrian, bicycle, and vehicular connectivity, including two intersection improvements on Portland Avenue, as may be performed within funding limitations. This project is combined with a major water infrastructure project to improve water distribution on Awbrey Butte and executed concurrently for synergy and efficiencies.

Need/Justification

Identified in the Transportation System Plan as project C-8. The Awbrey Butte Distribution project (1WABD) is in the Water Capital Improvement Program.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 3,500,000
Other (see below)	$ -

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

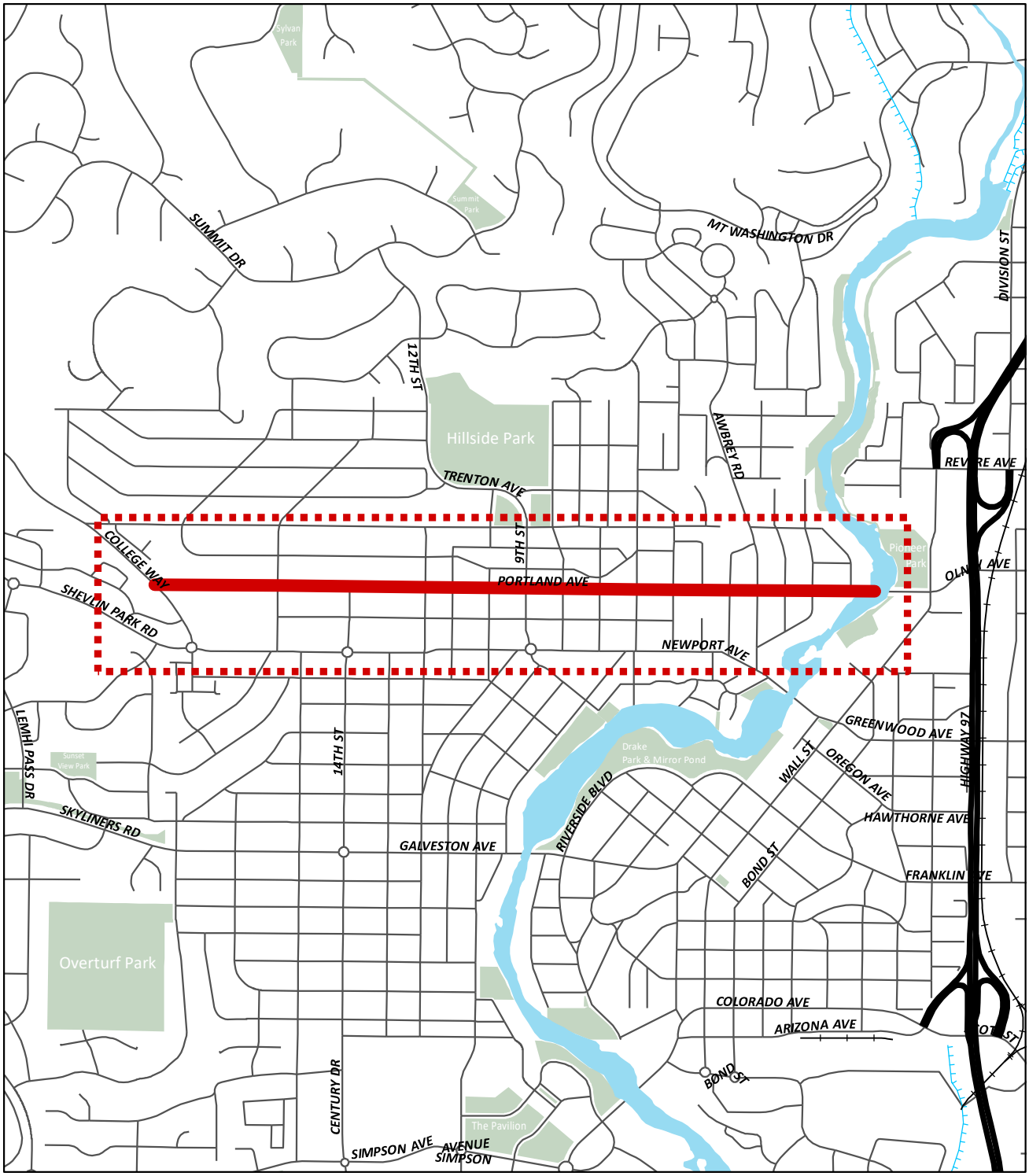
Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 120,000	$ 1,800,000	$ 1,580,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$3,500,000**



CITY OF BEND

1GPCI

Portland Avenue Corridor Improvements

NOT TO SCALE

1GPUR Neff & Purcell Intersection & Purcell Extension Project

Fund: 2020 General Obligation Bond

Project Manager: Drew Wells | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 3 | **Est. Start Date:** Aug 2018 | **Est. End Date:** Sep 2023

Description & Background

The Neff and Purcell Intersection improvement project includes work to replace an aging signal, new sidewalks where gaps currently exist on Neff Road between Eastwood Drive and Purcell Boulevard, and sewer and stormwater improvements that are highly interrelated to the work at the intersection. Improvements to the existing intersection of Neff and Purcell for all modes of transportation as well as to the pedestrian infrastructure to the west of the signal. An alternatives analysis, backed by City Council review, have determined that a signal is the preferred alternative at this intersection.

This project includes transportation improvements at two locations in the northeast area of town. The Purcell Extension includes a two-lane roadway extension from Purcell Boulevard's current terminus north of the St. Charles Hospital to Courtney Drive, this project also includes work to construct sidewalks where gaps currently exist from Full Moon Drive to the beginning of the Purcell Extension, and stripe for bike lanes from Full Moon Drive to Neff Road. The Purcell extension project is the GO Bond related work under the Neff and Purcell Intersection project.

This project appears on the Transportation CIP as 1TNPS Neff & Purcell Intersection & Purcell Extension Project.

Need/Justification

This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection needs replacement and this, coupled with the improved community connectivity, will benefit users of all ages and abilities and the surrounding neighborhoods.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		
Accessibility Construction	$	-
Transportation Construction	$	5,901,400
Water	$	593,600
Water Reclamation	$	1,009,000
Stormwater	$	813,400
General Obligation Bond	$	2,288,100
Other (see below)	$	-

Impact on Operating Budget: Minimal

Consequence of Delaying or Eliminating

Delaying or eliminating the intersection project would result in the continued operation of one of the highest crash-rate intersections in the City and result in continued excessive traffic delays and challenges for Emergency Service vehicles that regularly use this intersection.

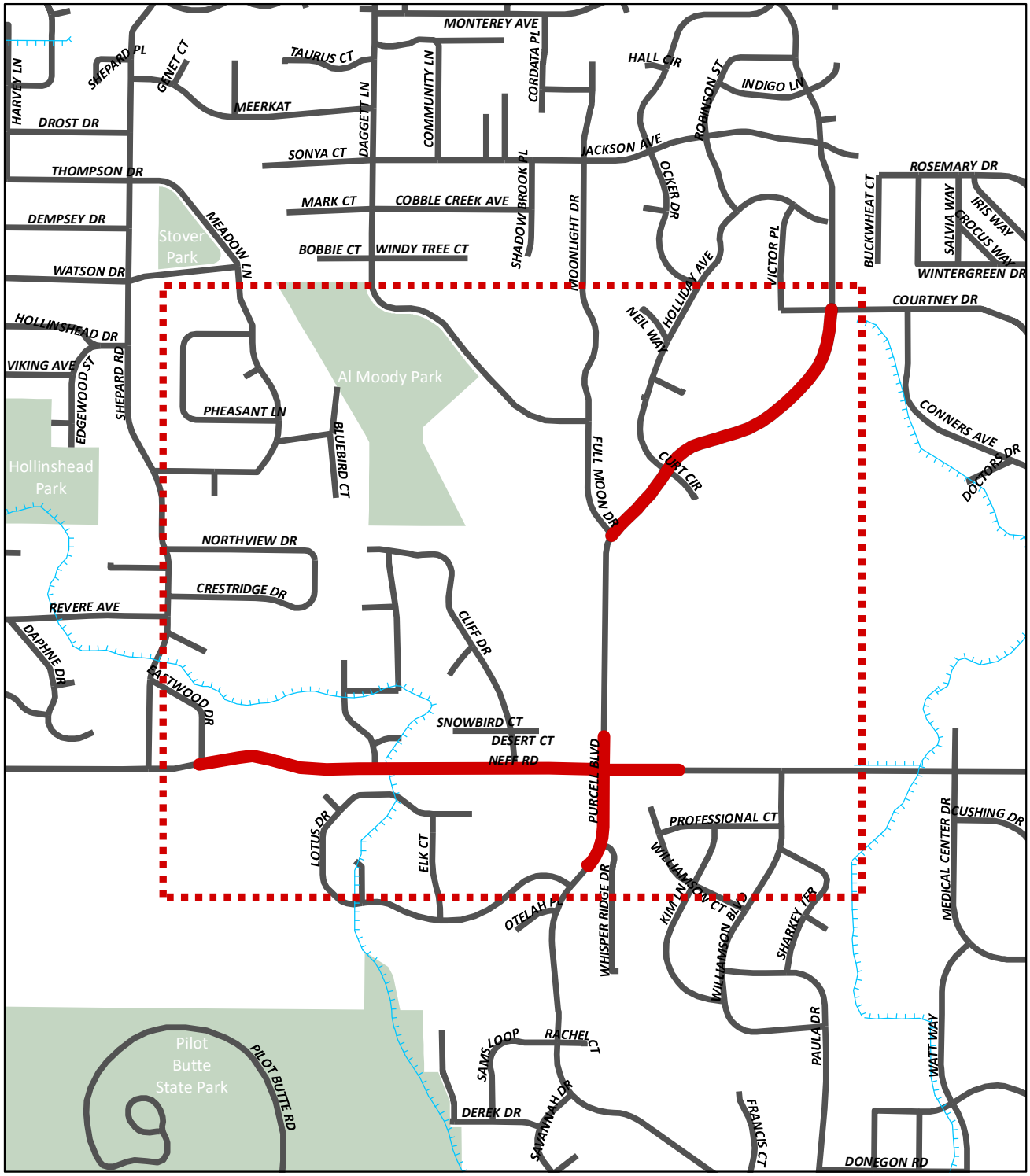
Delaying or eliminating the Purcell Extension project would result in continued heavy use of residential streets adjacent to Purcell Boulevard, such as Daggett, which runs along the west side of Ensworth Elementary school.

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 1,615,600	$ 7,762,800	$ 1,227,100	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $10,605,500



CITY OF BEND

1GPUR

Neff & Purcell Intersection & Purcell Extension

NOT TO SCALE

1GRMC Reed Market Corridor

Fund: 2020 General Obligation Bond

Project Manager: Sinclair Burr | **Project Status:** Active | **Project Phase:** Study

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2030

Description & Background

The primary project includes a new overcrossing of the BNSF railway; several additional projects have been combined for efficiency and planning coordination, including:

- Widen the 15th St and Reed Mkt roundabout
- Roundabout at 15th St and Ferguson
- Key route shared use path on 15th Street, Reed Mkt to 300' south of King Hezekiah Way
- Improve pedestrian safety at the 3rd St COID canal crossing
- Reed Mkt Interchange study and improvement contribution to state DOT ($1.05M)

Need/Justification

Identified in the Transportation System Plan as projects S-1, C-14, C-19, C-20, C-34, C-44 andR1-D.

Near and mid-term TSP projects to improve safety, capacity, and connectivity along and nearby the Reed Market Road corridor

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

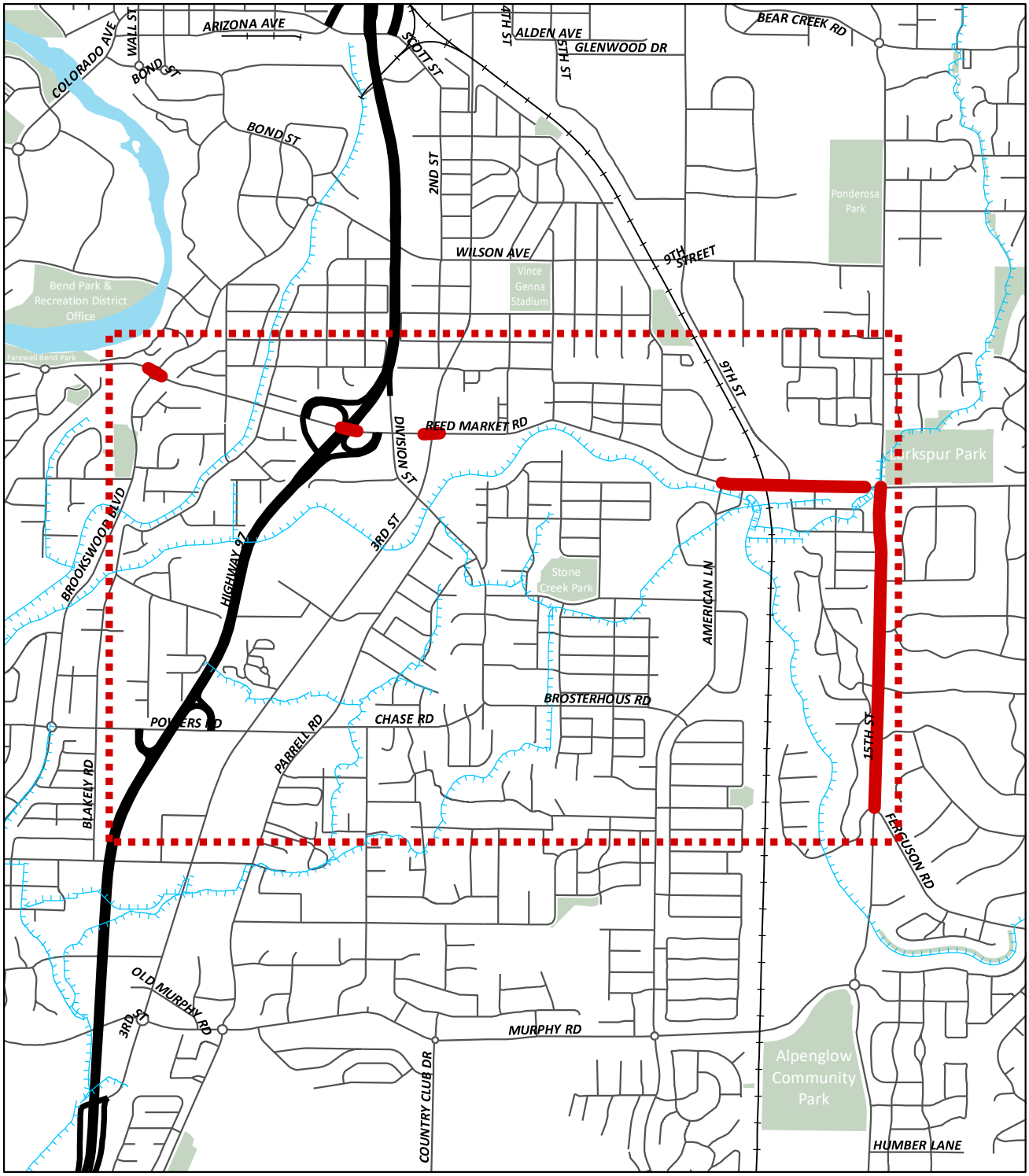
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 40,980,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 50,000	$ 700,000	$ 3,000,000	$ 5,465,000	$ 12,000,000	$ 12,000,000	$ 7,765,000

Total Project Cost Estimate: **$40,980,000**



CITY OF BEND

1GRMC

Reed Market Corridor

NOT TO SCALE

1GRRI Revere Intersection Improvements

Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2025 | **Est. End Date:** Jun 2028

Description & Background

This project will design and construct intersection improvements at 4th and 8th St along Revere Avenue. Early traffic and site analysis suggest a signalized intersection at 4th Street and a roundabout at 8th Street. This project will be closely coordinated with improvements on Revere Avenue at the same intersecting streets as well as close coordination with Oregon Department of Transportation, due to signals on 3rd Street.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-16 and C-28

Near and mid-term TSP projects to improve safety, capacity, and connectivity along and nearby the Reed Market Road corridor

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ 7,000,000
Other (see below)	$ -

Consequence of Delaying or Eliminating

Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.

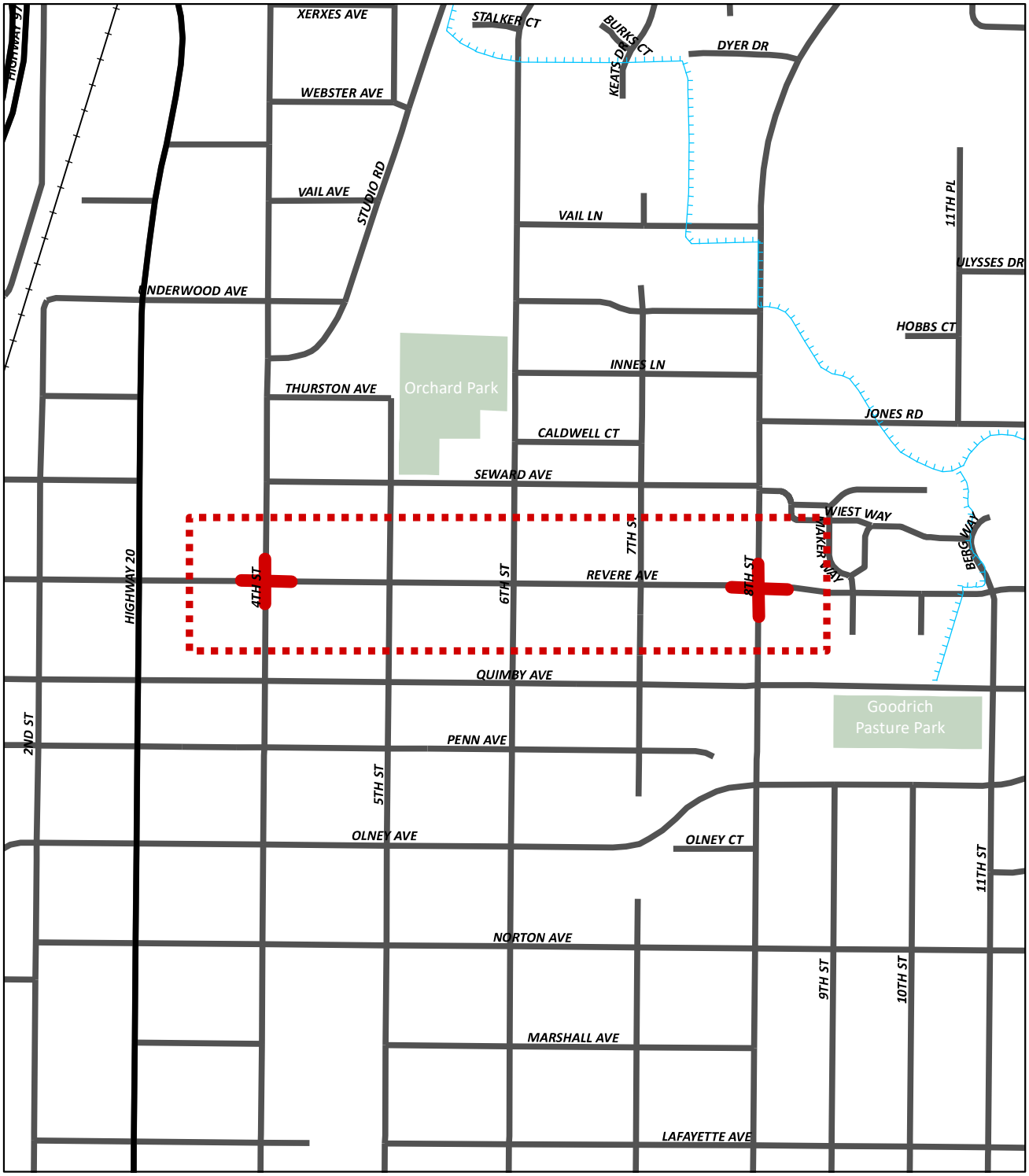
Impact on Operating Budget: None

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ 750,000	$ 3,250,000	$ 3,000,000	$ -

Total Project Cost Estimate: $7,000,000



CITY OF BEND

1GRRI

Revere Intersection Improvements

NOT TO SCALE

1GWAC Wilson Avenue Corridor Improvements

Fund: 2020 General Obligation Bond

Project Manager: Sinclair Burr **Cost** | **Project Status:** Active | **Project Phase:** Construction

Estimate Classification: 2 | **Est. Start Date:** Jul 2020 | **Est. End Date:** Dec 2023

Description & Background

Work under this project includes improvements to three major intersections along Wilson Avenue – 3rd Street, 9th Street and 15th Street. The project also includes improvements to the 2nd Street and Wilson Avenue intersection and multimodal improvements along the corridor from 2nd Street to 15th Street along with multimodal improvements to 9th Street from Reed Market Road to Glenwood Drive.

Includes improvements to aging water distribution infrastructure as identified in the Water masterplan and CIP. Also includes Transportation Construction funds for improvements at the 9th/Wilson intersection. Also includes, stormwater improvements to address an existing lack of stormwater infrastructure for areas draining to the Wilson corridor.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-22, C-43, R1-A, R1-B, R12-A and R12-B.

Near-term and mid-term TSP projects to improve safety, capacity and multimodal connectivity along Wilson Avenue and 9th Street.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

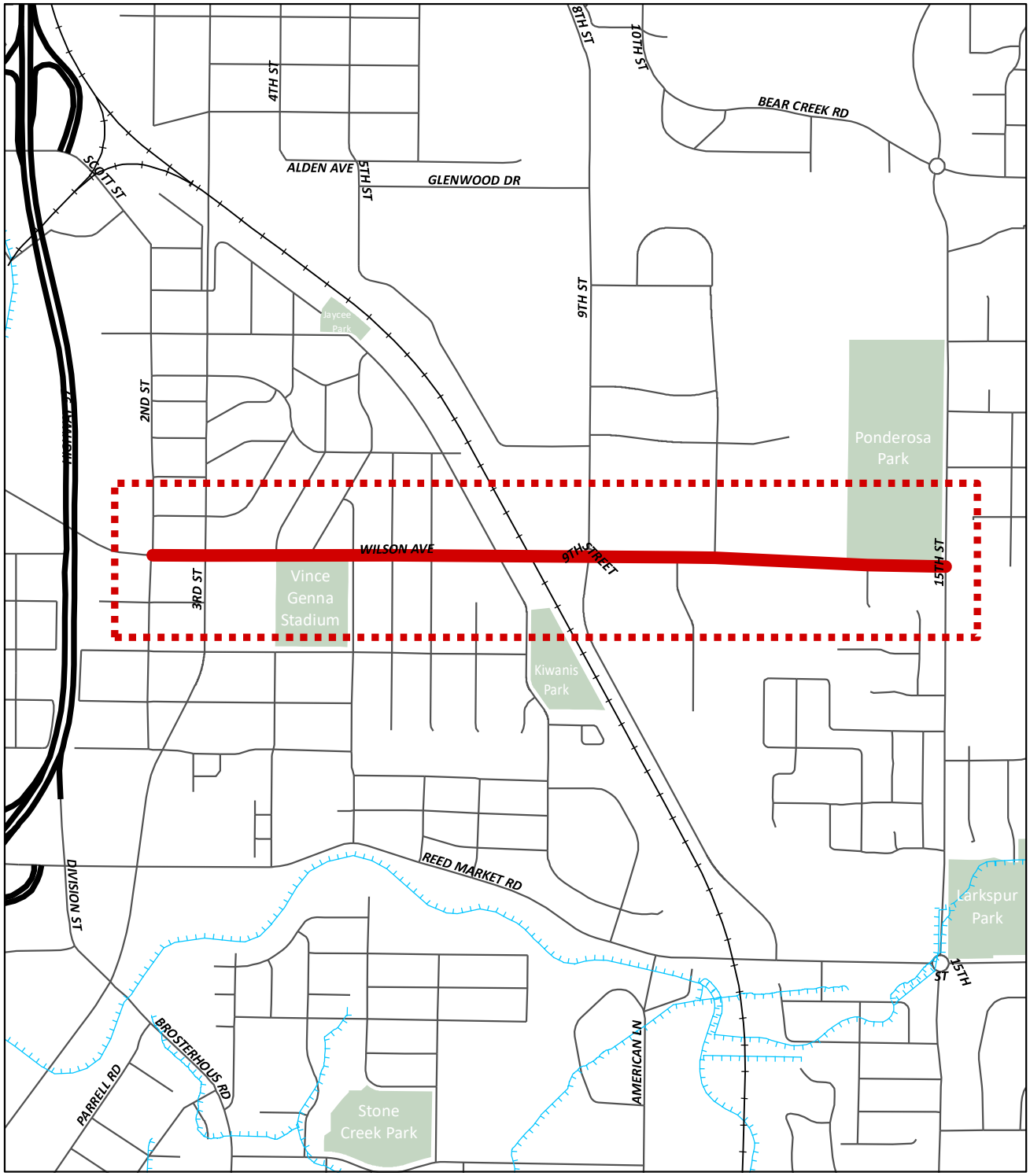
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 12,318,000	
Water	$ 1,402,000	
Water Reclamation	$ -	
Stormwater	$ 200,000	
General Obligation Bond	$ 15,535,200	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 6,551,200	$ 14,101,000	$ 8,803,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$ 29,455,200**



CITY OF BEND

1GWAC

Wilson Avenue Corridor

NOT TO SCALE

1TBKE Bicycle Greenways Project

Fund: 2020 General Obligation Bond

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 2 | **Est. Start Date:** Feb 2018 | **Est. End Date:** Dec 2024

Description & Background

An initial network of neighborhood greenways across Bend will be created to make walking and biking a more comfortable and safe travel option. It will be implemented in phases and by corridor over multiple years. The proposed improvements will provide safer connections, reduce cut-through traffic and speeds, help people cross busier streets, and link together housing, parks, schools, and businesses. Design, public outreach, and construction of signs, pavement markings, and traffic calming improvements across a 9-mile network of local streets. The first three phases have already been completed. Only Phase 4 work remains.

Need/Justification

The projects were identified as a priority in the 2014 Bike and Walking Priority Process. Council gave direction to staff to include projects in the CIP at the March 22, 2017, Council Financial Strategy session. With the 2020 General Obligation Bond project list and due to synergy project opportunities, in timing and location, this project also has 2020 GO Bond key route segments R-1A,B&D and is thus receiving 2020 General Obligation funding.

Projected Related to Council Goal: Transportation + Infrastructure, Enviornment + Climate

Financial Summary

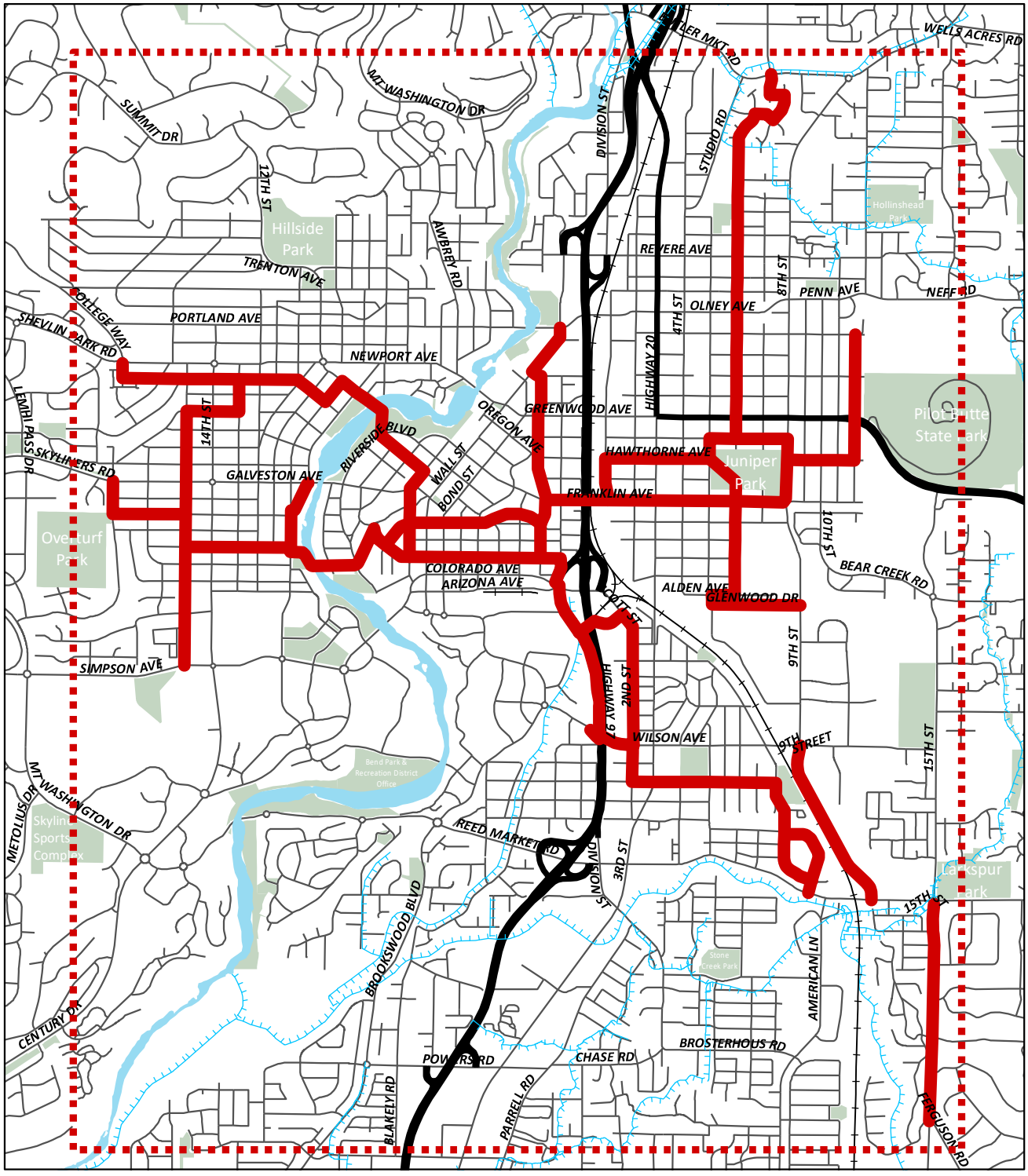
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Leaves the existing streets vulnerable to fast moving cut through traffic and causes a public loss of confidence with the City.
Transportation Construction	$ 1,830,300	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 2,343,000	
Other (see below)	$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Transportation SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 1,081,500	$ 100,000	$ 1,248,800	$ 1,743,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$4,173,300**



CITY OF BEND

1TBKE

Bicycle Greenways Project

NOT TO SCALE

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Accessibility Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification**	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1AADA Accessibility Opportunity Capital Projects	5	$ 45,000	$ 90,000	$ 500,000	$ 500,000	$ 500,000	$ 1,635,000
1ADEI NW Delaware Accessibility Improvements	5	400,000	400,000	-	-	-	800,000
1WABD Awbrey Butte Distribution Improvements	4	65,000	10,000	-	-	-	75,000
1SPSD Pump Station Decomissioning	1	20,000					20,000
Total*		**$ 530,000**	**$ 500,000**	**$ 500,000**	**$ 500,000**	**$ 500,000**	**$ 2,530,000**

*Interfund Transfers expenditure appropriations include $200,000 annually for ADA capital synergy & quick build opportunity projects with the Streets & Operations Fund

**The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1AADA Accessibility Opportunity Projects

Fund: Accessibility Construction

Project Manager: George Franklet | **Project Status:** Active | **Project Phase:** N/A

Cost Estimate Classification: 5 | **Est. Start Date:** N/A | **Est. End Date:** N/A

Description & Background

Design and construct accessibility improvements that are not federally required as part of an alteration to an existing road by another project. It will address various Barrier Removal. Requests (BRRs) that are smaller and/or easier to resolve and are not part of another planned CIP project. The Accessibility Opportunity Projects will also design and construct accessibility improvements when such opportunities arise via other CIP projects, such as water, sewer, or transportation projects.

Need/Justification

Every year project opportunities come up that are not a part of a larger, planned project. These opportunities can include resolving Barrier Removal Requests (BRRs) or enhancing work to be done via other planned CIP projects. The Accessibility Opportunity Projects will resolve several stand-alone BRRs annually that are not part of other planned CIP projects as well as seek to partner with other projects to improve accessibility in Bend.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ 2,261,200
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ -

Consequence of Delaying or Eliminating

The City faces some legal liability if it does not continue making timely progress on addressing Barrier Removal Requests per the requirements of the ADA, associated federal regulations, the City's own ADA Transition Plan and previous legal settlements.

Impact on Operating Budget: Minimal

Method of Financing: 100% Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 26,200	$ 100,000	$ 45,000	$ 90,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000

Total Project Cost Estimate: **$2,261,200**

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1ADEI NW Delaware Accessibility Improvements

Fund: Accessibility Construction

Project Manager: George Franklet | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2025

Description & Background

Design and construct accessibility improvements along NW Delaware Avenue. It was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA).

Need/Justification

The Americans with Disabilities Act (ADA) and the Code of Federal Regulations (specifically 28 C.F.R. § 35.150) requires public entities to establish ongoing procedures for removing barriers to accessibility. The City of Bend has established a Barrier Removal Request process and evaluates requests received from the public that include the construction of curb ramps and sidewalks. In addition to technical criteria, the City solicits assistance from the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA) to prioritize these requests.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

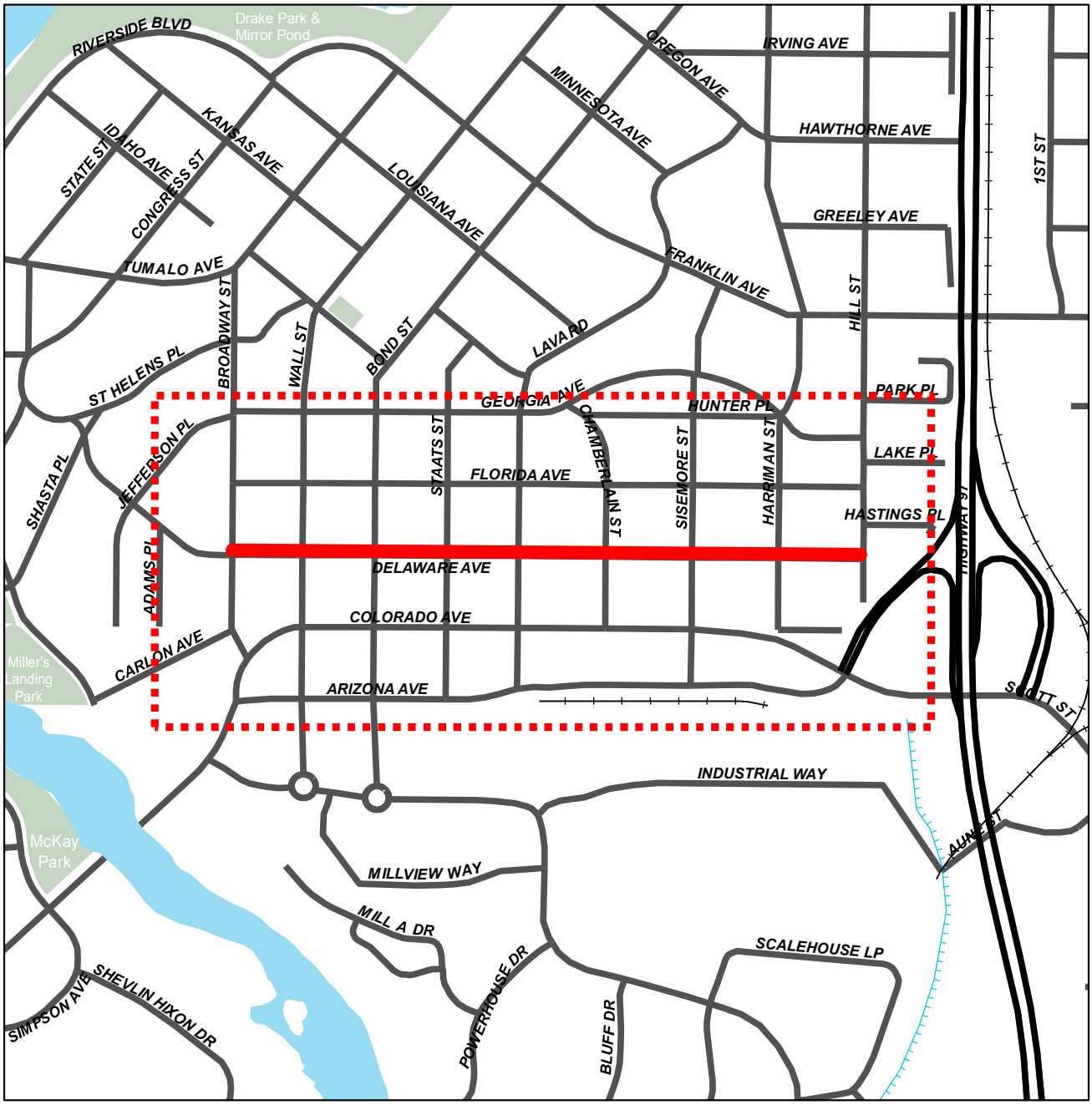
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ 800,000	The City faces some legal liability if it does not continue making timely progress on addressing Barrier Removal Requests per the requirements of the ADA, associated federal regulations, the City's own ADA Transition Plan and previous legal settlements.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Minimal		

Method of Financing: 100% Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 400,000	$ 400,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $800,000



CITY OF BEND

1ADEI

NW Delaware Accessibility Improvements

NOT TO SCALE

1WABD Awbrey Butte Distribution Improvements

Fund: Accessibility Construction

Project Manager: Jake Sherman | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 4 | **Est. Start Date:** Oct 2021 | **Est. End Date:** Jun 2025

Description & Background

In 2021, the City of Bend adopted the Integrated Water System Master Plan (iWSMP), which evaluated the City of Bend's current water distribution system capacity and the ability to serve projected demands for the next 20 years. The iWSMP identified the Awbrey Butte Distribution Improvements project ("Project"), which is made up of nine sub-projects to replace or install over 4 miles of water pipelines. This Project may also include some synergy opportunities for stormwater, street preservation, sidewalk infill, and other utility improvements in the vicinity of the project area.

Need/Justification

The iWSMP prioritized this Project to be completed within the first five years to address current capacity issues; increase capacity for future growth; upsize existing, aging pipes; increase and/or improve fire flow availability; and provide a large new diameter transmission line for improved hydraulic performance. This Project has been further prioritized due to deteriorating pipes conveying the City's water supply.

Projected synonymous with: P-13 New Awbrey Transmission, P-23 Awbrey Reservoir Outlet Transmission Upsize, PS-1 Awbrey Pump Station, T-5 Awbrey Reservoir, FFP-10 Awbrey Road and Portland Avenue, FFP-7 12th and Juniper Streets Improvements, FFP-40 Glassow Drive Looping, Miscellaneous Pipe Replacement Segments in area, GO Bond Portland Avenue Corridor Improvements Project, South Awbrey Butte Drainage Study areas. Design is ongoing for the various subprojects and the first Guaranteed Maximum Price package is tentatively scheduled for Council in May 2023 with construction tentatively scheduled to begin in June 2023.

Project Related to Council Goal: Transportation + Infrastructure

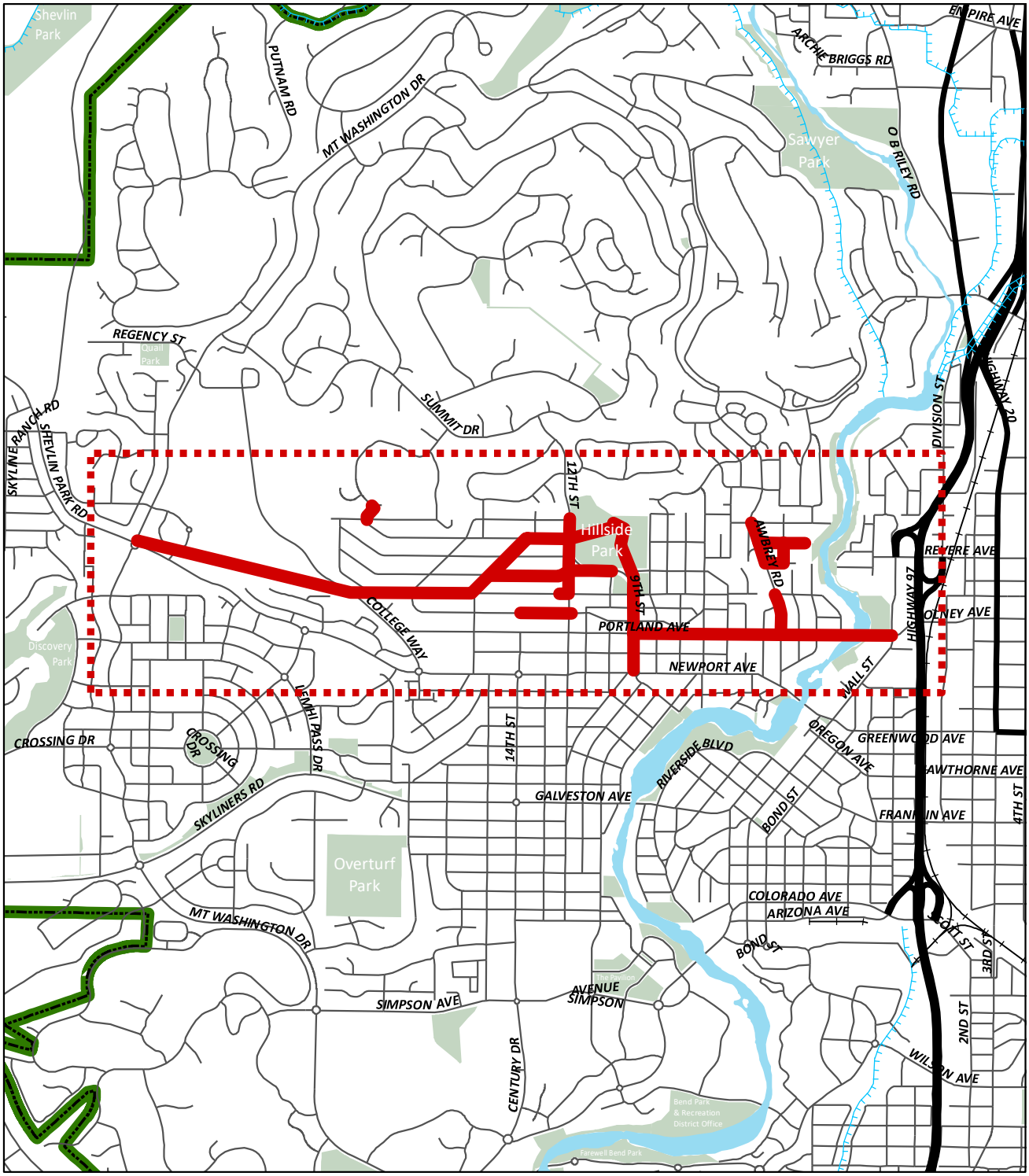
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ 75,000	N/A as project is active.
Transportation Construction	$ -	
Water	$ 25,547,900	
Water Reclamation	$ 3,500,000	
Stormwater	$ 2,000,000	
General Obligation Bond	$ -	
Other (see below)	$ -	
Impact on Operating Budget: Moderate		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 47,900	$ 2,460,000	$ 14,765,000	$ 13,850,000	$ -	$ -	$ -	$ -
					Total Project Cost Estimate:		**$31,122,900**



CITY OF BEND

1WABD

Awbrey Butte Distribution Improvements

NOT TO SCALE

1SPSD Pump Station Decommission Program

Fund: Accessibility Construction

Project Manager: Alex Doza | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 1 | **Est. Start Date:** Mar 2017 | **Est. End Date:** Sep 2023

Description & Background

Decommissioning of several sewer pump stations became viable when the Southeast Interceptor (SEI) was completed and commissioned for service. General scope required to decommission a pump station includes construction of a gravity collection sewer pipe that conveys flows from the pump station site to the SEI. Salvage of pump components and removal of above ground facilities completes the decommission.
Phase I and II: Quail Ridge I and II, Crown Villa I and II, Stone Haven, Forum, and Darnel
Phase III: Tri-peaks, Shire, & Desert Skies
Phase IV: Camden and Ridge Water II

Need/Justification

The cost analysis in the Collection System Master Plan determined the following lift station decommissions: Tri-Peaks, Crown Villa #1 & #2, Quail Ridge #1 & #2, Forum, Darnel, Desert Skies, Shire, Stone Haven, Camden, and Ridge Water II.

The Murphy Road Sewer Connection was needed to redirect the flow away from the station allowing for the decommissioning of the Murphy pump station through an internal City effort and not part of this program.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

Total Project Spending by Fund		
Accessibility Construction	$	20,000
Transportation Construction	$	-
Water	$	-
Water Reclamation	$	10,113,500
Stormwater	$	-
General Obligation Bond	$	-
Other (see below)	$	-

Impact on Operating Budget: Positive

Consequence of Delaying or Eliminating

Phases 1, II, and III are completed and Phase IV is currently under construction with a Fall 2023 estimated completion. Delaying Phase IV completion can result in the Southeast Expansion Area not having necessary infrastructure for annexation and/or development.

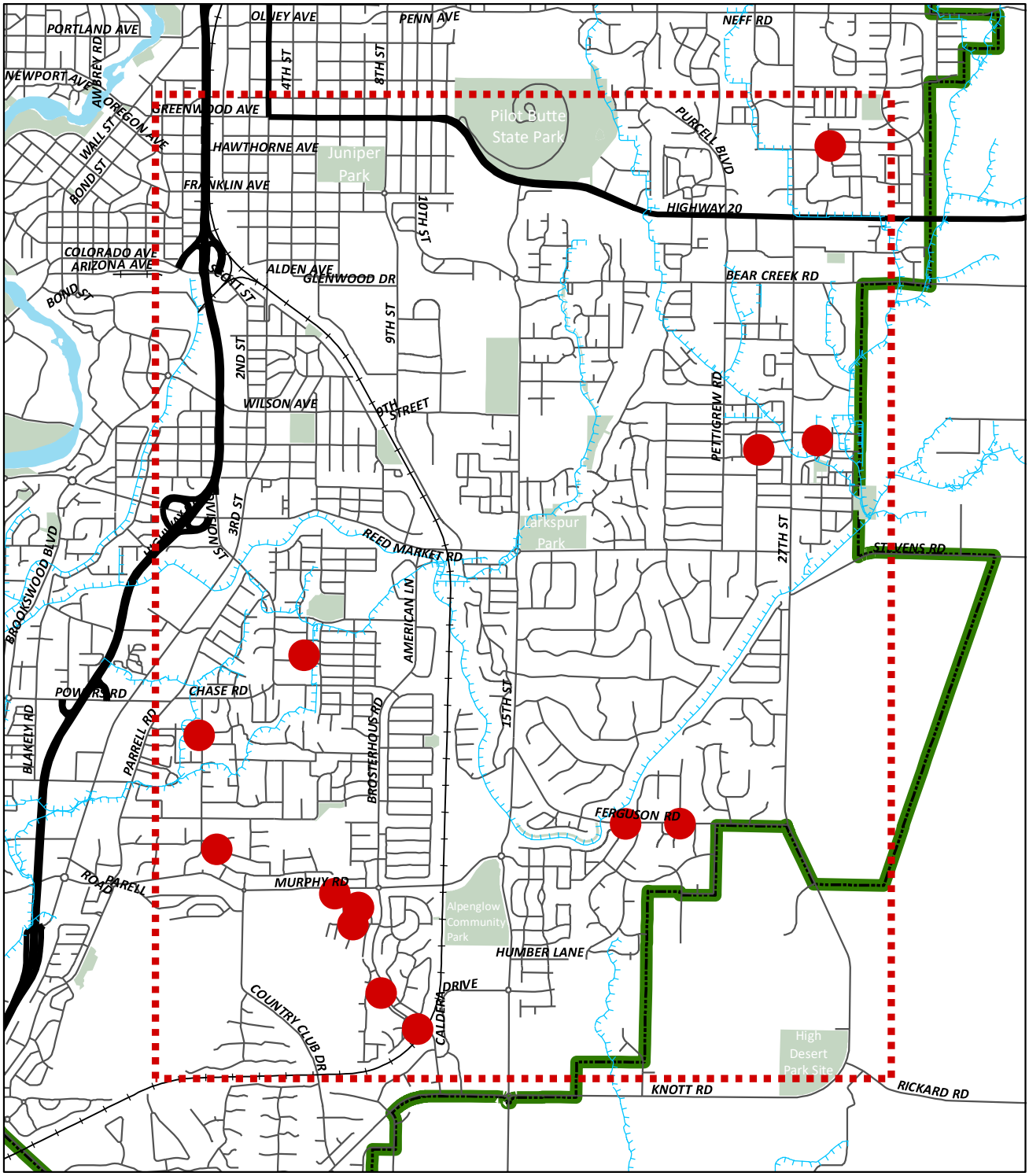
Cost savings from pump station decommissioning would not be realized. Leaves another component within the system prone to failure.

Method of Financing: Water Reclamation Rates / SDCs, Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 4,768,900	$ 3,544,600	$ 1,820,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$10,133,500**



CITY OF BEND

1SPSD

Pump Station Decommission Program

NOT TO SCALE

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BURA Juniper Ridge Construction
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1BCTL Cooley Rd. / Talus Rd. Improvements	1	$ 390,000	$ -	$ -	$ -	$ -	$ 390,000
Total		**$ 390,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 390,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1BCTL Cooley Rd. / Talus Rd. Improvements

Fund: BURA Juniper Ridge

Project Manager: Eric Forster | **Project Status:** Active | **Project Phase:** Construction

Cost Estimate Classification: 1 | **Est. Start Date:** Mar 2022 | **Est. End Date:** Aug 2023

Description & Background

Full roadway, water, and sewer infrastructure improvements including and franchise utility facilities to extend Cooley Road and Talus Place to support the Juniper Ridge Employment Subdistrict Phase 2 plat.

Need/Justification

Juniper Ridge land development / Urban Renewal Plan project. The City entered into four development agreements with the four lot owners within the Juniper Ridge Employment Subdistrict Phase 2 development. These agreements require the City to complete the infrastructure that serves the said four lots. Additionally, the infrastructure is a building block to further development in Juniper Ridge including the new Public Works campus.

Projected Related to Council Goal: Transportation & Infrastructure

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ 3,640,000

Impact on Operating Budget: None

Consequence of Delaying or Eliminating

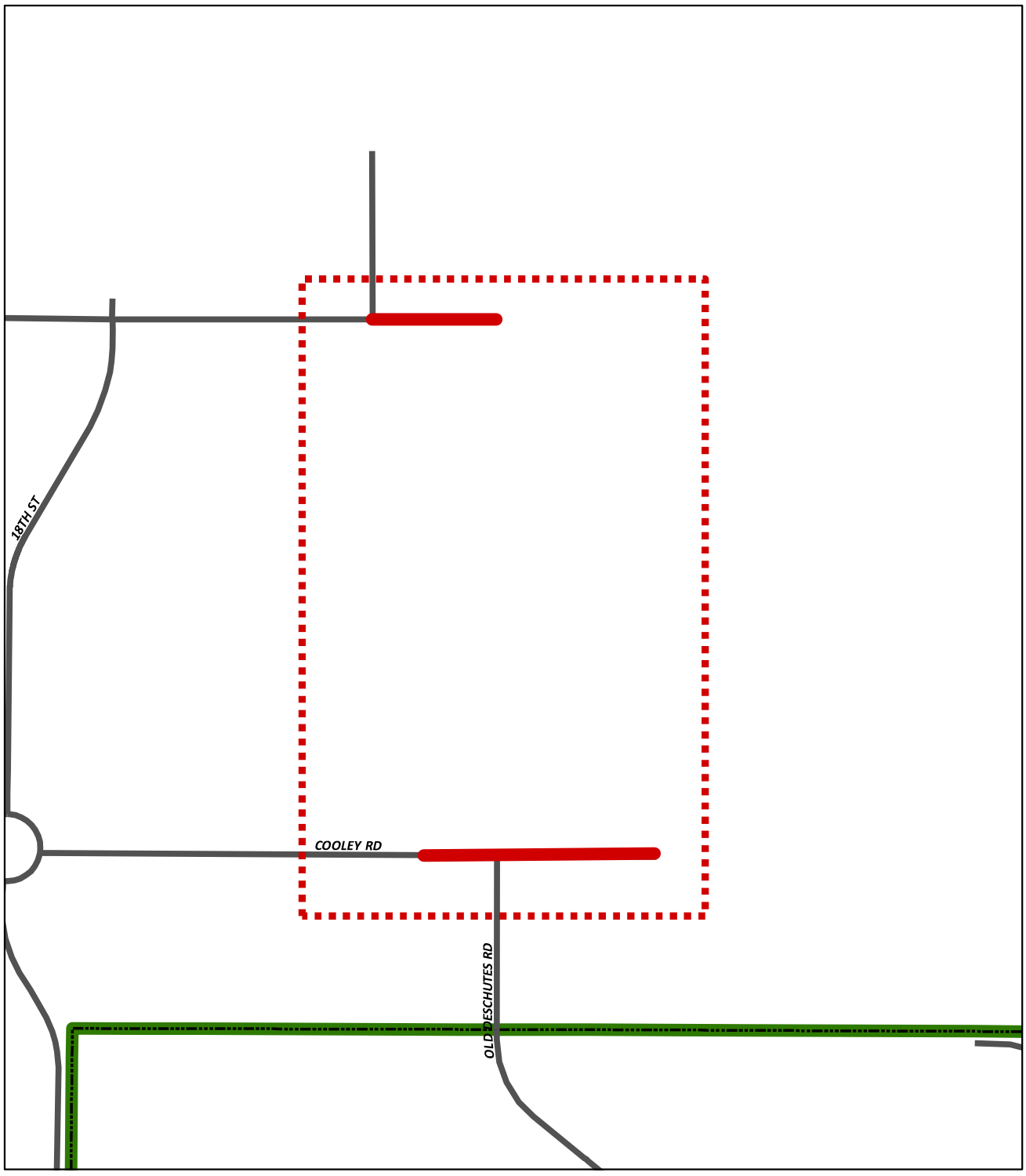
The City would not meet the obligations of the four development agreements. Construction of one of the four lots has already started and the other three lots are in the planning phase, all of which are reliant on the infrastructure.

Method of Financing: 100% Urban Renewal Property Taxes, Bend Urban Renewal Agency (BURA) Juniper Ridge Construction Fund

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ 3,250,000	$ 390,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$3,640,000**



CITY OF BEND

1BCTL

Cooley Rd. / Talus Rd. Improvements

NOT TO SCALE

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BURA Murphy Crossing Construction Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1BM97 Murphy Rd/US97 Interchange	5	$ -	$ 150,000	$ -	$ -	$ -	$ 150,000
1B97N US97 Frontage Road North	5	-	-	-	750,000	-	750,000
1B97S US97 Frontage Road South	5	-	-	-	750,000	-	750,000
Total		**$ -**	**$ 150,000**	**$ -**	**$ 1,500,000**	**$ -**	**$ 1,650,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1BM97 Murphy Rd/US97 Interchange

Fund: BURA Murphy Crossing Construction

Project Manager: Unassigned | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2025

Description & Background

Feasibility study for US97 improvements, including a southbound off ramp and a northbound on ramp.

Need/Justification

Murphy Crossing Urban Renewal Plan project. Initial (study) phase of the larger Murphy Ramp Project funded by the 2020 General Obligation Bond. Study will identify refinement area impacts as a result of the full interchange build out.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

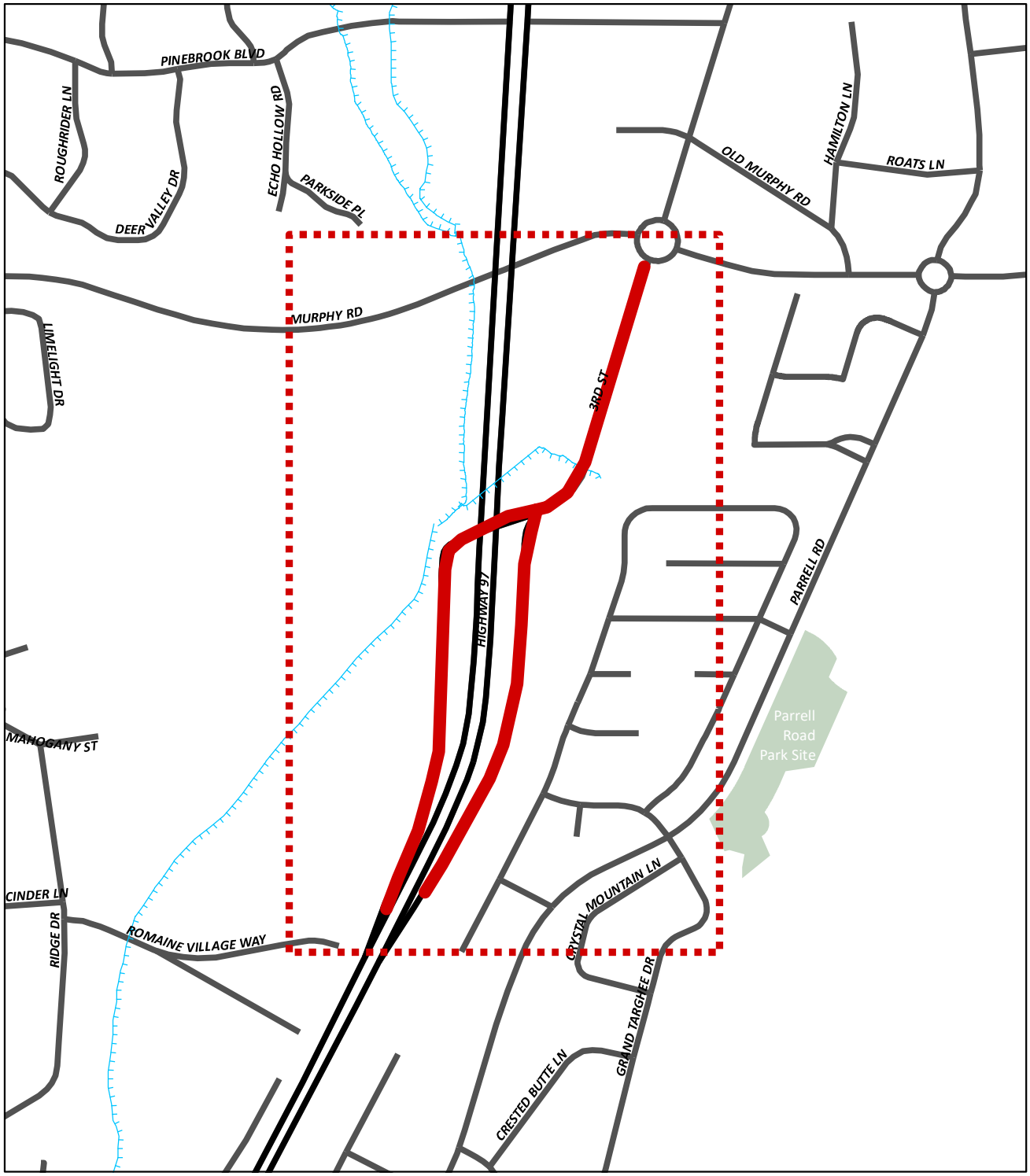
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Negative impacts in schedule and project sequencing with the 2020 GO Bond project, 1GMPR Murphy Parkway ramps project in the Urban Renewal Area.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 150,000	
Impact on Operating Budget: None		

Method of Financing: 100% Urban Renewal Property Taxes (BURA Murphy Crossing Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ 150,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $150,000



CITY OF BEND

1BM97

US97 Murphy Ramps

NOT TO SCALE

1B97N US97 Frontage Road North

Fund: BURA Murphy Crossing Construction

Project Manager: Unassigned | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2026 | **Est. End Date:** Jun 2027

Description & Background

Construction of frontage road from Murphy Road north to Pinebrook Road and Badger Road.

Need/Justification

Murphy Crossing Urban Renewal Plan project. Project potentially needed as a result of the US97/Murphy Road interchange build out. Would alleviate traffic volumes in nearby local (neighborhood) streets.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

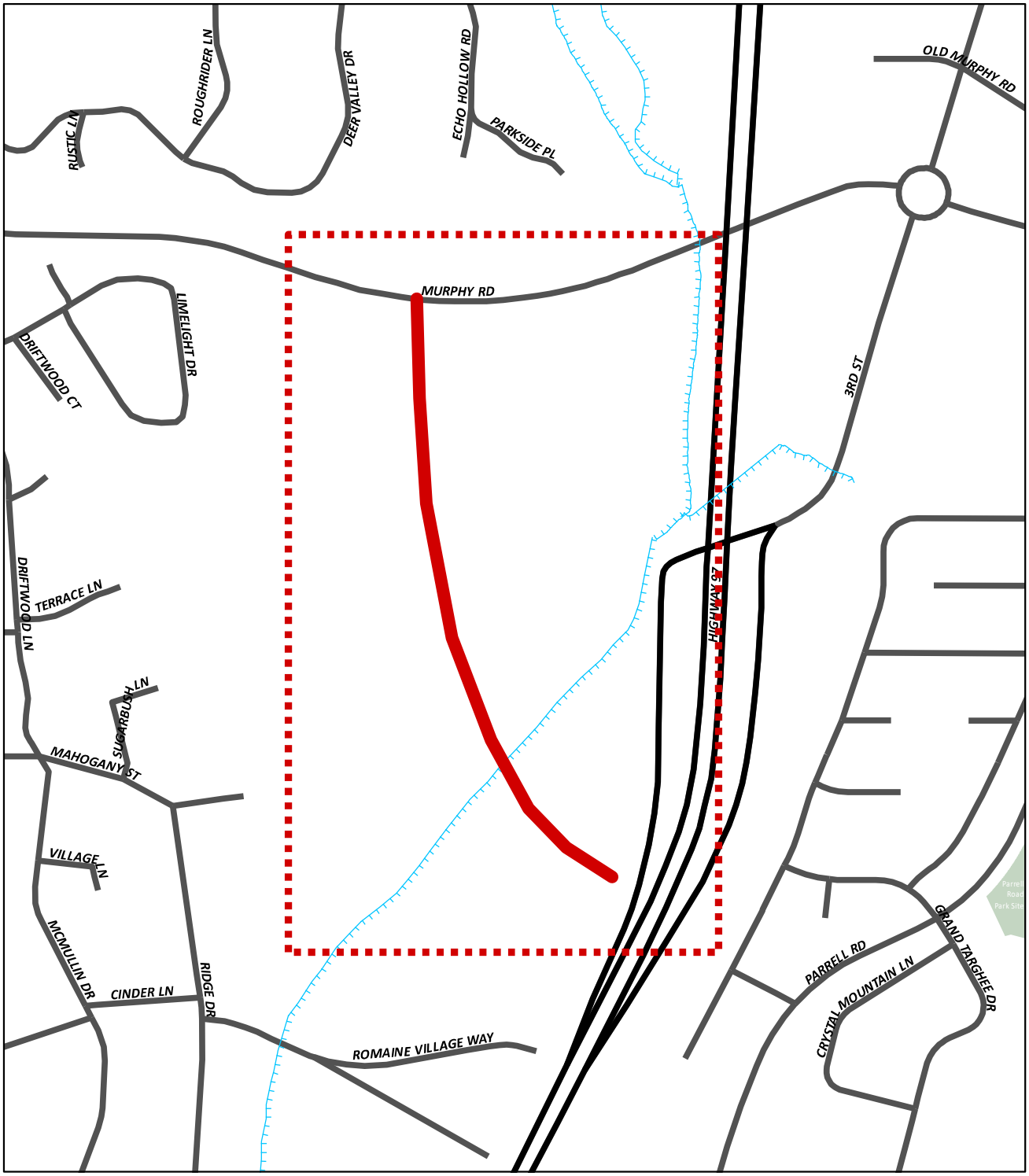
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Potential negative impacts in schedule, project sequencing, and synergy opportunity to 2020 GO Bond Transportation project, Project 1GMPR Murphy Parkway Ramps Project, in the Urban Renewal Area.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 750,000	
Impact on Operating Budget: None		

Method of Financing: 100% Urban Renewal Property Taxes (BURA Murphy Crossing Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ 750,000	$ -	$ -

Total Project Cost Estimate: $ 750,000



CITY OF BEND

1B97N

US97 Frontage Road North

NOT TO SCALE

1B97S US97 Frontage Road South

Fund: BURA Murphy Crossing Construction

Project Manager: TBD | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2026 | **Est. End Date:** Jun 2027

Description & Background

Construction of southbound off-ramp/frontage road from Murphy/US97 interchange south to future roundabout.

Need/Justification

Murphy Crossing Urban Renewal Plan project. Project potentially needed as a result of the US97/Murphy Road interchange build out. Would alleviate traffic volumes in nearby local (neighborhood) streets.

Projected Related to Council Goal: Transportation + Infrastructure

Financial Summary

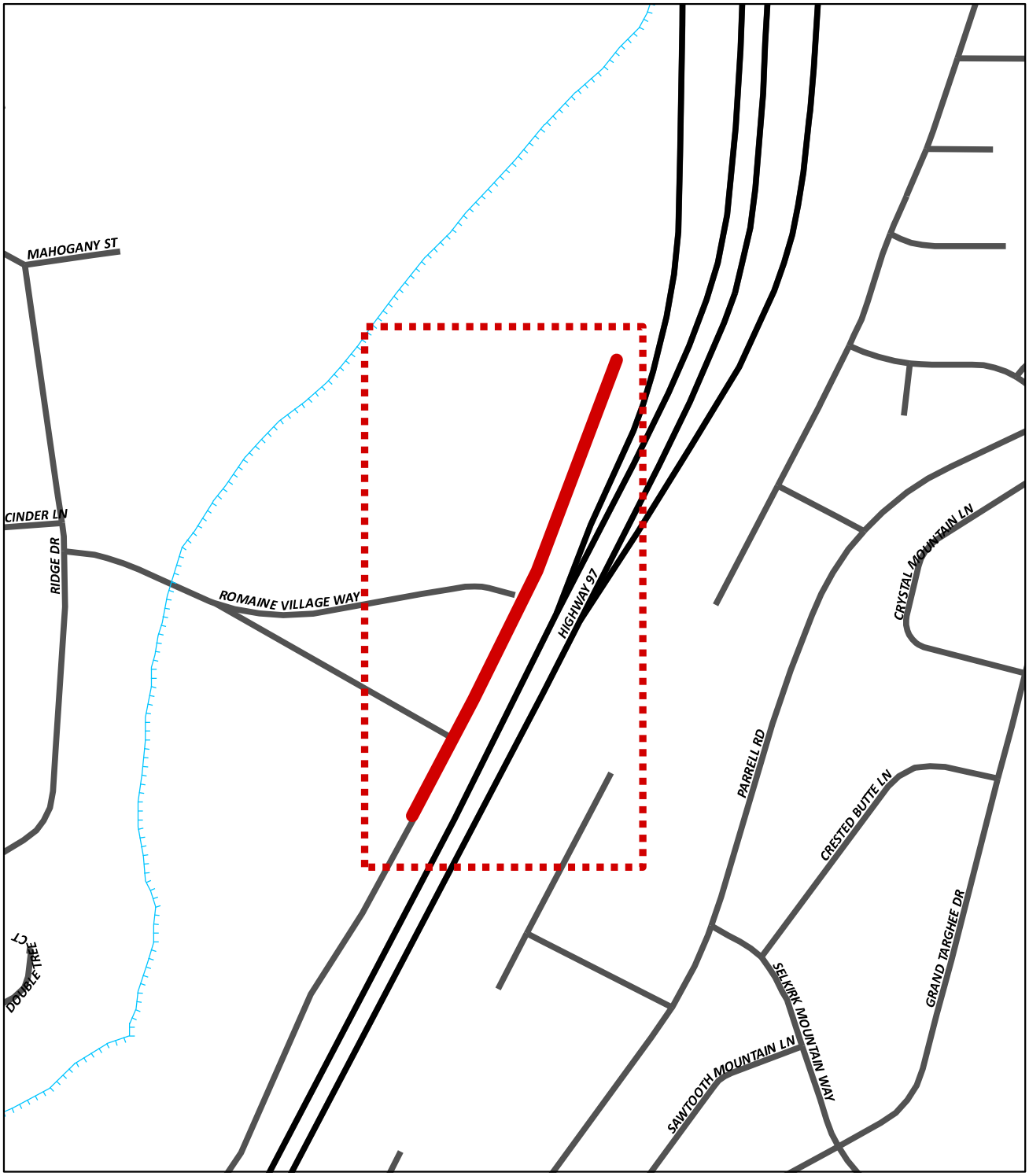
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Potential negative impacts in schedule, project sequencing, and synergy opportunity to 2020 GO Bond Transportation project, Project 1GMPR Murphy Parkway Ramps Project, in the Urban Renewal Area.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 750,000	
Impact on Operating Budget: None		

Method of Financing: 100% Urban Renewal Property Taxes (BURA Murphy Crossing Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ 750,000	$ -	$ -

Total Project Cost Estimate: **$750,000**



CITY OF BEND

1B97S

US97 Frontage Road South

NOT TO SCALE

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BURA Core Area Construction
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GHAO Hawthorne Overcrossing	5	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000	$ 3,000,000
1GFAI Franklin Crossing & Corridor Improvements	3	500,000	2,500,000	-	-	-	$ 3,000,000
1BCA2 2nd Street Streetscape Improvements - Franklin to Greenwood	5	500,000	1,000,000	1,000,000	-	-	$ 2,500,000
Total		**$ 1,000,000**	**$ 3,500,000**	**$ 1,000,000**	**$ 1,500,000**	**$ 1,500,000**	**$ 8,500,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1GHAO Hawthorne Avenue Overcrossing

Fund: BURA Core Area

Project Manager: Garrett Sabourin | **Project Status:** Active | **Next Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2024 | **Est. End Date:** Jun 2028

Description & Background

The initial study phase for this project was conducted as the Midtown Crossing Study, concluding in October 2022. The Midtown Crossing Study included evaluation of crossing opportunities of the Bend Parkway and BNSF Railway at existing Franklin and Greenwood undercrossing, as well as a future Hawthorne pedestrian and bike overcrossing. Staff are currently pursuing additional grant funds for the proposed overcrossing and initiating projects for the existing crossings and corridors. City Council will provide additional direction in the future on how and when this project should proceed.

Need/Justification

Identified in the Transportation System Plan as projects M-8 and M-9.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support development in the Core Area urban renewal district, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations.

Projected Related to Council Goal: Transportation + Infrastructure

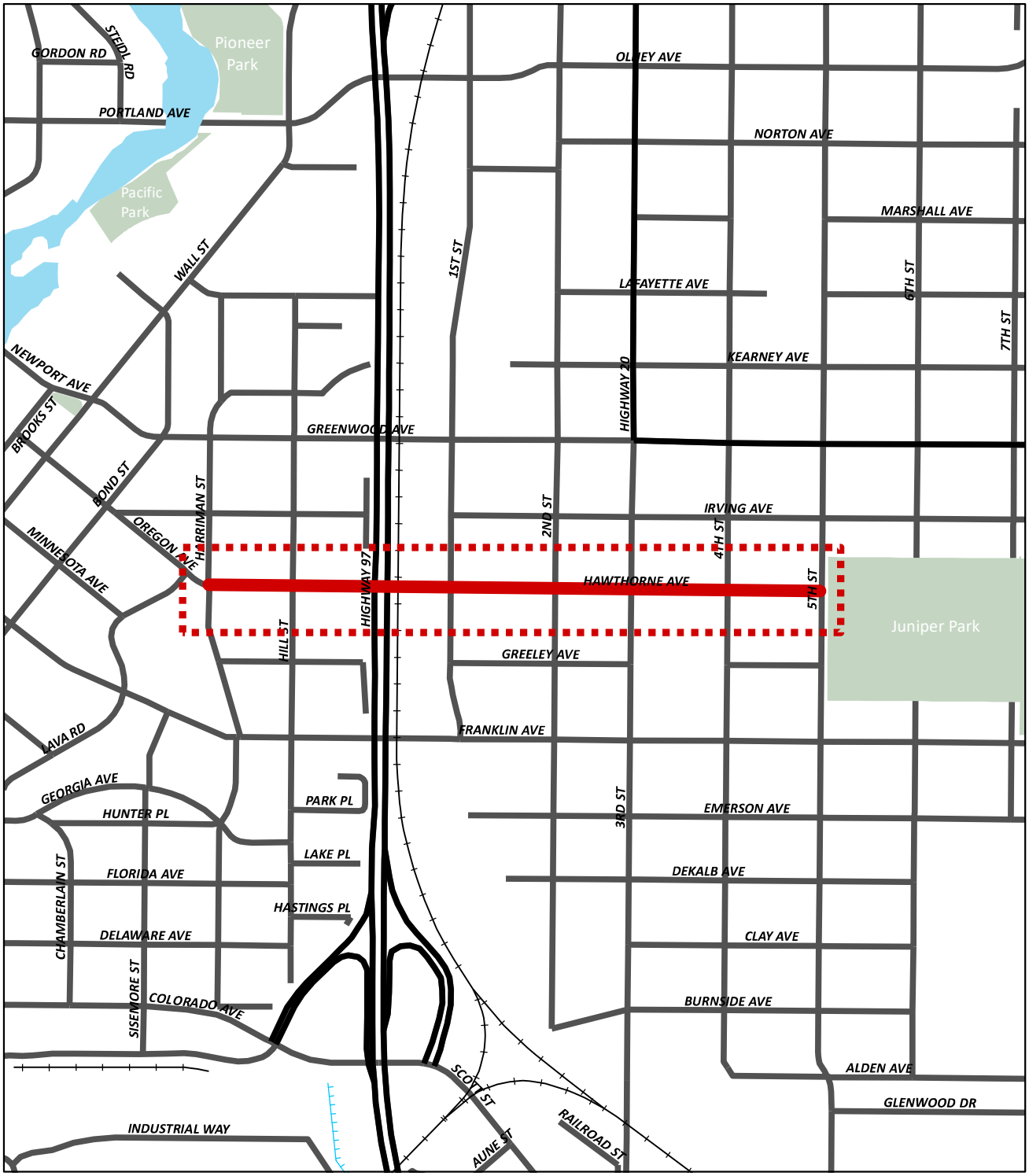
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 6,995,000	
Other (see below)	$ 3,000,000	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Urban Renewal Property Taxes (BURA Core Area Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$	$	$ 2,425,000	$ 4,570,000	$ 1,500,000	$ 1,500,000	$ -
						Total Project Cost Estimate:	**$9,995,000**



CITY OF BEND

1GHAO

Hawthorne Avenue Overcrossing

NOT TO SCALE

1GFAI Franklin Avenue Corridor Improvements

Fund: BURA Core Area

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2025

Description & Background

A study was conducted in 2022 identifying improvement options at the Franklin Undercrossing of BNSF railway, and to develop concepts for roadway improvements between NW Harriman St and 4th St. This project includes two key intersection projects at 2nd and 4th Streets, as well as a key route enhancement to create a safe crossing at Harriman, manage the conflicts between right turns at Hill Street, provide buffered bike lanes, and enhance signal timing at 3rd Street. Additionally, All Roads Transportation Safety Program (ARTS) grant funds are dedicated to this project to address illumination deficiencies.

There are two utility projects identified in the Water Construction Fund and Storm Construction Fund Capital Improvement Programs to make improvements to the underpass drainage and aging water infrastructure along the corridor. There is a portion of the Neighborhood Greenways project which will be leveraged in this area to complete key route and greenway connections. The project will additionally include CORE Construction Funding as a contribution based on a recommendation from the advisory board and as approved in the 5-year CIP by City Council.

Need/Justification

Identified in the Transportation System Plan as projects M-5, M-6, M-8, M-9, R2-A and R2-C.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support development in the Core Area urban renewal district, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations. Stormwater project 1RFGU will be in concert with this project to address improvements to address long-term flooding issues of underpass and water improvements to upgrade aging cast iron pipe within project limits.

Project Related to Council Goal: Transportation + Infrastructure

Financial Summary

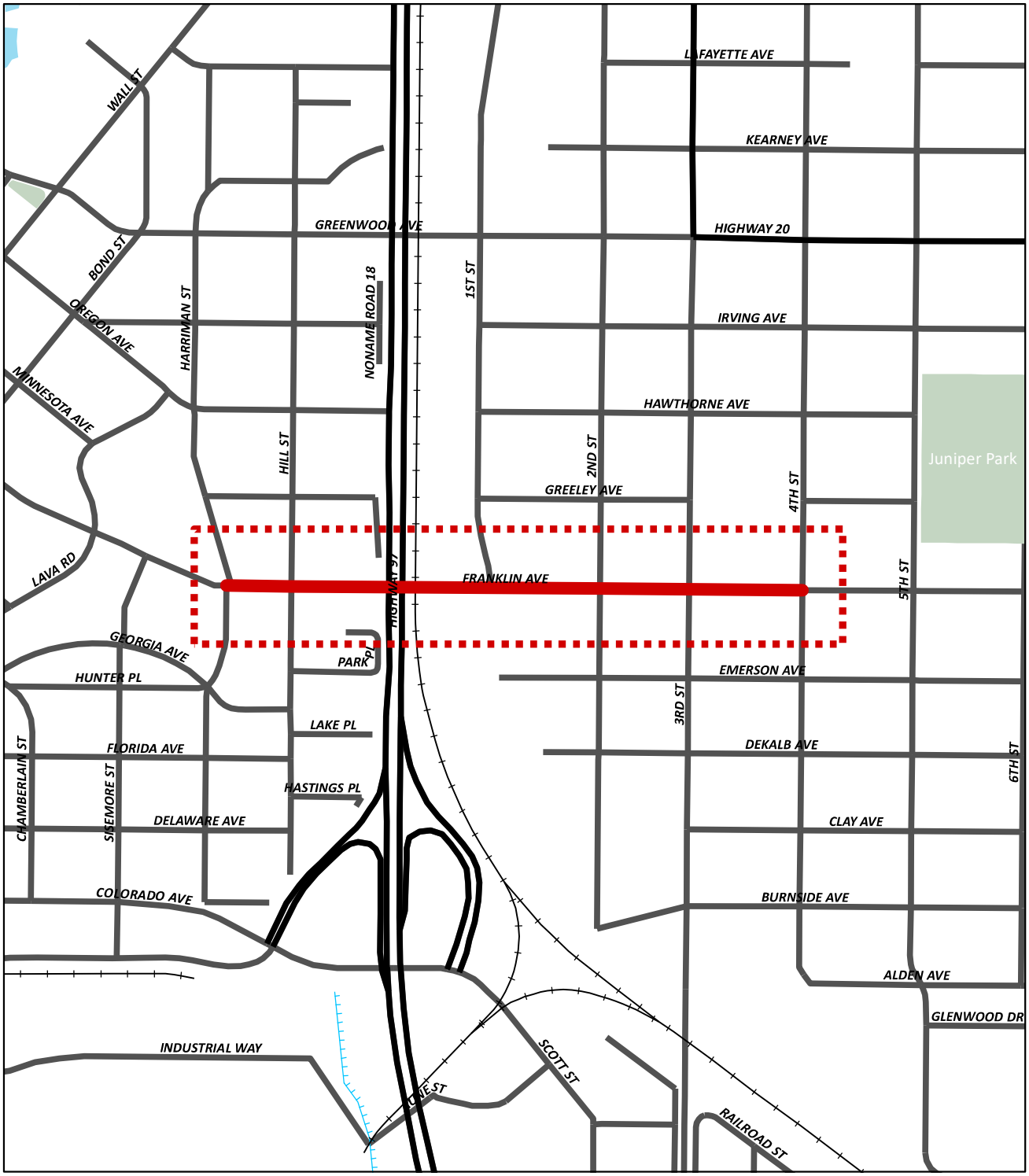
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	Projects funded by the 2020 voter approved General Obligation Bond are reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee advises staff and Council on the implementation and progress of the 2020 GO Bond projects.
Transportation Construction	$ 1,425,000	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ 5,225,000	
Other (see below)	$ 3,000,000	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Urban Renewal Property Taxes (BURA Core Area Construction Fund), State Directed ARPA Funding (Transportation Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 4,425,000	$ 5,225,000	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$9,650,000**



CITY OF BEND

1GFAI

Midtown - Franklin Corridor Improvements

NOT TO SCALE

1BCA2 Second Street Streetscape Improvements - Franklin to Greenwood

Fund: BURA Core Area Construction

Project Manager: Garrett Sabourin | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jan 2023 | **Est. End Date:** Dec 2025

Description & Background

The 2nd Street Streetscape Improvements Project is a complete street improvement project on NE 2nd Street between NE Franklin Avenue and Greenwood Avenue. 2nd Street is located on a low stress bicycling route in the Bend Transportation System Plan and this project will include a low stress bicycling facility as well as enhanced sidewalks, street trees, curb extensions and other amenities identified in the Core Area Urban Design Framework to become an attractive urban streetscape to attract private redevelopment to the area. The Utility Department has one project on 2nd Street from the Water Construction Fund to improve or replace aging water infrastructure.

Need/Justification

2nd Street was identified in the Core Area Urban Design Framework as a key north south connector in the Bend Central District, an emerging mixed-use district in Bend. This project is intended to help catalyze redevelopment efforts and attract private development to the Bend Central District.

Projected Related to Council Goal: Transportation + Infrastructure, Affordable Housing + Sustainable Development

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ 2,500,000

Consequence of Delaying or Eliminating

Elimination or delay of Core Area projects would require coordination with the Bend Urban Renewal Agency, City Council, and/or the Core Area Advisory Board to modify the project list and sequencing with additional consideration given to staff resourcing and budget.

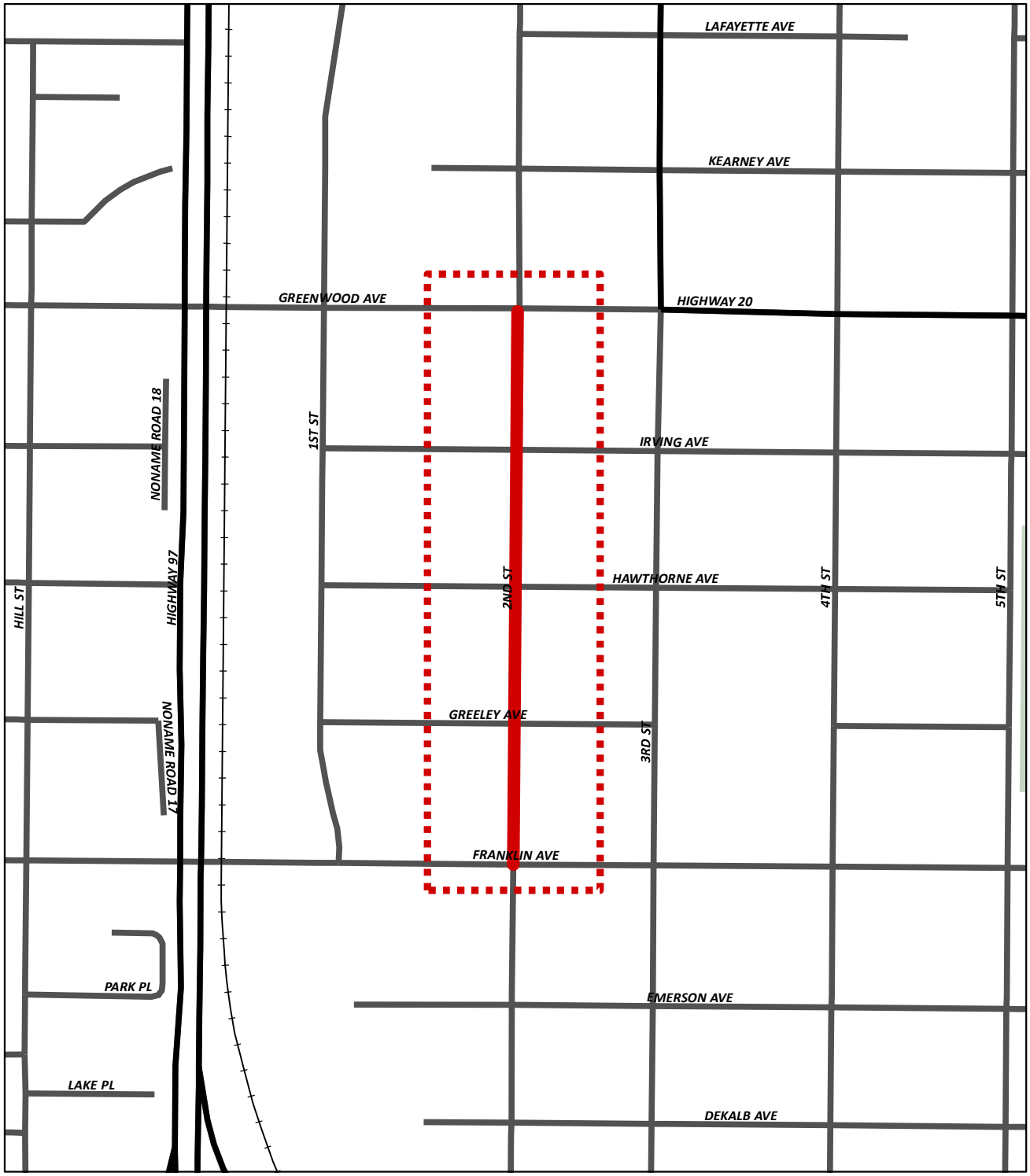
Impact on Operating Budget: None

Method of Financing: Urban Renewal Property Taxes (BURA Core Area Construction Fund)

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 500,000	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -

Total Project Cost Estimate: $ 2,500,000



CITY OF BEND

1BCA2

Second Street Streetscape Improvements

NOT TO SCALE

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Parking Services Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
1PNMP North Mirror Pond Improvements	5	$ 700,000	$ 1,660,300	$ -	$ -	$ -	$ 2,360,300
Total		**$ 700,000**	**$ 1,660,300**	**$ -**	**$ -**	**$ -**	**$ 2,360,300**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

1PNMP North Mirror Pond Parking & Brooks Promenade Enhancements

Fund: Parking

Project Manager: John Condon | **Project Status:** Active | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2025

Description & Background

This project seeks to leverage restricted tourism funds to expand gathering space for events along the Brooks Promenade and in the adjacent plaza. Considerations during the design phase include potential alley widening to accommodate events, an expansion of the plaza area, and the option to construct public restrooms. The project may be constructed at the same time as a proposed renewal of the North Mirror Pond Lot to address traffic flow and safety issues along the Promenade.

Need/Justification

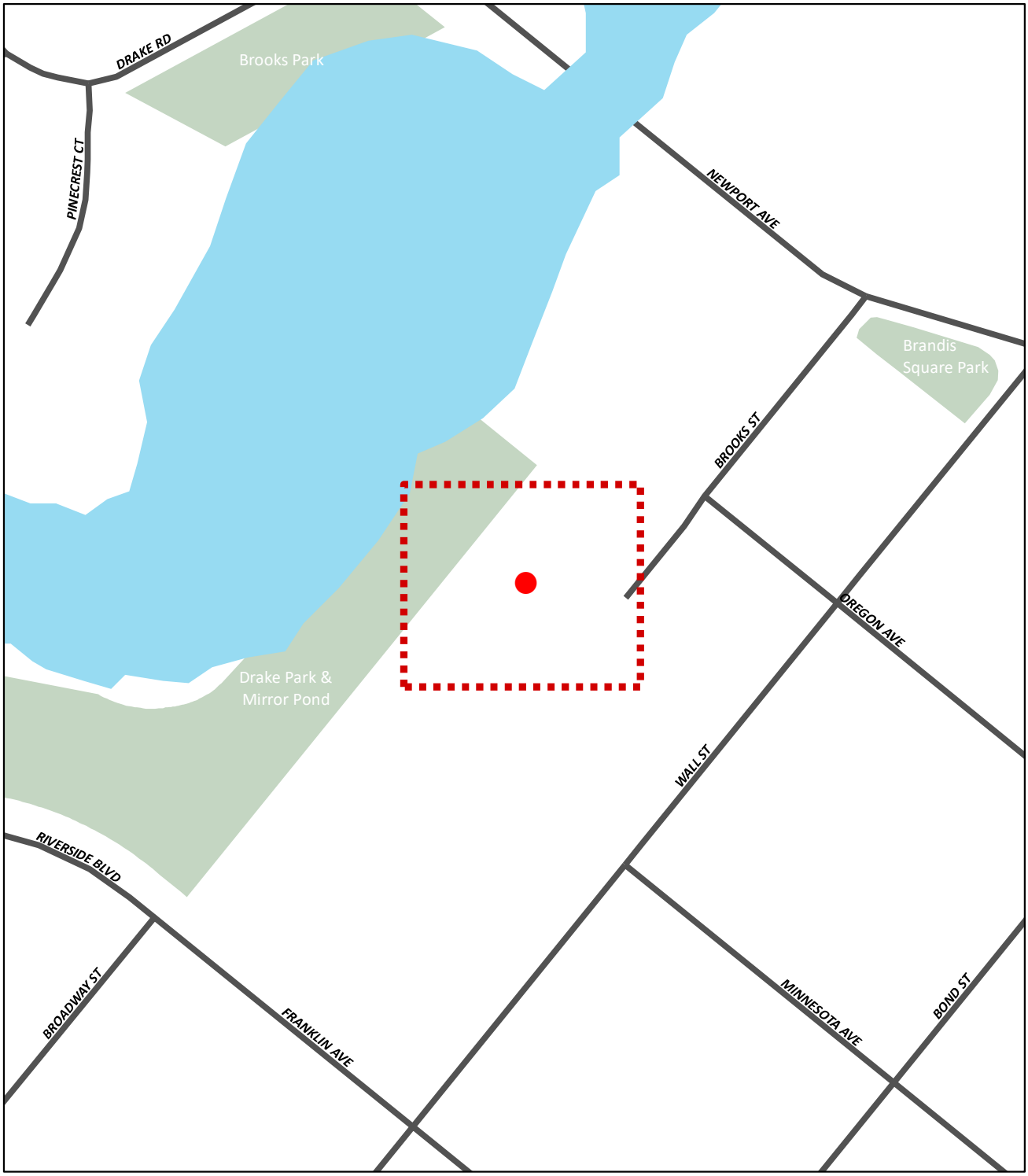
Tourism funds for new construction projects must meet state law for "tourism related facilities." The high demand for events within the downtown core, and lack of available public space to accommodate new or expanding events aimed at tourists and residents, resulted in Council direction to prioritize this project for investment of these onetime funds.

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	These funds accrued during a series of legal challenges between 2017 and 2021. They must be deployed in a manner that aligns with state law. Council has directed staff to pursue a project that meets state guidelines in the Brooks Promenade area within a timeline that satisfies tourism industry and downtown stakeholders.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 2,360,000	
Impact on Operating Budget: Negligible		
Method of Financing: Restricted Tourism Funding		

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 700,000	$ 1,660,300	$ -	$ -	$ -	$ -
				Total Project Cost Estimate:			**$2,360,000**



CITY OF BEND

1PNMP

North Mirror Pond Parking & Brooks Promenade Enhancements

NOT TO SCALE

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Airport Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total
AP22B Air Traffic Control Tower - Siting & Design	5	$ 1,600,000	$ -	$ -	$ -	$ -	$ 1,600,000
AP25A Taxiway A & B Rehabilitation	5	300,000	-	-	-	-	300,000
AP26A Multiple Taxilanes/Apron Reconstruction & Rehabilitation	5	-	500,000	3,315,000	-	-	3,815,000
AP27A West Apron Reconstruction & Rehabilitation	5	-	-	-	270,000	3,265,000	3,535,000
Total		**$ 1,900,000**	**$ 500,000**	**$ 3,315,000**	**$ 270,000**	**$ 3,265,000**	**$ 9,250,000**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

AP22B Air Traffic Control Tower – Siting & Design

Fund: Airport

Project Manager: Tracy Williams | **Project Status:** Active | **Project Phase:** Active

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Apr 2024

Description & Background

Siting and design for Air Traffic Control Tower

Need/Justification

Project will design an Air Traffic Control Tower (ATCT) at the Bend Municipal Airport (BDN) to satisfy the objectives provided by the FAA's Fededral Contract Tower (FCT) Program. The ATCT at BDN is identified as the most important project to improve safety, reduce air traffic congestion, address neighbor noise concerns, and increase operational efficiency. Project includes supplemental weather station. The ATCT has been identified by FAA Air Traffic Control staff as a critical need for Central Oregon air traffic.

The current 2023-2025 biennial budget proposal only includes design of the ACTC. The City is actively seeking additional grant funding for construction of the tower. If additional grant funds are secured, the budget will be adjusted accordingly.

Projected Related to Council Goal: Affordable Housing + Sustainable Development

Financial Summary

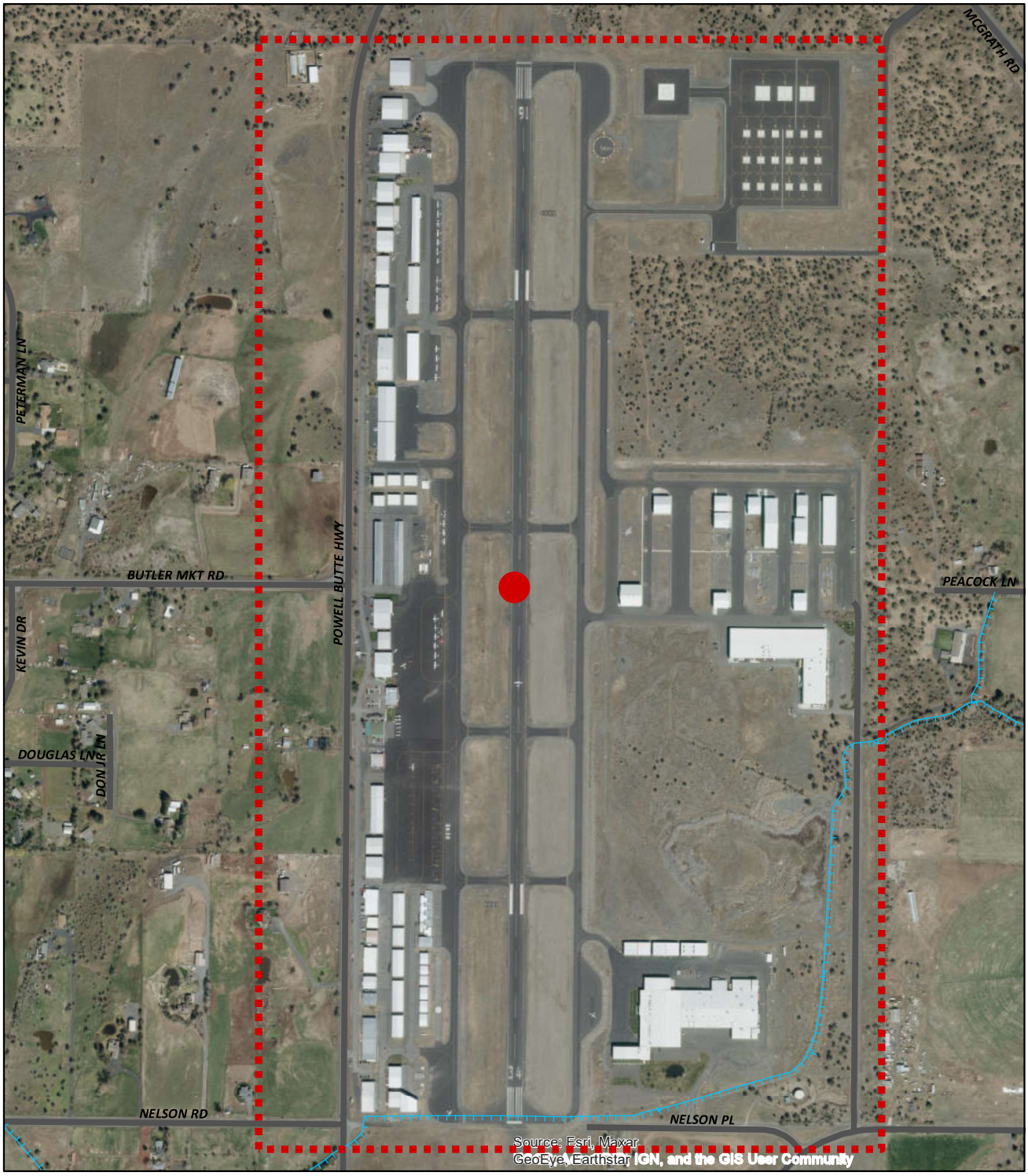
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	The City of Bend risks being eligible to receive construction funds for the air traffic control tower, as construction funds are based on bids from the design.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 1,900,600	
Impact on Operating Budget: None		

Method of Financing: 100% Airport Improvement Program (AIP) FAA funding

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 152,600	$ 148,000	$ 1,600,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: $1,900,600



CITY OF BEND

AP22B

Air Traffic Control Tower

NOT TO SCALE

AP25A Taxiway A and B Rehabilitation

Fund: Airport

Project Manager: Tracy Williams | **Project Status:** Active | **Project Phase:** Active

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2024

Description & Background

Design and planning to rehabilitate Parallel Taxiway; install Medium Intensity Taxiway Lighting system; Runway Magnetic Variation Change.

Need/Justification

The current FAA-approved Airport Master Plan calls out a Medium Intensity Taxiway Lighting system for TaxiwayA and B. The last Pavement Condition Index (PCI) Report dated 2017 calls out a seal coat of TaxiwayB in 2018 and TaxiwayA in 2022. PCI values on TaxiwayB are Satistfactory ranging between 76 and 84. PCI Values on TaxiwayA are Good to Satisfactory ranging between 74 and 91. Runway Magnetic Variation change, previously planned for 2022, will be incorporated with this project.

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$	The pavement will continue to deteriorate, resulting in failure.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 300,000	
Impact on Operating Budget: 10% total project cost, local match		

Method of Financing: 90% Federal Airport Improvement Program grant funds, 10% Airport Fund contribution

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$300,000**



CITY OF BEND

AP25A

Taxiway A & B Seal Coat and Edge Lighting, Beacon

NOT TO SCALE

AP26A Multiple Taxilanes/Apron Reconstruction & Rehabilitation

Fund: Fund: Airport

Project Manager: Tracy Williams | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2025 | **Est. End Date:** Jun 2027

Description & Background

Pavements in these areas are at failure. Historically, the city relies on federal funding for investment in the airport, a city asset; However, taxilane and apron improvements are not a top funding priority with FAA. The Bipartisan Infrastructure Law (BIL) infused additional funding opportunities and encourages infrastructure improvement for projects such as this, that would normally be unfunded. Bend airport expects to roll-over 5 years of annual entitlement to fund this project under this once in a generation BIL Program.

Need/Justification

These pavement areas have outlived the useful life of over 20 years and are beyond repair, requiring removal and replacement of existing pavement.

Financial Summary

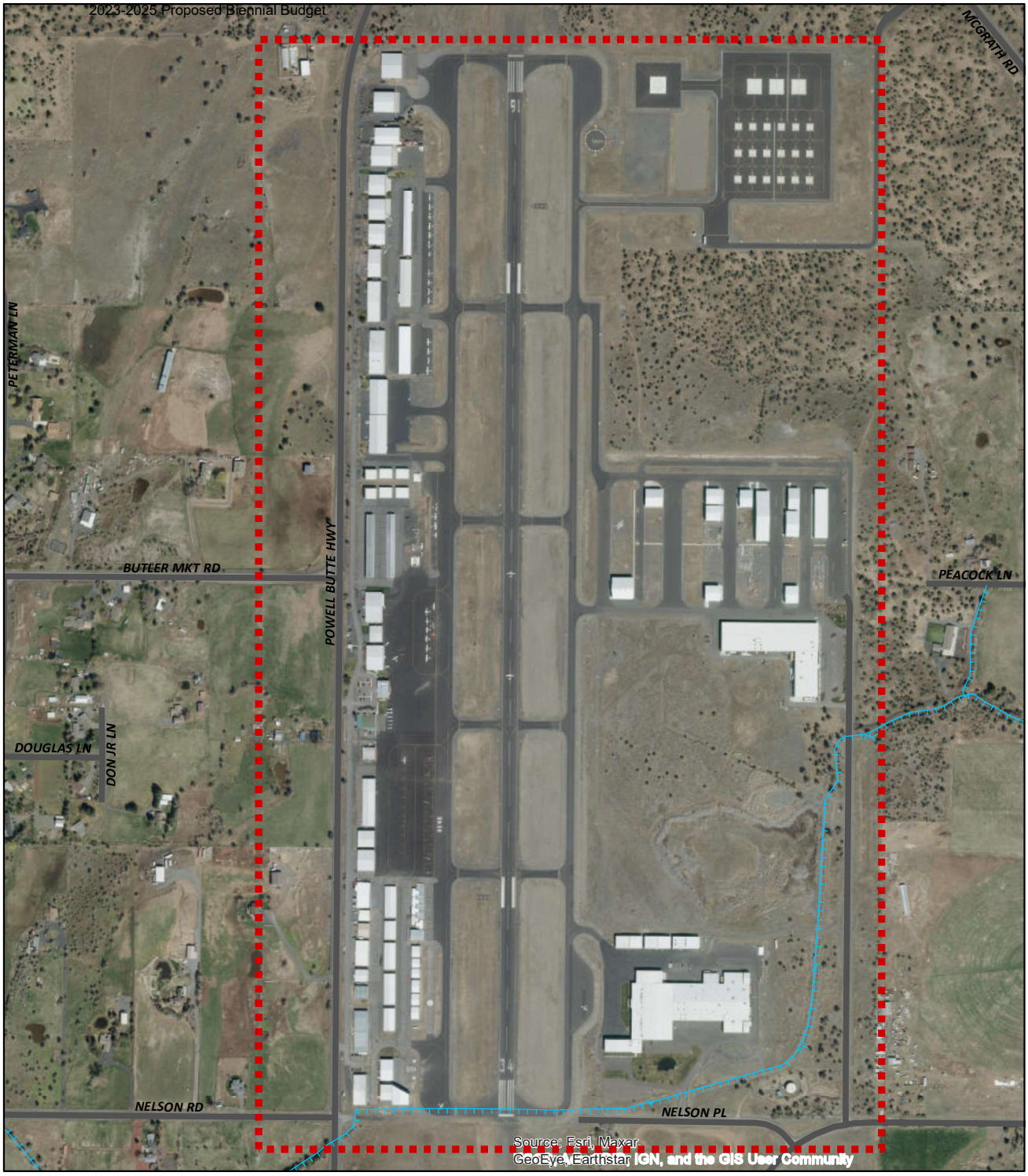
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	FAA Sponsor assurances require the city to have a Pavement Maintenance Management Program (PMMP). The proposed work is consistent with the current PMMP. The consequence of delaying or eliminating the project will result in further deterioration and increase the risk of propellers striking the ground due to unmitigated undulations.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 3,815,000	
Impact on Operating Budget: None		

Method of Financing: 100% Bipartisan Infrastructure Law, non-primary entitlement funds

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ 500,000	$ 3,315,000	$ -	$ -	$ -

Total Project Cost Estimate: $3,815,000



CITY OF BEND

AP26A

Multiple Taxilanes/Aprons Reconstruction & Rehabilitation

NOT TO SCALE

AP27A West Apron Reconstruction & Rehabilitation

Fund: Airport

Project Manager: Tracy Williams | **Project Status:** Inactive | **Project Phase:** Inactive

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2026 | **Est. End Date:** Jun 2028

Description & Background

Design and planning for West Apron Reconstruction & Rehabilitation.

Need/Justification

In 2018, the north half of the West Apron (tarmac) was reconstructed and the south half was rehabilitated with slurry seal. By 2028, the north half of the West Apron will warrant a seal coat, and the south half of the West Apron will have PCI values between 28 and 67, warranting reconstruction.

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ 3,535,000
Impact on Operating Budget: 10% total project cost, local match	

Consequence of Delaying or Eliminating

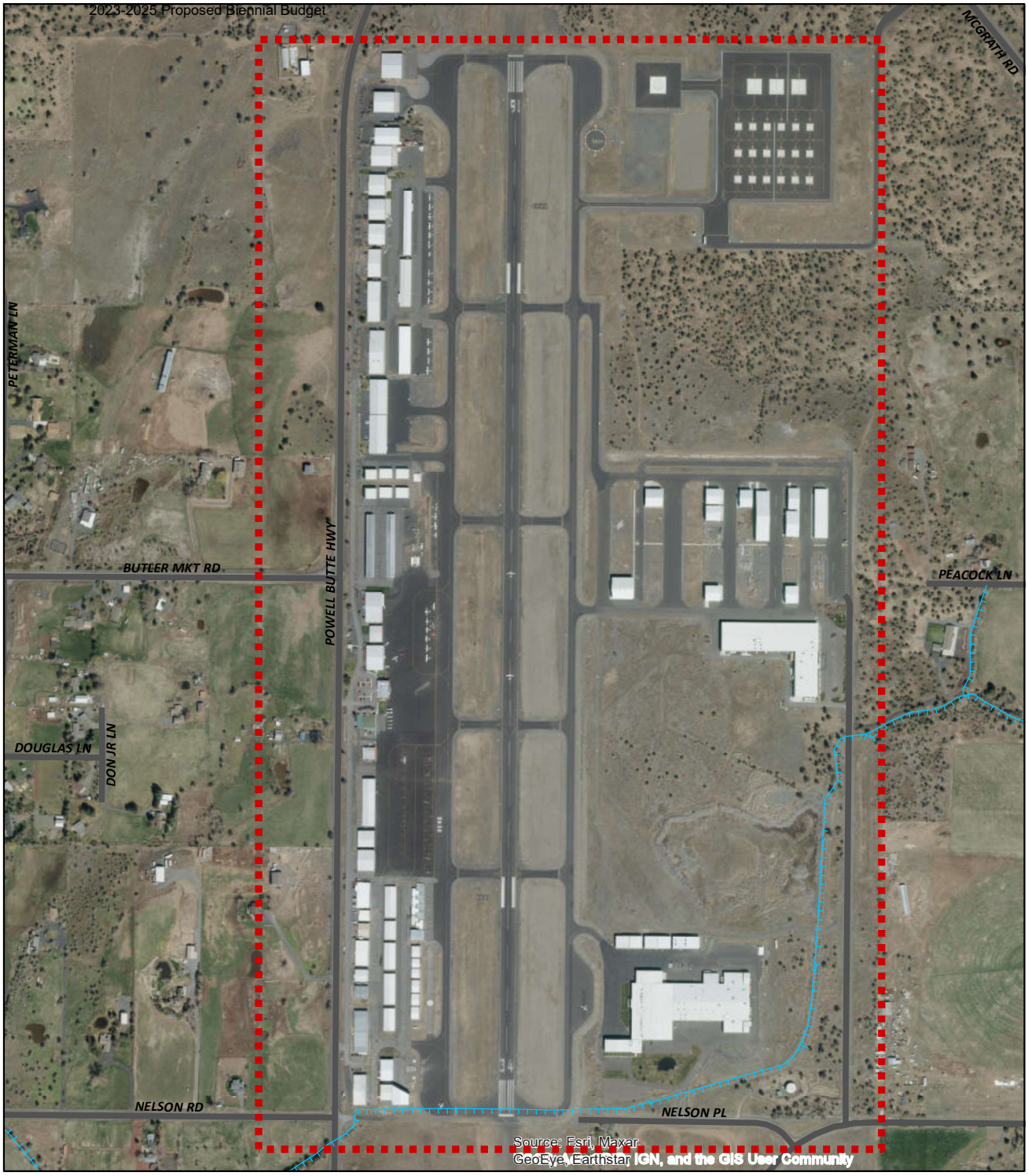
FAA awards construction grants based on bids. This project will be ineligible for construction grant without design.

Method of Financing: 90% Federal Airport Improvement Program grant funds, 10% Airport Fund contribution

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ -	$ -	$ -	$ 270,000	$ 3,265,000	$ -

Total Project Cost Estimate: $3,535,000



CITY OF BEND

AP27A

West Apron Reconstruction & Rehabilitation

NOT TO SCALE

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Facilities Management
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2023-24	2024-25	2025-26	2026-27	2027-28	Total CIP
Juniper Ridge Public Works Campus	3	$ 51,375,300	$ 52,756,000	$ 19,350,800	$ -	$ -	$ 123,482,100
City Hall Replacement	5	100,000	100,000	10,000,000	10,000,000	10,000,000	30,200,000
705/755 NE 1st - Underground Injection Control	5	50,000	-	-	-	-	50,000
Total		**$ 51,525,300**	**$ 52,856,000**	**$ 29,350,800**	**$ 10,000,000**	**$ 10,000,000**	**$ 153,732,100**

*The City's cost estimate classification system is based on standards developed by the AACE International Recommended Practice No. 18R-97

Estimate Class	Purpose	Project Definition Level Expressed as % of completion definition	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

Juniper Ridge Public Works Campus

Fund: Facilities Management

Project Manager: Jo Wells | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 3 | **Est. Start Date:** Jan 2022 | **Est. End Date:** Dec 2025

Description & Background

Combine Engineering and Infrastructure Planning, Facilities, Fleet, Transportation and Mobility, and Utilities into a new Public Works campus at Juniper Ridge. The new site shall maximize efficiencies of similar facility functions and improve operations to better serve the City of Bend's growing community. It should be built to serve the current needs and allow for future growth and flexibility.

Need/Justification

The existing facilities are inefficient, failing and beyond their useful life. Transportation and Mobility, Fleet and Facilities have outgrown the existing facility at Pilot Butte, and the Utilities Department's Boyd Acres campus has been sold and must be vacated to the new owner by the end of 2025 to avoid lease back costs and no later than 2027.

Projected Related to Council Goal: Accessible + Effective Government

Financial Summary

Total Project Spending by Fund	
Accessibility Construction	$ -
Transportation Construction	$ -
Water	$ -
Water Reclamation	$ -
Stormwater	$ -
General Obligation Bond	$ -
Other (see below)	$ 130,665,700
Impact on Operating Budget: High	

Consequence of Delaying or Eliminating

All departments that will be moving to this campus are experiencing inefficiencies and outgrowing their existing facilities which are outdated and failing. New facilities are required to keep up with the demands of the community and ensure we can continue to provide a high level of service to our community members. Additionally, Utilities would be required to find a new place to conduct business due to the sale of the Boyd Acres property.

Method of Financing: Long term debt will be issued to fund the project. Annual debt service payments will be funded through interfund transfers from the departments located at the new campus.

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ 665,700	$ 6,517,900	$ 51,375,300	$ 52,756,000	$ 19,350,800	$ -	$ -	$ -

Total Project Cost Estimate: **$130,665,700.00**



CITY OF BEND

FAJRC

Juniper Ridge Public Works Campus

NOT TO SCALE

City Hall Replacement

Fund: Facilities Management

Project Manager: TBD | **Project Status:** Inactive | **Project Phase:** Planning

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jun 2030

Description & Background

Combine all the departments at the Downtown Campus and Municipal Court employees from the Pilot Butte Campus into a new City Hall. The new, yet to be determined site, shall maximize efficiencies of similar facility functions and improve operations to better serve the City of Bend's growing community. It should be built to serve the current needs and allow for future growth and flexibility to possibly include a community space, a civic plaza, a park, a cultural center, an arts center, or other public uses.

Need/Justification

The current City Hall and 5 adjacent annex buildings comprises the Downtown Campus. These existing facilities are inefficient, failing and beyond their useful life.

Projected Related to Council Goal: Accessible + Effective Government

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	The departments moving to the new City Hall are experiencing inefficiencies and their operational needs are outgrowing the existing facilities which are outdated, failing and separated from one another at the Downtown Campus. New facilities are required to keep up with the demands of the community and ensure we can continue to provide a high level of service to our community members.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 140,200,000	
Impact on Operating Budget: To be determined		

Method of Financing: Determined when location is known, and timing has been solidified.

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$	$	$ 100,000	$ 100,000	$ 10,000,000	$ 10,000,000	$ 10,000,00	$ 110,000,000
Total Project Cost Estimate:							**140,200,000**

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705/755 NE 1st Street – Underground Injection Control

Fund: Facilities Management

Project Manager: Garrett Kaye | **Project Status:** Active | **Project Phase:** Design

Cost Estimate Classification: 5 | **Est. Start Date:** Jul 2023 | **Est. End Date:** Jan 2024

Description & Background

In March of 2023, the City acquired 705/755 NE 1st Street (a fueling facility) as an opportunistic investment that could meet a variety of community needs, including but not limited to a possible future site for City Hall, affordable housing, a civic plaza or other public uses. During the due diligence period, a Phase I environmental assessment was conducted and it was determined that the Underground Injection Control (UIC) on site was not registered or rule authorized with the Department of Environmental Quality (DEQ) and lacked the necessary mechanisms to prevent the discharge of petroleum products into the ground in the event of a spill.

Need/Justification

Fueling operations on this property are anticipated to continue for at least two additional years. The DEQ implements the Federal Safe Drinking Water Act requirements for Underground injection Control and requires UIC's to be registered and rule authorized. The City of Bend registers and rule authorizes city-owned UIC's via a Water Pollution Control Facilities Permit for Class V Stormwater Underground Injection Control Systems with the DEQ and this UIC will need to be added to the permit. To accomplish this, it is anticipated that a design and installation of a control mechanism, such as an oil/water separator, will be required to prevent the discharge of petroleum products into the ground in the event of a spill or significant stormwater event.

Projected Related to Council Goal: Accessible + Effective Government

Financial Summary

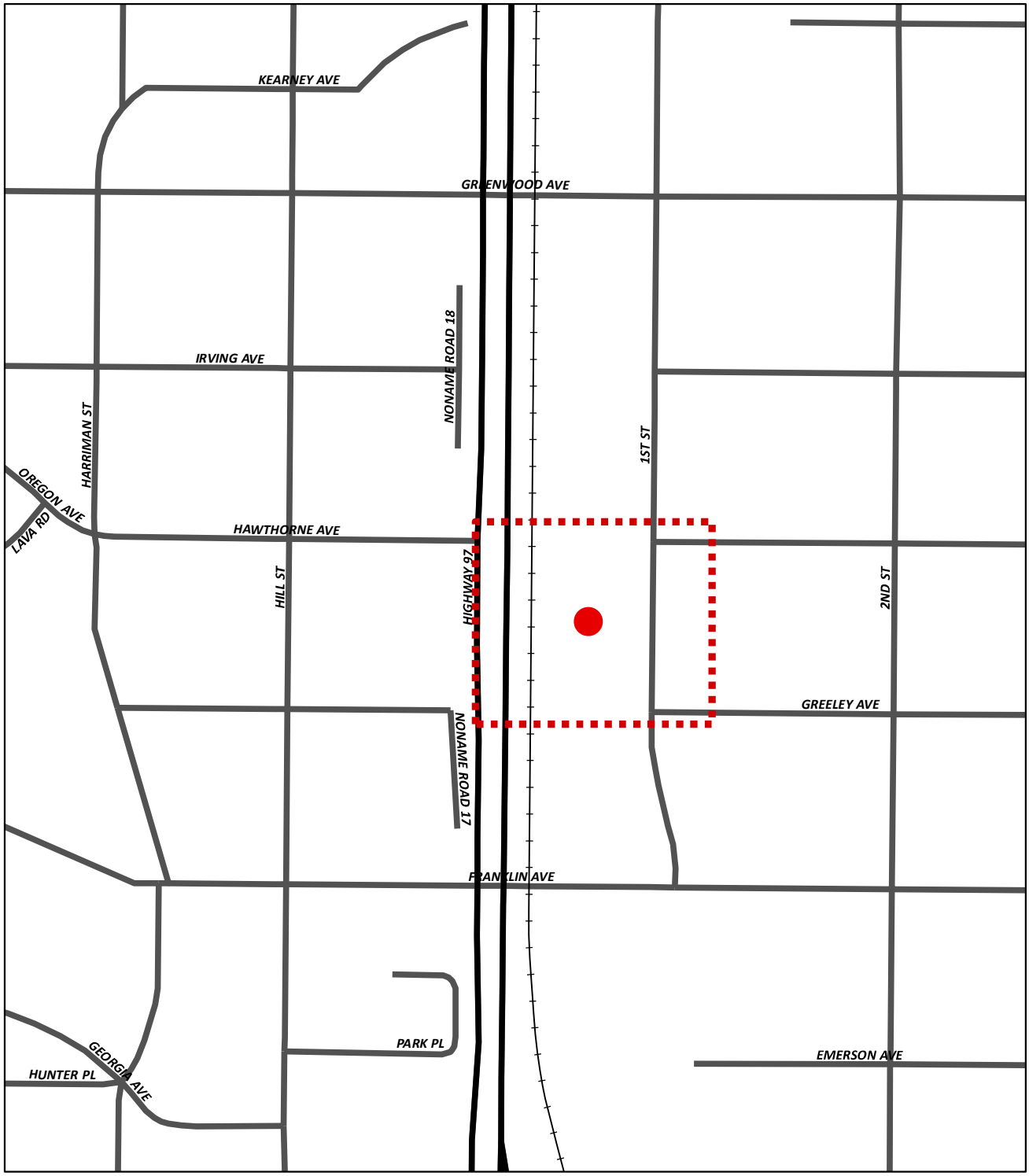
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	$ -	The City of Bend will be out of compliance with the Department of Environmental Quality and there will be a continued risk of petroleum products entering the ground in the event of a spill.
Transportation Construction	$ -	
Water	$ -	
Water Reclamation	$ -	
Stormwater	$ -	
General Obligation Bond	$ -	
Other (see below)	$ 50,000	
Impact on Operating Budget: Minimal		

Method of Financing: General Fund transfer

Project Lifecycle Spending Projection

PRIOR	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FUTURE
$ -	$ -	$ 50,000	$ -	$ -	$ -	$ -	$ -

Total Project Cost Estimate: **$50,000**



CITY OF BEND

FAUIC

705/755 NE 1st - Underground Injection Control

NOT TO SCALE

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Acronyms

ADA Americans with Disabilities Act of 1990

ARPA American Rescue Plan Act

BEDAB Bend Economic Development Advisory Board, a Council appointed committee charged with advocating for local businesses, facilitating business retention and recruitment, marketing Bend as a business friendly community, and coordinating city resources applied to economic development.

BIPOC Black, Indigenous, and People of Color

BMPO The Bend Metropolitan Planning Organization, the federally designated regional transportation planning organization for Bend.

BURA Bend Urban Renewal Agency

CCAP Community Climate Action Plan

CDBG Community Development Block Grant, as a CDBG direct entitlement community, the City of Bend will receive an annual allocation of CDBG funds from the U.S. Department of Housing and Urban Development (HUD).

CEDD Community and Economic Development Department which includes the City of Bend's Building, Planning, Private Development Engineering, Growth Management, Business Advocacy, Licensing, and Code Enforcement programs.

CET Cascade East Transit which provides bus service to Deschutes, Crook and Jefferson Counties and is operated by the Central Oregon Intergovernmental Council.

CICT Commercial and Industrial Construction Tax is a fee of 1/3 of 1% of the total building permit valuation on commercial and industrial building permits issued by the City.

CIP Capital Improvement Program, a plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or other capital needs. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the resources estimated to be available to finance the projected expenditures.

CMO Abbreviation for the City Manager's Office

COBEA City of Bend Employees Association, a labor association representing labor, technical and clerical employees in the Utilities, Streets & Operations, Financial Services, Information Technology and Community Development departments.

COIC Central Oregon Intergovernmental Council organized under ORS 190. COIC provides services to the counties of Crook, Deschutes and Jefferson and the cities of Bend, Culver, La Pine, Madras, Metolius, Prineville, Redmond and Sisters. Services include: employment and training, alternative high school education, business loans, transportation, and community and economic development.

CWSRF Clean Water State Revolving Fund loans

DCRFPD #2 Deschutes County Rural Fire Protection District No. 2, which encompasses 250 square miles and is serviced by the Bend Fire Department. This acronym is used interchangeably with RFPD.

DEI Diversity, Equity and Inclusion, may also be referenced as DEIA or Diversity, Equity, Inclusion and Accessibility

EIPD Abbreviation for the Engineering & Infrastructure Planning Department

FAA Federal Aviation Administration

FTE Full Time Equivalent, staffing levels are measured in FTE's to give a consistent comparison from year to year. In most instances an FTE is one full time position filled for the entire year, however, in some instances an FTE may actually consist of several part time positions.

GAAP Generally Accepted Accounting Principles, which are uniform minimum standards and guidelines for financial accounting and reporting. They govern the form and content of the financial statements of an entity. GAAP encompass the conventions, rules and procedures necessary to define accepted accounting practice at a particular time. They include not only broad guidelines of general application, but also detailed practices and procedures.

GFOA Government Finance Officers Association, the professional association of state/provincial and local finance officers in the United States and Canada, that has served the public finance profession since 1906.

GO Bond General Obligation (GO) Bond, a municipal bond backed by the full faith and credit of the issuing municipality. This means the municipality commits its full resources to paying bondholders, including the raising of property taxes. The City has two GO Bonds for transportation improvements: $30 million approved by voters in 2011 and $190 million that was approved by voters in 2020.

HR Abbreviation for the Human Resources department

HREC Human Rights and Equity Commission

IT Abbreviation for the Information Technology department

LTE Abbreviation for Limited Term Employee, which are employees hired for a limited contract term, typically 2-3 years, to complete specific projects. May also be referred to a LTD or Limited Duration Employee.

NA Neighborhood Association

NLA Neighborhood Leadership Alliance, which is a Council advisory committee comprised of one representative from each neighborhood association

O&M Operations & Maintenance

ODOT Oregon Department of Transportation

OPEB Other Post-employment Benefits

OPM Office of Performance Management

ORS Oregon Revised Statutes

PERS Public Employees Retirement System for the State of Oregon

PMO Project Management Office

RAB Abbreviation for roundabout. This abbreviation is commonly used in the Capital Improvement Program.

RFPD Deschutes County Rural Fire Protection District #2, which encompasses 250 square miles and is serviced by the Bend Fire Department.

RMV Real Market Value, the value of real property as determined by the Deschutes County Assessor's Office in terms of what it would be worth on the open market.

SCADA Abbreviation for Supervisory Control and Data Acquisition program within the Utilities Department which allows for systems automation, control, and monitoring.

SDC's Systems Development Charges, which are fees charged to new development for their fair share of the cost of infrastructure built or needed to serve the new development.

TAV Taxable Assessed Valuation, a valuation set upon real estate or other property by a government as a basis of levying taxes. Assessed value is determined by the Deschutes County Assessor's Office.

TSP Transportation System Plan, which is part of the City's Comprehensive Plan and is dedicated to planning for transportation needs over the next 20 years.

TIF Tax Increment Financing, the primary funding mechanism for urban renewal is called tax increment financing. Increases in property values within an urban renewal district are responsible for generating

the revenue that is directed to the district. Under Measure 50, the increases are mainly a result of new construction and / or improvements to properties.

UEFB Unappropriated Ending Fund Balance, resources not appropriated but budgeted to account for the cash flow requirements of operations and to preclude the necessity for short-term borrowing of funds prior to receipt of budgeted revenues.

UGB Urban Growth Boundary, an officially adopted and mapped line that separates an urban area from surrounding open lands. All cities in Oregon are required to have a 20-year supply of land for housing and employment in their Urban Growth Boundary.

WRF Water Reclamation Facility

Glossary

Accrual Basis The recording, of the financial effects on a government, of transactions and other events and circumstances that have cash consequences for the government in the periods in which those transactions, events and circumstances occur, rather than only in the periods in which cash is received or paid by the government.

Activity Classification Expenditure classification according to the specific type of work performed by organizational units (e.g., police is an activity within the Public Safety service area).

ADA Acronym for the Americans with Disabilities Act of 1990.

Adopted Budget Proposed budget amended and approved by the Budget Committee becomes the adopted budget after City Council takes action on it. The adopted budget becomes effective July 1 and includes all Council adopted changes through the year.

Ad Valorem Tax A property tax computed as a percentage of the value of taxable property.

Agency Fund A fund normally used to account for assets held by government as an agent for individuals, private organizations or other governments and/or other funds.

Annexation The incorporation of land into an existing city with a resulting change in the boundaries of that city.

Appropriated Budget The expenditure authority created by the appropriation bills and ordinances, which are signed into law, and the related estimated revenues. The appropriated budget would include all reserves, transfers, allocations, supplemental appropriations and other legally authorized legislative and executive changes.

Appropriation A legal authorization granted by a legislative body to make expenditures and to incur obligations for specific purposes.

Approved Budget Proposed budget as amended and approved by the Budget Committee and recommended to the City Council for adoption.

Assessed Valuation A valuation set upon real estate or other property by a government as a basis of levying taxes.

Asset A probable future economic benefit obtained or controlled by a particular entity as a result of past transactions or events.

Balanced Budget The State of Oregon defines a balanced budget as “the total resources in a fund equal the total of expenditures and requirements for that fund”.

Basis of Accounting A term used to refer to when revenues, expenditures, expenses, and transfers – and the related assets and liabilities – are recognized in the accounts and reported in the financial statements.

BEDAB Acronym for Bend Economic Development Advisory Board, a Council appointed committee charged with advocating for local businesses, facilitating business retention and recruitment, marketing Bend as a business friendly community, and coordinating city resources applied to economic development.

BIPOC Acronym for Black, Indigenous, and People of Color.

BMPO The Bend Metropolitan Planning Organization, the federally designated regional transportation planning organization for Bend.

Bond A long-term promise to repay a specified amount of money (the face amount of the bond) on a particular date (the maturity date).

Budget A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

Budget Committee As dictated by Oregon State Statute, the budget committee consists of the governing body and an equal number of appointed community members and is charged with the task of reviewing the proposed budget, taking public comment and approving the budget.

Budgetary Control The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

BURA Abbreviation for Bend Urban Renewal Agency.

Capital Assets Long-lived tangible assets obtained or controlled as a result of past transactions, events or circumstances. Capital assets, also referred to as fixed assets, include land, right-of-way, buildings, improvements, infrastructure and equipment costing over $10,000 with an estimated life of one year or more.

Capital Expenditures Expenditures resulting in the acquisition of or addition to the government's general fixed assets.

Capital Improvement Fund A fund that accounts for the resources to be used for the acquisition or construction of major capital facilities.

Capital Improvement Program (CIP) A plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or other capital

needs. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the resources estimated to be available to finance the projected expenditures.

Capital Improvement Project Expenditures which result in the acquisition of land, improvements to existing facilities, and construction of streets, sewers, storm drains and other public facilities.

Capitalization Policy The criteria used by the government to determine which outlays should be reported as fixed assets. As of July 1, 2019, the City's capitalization limit is $10,000, an increase from $5,000.

Capital Projects Fund A fund created to account for financial resources to be used for the acquisition or construction of major capital facilities (other than those financed by proprietary funds and trust funds).

Cash Basis A basis of accounting under which transactions are recognized only when cash is received or disbursed.

CDBG Abbreviation for Community Development Block Grant. As a CDBG direct entitlement community, the City of Bend will receive an annual allocation of CDBG funds from the U.S. Department of Housing and Urban Development (HUD).

CEDD Abbreviation for Community & Economic Development Department, which includes the City of Bend's Building, Planning, Private Development Engineering, Growth Management, and Code Enforcement programs.

CET Acronym for Cascade East Transit which is operated by Central Oregon Intergovernmental Council and provides bus service to Deschutes, Crook and Jefferson Counties.

CICT Commercial and Industrial Construction Tax is a fee of 1/3 of 1% of the total building permit valuation on commercial and industrial building permits issued by the City.

COBEA City of Bend Employees Association, a union representing labor, technical and clerical employees in the Utilities, Streets & Operations, Financial Services, Information Technology and Community Development departments.

COIC Acronym for Central Oregon Intergovernmental Council organized under ORS 190. COIC provides services to the counties of Crook, Deschutes and Jefferson and the cities of Bend, Culver, La Pine, Madras, Metolius, Prineville, Redmond and Sisters. Services include: employment and training, alternative high school education, business loans, transportation, and community and economic development.

Contingency An appropriation established in certain funds for the funding of unforeseen events. Contingency may be appropriated for a specific purpose by the City Council upon the approval of a resolution.

Debt An obligation resulting from the borrowing of money or from the purchase of goods and services.

Debt Limit The maximum amount of outstanding gross or net debt legally permitted.

Debt Proceeds The difference between the face amount of debt and the issuance discount or the sum of the face amount and the issuance premium. Debt proceeds differ from cash receipts to extent issuance costs, such as underwriters' fees, are withheld by the underwriter.

Debt Service Fund A fund established to account for the accumulation of resources for, and the payment of, general long-term debt principal and interest.

Debt Service Requirements The amount of money required to pay interest on outstanding debt, serial maturities of principal for serial bonds and required contributions to accumulate monies for future retirement of term bonds.

Delinquent Taxes Taxes remaining unpaid on or after the date to which a penalty for nonpayment is attached. Even though the penalty may be subsequently waived and a portion of the taxes may be abated or cancelled, the unpaid balances continue to be delinquent taxes until abated, canceled, paid or converted into tax liens.

Deschutes County Rural Fire Protection District # 2 (DCRFPD #2) which encompasses 250 square miles and is serviced by the Bend Fire Department. This is used interchangeably with RFPD.

DEI Diversity, Equity and Inclusion, may also be referenced as DEIA or Diversity, Equity, Inclusion and Accessibility

EIPD Abbreviation for the Engineering & Infrastructure Planning Department.

Employee Benefits Benefits include social security, retirement, group health, dental and life insurance, workers' compensation, and disability insurance.

Encumbrances Commitments related to unperformed (executory) contracts for goods and services. Used in budgeting, encumbrances are not GAAP expenditures or liabilities, but represent the estimated amount of expenditures ultimately to result if unperformed contracts in process are completed.

Enterprise Fund A fund established to account for operations financed and operated in a manner similar to private business enterprises (e.g., water, airport, sewer).

Expenditures Decreases in net financial resources. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service and capital outlays, and intergovernmental grants, entitlements and shared revenues.

Fees General term used for any charge levied by local government in connection with providing a service, permitting an activity or imposing a fine or penalty. Major types of fees include business and non-business licenses, fines, and user charges.

Fiduciary Fund Type The Trust and Agency funds used to account for assets held by a government unit in a trustee capacity or as an agent for individuals, private organizations, other government units and/or other funds

Financial Resources Cash or other assets that, in the normal course of operations, will become cash.

Fiscal Year A twelve month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations. The City's fiscal year begins on July 1 and ends the following June 30.

Fixed Assets Long-lived tangible assets obtained or controlled as a result of past transactions, events or circumstances. Fixed assets, also referred to as capital assets, include land, right-of-way, buildings, improvements, infrastructure and equipment costing over $5,000 with an estimated life of one year or more.

Franchise A special privilege granted by a government, permitting the continued use of public property, and usually involving the elements of monopoly and regulation.

FTE Abbreviation for Full Time Equivalent. Staffing levels are measured in FTE's to give a consistent comparison from year to year. In most instances an FTE is one full time position filled for the entire year, however, in some instances an FTE may actually consist of several part time positions.

Fund A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities, or balances, and changes therein, are recorded and segregated to carry on specific activities or attain certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance The difference between fund assets and fund liabilities of governmental and similar trust funds.

Fund Type Any one of seven categories into which all funds are classified in governmental accounting. The seven types are: general, special revenue, debt service, capital projects, enterprise, internal service, and trust and agency.

General Fund The fund used to account for all financial resources, except those required to be accounted for in another fund.

Generally Accepted Accounting Principles (GAAP) Uniform minimum standards and guidelines for financial accounting and reporting. They govern the form and content of the financial statements of an entity. GAAP encompass the conventions, rules and procedures necessary to define accepted accounting practice at a particular time. They include not only broad guidelines of general application, but also detailed practices and procedures.

GFOA Government Finance Officers Association, the professional association of state/provincial and local finance officers in the United States and Canada, that has served the public finance profession since 1906.

GO Bond General Obligation Bond, a municipal bond backed by the full faith and credit of the issuing municipality. This means the municipality commits its full resources to paying bondholders, including the raising of property taxes. The City of Bend issued GO Bonds during the 2011-2013 Biennium for transportation system improvements that were approved by the voters in May 2011. In November 2020 voters approved a $190 million bond for transportation improvements.

Governmental Accounting The composite activity of analyzing, recording, summarizing, reporting and interpreting the financial transactions of governments.

Governmental Fund Types Funds used to account for the acquisition, use and balances of expendable financial resources and the related current liabilities – except those accounted for in proprietary funds and fiduciary funds.

Grants Contributions or gifts of cash or other assets from another government to be used or expended for a specified purpose, activity, or facility.

Infrastructure Assets Public domain fixed assets such as roads, bridges, curbs and gutters, streets and sidewalks, drainage systems, lighting systems, and similar assets that are immovable and of value only to the government unit.

Interfund Transactions Transactions between funds of the same government reporting entity. They include 1) Quasi-external Transactions, 2) Reimbursements, 3) Residual Equity Transfers, 4) Operating Transfers and 5) Interfund Loans.

Interfund Transfers All interfund transactions except loans, quasi-external transactions and reimbursements.

Intergovernmental Revenues Revenues from other governments in the form of grants, entitlements, shared revenues or payments in lieu of taxes.

Interim Borrowing 1) Short-term loans to be repaid from general revenues during the course of a fiscal year. 2) Short-term loans in anticipation of tax collections, grants or bond issuance.

Internal Service Fund A fund used to account for the financing of goods and services provided by one department or agency to other departments or agencies of a government, or to other governments, on a cost reimbursement basis.

Legal Level Of Budgetary Control The level at which spending in excess of budgeted amounts would be a violation of law.

Liabilities Probable future sacrifices of economic benefits, arising from present obligations of a particular entity to transfer assets or provide services to other entities in the future as a result of past transactions or events.

Local Budget Law Oregon Revised Statutes (ORS) dictates local budgeting practices. ORS Chapter 294 contains Local Budget Law provisions.

LTE Abbreviation for Limited Term Employee, which are employees hired for a limited contract term, typically 2-3 years, to complete specific projects.

Materials and Services Object classification to account for purchases of materials and services excluding capital outlay, personnel and debt service.

Measurable and Available An accounting convention employed in the modified accrual accounting basis to determine if a revenue is recognized in the current period.

Modified Accrual Basis of accounting in which expenditures other than accrued interest on general long-term debt are recorded at the time liabilities are incurred and revenues are recorded when received. All governmental funds are accounted for using the modified accrual basis of accounting.

NLA Neighborhood Leadership Alliance, which is a Council advisory committee comprised of one representative from each neighborhood association

O&M Acronym for Operations & Maintenance.

ODOT Abbreviation for Oregon Department of Transportation.

Object Class Expenditure classification according to the types of items purchased or services obtained (e.g., personal services, materials, supplies and equipment).

Operating Budget Planned, current expenditures and the proposed means of financing them. The annual operating budget is the primary means by which most of the financing, acquisition, spending and service delivery activities of a government are controlled.

Operating Transfers All interfund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended).

Ordinance A formal legislative enactment by the governing body of a municipality. The difference between an ordinance and a resolution is that the later requires less legal formality and has a lower legal status.

Permanent Fund A fund established to report resources that are legally restricted so that only earnings, and not principal, may be used for purposes that support the program.

PERS Abbreviation for the State of Oregon Public Employees Retirement System.

Personnel Services Object classification to account for compensation to City employees in the form of salaries, wages and employee benefits.

Program A group of related activities to accomplish a major service or function for which the local government is responsible.

Proposed Budget The budget proposed by the City Manager and submitted to the Budget Committee prior to their deliberations.

Proprietary Fund Types Sometimes referred to as income determination or commercial-type funds, the classification used to account for a government's ongoing organizations and activities that are similar to those often found in the private sector (i.e., enterprise and internal service funds).

Quasi-External Transactions Interfund transactions that would be treated as revenues, expenditures or expenses if they involved organizations external to the government unit. (e.g., internal service fund billings to departments). These transactions should be accounted for as revenues, expenditures or expenses in the funds involved.

RAB Abbreviation for roundabout. This abbreviation is commonly used in the Capital Improvement Program.

Reimbursements (1) Repayments of amounts remitted on behalf of another party. (2) Interfund transactions that constitute reimbursements to a fund for expenditures or expenses initially made from it but that properly apply to another fund. These transactions are recorded as expenditures or expenses in the reimbursing fund and as reductions of expenditures or expenses in the fund reimbursed.

Requirements Total expenditures, contingency, reserves, and unappropriated fund balance.

Reserved Fund Balance Those portions of fund balance that are not appropriable for expenditure or that are legally segregated for a specific future use.

Residual Equity Transfer Nonrecurring or nonroutine transfers of equity between funds (e.g., transfers of residual balances of discontinued funds to the general fund or debt service fund).

Resolution A special or temporary order of a legislative body; an order of a legislative body requiring less legal formality than an ordinance or statute.

Resources Total amounts available for appropriation consisting of the estimated beginning carryover balance plus anticipated revenues.

Restricted Assets Monies or other resources, the use of which is restricted by legal or contractual requirements.

Revenues (1) Increases in the net current assets of a governmental fund type from other than expenditure refunds and residual equity transfers. (2) Increases in the net total assets of a proprietary fund type from other than expense refunds, capital contributions and residual equity transfers.

RFPD Abbreviation for the Deschutes County Rural Fire Protection District #2, which encompasses 250 square miles and is serviced by the Bend Fire Department. This is used interchangeably with DCRFPD #2.

RMV Real Market Value. The value of real property as determined by the Deschutes County Assessors Office in terms of what it would be worth on the open market.

Special Revenue Fund A fund used to account for the proceeds of specific revenue sources (other than expendable trusts or major capital projects) that are legally restricted to expenditure for specific purposes.

Supplemental Budget Prepared to meet unexpected needs or to spend revenues not anticipated at the time the regular budget was adopted. The supplemental budget cannot be used to increase a tax levy.

Systems Development Charges (SDCs) SDCs are fees charged to new development for their fair share of the cost of infrastructure built or needed to serve the new development.

TAV Taxable Assessed Valuation, a valuation set upon real estate or other property by a government as a basis of levying taxes. Assessed value is determined by the Deschutes County Assessor's Office.

TIF An acronym for tax increment financing. The primary funding mechanism for urban renewal is called tax increment financing. Increases in property values within an urban renewal district are responsible for generating the revenue that is directed to the district. Under Measure 50, the increases are mainly a result of new construction and / or improvements to properties.

Trust Funds Funds used to account for assets held by a government in a trustee capacity for individuals, private organizations, other governments and/or other funds.

TSP Transportation System Plan, which is part of the City's Comprehensive Plan and is dedicated to planning for transportation needs over the next 20 years.

Unappropriated Ending Fund Balance (UEFB) Resources not appropriated but budgeted to account for the cash flow requirements of operations and to preclude the necessity for short-term borrowing of funds prior to receipt of budgeted revenues.

UGB Urban Growth Boundary, an officially adopted and mapped line that separates an urban area from surrounding open lands. All cities in Oregon are required to have a 20-year supply of land for housing and employment in their Urban Growth Boundary.

WRF An acronym for the Water Reclamation Facility, which converts wastewater into water that can be reused for other purposes.

Working Capital Unspent resources that can be carried over to the following fiscal year and which are available for appropriation.

Staffing Schedule by Service Area

		2023-24 Changes at Budget Adoption				2024-25 Changes at Budget Adoption			
	Adopted FY2022-23	New Positions	Transfers & Reclasses	Eliminated Positions	Adopted FY23-24	New Positions	Transfers & Reclasses	Eliminated Positions	Adopted FY24-25
PUBLIC SAFETY									
Police Department	149.50	5.00	-	-	154.50	1.00	-	-	155.50
Fire Department	139.62	-	-	-	139.62	9.00	-	-	148.62
Municipal Court	4.00	-	-	-	4.00	-	-	-	4.00
PUBLIC SAFETY TOTAL	***293.12***	***5.00***	***-***	***-***	***298.12***	***10.00***	***-***	***-***	***308.12***
INFRASTRUCTURE									
Water	38.00	2.00	-		40.00	-	-	-	40.00
Water Reclamation	35.00	1.00	-		36.00	-	-	-	36.00
Stormwater	7.00	1.00	-	-	8.00	-	-	-	8.00
Utility Laboratory	9.00	-	-	-	9.00	-	-	-	9.00
Utilities Support	27.00	-	-	-	27.00	-	-	-	27.00
Engineering & Infrastructure Planning	34.00	2.00	-	-	36.00	-	-	-	36.00
Streets & Operations	57.00	-	(1.00)	-	56.00	-	-	-	56.00
Cemetery	1.00	-	1.00	-	2.00	-	-	-	2.00
Parking Services	1.00	1.00	-	-	2.00	-	-	-	2.00
Airport	2.50	-	-	-	2.50	-	-	-	2.50
INFRASTRUCTURE TOTAL	***211.50***	***7.00***	***-***	***-***	***218.50***	***-***	***-***	***-***	***218.50***
COMMUNITY & ECONOMIC DEVELOPMENT									
Community and Economic Development (CEDD) Admin	19.75	1.00	1.00	-	21.75	-	-	-	21.75
Building	44.00	-	-	-	44.00	-	-	-	44.00
Planning	20.00	-	-	-	20.00	-	-	-	20.00
Private Development Engineering	19.00	-	-	-	19.00	-	-	-	19.00
Code Enforcement	5.00	-	-	-	5.00	-	-	-	5.00
Growth Management	6.00	-	-	-	6.00	-	-	-	6.00
Bend Urban Renewal Agency (BURA)	2.00	-	(1.00)	-	1.00	-	-	-	1.00
Housing	7.00	1.00	-	-	8.00	-	-	-	8.00
Business Advocacy	1.00	-	-	-	1.00	-	-	-	1.00
COMMUNITY & ECONOMIC DEVELOPMENT TOTAL	***123.75***	***2.00***	***-***	***-***	***125.75***	***-***	***-***	***-***	***125.75***
ADMINISTRATION & CENTRAL SERVICES									
Performance Management	16.00	1.00	-	-	17.00	-	-	-	17.00
Project Management Office	5.00	-	1.00	-	6.00	-	-	-	6.00
City Manager's Office	14.00	1.00	-	-	15.00	-	-	-	15.00
Communications	7.75	-	-	-	7.75	-	-	-	7.75
Human Resources	10.00	1.00	-	-	11.00	-	-	-	11.00
Finance	20.00	-	-	-	20.00	-	-	-	20.00
Real Estate	3.00	-	-	-	3.00	-	-	-	3.00
Purchasing	7.00	-	-	-	7.00	-	-	-	7.00
Legal	6.00	-	-	-	6.00	-	-	-	6.00
Diversity, Equity, Inclusion and Accessibility (DEIA)	3.50	-	-	-	3.50	-	-	-	3.50
Sustainability	1.00	-	-	-	1.00	-	-	-	1.00
Information Technology	23.00	1.00	(1.00)	-	23.00	-	-	-	23.00
Insurance / Risk Management	1.00	1.00	-	-	2.00	-	-	-	2.00
Facilities Management	10.00	-	-	-	10.00	-	-	-	10.00
Fleet Management	12.00	1.00	-	-	13.00	-	-	-	13.00
ADMINISTRATION & CENTRAL SERVICES TOTAL	***139.25***	***6.00***	***-***	***-***	***145.25***	***-***	***-***	***-***	***145.25***
TOTAL POSITIONS *	***767.62***	***20.00***	***-***	***-***	***787.62***	***10.00***	***-***	***-***	***797.62***

* includes regular and limited term employees

Descriptions of New Full-Time Equivalents (FTE) and Limited-Term Employees (LTE)

The following pages include detailed descriptions of the 30.00 requested new positions. Explanations are presented by service area.

Public Safety – Additional 15.0 Positions

Police Officer (4.0) FTE

The Police Department requests four additional Police Officer positions. These positions support City Council's Public Safety goal by addressing the growth in the City's demand for police services. The patrol police officer positions are critical public safety response resources needed to answer emergency calls for service, both 911 and the non-emergency line, in the City of Bend. The additional positions will support the department's patrol staffing goals and decrease overtime expenses. These positions are proposed for fiscal year 2023-24.

Community Service Officer (1.0) FTE

The Police Department requests one Community Service Officer (CSO). This position supports the City Council's Public Safety goal by addressing the growth in the City's demand for police services. The CSO position is a non-sworn position at the police department. Community Service Officers are in an unarmed uniform role, and handle many lower-level calls for service including, but not limited to: cardiac arrest calls, property crimes with no suspects, animal complaints, civil complaints, parking complaints, motor vehicle crashes, and abandoned vehicles. These types of incidents make up about 60% of overall calls-for-service at the Bend Police Department. This position is proposed for fiscal year 2023-24.

Police Detective (1.0) FTE

As approved by the Budget Committee, the Police Department requests one new Police Detective. This position supports the City Council's Public Safety goal by addressing the growth in the City's demand for police services. This position will support child abuse investigations and Department of Human Services (DHS) cases. The placement of a Detective will alleviate patrols' need to handle most of the DHS cross reports (allegations of child abuse or neglect mandated by law to be referred to and investigated as appropriate by Law Enforcement and Child Services), which will free up time for proactive policing and responding to emergency calls for service. This position is proposed for fiscal year 2024-25.

Firefighter (6.0) FTE

The Fire Department requests six Firefighters. These positions will support City Council's Public Safety goal with an additional Advanced Life Support (ALS) transporting ambulance. This will

allow the department to keep pace with the increased demand for EMS calls for service. Calls for service increased from 8-16% year over year and the current system is operating at maximum capacity. Adding the ALS ambulance will serve a portion of the community that does not have a dedicated ambulance. These positions will be funded by the increased local option levy, and are proposed for fiscal year 2024-25.

Ambulance Operator (3.0) FTE

The Fire Department requests three Ambulance Operators. These positions will support City Council's Public Safety goal by providing permanent staffing for a second 24-hour Basic Life Support (BLS) ambulance. Increasing the 12-hour BLS ambulance to 24-hours will meet the community's growing demand for a nonemergent transport option as well as the ability to move patients from one hospital facility to another. These positions will be funded by the increased local option levy, and are proposed for fiscal year 2024-25.

Infrastructure – Additional 7.0 Positions

Utility Worker Apprentice – Water (2.0) FTE

The Utility Department requests two Utility Worker Apprentice positions in the Water Fund. One of the proposed positions is unbudgeted and will be funded through vacancy savings. This request supports City Council's Accessible & Effective City Government goal by adjusting staffing resources to match service demands to ensure core services are keeping pace. The utility worker apprentice position is an essential member of the repair and replacement team, responsible for fire hydrant maintenance program. These positions are proposed for fiscal year 2023-24.

Utility Worker Apprentice – Water Reclamation (1.0) FTE

The Utility Department requests one Utility Worker Apprentice in the Water Reclamation Fund. This request supports City Council's Accessible & Effective City Government goal by adjusting staffing resources to match service demands to ensure core services are keeping pace. The utility worker apprentice position is an essential member of the collection system team responsible for a variety of repairs and maintenance activities such as water meter installations, lift station maintenance, line maintenance, customer service on-call, water service start/stop, and CCTV inspections. The new position will allow the City to implement a meter accuracy program to eliminate inaccurate meter reads and to address the significant backlog of meter replacements needed. This position is proposed for fiscal year 2023-24.

Utility Compliance Technician – Stormwater (1.0) FTE

The Utility Department requests one Utility Compliance Technician in the Stormwater Fund. This request supports City Council's Environment and Climate goals to protect critical water resources and other essential City facilities with a focus on sustainability and resiliency. The utility compliance technician will work in the Stormwater Environmental Compliance Program in

support of the new National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) regulatory permit from the Department of Environmental Quality that was issued in December 2021. This position is proposed for fiscal year 2023-24.

Project Engineers (2.0) FTE

The Engineering & Infrastructure Planning Department (EIPD) requests one Senior Project Engineer and one Project Engineer to support City Council's Transportation & Infrastructure goal through delivery of the 2020 General Obligation Bond projects. This request is consistent with original staffing projection requirements to deliver the Capital Improvement Program (CIP) approved by the Transportation Bond Oversight Committee (TBOC). The 2023-2025 biennial budget includes $49 million for design and construction of 2020 General Obligation Bond CIP projects. These positions are proposed for fiscal year 2023-24.

Program Technician (1.0) FTE

The Transportation & Mobility Department requests one Program Technician in the Parking Services Division to support City Council's Transportation & Infrastructure goal. This position will support daily operations management of additional parking districts, parklets and parking facilities upgrades. Additionally, staffing needs have increased due to implications of the Climate-Friendly and Equitable Communities (CFEC) rules. CFEC is a set of new and amended rules from the state that aim to improve how cities are built to reduce greenhouse gas emissions to address climate change. CFEC rules reduce costly parking mandates in Oregon's eight metropolitan areas, and support electric vehicle charging. This position is proposed for fiscal year 2023-24.

Community & Economic Development – Additional 2.0 Positions

Code Enforcement Officer (1.0) FTE

The Code Enforcement Division requests one Code Enforcement Officer. This position will support City Council's Environment & Climate goals with oversight of the new Home Energy Score program and enforcement of Short-Term Rental compliance. The Code Enforcement Division does not have the necessary resources to implement these new initiatives. This position is proposed for fiscal year 2023-24.

Housing Compliance Coordinator (1.0) FTE

The Housing Department requests one Housing Compliance Coordinator to support City Council's Affordable Housing and Sustainable Development goal. The housing program is continuing to expand, and this position is requested to assist with the growing workload. Additional staffing is needed to ensure that the City remains in compliance with required reporting and regulations. This position is proposed for fiscal year 2023-24.

Administration & Central Services – Additional 6.0 Positions

Business Analyst (1) FTE

The Office of Performance Management requests one Business Systems Analyst to support City Council's Accessible & Effective City Government goal. The position will assist Utility Billing with system management, continuous improvement, and reporting. The request will be funded by the Utilities Department and is proposed for fiscal year 2023-24.

Grant Writer (1.0) LTE

The City Manager's Officer requests one Grant Writer position to review and pursue grant funding opportunities for the entire organization, including infrastructure, public safety, cybersecurity, etc. This request supports City Council's Accessible & Effective City Government goal by creating efficiencies in the researching of and application for additional funding opportunities. This position is proposed for fiscal year 2023-24.

LTE Leave Administrator (1.0) LTE

The Human Resources Department requests one Leave Administrator for the coordination of the City's existing collective bargaining agreement terms and conditions with the new State Paid Leave Oregon program. This request supports City Council's Accessible & Effective City Government goal. The funding for this position is divided evenly between Human Resources and Finance and is proposed for fiscal year 2023-24.

Applications Analyst (1.0) LTE

The Information Technology Department requests one Application Analyst to help support new and existing enterprise applications. This request supports City Council's Accessible & Effective City Government goal. The funding for this position is allocated evenly between the Fire Department and the Community and Economic Development Departments. The position is proposed for fiscal year 2023-24.

Safety and Risk Officer (1) FTE

The Department of Emergency Management requests one Safety and Risk Officer to support City Council's Accessible & Effective City Government goal. The position will ensure maintained compliance with mandatory safety requirements and regulations and to increase safety across all City departments. This position is proposed for fiscal year 2023-24.

Fleet Program Coordinator (1) LTE

The Fleet Management Department requests one Fleet Program Coordinator to support City Council's Accessible & Effective City Government goal. The position will coordinate several newly

implemented programs within the department including; a new fleet management system, a motor pool management system, and the implementation of telematics modules on fleet vehicles. This position is proposed for fiscal year 2023-24.

RESOLUTION NO. 3331

A RESOLUTION ADOPTING THE CITY OF BEND 2023-2025 BIENNIAL BUDGET FOR THE BUDGET PERIOD BEGINNING JULY 1, 2023

THE CITY COUNCIL OF THE CITY OF BEND RESOLVES AS FOLLOWS:

1. To adopt the 2023-2025 Biennial Budget as approved by the Budget Committee on May 23, 2023, with changes within the limits allowed under ORS 294.456. The 2023-2025 Biennial Budget as approved and amended is attached as Exhibit A.

2. That the amount for the biennial period beginning July 1, 2023, is appropriated in the aggregate sum of $1,039,235,600, excluding reserves for future expenditures. As shown below and in Exhibit A, the total City of Bend biennial budget, including reserves is $1,259,460,700.

TOTAL CITY OF BEND:

Total Appropriations, including Contingency	**$ 1,039,235,600**
Total Reserved for Future Expenditures	**$ 220,225,100**
Total City of Bend Budget	**$ 1,259,460,700**

Adopted by a vote of the Bend City Council on June 21, 2023.

YES: Mayor Melanie Kebler
Councilor Barb Campbell
Councilor Anthony Broadman
Councilor Megan Perkins
Councilor Ariel Méndez
Councilor Mike Riley

NO: none

Melanie Kebler, Mayor

ATTEST:

Robyn Christie, City Recorder

APPROVED AS TO FORM:

Mary A. Winters, City Attorney

Resolution to Adopt 2023-25 Biennial Budget
Exhibit A

General Fund - 1000		
Public Safety Program	$	71,782,600
Community & Economic Development Program		7,115,600
Interfund Transfers		81,678,200
Contingency		7,029,500
Total Fund Appropriations	**$**	**167,605,900**
Reserved for Future Expenditures		14,330,400
Budget Total	**$**	**181,936,300**
General Fund Stabilization Fund - 1001		
Reserved for Future Expenditures	$	6,629,500
Budget Total	**$**	**6,629,500**
Fire/EMS Fund - 1110		
Public Safety Program	$	75,202,600
Debt Service		1,612,500
Interfund Transfers		9,946,000
Contingency		5,828,700
Total Fund Appropriations	**$**	**92,589,800**
Helen Lorenz Estate Fund - 1120		
Interfund Transfers	$	120,000
Total Fund Appropriations	**$**	**120,000**
Police Reserve Fund - 1130		
Reserved for Future Expenditures	$	567,000
Budget Total	**$**	**567,000**
Affordable Housing Fund - 1200		
Community & Economic Development Program	$	3,345,600
Interfund Transfers		858,800
Contingency		215,000
Total Fund Appropriations	**$**	**4,419,400**
Commercial & Industrial Construction Tax Fund - 1205		
Community & Economic Development Program	$	1,156,600
Interfund Transfers		25,400
Contingency		70,500
Total Fund Appropriations	**$**	**1,252,500**

Community Development Block Grant Fund - 1210		
Community & Economic Development Program	$	1,753,500
Debt Service		450,000
Interfund Transfers		111,800
Contingency		4,700
Total Fund Appropriations	**$**	**2,320,000**
Houseless Fund - 1215		
Community & Economic Development Program	$	7,567,400
Interfund Transfers		4,937,500
Contingency		1,400
Total Fund Appropriations	**$**	**12,506,300**
Business Advocacy Fund - 1220		
Community & Economic Development Program	$	828,600
Interfund Transfers		454,100
Contingency		218,500
Total Fund Appropriations	**$**	**1,501,200**
Tourism Fund - 1230		
Community & Economic Development Program	$	10,722,300
Interfund Transfers		223,800
Total Fund Appropriations	**$**	**10,946,100**
Economic Improvement District - 1240		
Community & Economic Development Program	$	540,100
Interfund Transfers		16,600
Total Fund Appropriations	**$**	**556,700**
American Rescue Plan Act Fund - 1250		
Interfund Transfers	$	6,714,400
Total Fund Appropriations	**$**	**6,714,400**
Reserved for Future Expenditures	$	783,200
Budget Total	**$**	**7,497,600**
Building Fund - 1300		
Community & Economic Development Program	$	15,252,600
Interfund Transfers		7,739,200
Contingency		5,586,500
Total Fund Appropriations	**$**	**28,578,300**
Planning Fund - 1310		
Community & Economic Development Program	$	7,042,300
Interfund Transfers		4,147,500
Contingency		1,741,000
Total Fund Appropriations	**$**	**12,930,800**

Private Development Engineering - 1320		
Community & Economic Development Program	$	5,938,900
Interfund Transfers		2,916,900
Contingency		3,355,300
Total Fund Appropriations	**$**	**12,211,100**
System Development Charge Fund - 1400		
Interfund Transfers	$	36,394,100
Total Fund Appropriations	**$**	**36,394,100**
Reserved for Future Expenditures		9,704,800
Budget Total	**$**	**46,098,900**
Streets & Operations Fund - 1410		
Infrastructure Program	$	32,090,900
Debt Service		1,269,200
Interfund Transfers		9,028,800
Contingency		400,000
Total Fund Appropriations	**$**	**42,788,900**
Fire Station Debt Service - 2110		
Debt Service	$	250,000
Interfund Transfers		13,700
Total Fund Appropriations	**$**	**263,700**
PERS Debt Service Fund - 2200		
Debt Service	$	3,313,500
Interfund Transfers		22,200
Total Fund Appropriations	**$**	**3,335,700**
Reserved for Future Expenditures		32,200
Budget Total	**$**	**3,367,900**
2011 General Obligation Bond Debt Service - 2410		
Infrastructure Program	$	1,000
Debt Service		3,504,100
Total Fund Appropriations	**$**	**3,505,100**
Reserved for Future Expenditures		1,984,300
Budget Total	**$**	**5,489,400**
2020 General Obligation Bond Debt Service - 2420		
Debt Service	$	10,033,600
Total Fund Appropriations	**$**	**10,033,600**
Reserved for Future Expenditures		244,600
Budget Total	**$**	**10,278,200**

Transportation Construction Fund - 3400		
Infrastructure Program	$	23,804,800
Debt Service		8,387,300
Interfund Transfers		6,050,400
Contingency		674,700
Total Fund Appropriations	**$**	**38,917,200**
Reserved for Future Expenditures		18,944,400
Budget Total	**$**	**57,861,600**
2020 General Obligation Bond Construction Fund - 3420		
Infrastructure Program	$	52,759,700
Total Fund Appropriations	**$**	**52,759,700**
Reserved for Future Expenditures		27,440,700
Budget Total	**$**	**80,200,400**
Accessibility Construction Fund - 3500		
Infrastructure Program	$	1,030,400
Debt Service		319,400
Interfund Transfers		979,400
Contingency		25,000
Total Fund Appropriations	**$**	**2,354,200**
Reserved for Future Expenditures		79,300
Budget Total	**$**	**2,433,500**
Local Improvement District Construction Fund - 3600		
Interfund Transfers	$	7,500
Total Fund Appropriations	**$**	**7,500**
Reserved for Future Expenditures		650,500
Budget Total	**$**	**658,000**
Airport Fund - 4000		
Community & Economic Development Program	$	3,878,900
Debt Service		540,000
Interfund Transfers		1,190,600
Contingency		26,000
Total Fund Appropriations	**$**	**5,635,500**
Reserved for Future Expenditures		1,704,000
Budget Total	**$**	**7,339,500**
Cemetery Fund - 4100		
Infrastructure Program	$	884,200
Debt Service		11,700
Interfund Transfers		256,200
Contingency		24,000
Total Fund Appropriations	**$**	**1,176,100**

Resolution to Adopt 2023-25 Biennial Budget
Exhibit A

Water Fund - 4200		
Infrastructure Program	$	72,457,200
Debt Service		8,368,100
Interfund Transfers		9,845,200
Contingency		6,807,100
Total Fund Appropriations	**$**	**97,477,600**
Reserved for Future Expenditures		28,371,900
Budget Total	**$**	**125,849,500**
Water Reclamation Fund - 4300		
Infrastructure Program	$	83,108,100
Debt Service		28,881,500
Interfund Transfers		16,650,800
Contingency		6,299,900
Total Fund Appropriations	**$**	**134,940,300**
Reserved for Future Expenditures		61,581,300
Budget Total	**$**	**196,521,600**
Stormwater Fund - 4400		
Infrastructure Program	$	15,797,100
Debt Service		1,451,500
Interfund Transfers		3,757,100
Contingency		1,290,900
Total Fund Appropriations	**$**	**22,296,600**
Reserved for Future Expenditures		6,875,500
Budget Total	**$**	**29,172,100**
Parking Services Fund - 4500		
Infrastructure Program	$	5,536,200
Debt Service		176,900
Interfund Transfers		601,900
Contingency		317,900
Total Fund Appropriations	**$**	**6,632,900**
Reserved for Future Expenditures		1,886,000
Budget Total	**$**	**8,518,900**
Internal Service Fund: City Wide Administration - 5000		
Administration & Central Services Program	$	174,728,600
Debt Service		10,096,200
Interfund Transfers		1,396,900
Contingency		1,385,200
Total Fund Appropriations	**$**	**187,606,900**
Reserved for Future Expenditures		25,901,400
Budget Total	**$**	**213,508,300**

Resolution to Adopt 2023-25 Biennial Budget
Exhibit A

Internal Service Fund: Departmental Administration - 5100		
Community & Economic Development Program	$	7,225,000
Infrastructure Program		14,848,300
Administration & Central Services Program		9,031,100
Interfund Transfers		7,394,900
Contingency		251,600
Total Fund Appropriations	**$**	**38,750,900**
Internal Service Fund: Other Post-Employement Benefits (OPEB) - 5200		
Interfund Transfers	$	80,300
Total Fund Appropriations	**$**	**80,300**
Reserved for Future Expenditures		11,807,100
Budget Total	**$**	**11,887,400**
Cemetery Permanent Maintenance Fund - 6100		
Infrastructure Program	$	10,800
Interfund Transfers		15,500
Total Fund Appropriations	**$**	**26,300**
Reserved for Future Expenditures		707,000
Budget Total	**$**	**733,300**
TOTAL CITY OF BEND:		
Total Appropriations, including Contingency	**$**	**1,039,235,600**
Total Reserved for Future Expenditures	**$**	**220,225,100**
Total City of Bend Budget	**$**	**1,259,460,700**

City of Bend
Reconciliation of 2023-2025 Approved Budget to Adopted Budget

	Budget Approved by the Budget Committee	Proposed Adjustments	Budget Presented for Adoption
General Fund - 1000			
Public Safety Program	$ 71,782,600	$ -	$ 71,782,600
Community & Economic Development Program	7,115,600	-	7,115,600
Interfund Transfers	81,678,200	-	81,678,200
Contingency	7,029,500	-	7,029,500
Total Fund Appropriations	**$ 167,605,900**	**$ -**	**$ 167,605,900**
Reserved for Future Expenditures	14,330,400	-	14,330,400
Budget Total	**$ 181,936,300**	**$ -**	**$ 181,936,300**
General Fund Stabilization Fund - 1001			
Reserved for Future Expenditures	$ 6,629,500	$ -	$ 6,629,500
Budget Total	**$ 6,629,500**	**$ -**	**$ 6,629,500**
Fire/EMS Fund - 1110			
Public Safety Program	$ 75,202,600	$ -	$ 75,202,600
Debt Service	1,612,500	-	1,612,500
Interfund Transfers	9,946,000	-	9,946,000
Contingency	5,828,700	-	5,828,700
Total Fund Appropriations	**$ 92,589,800**	**$ -**	**$ 92,589,800**
Helen Lorenz Estate Fund - 1120			
Interfund Transfers	$ 120,000	$ -	$ 120,000
Total Fund Appropriations	**$ 120,000**	**$ -**	**$ 120,000**
Police Reserve Fund - 1130			
Reserved for Future Expenditures	$ 567,000	$ -	$ 567,000
Budget Total	**$ 567,000**	**$ -**	**$ 567,000**
Affordable Housing Fund - 1200			
Community & Economic Development Program	$ 3,345,600	$ -	$ 3,345,600
Interfund Transfers	858,800	-	858,800
Contingency	215,000	-	215,000
Total Fund Appropriations	**$ 4,419,400**	**$ -**	**$ 4,419,400**
Commercial & Industrial Construction Tax Fund - 1205			
Community & Economic Development Program	$ 1,156,600	$ -	$ 1,156,600
Interfund Transfers	25,400	-	25,400
Contingency	70,500	-	70,500
Total Fund Appropriations	**$ 1,252,500**	**$ -**	**$ 1,252,500**
Community Development Block Grant Fund - 1210			
Community & Economic Development Program	$ 1,753,500	$ -	$ 1,753,500
Debt Service	200,000	250,000	450,000
Interfund Transfers	111,800	-	111,800
Contingency	4,700	-	4,700
Total Fund Appropriations	**$ 2,070,000**	**$ 250,000**	**$ 2,320,000**
Houseless Fund - 1215			
Community & Economic Development Program	$ 7,567,400	$ -	$ 7,567,400
Interfund Transfers	4,937,500	-	4,937,500
Contingency	1,400	-	1,400
Total Fund Appropriations	**$ 12,506,300**	**$ -**	**$ 12,506,300**
Business Advocacy Fund - 1220			
Community & Economic Development Program	$ 828,600	$ -	$ 828,600
Interfund Transfers	454,100	-	454,100
Contingency	218,500	-	218,500
Total Fund Appropriations	**$ 1,501,200**	**$ -**	**$ 1,501,200**

City of Bend
Reconciliation of 2023-2025 Approved Budget to Adopted Budget

	Budget Approved by the Budget Committee	Proposed Adjustments	Budget Presented for Adoption
Tourism Fund - 1230			
Community & Economic Development Program	$ 10,722,300	$ -	$ 10,722,300
Interfund Transfers	223,800	-	223,800
Total Fund Appropriations	**$ 10,946,100**	**$ -**	**$ 10,946,100**
Economic Improvement District - 1240			
Community & Economic Development Program	$ 540,100	$ -	$ 540,100
Interfund Transfers	16,600	-	16,600
Total Fund Appropriations	**$ 556,700**	**$ -**	**$ 556,700**
American Rescue Plan Act Fund - 1250			
Interfund Transfers	$ 6,714,400	$ -	$ 6,714,400
Total Fund Appropriations	**$ 6,714,400**	**$ -**	**$ 6,714,400**
Reserved for Future Expenditures	$ 783,200	$ -	$ 783,200
Budget Total	**$ 7,497,600**	**$ -**	**$ 7,497,600**
Building Fund - 1300			
Community & Economic Development Program	$ 15,252,600	$ -	$ 15,252,600
Interfund Transfers	7,739,200	-	7,739,200
Contingency	5,586,500	-	5,586,500
Total Fund Appropriations	**$ 28,578,300**	**$ -**	**$ 28,578,300**
Planning Fund - 1310			
Community & Economic Development Program	$ 7,042,300	$ -	$ 7,042,300
Interfund Transfers	4,147,500	-	4,147,500
Contingency	1,741,000	-	1,741,000
Total Fund Appropriations	**$ 12,930,800**	**$ -**	**$ 12,930,800**
Private Development Engineering - 1320			
Community & Economic Development Program	$ 5,938,900	$ -	$ 5,938,900
Interfund Transfers	2,916,900	-	2,916,900
Contingency	3,355,300	-	3,355,300
Total Fund Appropriations	**$ 12,211,100**	**$ -**	**$ 12,211,100**
System Development Charge Fund - 1400			
Interfund Transfers	$ 36,394,100	$ -	$ 36,394,100
Total Fund Appropriations	**$ 36,394,100**	**$ -**	**$ 36,394,100**
Reserved for Future Expenditures	9,704,800	-	9,704,800
Budget Total	**$ 46,098,900**	**$ -**	**$ 46,098,900**
Streets & Operations Fund - 1410			
Infrastructure Program	$ 32,090,900	$ -	$ 32,090,900
Debt Service	1,269,200	-	1,269,200
Interfund Transfers	9,028,800	-	9,028,800
Contingency	400,000	-	400,000
Total Fund Appropriations	**$ 42,788,900**	**$ -**	**$ 42,788,900**
Fire Station Debt Service - 2110			
Debt Service	$ 250,000	$ -	$ 250,000
Interfund Transfers	13,700	-	13,700
Total Fund Appropriations	**$ 263,700**	**$ -**	**$ 263,700**
PERS Debt Service Fund - 2200			
Debt Service	$ 3,313,500	$ -	$ 3,313,500
Interfund Transfers	22,200	-	22,200
Total Fund Appropriations	**$ 3,335,700**	**$ -**	**$ 3,335,700**
Reserved for Future Expenditures	32,200	-	32,200
Budget Total	**$ 3,367,900**	**$ -**	**$ 3,367,900**

City of Bend
Reconciliation of 2023-2025 Approved Budget to Adopted Budget

	Budget Approved by the Budget Committee	Proposed Adjustments	Budget Presented for Adoption
2011 General Obligation Bond Debt Service - 2410			
Infrastructure Program	$ 1,000	$ -	$ 1,000
Debt Service	3,504,100	-	3,504,100
Total Fund Appropriations	**$ 3,505,100**	**$ -**	**$ 3,505,100**
Reserved for Future Expenditures	1,984,300	-	1,984,300
Budget Total	**$ 5,489,400**	**$ -**	**$ 5,489,400**
2020 General Obligation Bond Debt Service - 2420			
Debt Service	$ 10,033,600	$ -	$ 10,033,600
Total Fund Appropriations	**$ 10,033,600**	**$ -**	**$ 10,033,600**
Reserved for Future Expenditures	244,600	-	244,600
Budget Total	**$ 10,278,200**	**$ -**	**$ 10,278,200**
Transportation Construction Fund - 3400			
Infrastructure Program	$ 23,804,800	$ -	$ 23,804,800
Debt Service	8,387,300	-	8,387,300
Interfund Transfers	6,050,400	-	6,050,400
Contingency	674,700	-	674,700
Total Fund Appropriations	**$ 38,917,200**	**$ -**	**$ 38,917,200**
Reserved for Future Expenditures	18,944,400	-	18,944,400
Budget Total	**$ 57,861,600**	**$ -**	**$ 57,861,600**
2020 General Obligation Bond Construction Fund - 3420			
Infrastructure Program	$ 52,759,700	$ -	$ 52,759,700
Total Fund Appropriations	**$ 52,759,700**	**$ -**	**$ 52,759,700**
Reserved for Future Expenditures	27,440,700	-	27,440,700
Budget Total	**$ 80,200,400**	**$ -**	**$ 80,200,400**
Accessibility Construction Fund - 3500			
Infrastructure Program	$ 1,030,400	$ -	$ 1,030,400
Debt Service	319,400	-	319,400
Interfund Transfers	979,400	-	979,400
Contingency	25,000	-	25,000
Total Fund Appropriations	**$ 2,354,200**	**$ -**	**$ 2,354,200**
Reserved for Future Expenditures	79,300	-	79,300
Budget Total	**$ 2,433,500**	**$ -**	**$ 2,433,500**
Local Improvement District Construction Fund - 3600			
Interfund Transfers	$ 7,500	$ -	$ 7,500
Total Fund Appropriations	**$ 7,500**	**$ -**	**$ 7,500**
Reserved for Future Expenditures	650,500	-	650,500
Budget Total	**$ 658,000**	**$ -**	**$ 658,000**
Airport Fund - 4000			
Community & Economic Development Program	$ 3,878,900	$ -	$ 3,878,900
Debt Service	140,000	400,000	540,000
Interfund Transfers	1,190,600	-	1,190,600
Contingency	26,000	-	26,000
Total Fund Appropriations	**$ 5,235,500**	**$ 400,000**	**$ 5,635,500**
Reserved for Future Expenditures	1,704,000	-	1,704,000
Budget Total	**$ 6,939,500**	**$ 400,000**	**$ 7,339,500**
Cemetery Fund - 4100			
Infrastructure Program	$ 884,200	$ -	$ 884,200
Debt Service	11,700	-	11,700
Interfund Transfers	256,200	-	256,200
Contingency	24,000	-	24,000
Total Fund Appropriations	**$ 1,176,100**	**$ -**	**$ 1,176,100**

City of Bend
Reconciliation of 2023-2025 Approved Budget to Adopted Budget

	Budget Approved by the Budget Committee	Proposed Adjustments	Budget Presented for Adoption
Water Fund - 4200			
Infrastructure Program	$ 72,457,200	$ -	$ 72,457,200
Debt Service	8,368,100	-	8,368,100
Interfund Transfers	9,845,200	-	9,845,200
Contingency	6,807,100	-	6,807,100
Total Fund Appropriations	**$ 97,477,600**	**$ -**	**$ 97,477,600**
Reserved for Future Expenditures	28,371,900	-	28,371,900
Budget Total	**$ 125,849,500**	**$ -**	**$ 125,849,500**
Water Reclamation Fund - 4300			
Infrastructure Program	$ 83,108,100	$ -	$ 83,108,100
Debt Service	28,881,500	-	28,881,500
Interfund Transfers	16,650,800	-	16,650,800
Contingency	6,299,900	-	6,299,900
Total Fund Appropriations	**$ 134,940,300**	**$ -**	**$ 134,940,300**
Reserved for Future Expenditures	61,581,300	-	61,581,300
Budget Total	**$ 196,521,600**	**$ -**	**$ 196,521,600**
Stormwater Fund - 4400			
Infrastructure Program	$ 15,797,100	$ -	$ 15,797,100
Debt Service	1,451,500	-	1,451,500
Interfund Transfers	3,757,100	-	3,757,100
Contingency	1,290,900	-	1,290,900
Total Fund Appropriations	**$ 22,296,600**	**$ -**	**$ 22,296,600**
Reserved for Future Expenditures	6,875,500	-	6,875,500
Budget Total	**$ 29,172,100**	**$ -**	**$ 29,172,100**
Parking Services Fund - 4500			
Infrastructure Program	$ 5,536,200	$ -	$ 5,536,200
Debt Service	176,900	-	176,900
Interfund Transfers	601,900	-	601,900
Contingency	317,900	-	317,900
Total Fund Appropriations	**$ 6,632,900**	**$ -**	**$ 6,632,900**
Reserved for Future Expenditures	1,886,000	-	1,886,000
Budget Total	**$ 8,518,900**	**$ -**	**$ 8,518,900**
Internal Service Fund: City Wide Administration - 5000			
Administration & Central Services Program	$ 174,728,600	$ -	$ 174,728,600
Debt Service	10,096,200	-	10,096,200
Interfund Transfers	1,396,900	-	1,396,900
Contingency	1,385,200	-	1,385,200
Total Fund Appropriations	**$ 187,606,900**	**$ -**	**$ 187,606,900**
Reserved for Future Expenditures	25,901,400	-	25,901,400
Budget Total	**$ 213,508,300**	**$ -**	**$ 213,508,300**
Internal Service Fund: Departmental Administration - 5100			
Community & Economic Development Program	$ 7,225,000	$ -	$ 7,225,000
Infrastructure Program	14,848,300	-	14,848,300
Administration & Central Services Program	9,031,100	-	9,031,100
Interfund Transfers	7,394,900	-	7,394,900
Contingency	251,600	-	251,600
Total Fund Appropriations	**$ 38,750,900**	**$ -**	**$ 38,750,900**
Internal Service Fund: Other Post-Employement Benefits (OPEB) - 5200			
Interfund Transfers	$ 80,300	$ -	$ 80,300
Total Fund Appropriations	**$ 80,300**	**$ -**	**$ 80,300**
Reserved for Future Expenditures	11,807,100	-	11,807,100
Budget Total	**$ 11,887,400**	**$ -**	**$ 11,887,400**

City of Bend
Reconciliation of 2023-2025 Approved Budget to Adopted Budget

	Budget Approved by the Budget Committee	Proposed Adjustments	Budget Presented for Adoption
Cemetery Permanent Maintenance Fund - 6100			
Infrastructure Program	$ 10,800	$ -	$ 10,800
Interfund Transfers	15,500	-	15,500
Total Fund Appropriations	**$ 26,300**	**$ -**	**$ 26,300**
Reserved for Future Expenditures	707,000	-	707,000
Budget Total	**$ 733,300**	**$ -**	**$ 733,300**
TOTAL CITY OF BEND:			
Total Appropriations, including Contingency	**$ 1,038,585,600**	**$ 650,000**	**$ 1,039,235,600**
Total Reserved for Future Expenditures	**$ 220,225,100**	**$ -**	**$ 220,225,100**
Total City of Bend Budget	**$ 1,258,810,700**	**$ 650,000**	**$ 1,259,460,700**

RESOLUTION NO. 3334

A RESOLUTION LEVYING AD VALOREM TAXES AND GENERAL OBLIGATION BOND TAXES

THE CITY COUNCIL OF THE CITY OF BEND RESOLVES AS FOLLOWS:

1. To levy the taxes provided for in the adopted budget for fiscal year 2023-24 at the City's permanent rate of $2.8035 per $1,000 of taxable assessed value.

2. To levy local option operating taxes for fire and emergency services at the rate of $0.2000 per $1,000 of taxable assessed value as approved by voters on May 15, 2018.

3. To levy the 2011 General Obligation Bond taxes provided for in the adopted budget for fiscal year 2023-24 in the amount of $1,700,000 for bonded indebtedness related to transportation bonds approved by voters on May 17, 2011.

4. To levy the 2020 General Obligation Bond taxes provided for in the adopted budget for fiscal year 2023-24 in the amount of $2,495,000 for bonded indebtedness related to transportation bonds approved by voters on November 3, 2020.

5. These taxes are levied upon all taxable properties within the City of Bend.

6. The following allocation and categorization subject to the limits of Article XI, Section 11b of the Oregon Constitution make up the above aggregate levy:

	Subject to General Government Limitation	Excluded from the Limitation
City of Bend Permanent Tax Levy	$ 2.8035 / $1,000	
City of Bend Local Option Levy	$ 0.2000 / $1,000	
2011 General Obligation Bond Levy		$ 1,700,000
2020 General Obligation Bond Levy		$ 2,495,000

Adopted by a vote of the Bend City Council on June 21, 2023.

YES: Mayor Melanie Kebler
Councilor Barb Campbell
Councilor Anthony Broadman
Councilor Megan Perkins
Councilor Ariel Méndez
Councilor Mike Riley

NO: none

Melanie Kebler, Mayor

ATTEST:

Robyn Christie, City Recorder

APPROVED AS TO FORM:

Mary A. Winters, City Attorney

Affidavit of Publication

STATE OF OREGON, COUNTY OF DESCHUTES

I, Julius Black, a citizen of the United State and a resident of the county aforesaid; I am over the age of eighteen years, and not part to or interested in the above-entitled matter. I am the principal clerk of the printer of

The Bulletin

P.O. BOX 6020, BEND, OR 97708

a daily newspaper of general circulation, published in the aforesaid county and state as defined by ORS 192.010 and ORS 192.020, that

Acct Name: CITY OF BEND

PO Number:

Legal Description:

a printed copy of which is hereto affixed was published in each regular and entire issue of the said newspaper and not in any supplement thereof on the following dates to wit:

6/16/23

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

_____
Signature

Dated at Bend, Oregon, this 16th day of June, 2023

AdName: **384222**

State of Oregon, County of Deschutes
Subscribed and Sworn to before me this 28TH day of JULY, 2023 by

_____

Notary Public for Oregon

OFFICIAL STAMP
LINDA LEA PRESTON
NOTARY PUBLIC-OREGON
COMMISSION NO. 998634
MY COMMISSION EXPIRES APRIL 6, 2024

No. _____

in the _____ Court of the

STATE OF OREGON
for the
COUNTY OF DESCHUTES

AFFIDAVIT OF PUBLICATION

Filed. _____

_____

By _____

From the office of

_____

Attorney for _____

FORM LB-1 **NOTICE OF BUDGET HEARING**

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Contact: Sharon Wojda, Chief Financial and Administrative Officer | Telephone: 541-693-2158 | Email: swojda@bendoregon.gov

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Beginning Fund Balance/Net Working Capital	$226,335,778	$275,495,400	$332,555,000
Fees, Licenses, Permits, Fines, Assessments & Other Service Charges	225,126,332	233,373,600	264,144,400
Federal, State and all Other Grants, Gifts, Allocations and Donations	46,976,833	60,682,200	59,190,300
Revenue from Bonds and Other Debt	164,718,378	125,906,600	223,755,200
Interfund Transfers / Internal Service Reimbursements	152,273,542	197,030,000	213,320,800
All Other Resources Except Current Year Property Taxes	38,890,037	47,045,700	54,703,500
Current Year Property Taxes Estimated to be Received	75,895,035	86,412,800	111,141,500
Total Resources	**$930,215,935**	**$1,025,946,300**	**$1,258,810,700**

FINANCIAL SUMMARY - REQUIREMENTS BY OBJECT CLASSIFICATION

Personnel Services	$183,688,454	$230,084,100	$281,466,500
Materials and Services	78,001,612	111,087,272	113,430,700
Capital Outlay	158,927,036	205,641,828	310,543,800
Debt Service	72,980,190	81,036,100	78,015,500
Interfund Transfers	149,587,333	201,752,000	213,575,700
Contingencies		32,703,400	41,553,400
Unappropriated Ending Balance and Reserved for Future Expenditure		163,641,600	220,225,100
Total Requirements	**$643,184,625**	**$1,025,946,300**	**$1,258,810,700**

FINANCIAL SUMMARY - REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM *

General Fund	44,660,592	73,858,100	79,501,400
FTE			
Public Safety	121,309,733	145,126,100	179,214,700
FTE	272.62	293.12	312.62
Infrastructure	339,511,086	570,796,300	626,208,700
FTE	202.00	211.50	230.95
Community & Economic Development	53,233,244	114,167,600	133,388,300
FTE	99.55	121.75	122.20
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FTE	110.75	139.25	130.35
Total Requirements	**643,184,625**	**1,025,946,300**	**1,258,810,700**
Total FTE	**684.92**	**765.62**	**796.12**

STATEMENT OF CHANGES IN ACTIVITIES and SOURCES OF FINANCING *

This budget reflects the City's commitment to providing essential services to the community within the City Council's guiding principles of Equity, Inclusive Leadership, Fiscal Stewardship, Governance and Partnership.

Financial Overview

Development of the 2023-2025 biennial budget reflects revenue pressures associated with modest revenue growth forecasts and headwinds associated with a potentially slowing economy. Coupled with pressures on expenses, there is an imbalance of money coming in versus money going out across most funds. Without additional revenue or funding increases, annual operating revenues are projected to increase 3.4% and 5.7% for each year of the biennium, which are not sufficient to keep up with rising costs. The proposed budget reflects funding increases that are needed to keep operations at current service levels.

To mitigate the impact of funding increases on the community, the City plans to draw down its reserve and contingency levels. The City has also limited any increases in staffing during the biennium to areas where it is needed to keep pace with community growth and needs, primarily in public safety and utilities.

Expenditures

Proposed investments in infrastructure reflect the largest portion of proposed budget expenditures. Many of the projects outlined in the Capital Improvement Program (CIP) are complex, multi-year projects involving improvements to water, water reclamation (sewer), stormwater and transportation infrastructure. Examples include improvements to the Wilson Corridor, the intersection at Neff and Purcell and replacement of the Awbrey Butte Waterline Distribution system among many others. To use revenues responsibly, the City of Bend looks for opportunities to align multiple projects to achieve economies of scale and lessen the impacts to the community. As an example, the Neff and Purcell Improvements Project includes replacing stormwater, water, water reclamation and street facilities versus just focusing on one piece of infrastructure.

Increasing project costs driven by inflation, coupled with a slowdown in development activity, which provides some of the funding for infrastructure projects, has necessitated that the City adjust the timing of projects in the 5-year CIP to match the funding available. The 5-year CIP includes total infrastructure investments of $545 million with $276 million programmed in the 2023-2025 biennium and represents a balance of the needs of the City with the funding available. To achieve this level of infrastructure spending, the City will leverage fee and rate increases to issue long-term debt for most of these projects to ensure the community today and future generations equally share in paying for investment and replacement of aging infrastructure, facilities, and equipment. The proposed budget also includes the issuance of $64 million in long term debt for the second series of General Obligation Bond projects, which have been reviewed and prioritized by the Transportation Bond Oversight Committee. The 'Estimated Debt Authorized, But Not Incurred on July 1, 2023' section of the LB-1 includes the amount of debt budgeted to be issued in the approved 2023-2025 biennial budget.

Personnel services expenses, which include salary and benefit costs for City employees, represent the second largest category of spending in the proposed budget. In 2022, the City made an investment in its current workforce with wage increases of approximately 10% which reflect inflationary pressures consistent with the broader economy. The 2023-2025 budget reflects limited increases in the City's workforce with the addition of 28 new staff, with most of those in the public safety and infrastructure core service areas.

Revenues

The $1.29 billion biennial budget includes all operating revenues for the biennium ($480.1 million), as well as debt proceeds, interfund transfers, sales from City-owned land in Juniper Ridge, one-time grant funding and ending reserves from the prior fiscal year. Of the $480.1 million of City-wide operating revenues, $136.1 million is in the City's General Fund.

Key revenue drivers include anticipated increases in tax assessed property value of 5% for each year of the biennium. Property taxes primarily fund police, fire, and street maintenance services. In the May 2023 election, voters approved a five-year local option levy of $0.76 per $1,000 of assessed property value to provide funding for fire and emergency medical services.

Additional revenue drivers include projected flat room tax revenues in 2023-2024, and a 5% increase in tourism activity in the second year of the biennium. Franchise fee revenues are projected to be flat in the first year of the biennium, with minimal increases of 1.4% in 2024-2025, which is in line with the forecasted increase in population growth.

Rate increases are proposed for water utilities (2.5% for sewer, 3.8% for water and 7% for stormwater), to keep pace with existing infrastructure deficiencies and future needs. Based on the outcome of an external fee study, development revenues for building, planning and private development engineering reflect respective fee increases. Although the printed budget includes proposed development fee increases ranging from 10-30%, as well as an increase of the long range planning surcharge, current discussions are taking place with a group of stakeholders to phase in the increases over time, and eliminate the increase of the long range planning fee. These increases are needed to support staffing levels necessary to maintain permit turnaround times and maintain reserves to ensure sustainable staffing levels into the future. Development activity is projected to remain the same in fiscal year 2023-2024 and increase 2.3% in fiscal year 2024-2025.

The Streets & Operations budget reflects revenues from a new transportation fee or other revenue source which is needed to maintain current levels of service. At the time the budget was developed, City Council was evaluating the scope of services and programs to be funded with a transportation fee or other revenue source, the public engagement approach and timeframe of how quickly to implement a new revenue source. At the time the budget was prepared, those decisions had not been made and the budget reflects a revenue placeholder pending implementation of additional revenues.

One of the key areas of focus for the upcoming 2023-2025 biennium is securing permanent, long-term funding for shelter operations. There are no General Fund revenues available to support shelter operations; service continuity is reliant on state and federal revenues. The City continues to work collaboratively with local and state partners to establish stable funding for operations and maintenance of the three shelter facilities purchased during the current 2021-2023 biennium.

Contingency and Reserves

City-wide, contingency and reserve levels are being utilized to help mitigate the impact of funding increases on the community. In the upcoming biennium, General Fund reserve levels are projected to decline but at the end of the biennium will remain in line with the City Council adopted fiscal policies of 16% of operating expenditures, which includes the General Fund Revenue Stabilization Fund balance. Even with the proposed development fee increases, reserve balances in the Community & Economic Development service area, specifically in the Building, Planning, and Private Development Engineering Funds, are proposed to decline to help lessen the impact of necessary fee increases on the community. Infrastructure service area reserves are increasing slightly as the City issues debt for transportation projects that will span multiple years and beyond the 2023-2025 biennium. Administration and Central Services reserves are projected to be fairly consistent with prior years.

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As specified in the Council Rules, the City Council goal setting process is aligned with the development of the biennial budget. The process is guided by input from community members, community organizations, City advisory boards and committees, Councilor priorities and City staff. A copy of the Council Goal Framework, as adopted on March 15, 2023, that includes detailed strategies and actions that support each goal area, can be found at the end of the "Introductory Section" of the budget document.

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STATEMENT OF INDEBTEDNESS

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Other Borrowings	$176,690,044	$7,850,000
Total	$409,996,944	$216,591,700

Notice of Property Tax and Certification of Intent to Impose a Tax, Fee, Assessment or Charge on Property

To assessor of **Deschutes** County

FORM OR-LB-50
2023-2024

- Be sure to read instructions in the Notice of Property Tax Levy Forms and Instruction booklet

☐ Check here if this is an amended form.

The **City of Bend** (District Name) has the responsibility and authority to place the following property tax, fee, charge or assessment on the tax roll of **Deschutes** (County Name) County. The property tax, fee, charge or assessment is categorized as stated by this form.

Mailing Address of District	City	State	ZIP code	Date
PO Box 102	**Bend**	**OR**	**97701**	**6/22/2023**

Contact Person	Title	Daytime Telephone	Contact Person E-Mail
Sharon Wojda	**Chief Financial & AdministrativeOfficer**	**541-693-2158**	swojda@bendoregon.gov

CERTIFICATION - You **must** check one box if your district is subject to Local Budget Law.

☒ The tax rate or levy amounts certified in Part I are within the tax rate or levy amounts approved by the budget committee.

☐ The tax rate or levy amounts certified in Part I were changed by the governing body and republished as required in ORS 294.456.

PART I: TAXES TO BE IMPOSED

		Subject to General Government Limits: Rate -**or**- Dollar Amount	Excluded from **Measure 5 Limits**: Dollar Amount of Bond Levy
1. Rate per $1,000 **or** Total dollar amount levied (within permanent rate limit)	1	2.8035	
2. Local option operating tax	2	0.20	
3. Local option capital project tax	3		
4. City of Portland Levy for pension and disability obligations	4		
5a. Levy for bonded indebtedness from bonds approved by voters **prior** to October 6, 2001	5a.		
5b. Levy for bonded indebtedness from bonds approved by voters **on or after** October 6, 2001	5b.		4,195,000
5c. Total levy for bonded indebtedness not subject to Measure 5 or Measure 50 (total of 5a + 5b)	5c.		**4,195,000**

PART II: RATE LIMIT CERTIFICATION

6. Permanent rate limit in dollars and cents per $1,000	6	**2.8035**
7. Election date when your **new district** received voter approval for your permanent rate limit	7	
8. **Estimated** permanent rate limit for newly **merged/consolidated district**	8	

PART III: SCHEDULE OF LOCAL OPTION TAXES -

Enter all local option taxes on this schedule. If there are more than two taxes, attach a sheet showing the information for each.

Purpose (operating, capital project, or mixed)	Date voters approved local option ballot measure	First tax year levied	Final tax year to be levied	Tax amount -**or**- rate authorized per year by voters
Operating	5/15/18	2019-20	2023-24	$0.20/$1,000 TAV

Part IV. SPECIAL ASSESSMENTS, FEES AND CHARGES*

Description	ORS Authority**	Subject to General Government Limitation	Excluded from Measure 5 Limitation
1			
2			

*If fees, charges, or assessments will be imposed on specific property within your district, you must attach a complete listing of properties, by assessor's account number, to which fees, charges, or assessments will be imposed. Show the fees, charges, or assessments uniformly imposed on the properties. If these amounts are not uniform, show the amount imposed on each property.

****The ORS authority for putting these assessments on the roll must be completed if you have an entry in Part IV.**

150-504-050 (Rev. 10-12-22)

(see the back for worksheet for lines 5a, 5b, and 5c)

File with your assessor no later than JULY 15, unless granted an extension in writing.

RESOLUTION NO. 150

A RESOLUTION ADOPTING THE BEND URBAN RENEWAL AGENCY 2023-2025 BIENNIAL BUDGET FOR THE BUDGET PERIOD BEGINNING JULY 1, 2023

THE BOARD OF THE BEND URBAN RENEWAL AGENCY (BURA) RESOLVES AS FOLLOWS:

1. To adopt the 2023-2025 Biennial Budget as approved by the Budget Committee on May 23, 2023. The 2023-2025 Biennial Budget is attached as Exhibit A.

2. That the amount for the biennial period beginning July 1, 2023 is appropriated in the aggregate sum of $19,972,600, excluding reserves for future expenditures. As shown below and in Exhibit A, the total Bend Urban Renewal Agency biennial budget, including reserves is $29,203,600.

TOTAL:

Total Appropriations, including Contingency	**$**	**19,972,600**
Total Reserved for Future Expenditures	**$**	**9,231,000**
Total Budget	**$**	**29,203,600**

Adopted by a vote of the Bend Urban Renewal Agency Board on June 21, 2023.

YES: Chair Barb Campbell
Melanie Kebler
Megan Perkins
Mike Riley
Ariel Mendez

NO: none

Barb Campbell, Chair

ATTEST:

Robyn Christie, City Recorder

APPROVED AS TO FORM:

Mary A. Winters, City Attorney

Resolution to Adopt BURA 2023-2025 Biennial Budget
Exhibit A

BURA Murphy Crossing Debt Service Fund - 2310		
Debt Service	$	993,500
Total Fund Appropriations	**$**	**993,500**
Reserved for future expenditures		2,349,000
Budget Total	**$**	**3,342,500**
BURA Juniper Ridge Debt Service Fund - 2320		
Debt Service	$	5,754,900
Total Fund Appropriations	**$**	**5,754,900**
Reserved for future expenditures		3,274,300
Budget Total	**$**	**9,029,200**
BURA Core Area Debt Service Fund - 2330		
Debt Service	$	826,900
Total Fund Appropriations	**$**	**826,900**
Reserved for future expenditures		2,107,700
Budget Total	**$**	**2,934,600**
BURA Murphy Crossing Construction Fund - 3310		
Community & Economic Development Program	$	233,500
Interfund Transfers		35,000
Total Fund Appropriations	**$**	**268,500**
BURA Juniper Ridge Construction Fund - 3320		
Community & Economic Development Program	$	4,564,700
Interfund Transfers		301,200
Total Fund Appropriations	**$**	**4,865,900**
BURA Core Area Construction Fund - 3330		
Community & Economic Development Program	$	6,049,300
Interfund Transfers		213,600
Debt Service		1,000,000
Total Fund Appropriations	**$**	**7,262,900**
Reserved for future expenditures		1,500,000
Budget Total	**$**	**8,762,900**
TOTAL BEND URBAN RENEWAL AGENCY (BURA):		
Total Appropriations, including Contingency	**$**	**19,972,600**
Total Reserved for Future Expenditures		**9,231,000**
Total BURA Budget	**$**	**29,203,600**

RESOLUTION NO. 152

A RESOLUTION LEVYING AD VALOREM TAX INCREMENT AMOUNTS

THE BOARD OF THE BEND URBAN RENEWAL AGENCY (BURA) RESOLVES AS FOLLOWS:

1. The BURA Board certifies to the Deschutes County Assessor of the Board's intent to collect 100% of the maximum amount of tax increment revenue that may be raised by dividing the taxes under Article IX section 1c of the Oregon Constitution, and ORS Chapter 457 for the Juniper Ridge Urban Renewal Plan Area for fiscal year 2023-24.

2. The BURA Board certifies to the Deschutes County Assessor of the Board's intent to collect 100% of the maximum amount of tax increment revenue that may be raised by dividing the taxes under Article IX section 1c of the Oregon Constitution, and ORS Chapter 457 for the Murphy Crossing Urban Renewal Plan Area for fiscal year 2023-24.

3. The BURA Board certifies to the Deschutes County Assessor of the Board's intent to collect 100% of the maximum amount of tax increment revenue that may be raised by dividing the taxes under Article IX section 1c of the Oregon Constitution, and ORS Chapter 457 for the Bend Core Area Urban Renewal Plan Area / Tax Increment Financing District for fiscal year 2023-24.

Adopted by a vote of the Bend Urban Renewal Agency Board on June 21, 2023.

YES: Chair Barb Campbell
Melanie Kebler
Megan Perkins
Mike Riley
Ariel Méndez

NO: none

Barb Campbell, Chair

ATTEST:

Robyn Christie, City Recorder

APPROVED AS TO FORM:

Mary A. Winters, City Attorney

Affidavit of Publication

STATE OF OREGON, COUNTY OF DESCHUTES

I, Julius Black, a citizen of the United State and a resident of the county aforesaid; I am over the age of eighteen years, and not part to or interested in the above-entitled matter. I am the principal clerk of the printer of

The Bulletin

P.O. BOX 6020, BEND, OR 97708

a daily newspaper of general circulation, published in the aforesaid county and state as defined by ORS 192.010 and ORS 192.020, that

Acct Name: CITY OF BEND

PO Number:

Legal Description:

a printed copy of which is hereto affixed was published in each regular and entire issue of the said newspaper and not in any supplement thereof on the following dates to wit:

6/16/23

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

_____
Signature

Dated at Bend, Oregon, this 16th day of June, 2023

AdName: **384222**

State of Oregon, County of Deschutes
Subscribed and Sworn to before me this 28TH day of JULY, 2023 by

_____

Notary Public for Oregon

OFFICIAL STAMP
LINDA LEA PRESTON
NOTARY PUBLIC-OREGON
COMMISSION NO. 998634
MY COMMISSION EXPIRES APRIL 6, 2024

No. _____

in the _____ Court of the

STATE OF OREGON
for the
COUNTY OF DESCHUTES

AFFIDAVIT OF PUBLICATION

Filed. _____

_____

By _____

From the office of

_____

Attorney for _____

FORM UR-1 **NOTICE OF BUDGET HEARING**

A public meeting of the Bend Urban Renewal Agency will be held on June 21st, 2023 immediately following the City Council meeting which begins at 7pm. The purpose of this meeting is to discuss the budget for the biennial budget period beginning July 1, 2023 as approved by the Bend Urban Renewal Agency Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at City Hall, between the hours of 8 a. m. and 5 p. m. or online at bendoregon.gov/budget. This budget is for a biennial budget period. This budget was prepared on a basis of accounting that is the same as used the preceding year.

This will be a hybrid meeting. The public is invited to join in person at City Council Chambers, City Hall, 710 NW Wall Street, Bend, Oregon or watch online at: www.bendoregon.gov/councilagenda. Please refer to the agenda (available by 5 p.m. on June 16th at www.bendoregon.gov/councilagenda) for instructions to call in to provide comment for the public hearing or send written comments to swojda@bendoregon.gov by 5 p.m. on June 21st.

Contact: Sharon Wojda, Chief Financial and Administrative Officer Telephone: 541-693-2158 Email: swojda@bendoregon.gov

FINANCIAL SUMMARY - RESOURCES

TOTAL OF ALL FUNDS	Actual Amount 2019-2021 Biennium	Adopted Budget This Biennium 2021-2023	Approved Budget Next Biennium 2023-2025
Beginning Fund Balance/Net Working Capital	$5,598,943	$4,816,400	$7,997,700
Federal, State and All Other Grants	1,894	0	0
Revenue from Bonds and Other Debt	4,840,180	5,780,900	13,897,300
All Other Resources Except Division of Tax & Special Levy	231,983	158,900	171,400
Revenue from Division of Tax	3,753,937	5,440,000	7,137,200
Total Resources	**$14,426,937**	**$16,196,200**	**$29,203,600**

FINANCIAL SUMMARY - REQUIREMENTS BY OBJECT CLASSIFICATION

Personnel Services	$443,500	$1,030,200	$549,300
Materials and Services	2,886,259	307,100	5,258,200
Capital Outlay	0	3,885,000	5,040,000
Debt Service	5,900,536	4,311,900	8,575,300
Interfund Transfers	0	558,600	549,800
Reserves		6,103,400	9,231,000
Total Requirements	**$9,230,295**	**$16,196,200**	**$29,203,600**

FINANCIAL SUMMARY-REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM *

Bend Urban Renewal Agency General Fund	$515,676	$0	$0
FTE	0.5	0	0
Bend Urban Renewal Agency Juniper Ridge Construction Fund	2,024,484	4,253,800	4,865,900
FTE	1.1	0.40	0.4
Bend Urban Renewal Agency Juniper Ridge Debt Service Fund	3,756,822	6,633,300	9,029,200
FTE	0	0	0
Bend Urban Renewal Agency Murphy Crossing Construction Fund	779,268	549,300	268,500
FTE	0.1	0.20	0.2
Bend Urban Renewal Agency Murphy Crossing Debt Service Fund	2,154,045	2,507,500	3,342,500
FTE	0	0	0
Bend Urban Renewal Agency Core Area Construction Fund	0	977,800	8,762,900
FTE	0	1.40	0.9
Bend Urban Renewal Agency Core Area Debt Service Fund	0	1,274,500	2,934,600
FTE	0	0	0
Total Requirements	**$9,230,295**	**$16,196,200**	**$29,203,600**
Total FTE	**1.7**	**2.00**	**1.5**

STATEMENT OF CHANGES IN ACTIVITIES and SOURCES OF FINANCING *

In the proposed budget, Urban Renewal activity is moving under the purview of the Real Estate Department. The proposed budget cycle includes one (1) Program Manager position shared with the Murphy Crossing, Juniper Ridge, and Core Area urban renewal funds and one (1) Business Advocate position split between Community and Economic Development Administration and Core Area. Each of these three Urban Renewal funds also contain short-term debt proceeds from the General Fund which allow the tax increment revenue to pay for staffing through repayment of the General Fund debt. The 'Estimated Debt Authorized, But Not Incurred on July 1, 2023' section of the UR-1 includes the amount of long-term debt budgeted to be issued in the approved 2023-2025 biennial budget.

Bend Urban Renewal Agency (BURA) General Fund:
The BURA General Fund was dissolved at the end of the 2019-2021 biennium.

Juniper Ridge Urban Renewal Area:
The proposed budget assumes a 4.8% Taxable Assessed Value (TAV) increase for the Juniper Ridge area. As noted above, the BURA General Fund was dissolved at the end of the 2019-2021 biennium. Urban renewal agencies are required to have a "general fund" for financial reporting purposes. Since the Juniper Ridge Construction Fund has historically been the largest and most established BURA fund, this fund will continue to serve as the "general fund" for annual audit and financial reporting purposes.

Murphy Crossing Urban Renewal Area:
The proposed budget assumes a 3.8% TAV increase for the Murphy Crossing area in Fiscal Year 2023-2024 and by 3.9% in Fiscal Year 2024-2025.

Core Area Urban Renewal Area:
The proposed budget assumes a 3% TAV increase for the Core Area in both years of the 2023-2025 Biennium.

In addition, funding allocations for Community and Economic Development staff are re-evaluated each biennium as Council goals and program needs change, which results in a fluctuation of the number of full-time equivalents (FTE) in each fund from one biennium to the next.

STATEMENT OF INDEBTEDNESS

LONG TERM DEBT	Estimated Debt Outstanding July 1, 2023	Estimated Debt Authorized, But Not Incurred on July 1, 2023
General Obligation Bonds	$0	$0
Other Bonds	6,391,927	7,333,800
Total	$6,391,927	$7,333,800

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STATEMENT OF INDEBTEDNESS		
LONG TERM DEBT	Estimated Debt Outstanding July 1, 2023	Estimated Debt Authorized, But Not Incurred on July 1, 2023
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Other Bonds	6,391,927	7,333,800
Total	$6,391,927	$7,333,800

FORM OR-UR-50 **NOTICE TO ASSESSOR** **2023-2024**

• Submit two (2) copies to county assessor by July 15. ☐ **Check here if this is an amended form.**

Notification

Bend Urban Renewal Agency (Agency Name) authorizes its 2023-2024 ad valorem tax increment amounts by plan area for the tax roll of Deschutes County (County Name)

Sharon Wojda (Contact Person)	541-693-2158 (Telephone Number)	6/22/2023 (Date Submitted)
PO Box 1024 Bend OR 97701 (Agency's Mailing Address)	swojda@bendoregon.gov (Contact Person's E-mail Address)	

☐ Yes, the agency has filed an impairment certificate by May 1 with the assessor (ORS 457.445).

Part 1: Option One Plans (Reduced Rate). [ORS 457.435(2)(a)]

Plan Area Name	*Increment Value to Use**		*100% from Division of Tax*	*Special Levy Amount***
	$	OR	☐ Yes	$
	$	OR	☐ Yes	$

Part 2: Option Three Plans (Standard Rate). [ORS 457.435(2)(c)]

Plan Area Name	*Increment Value to Use****		*100% from Division of Tax*	*Special Levy Amount*****
	$	OR		$
	$	OR		$

Part 3: Other Standard Rate Plans. [ORS 457.445(2)]

Plan Area Name	*Increment Value to Use**		*100% from Division of Tax*	
	$	OR	☐ Yes	
	$	OR	☐ Yes	

Part 4: Other Reduced Rate Plans. [ORS 457.445(1)]

Plan Area Name	*Increment Value to Use**		*100% from Division of Tax*	
Juniper Ridge Urban Renewal Plan	$	OR	☒ Yes	
Murphy Crossing Urban Renewal Plan	$	OR	☒ Yes	
Bend Core Area Urban Renewal Plan Area / Tax Increment Financing District	$	OR	☒ Yes	

Part 5: Permanent Rate Plans. [ORS 457.087]

Plan Area Name	*Increment Value to Use**		*100% from Division of Tax*	
	$	OR	☐ Yes	
	$	OR	☐ Yes	

Notice to Assessor of Permanent Increase in Frozen Value. Beginning tax year 2021-22, permanently increase frozen value to:

Plan Area Name	*New frozen value $*

* **All Plans except Option Three**: Enter amount of Increment Value to Use that is less than 100% Or check "Yes" to receive 100% of division of tax. Do NOT enter an amount of Increment Value to Use AND check "Yes".

** If an **Option One plan** enters a Special Levy Amount, you MUST check "Yes" and NOT enter an amount of Increment to Use.

*** **Option Three plans** enter EITHER an amount of Increment Value to Use to raise less than the amount of division of tax stated in the 1998 ordinance under ORS 457.435(2)(c) OR the Amount from Division of Tax stated in the ordinance, NOT both.

**** If an **Option Three plan** requests both an amount of Increment Value to Use that will raise less than the amount of division of tax stated in the 1998 ordinance and a Special Levy Amount, the Special Levy Amount cannot exceed the amount available when the amount from division of tax stated in the ordinance is subtracted from the plan's Maximum Authority.

150-504-078 (Rev. 10-12-22)

Affidavit of Publication

STATE OF OREGON, COUNTY OF DESCHUTES

I, Julius Black, a citizen of the United State and a resident of the county aforesaid; I am over the age of eighteen years, and not part to or interested in the above-entitled matter. I am the principal clerk of the printer of

The Bulletin

P.O. BOX 6020, BEND, OR 97708

a daily newspaper of general circulation, published in the aforesaid county and state as defined by ORS 192.010 and ORS 192.020, that

Acct Name: CITY OF BEND

PO Number:

Legal Description: NOTICE OF BUDGET COMMITTEE MEETING A PUBLIC MEETING OF THE BUDGET COMMITTEE OF THE CITY OF BEND AND THE BEND URBAN RENEWAL AGENCY DESCHUTES COUNTY STATE OF OREGON TO DISCUSS THE BUDGET FOR THE BIENNI

a printed copy of which is hereto affixed was published in each regular and entire issue of the said newspaper and not in any supplement thereof on the following dates to wit:

4/28/23

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

Dated at Bend, Oregon, this 28th day of April, 2023

AdName: **376205**

State of Oregon, County of Deschutes
Subscribed and Sworn to before me this 1ST day of MAY, 2023 by

Notary Public for Oregon

OFFICIAL STAMP
LINDA LEA PRESTON
NOTARY PUBLIC-OREGON
~~COMMISSION NO. 998634~~
MY COMMISSION EXPIRES APRIL 6, 2024

No. _____

in the _____ Court of the

STATE OF OREGON
for the
COUNTY OF DESCHUTES

AFFIDAVIT OF PUBLICATION

Filed. _____

By _____
From the office of

_____

Attorney for _____

653

NOTICE OF BUDGET COMMITTEE MEETING

A public meeting of the Budget Committee of the City of Bend and the Bend Urban Renewal Agency, Deschutes County, State of Oregon, to discuss the budget for the biennial budget period July 1, 2023 to June 30, 2025.

This will be a hybrid meeting. The public is invited to join in person at City Council Chambers, City Hall, 710 NW Wall Street, Bend, Oregon or watch online at: www.bendoregon.gov/councilagenda.

The meeting will take place on the 3rd day of May, 2023 at 5:00 PM. The purpose of the meeting is to receive the Budget Message and to distribute the Proposed Budget document. Public comment on the budget document will be reserved for the budget meetings scheduled for May 22nd and 23rd. However, a Public Hearing will be held at this May 3rd meeting to hear and receive Proposed Uses of State Shared Revenue funds. Please refer to the agenda (available by 5 p.m. on April 28th at www.bendoregon.gov/councilagenda) for instructions to call in to provide comment for the public hearing or send written comments to jtownsend@bendoregon.gov by 4 p.m. on May 3rd.

The Proposed Budget will be available on the City's website (Financial Reports | City of Bend (bendoregon.gov) by 5:00 pm on May 3, 2023 and a copy of the document may be inspected after that time and date at the City of Bend Permit Center on the first floor of City Hall, 710 NW Wall Street, Bend, between the hours of 8:00 AM and 4:00 PM.

Listed below are the times and place of additional scheduled Budget Committee meetings. These are public meetings at which any person may appear and discuss the proposed programs with the Budget Committee. Please refer to the calendar event (available by 5 p.m. on May 19th on the City of Bend events calendar) for instructions to call in to provide comment for the public hearing or send written comments to jtownsend@bendoregon.gov by 4 p.m. on May 22nd.

Location: Bend Fire Department Training Center, 63377 NE Jamison St.

Dates Monday, May 22, 2023, 4:00 PM

Tuesday, May 23, 2023, 4:00 PM

A copy of this notice is available on the City's website: Financial Reports | City of Bend (bendoregon.gov)

For additional information, please contact: Janette Townsend, 541.323.8559, jtownsend@bendoregon.gov, City of Bend, 710 NW Wall St., Bend, Oregon 97703.