

RESOLUTION NO. 3491

A Resolution of the City Council Amending the Transportation System Development Charge Project List

Findings

- A. The City adopted a new Transportation System Development Charge (SDC) methodology and project list on May 1, 2024, through Bend City Council Resolution No. 3375.
- B. Because of shifting development patterns within the City, including changes to how some projects are funded or prioritized, the City now wishes to amend the SDC Project List as shown in the attached Exhibit A to add the SW Bond Street and SW Reed Market Roundabout Project, to allow use of SDC revenues to fund design and construction of this project.
- C. The Division St/Aune St/Scalehouse Loop Intersection Project cost is being reduced because it will be constructed by a private developer, who will receive credits off their transportation SDC bill for the cost of construction. The cost of the improvement on the Project List is being adjusted to more accurately reflect cost of construction.
- D. The Greenwood Avenue to Alden Avenue project is being funded in part by the voter-approved 2020 General Obligation bond. The cost of the improvement is being adjusted to reflect this additional funding source and the cost allocated to SDCs.
- E. Amending the SDC Project List as shown on Exhibit A does not change the total cost of projects to be funded with Transportation SDCs, is not a change to the methodology, and will not change the Transportation SDC rate charged to development.

Resolution

Based on these findings, the City Council of the City of Bend resolves as follows:

1. The Amended Transportation SDC Project List dated September 2, 2026, attached as Exhibit A, is adopted as the SDC Project List for the City of Bend, replacing the list attached to the Transportation System Development Charge Methodology dated March 31, 2024.
2. No changes are made to the Transportation SDC Methodology. The existing methodology and rates remain in effect.
3. The resolution takes effect immediately on passage.



Adopted by the Bend City Council

September 2, 2026

Yes: Kebler, Franzosa, Norris, Perkins, Platt, Riley

No:

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Melanie Kebler, Mayor

Attest:

A handwritten signature in black ink, appearing to be "Ashley Bontje", written over a horizontal line.

Ashley Bontje, City Recorder

Approved as to form:

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Ian Leitheiser, City Attorney



CITY OF BEND

City of Bend System Development Charges

Transportation SDC Project List - Amendment 1

Table A-2. Transportation SDC Project List

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
Segments									
M-1	Galveston Avenue - 14th Street to Riverside Blvd	Multi-modal transportation improvements to improve ped, bike, and vehicular connectivity in Galveston Avenue corridor.	Upgrade - Urban Standards	Near-Term	\$4,642,029	65%	\$3,013,422	65%	\$3,013,422
M-18	Eagle Road - Neff Road to Bulter Market	Upgrade existing local road to urban collector standards - adding bike/ped	Upgrade - Urban Standards	Long-Term	\$16,704,961	75%	\$12,498,237	75%	\$12,498,237
M-19	Knott Road - China Hat Road to 15th Street including Canal Crossing	Upgrade existing county road to urban standards - adding ped	Upgrade - Urban Standards	Long-Term	\$18,805,419	75%	\$14,019,846	75%	\$14,019,846
C-3	O.B. Riley Road - Hardy Rd to Archie Briggs Rd	Upgrade existing county road to urban standards - adding bike/ped	Upgrade - Urban Standards	Near-Term	\$8,539,489	80%	\$6,820,271	80%	\$6,820,271
C-23	18th Street - Empire Ave to Cooley Road	Expand from 2-lane to 3-lane arterial. Add Bike & Ped facilities.	Upgrade - Urban Standards	Mid-Term	\$9,284,058	73%	\$6,818,095	73%	\$6,818,095
C-24	Sisemore St - Arizona Ave to Colorado Ave	Add bike facilities & turning movement controls	Add Bike Lane Miles	Mid-Term	\$560,000	100%	\$560,000	100%	\$560,000

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-51	Britta St - Empire Rr to Frst Hts Pl (City Limit)	Expand existing half road to full road (3-lane section)	Upgrade/Expansion	Long-Term	\$1,274,551	100%	\$1,274,551	100%	\$1,274,551
C-53	27th Street Arterial Corridor upgrade from Bear Creek Road to Reed Market Road	Upgrade to 3-lane arterial	Upgrade - Urban Standards	Long-Term	\$10,961,135	65%	\$7,124,738	76%	\$8,316,980
C-55	Country Club Road - Knett Road to Murphy Road	Upgrade to urban standards including bike/pedestrian improvements	Upgrade - Urban Standards	Long-Term	\$12,557,522	71%	\$8,909,707	71%	\$8,909,707
C-56	Powers Road - 3rd Street to Parrel Road	Upgrade to urban standards including bike/pedestrian improvements (north side)	Upgrade - Urban Standards	Long-Term	\$1,190,264	69%	\$824,923	89%	\$1,054,713
1	Brosterhous Rd from 3rd Street to American Ln	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Mid-Term	\$7,260,609	60%	\$4,385,635	71%	\$5,140,964
2	Pettigrew Rd - Bear Creek Rd to Reed Market Rd	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Long-Term	\$7,736,715	72%	\$5,540,571	93%	\$7,208,418
3	Chase Road - Parrell Road to Matthew Street	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Near-Term	\$387,938	72%	\$278,087	72%	\$278,087
4	Yeoman Road - 18th St to Purcell Blvd	New Collector w/ Canal Crossing	New Roadway or Extension	Near-Term	\$6,372,753	100%	\$6,372,753	100%	\$6,372,753
Segment Total					\$106,277,443		\$78,440,835		\$82,286,045
Intersections									

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-27c	Butler Market and 4th Street Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	22%	\$919,332	55%	\$2,344,455
C-27d	Butler Market and Wells Acres Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	24%	\$1,036,509	36%	\$1,554,764
C-33	Country Club Road and Knott Road Intersection ^a	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	67%	\$2,841,763	100%	\$4,262,645
C-35	27th Street and Wells Acres Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	67%	\$2,841,763	100%	\$4,262,645
C-36	3rd Street and Franklin Avenue Intersection	ITS level upgrades to existing traffic signal	Intersection - Upgrade/New System	Mid-Term	\$595,132	67%	\$396,889	100%	\$595,132
C-39	Brosterhous Rd and Knott Road Intersection ^a	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	67%	\$2,841,763	100%	\$4,262,645
C-60	Century Drive and Skyline Ranch Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout. Address existing/future safety & operational issues.	Intersection - Reconfigure	Long-Term	\$4,262,645	54%	\$2,297,554	54%	\$2,297,554

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-61	Mt. Washington Drive and Metolius Drive Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout. Address existing/future safety & operational issues.	Intersection - Reconfigure	Long-Term	\$4,262,645	36%	\$1,531,320	36%	\$1,531,320
C-63	China Hat Road and Knott Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Long-Term	\$4,262,645	67%	\$2,843,751	100%	\$4,262,645
S-7	Empire Avenue and Jamison Street Intersection	Restrict turning movements on the Jamison approach to right in, right out	Add/ Upgrade Bike/Ped Crossing	Long-Term	\$127,358	20%	\$25,898	31%	\$38,898
5	27th Street and Conners Ave Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Near-Term	\$4,262,645	67%	\$2,837,396	100%	\$4,262,645
6	Brosterhous Road and Chase Road Intersection	Single-lane roundabout at a new intersection formed by Chase Road extending to Brosterhous Road	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645
7	Bond St and Industrial Way Intersection ^a	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645
Intersection Total					\$47,611,588		\$28,939,229		\$38,200,639
ODOT									
C-41	Powers Road and US 97 interchange	New grade separated interchange or overcrossing of US 97 (pending Parkway Study)	Intersection - Reconfigure	Mid-Term	\$23,041,326	10%	\$2,304,133	10%	\$2,304,133

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-42	US 97 operational and safety management improvements and associated City street improvements Phase 1 - right in, right out Phase 2 - ramp metering	Includes potential recommended Parkway Plan projects	Systemic ODOT Coordination	Mid-Term	\$40,322,320	10%	\$4,032,232	10%	\$4,032,232
C-62	US 20 and 27th Street Intersection	Upgrades to ODOT signal for additional capacity. Specific Improvements planned as part of US 20 Corridor Plan.	Intersection - Upgrade - ODOT	Long-Term	\$11,520,663	10%	\$1,152,066	10%	\$1,152,066
8	US 97 and Empire Ramps ^a	Interchange Upgrades/ Modification to existing interchange	Intersection - Reconfigure	Mid-Term	\$6,516,000	67%	\$4,344,000	100%	\$6,516,000
ODOT Total					\$81,400,308		\$11,832,431		\$14,004,431
UGB Expansion									
C-65	Stevens Road - 27th Street to UGB Boundary ^a	Upgrade existing county road to urban standards (100% 27th to COID bridge, 50% (north side) COID Bridge to UGB)	Upgrade - Urban Standards	Exp Area	\$4,870,000	68%	\$3,330,545	68%	\$3,330,545
C-76	Yeoman Rd - Deschutes Mrkt Rd to Bulter Mrkt Rd ^b	New Collector (1/2 Road-North Side) and bridge crossing at the NUID canal	New Roadway or Extension	Exp Area	\$6,486,938	100%	\$6,486,938	100%	\$6,486,938
C-79	Cooley Road and Hunnell Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Exp Area	\$4,262,645	73%	\$3,108,006	100%	\$4,262,645
M-22-26	27th Street/Knott Road - Ferguson Road to 15th Street ^b	Upgrade existing county road to urban standards (East half only)	Upgrade - Urban Standards	Long-Term	\$10,196,405	64%	\$6,527,584	64%	\$6,527,584

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
M-27	Knott Road - China Hat Rd to UGB Bdry ^b	Upgrade to urban standards (1/2 street east side)	Upgrade - Urban Standards	Long-Term	\$382,365	78%	\$296,655	78%	\$296,655
M-29	Cooley Road - O.B. Riley Road to US 20	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Exp. Area	\$1,730,840	83%	\$1,435,495	83%	\$1,435,495
M-30	Cooley Road - Scenic Drive to Hunnell Road ^b	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Exp Area	\$2,100,000	76%	\$1,586,821	76%	\$1,586,821
M-32	Yeoman Road - Purcell Blvd to Deschutes Market Road	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Exp Area	\$3,186,377	78%	\$2,487,154	78%	\$2,487,154
M-38	Butler Market Road - Hamby Road to Hamehook Road ^b	Upgrade existing county road to urban standards (50% -west half of road)	Upgrade - Urban Standards	Exp Area	\$701,003	56%	\$394,408	56%	\$394,408
M-41	China Hat Road - US 97 to Knott Road ^b	Upgrade to urban standards (1/2 street North side)	Upgrade - Urban Standards	Exp Area	\$254,910	79%	\$201,669	79%	\$201,669
M-42	China Hat Road canal bridge widening	North of Knott Road. Widen bridge to include sidewalk on both sides of China Hat Rd	Add Pedestrian & Bike Lane Miles	Exp Area	\$476,106	100%	\$476,106	100%	\$476,106
M-35	Butler Market Road - Eagle Road to Butler Market Road ^b	New 3-Lane Arterial (1/2 Road-South Side)	New Roadway or Extension	Exp Area	\$892,698	100%	\$892,698	100%	\$892,698
9	27th Street/ReedMarket/Steven s Road Intersection	Single-Lane Roundabout (upgrade from signalized intersection)	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645
10	27th Street and Ferguson Road Intersection ^a	Single lane roundabout - Converted from side street stop to roundabout	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
11	Ferguson Road - 27th Street to UGB Boundary ^b	New Minor Arterial (1/2 Road-South Side)	New Roadway or Extension	Near-Term	\$666,548	100%	\$666,548	100%	\$666,548
12	Division St/ Aune St/Scalehouse Loop Intersection ^a	Single lane roundabout -- Intersection realigned and reconstructed	Intersection - Reconfigure	Near-Term	\$4,262,645 \$1,512,645	100%	\$4,262,645 \$1,512,645	100%	\$4,262,645 \$1,512,645
13	Bear Creek Rd - Danitili Road to UGB Boundary Minor Arterial Reconstruction ^b	Upgrade existing county road to urban standards - South 1/2 Road	Upgrade - Urban Standards	Near-Term	\$1,660,000	70%	\$1,157,150	70%	\$1,157,150
UGB Expansion Total					\$50,654,769		\$41,835,711		\$42,990,350
Bicycle & Pedestrian									
M-6	Franklin Avenue/4th Street Intersection	Pedestrian/Bicycle Crossing Improvement	Add/ Upgrade Bike/Ped Crossing	Near-Term	\$241,934	50%	\$120,967	50%	\$120,967
M-10	Drake Park ped & bike river crossing (bridge)	Upgrade to multi-modal facility	Bridge Replace/ Add Bike/Ped	Near-Term	\$1,468,885	50%	\$734,442	50%	\$734,442
M-14	Butler Mkt Rd - Brinson Blvd to Dechutes Mkt Rd	Curb, Bike Lanes and Sidewalk infill	Add Pedestrian & Bike Lane Miles	Near-Term	\$3,689,818	100%	\$3,689,818	100%	\$3,689,818
M-17	Olney Ave Railroad Crossing Improvements	Upgrade crossing w/dedicated sidewalks & bike lanes	Add/ Upgrade Bike/Ped Crossing	Mid-Term	\$595,132	100%	\$595,132	100%	\$595,132
14	Robal Lane - US 20 to Hunnell Road	Sidewalk Infill	Add Pedestrian Lane Miles	Near-Term	\$357,079	100%	\$357,079	100%	\$357,079
15	Studio Road - 4th Street to Butler Market Road	Curb, Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$357,079	100%	\$357,079	100%	\$357,079

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
16	Wells Acre Rd - Butler Market Rd to 27th St	Bike Lane Infill (Parking Removal), Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$1,190,264	100%	\$1,190,264	100%	\$1,190,264
17	Century Dr - Mt. Washington Dr to UGB Bdry	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$2,380,528	100%	\$2,380,528	100%	\$2,380,528
18	3rd Street - Franklin Ave to Wilson Ave	Curb, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$8,093,794	100%	\$8,093,794	100%	\$8,093,794
19	3rd St - Murphy Road to Powers Road	Curb, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$1,071,237	100%	\$1,071,237	100%	\$1,071,237
20	4TH ST, NE from Revere to Greenwood, Butler Market to Revere, and ALDEN/GLENWOOD from 4th to 9th	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$7,022,556	100%	\$7,022,556	100%	\$7,022,556
21	8th St, Revere Avenue to Franklin Ave	Bike Lanes, Curb, & Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Long-Term	\$9,649,993	100%	\$9,649,993	100%	\$9,649,993
22	American Lane - Reed Market to Brosterhous Road	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Near-Term	\$1,071,237	100%	\$1,071,237	100%	\$1,071,237
23	Archie Briggs Road	Deschutes River Bridge - Replace and add sidewalks/bike lanes	Bridge Replace/ Add Bike/Ped	Near-Term	\$3,570,791	50%	\$1,785,396	50%	\$1,785,396
24	Brookwood Blvd - Lodgepole to Poplar	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$714,158	100%	\$714,158	100%	\$714,158
25	Brookwood Blvd - Reed Market Rd to Powers Rd	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$119,026	100%	\$119,026	100%	\$119,026

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
26	Brosterhous Road - Murphy Road to Knott Road	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Long-Term	\$1,428,317	100%	\$1,428,317	100%	\$1,428,317
27	Brosterhous Rd - American Lane to Murphy Rd	Sidewalk Infill	Add Pedestrian Lane Miles	Mid-Term	\$476,106	100%	\$476,106	100%	\$476,106
28	College Way - Newport Blvd to Saginaw	Sidewalk Infill	Add Pedestrian Lane Miles	Near-Term	\$119,026	100%	\$119,026	100%	\$119,026
29	Shevlin Park Rd - Mt. Washington Blvd to College Way	Multi-use Trail, Curb, Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Mid-Term	\$2,261,501	100%	\$2,261,501	100%	\$2,261,501
30	Jaminson St - Empire Ave to North of Fire Station	Curb, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Long-Term	\$5,118,134	100%	\$5,118,134	100%	\$5,118,134
31	Lodgepole Drive - Mahogany St to Poplar St	Curb, Bike Lanes, Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Long-Term	\$476,106	100%	\$476,106	100%	\$476,106
32	4th Street - Greenwood Ave to Alden Ave	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$7,141,583 \$5,976,583	100%	\$7,141,583 \$5,976,583	100%	\$7,141,583 \$5,976,583
33	9th/12th Streets, Summit Drive to Newport Ave.	Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Long-Term	\$714,159	100%	\$714,159	100%	\$714,159
34	Bear Creek Rd - 15th Street to Pettigrew Rd	Curb, Bike Lanes, Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Near-Term	\$1,309,290	100%	\$1,309,290	100%	\$1,309,290

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
35	Revere Avenue - 4th St to 8th St.	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$238,053	100%	\$238,053	100%	\$238,053
Bicycle & Pedestrian Total					\$60,875,786		\$58,234,981		\$58,234,981
Improvements Total					\$346,819,894		\$219,283,188		\$235,716,446

^a City funding requirements reflect developer or intergovernmental agreements/credits.

^b Cost includes 50% credit portion per expansion policy.

36	Bond and Reed Market Roundabout Widening	Upgrade Existing Single Lane Roundabout for Capacity Needs	Intersection Reconfiguration	Mid-Term	\$7,250,000	54%	\$3,915,000	54%	\$3,915,000
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The addition of Project 36 did not result in an overall change of the Improvements Total as Projects 12 and 32 were reduced by exactly \$3,915,000