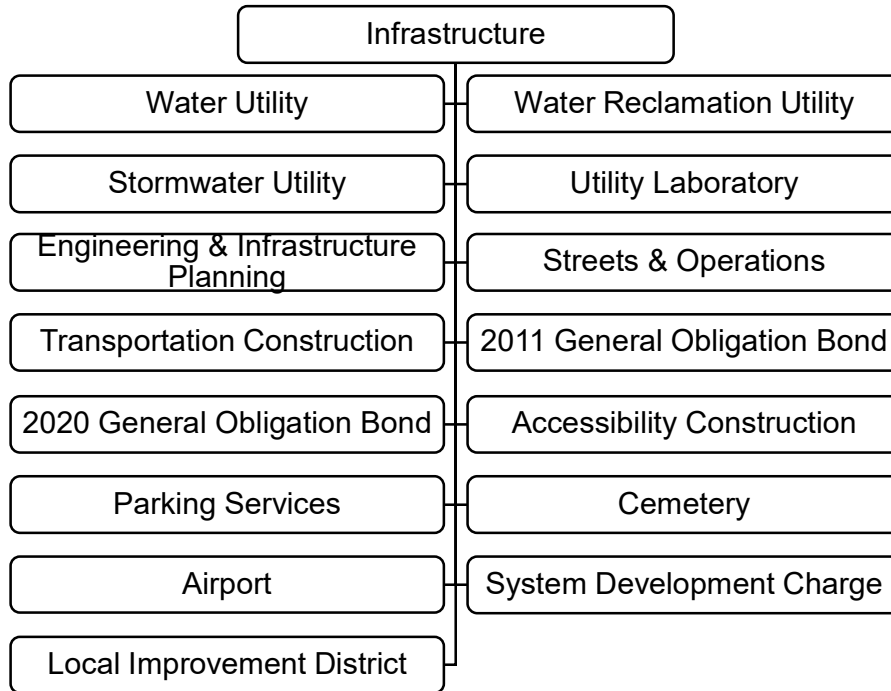


**INFRASTRUCTURE
 SERVICE AREA**



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.

Continued on the next page

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 accountst 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.

(This page intentionally left blank)

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						
<i>By Category:</i>						
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

City of Bend, Oregon
2023-2025 Adopted Biennial Budget

**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
1WPDJ 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		

(This page intentionally left blank)

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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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 digester 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 digester 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

City of Bend, Oregon
2023-2025 Adopted Biennial Budget

**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		

(This page intentionally left blank)

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						
<i>By Category:</i>						
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		

(This page intentionally left blank)

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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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	APPROVED 2023-2025	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						
<i>By Category:</i>						
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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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
REQUIREMENTS						
<i>By Category:</i>						
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.

City of Bend, Oregon
2023-2025 Adopted Biennial Budget

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

	Cost Estimate Classification**	2023-24	2024-25	2025-26	2026-27	2027-28	Total
1GFAL 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
1TKCR 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
1TGC 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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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
- Brookwood 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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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.

(This page intentionally left blank)

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						
<i>By Category:</i>						
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.

City of Bend, Oregon
2023-2025 Adopted Biennial Budget

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
1GKR 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
1GRRRI 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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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 Decommissioning	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		

(This page intentionally left blank)

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 forfeitures	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						
<i>By Category:</i>						
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 Equivalent	1.00	2.00
Allocated Full Time Equivalent	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

City of Bend, Oregon
 2023-2025 Adopted Biennial Budget

**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
REQUIREMENTS						
<i>By Category:</i>						
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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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 Statutes (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						
<i>By Category:</i>						
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		

(This page intentionally left blank)

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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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
	ACTUALS¹ 2019-2021	BUDGET 2021-2023	ESTIMATE¹ 2021-2023	PROPOSED 2023-2025	APPROVED 2023-2025	ADOPTED 2023-2025
REQUIREMENTS						
<i>By Category:</i>						
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 Statutes 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.