

Capital Improvement Program

Overview

The Capital Improvement Program (CIP) identifies infrastructure improvement projects within a 5-year time period which are necessary to enhance service levels, address existing deficiencies, and provide for future growth. The 5-year CIP is updated annually and is coordinated with departments within the City.

The City continues to refine its CIP process as a means to enhance both financial planning and management decisions. Construction, repair, replacement and additions that will cost over \$10,000 were considered as departments developed lists of proposed projects. Population changes, land-use patterns and operational impacts are all considered when assessing future demands and needs. The City also looks at both staffing resources needed to complete the projects identified and considers financial impacts to utility rates along with available funds to pay for projects.

A number of CIP projects were identified for funding in the 2022-2026 CIP. Many of the projects outlined in the CIP are complex, multi-year projects involving improvements to water, water reclamation, stormwater and transportation infrastructure. Examples of these improvements include the Newport Corridor Improvements, Wilson Avenue Corridor Improvements, Murphy Corridor Improvements, Neff & Purcell Intersection, Awbrey Butte Distribution and Outback Facility Improvements projects. The City of Bend looks for opportunities to align multiple projects to achieve economies of scale and lessen the impacts to the community.

This CIP includes projects in the Water, Water Reclamation, Stormwater, Transportation Construction, Accessibility Construction, 2020 General Obligation Bond, BURA Juniper Ridge, BURA Murphy Crossing, and Airport Funds as well as the Facilities Management division of the Internal Service Fund – City Wide Administration.

The Capital Improvement Program process provides the City with documentation of the selection process and timing of capital projects, thus allowing enhanced public accountability and communication. The CIP provides sound financial planning and management of projects which:

- Preserve existing publicly owned property and infrastructure.
- Provide new facilities and infrastructure to accommodate an orderly and well-planned expansion of the community consistent with Statewide Planning Goals.
- Enhance livability within the community.

The 2022-2026 CIP is an integral part of the overall City financial program and is included in the capital outlay category of the City's budget. A schedule that summarizes infrastructure projects by program shows total estimated cost of the project, the annual budgeted costs and funding sources is included in this budget document.

Water Capital Budget

The City is nearing completion on an update to the Water System Master Plan that identified \$85.0 million over the next five years in system improvements to the surface and groundwater distribution system and repair and replacement improvements to reservoirs, groundwater wells, pipelines, power and security. The adopted budget includes \$6.5 million in projects identified in the Water System

Master Plan, and future budget adjustments and Capital Improvement Programs will reflect further implementation of the plan.

The Water Capital Program is primarily focused on providing for the City's current needs as well as address future growth. User fees, system development charges, and long-term debt all provide potential sources of revenue to address these projects. There are no long-term debt issuances in the 2021-2023 biennium for CIP work.

Water Reclamation Capital Budget

The Water Reclamation Program includes projects for the water reclamation facility as well as the collection systems that expand current capacity and extend service within the urban growth boundary.

The capital improvement schedule for water reclamation for the next five years calls for expenditures of \$75.5 million for sewer collection system improvements. This includes completing an interceptor pipe alignment, lift station and canal crossing project, capacity improvements, solids handling and dewatering system upgrades at the water reclamation facility, and several sewer mains, gravity mains and pump station decommissions. User fees, system development charges, and long-term debt all provide potential sources of revenues to address these projects. The budget includes \$18.4 million of debt proceeds related to draw down of DEQ loan proceeds for loans approved in previous bienniums. User rates, system development charges or other revenues of the sewer system will be used for debt service payments of these bonds.

Stormwater Capital Budget

The Stormwater CIP schedule calls for an investment of \$18.7 million over the next five years for a pipe replacement project, system improvements, an update of the Stormwater Master Plan and other projects. The Stormwater program provides for the maintenance and repair of stormwater infrastructure, including pipe and catch basin repair, drill hole reconditioning, water quality controls, and system cleaning. This program pays for system operation, including emergency response during flooding events. The current Stormwater CIP emphasizes the Newport Corridor Improvements, South Awbrey Butte Drainage Improvements and Stormwater Master Plan Update which will produce additional projects to be scheduled in future CIPs.

The most significant challenge facing the Stormwater Capital Program in this budget is financing the significant infrastructure needs. The City maintains a 30-year stormwater model to project the financial needs of the Stormwater Utility Program. Rate projections for the next five years will be subject to discussion as a result of the Stormwater Master Plan Update. The budget includes \$9.2 million of debt proceeds related to draw down of DEQ loan proceeds for loans approved in the 2019 – 2021 biennium. User rates or other revenues of the stormwater system will be used for debt service payments of these bonds.

Transportation Capital Budgets

Transportation Construction Fund: provides for improvements to the transportation system, including multi-modal projects, funded primarily through system development charges and franchise fees.

2020 General Obligation Bond Construction Fund: includes projects that improve traffic flow, east-west connections, safety, mobility and access on major street corridors and intersections.

Accessibility Construction Fund: includes projects for the development of the City's right of way infrastructure from design through construction.

BURA Juniper Ridge Construction Fund: includes projects for the Juniper Ridge Urban Renewal Area located in northeast Bend.

BURA Murphy Crossing Construction Fund: provides projects for the area of the southern convergence of the Bend Parkway and Southeast 3rd Street.

The current Transportation Construction schedule emphasizes the completion of CIP projects in design as well as projects to relieve congestion, improve connectivity and safety. The five-year Transportation Construction CIP includes \$41 million of projects, many which have synergy opportunities across water, sewer, accessibility and stormwater. During Budget Committee deliberations an additional \$2 million of state grant funds was allocated by the budget committee for the new Midtown Pedestrian and Bicycle Crossings project.

The 2020 General Obligation (GO) Bond Construction fund five year CIP schedule includes \$30.2 million in projects. Projects will be reviewed and prioritized by the Transportation Bond Oversight Committee (TBOC) including improvements to roads, intersections, and key east-west corridors, neighborhood safety improvement projects, a connected cross town bicycle network, sidewalks and safe crossings for access to schools, parks, and jobs, sidewalk infill on key routes, contributions to improvements on US97/the Parkway, including redesign and construction of interchanges and on/off ramps, and transit infrastructure improvements and matching funds for transit system capital improvements.

The Accessibility Construction Fund includes projects for the development of the City's right of way infrastructure from design through construction. Progress continues on improving infrastructure commensurate with the Americans with Disabilities Act (ADA) through the city's *ADA Transition Plan for Curb Ramps in Public Rights-of-Way*. The five-year Accessibility Construction CIP includes \$3.5 million of projects.

The BURA Juniper Ridge Construction Fund includes projects that were identified after years of study of the Juniper Ridge Urban Renewal Area where access and circulation have been negatively affected by the absence of roads. The Plan contains goals, objectives and projects for the development of the ("Area"). The Area consists of approximately 500 acres of industrial land in northeast Bend. The five-year Juniper Ridge Construction CIP includes \$13.1 million of projects.

The BURA Murphy Crossing Construction Fund includes projects that were identified after years of study of the Murphy Crossing Urban Renewal Area where access and circulation have been negatively affected by the location and configuration of the Bend Parkway. The Plan contains goals, objectives and projects for the development of the "Area". The area consists of approximately 230 acres of land in the vicinity of the southern convergence of the Bend Parkway and Southeast 3rd Street. The five year BURA Murphy Crossing Construction Fund includes \$1.7 million of projects.

Airport Capital Budget

The Airport Capital Budget reflects the continued efforts to meet existing and near term demand, increase safety and enhance the efficiency of operations. The Airport Master Plan Update process that began in 2019 is nearing completion. The Update process included an extensive, satellite-based, survey and analysis of an airport's ground and airspace features. FAA, Airport and State funding sources are available to fund the Master Plan Update project, with costs estimated at \$589,000. The five-year Airport CIP includes \$14.3 million of projects.

Facilities Management Budget

The Facilities Management Capital budget accounts for maintenance, repair, small construction and Capital Improvement Projects related to City-owned facilities. In addition, Facilities staff assist in the planning and design of future space needs in existing buildings or new City facilities. The five-year Facilities Management Construction CIP includes \$25.5 million of projects related to a new City of Bend Public Works facility in Juniper Ridge.

Impacts on Annual Operating Budgets

The individual project summaries on the following pages indicate the impact the completed project will have on the operating budget (i.e. additional staffing, maintenance, debt service and operating costs). Financial impacts are determined using the following definitions and criteria:

- **Positive** - The project will result in annual operating cost savings or generate additional revenue.
- **None** - The project will not result in additional annual operating expenditures.
- **Negligible** - The project will increase annual operating expenditures by less than \$10,000 annually.
- **Minimal** - The project will increase annual operating expenditures by more than \$10,000, but less than \$50,000.
- **Moderate** - The project will increase annual operating expenditures by more than \$50,000, but less than \$100,000.
- **High** - The project will increase operating expenditures by more than \$100,000 annually.
- **Unknown** – The impacts of the project are unknown at this time.

Summary of Infrastructure Capital Projects

Fund / Description	Funding Source					Impact on Annual Operating Budget	Total Project Estimate Across Funds Jun-2021	Multi Year Project Yes/No	Capital Outlay 2021-2023 Biennium	Project Detail on Page #s
	Franchise Fees Rates	SDC's	Urban Renewal	Other	Notes					
WATER FUND										
1RFGU Franklin & Greenwood Underpass	■	■	■	2	None	\$ 3,895,000	Yes	\$ -	348	
1RNPR Newport Corridor Improvements	■	■	■	2.6	Minimal	26,123,800	Yes	3,057,500	350	
1SCSE Collection System Enhancement Program	■	■	■	6	Positive	5,297,600	Yes	315,000	352	
1TMC2 Murphy Brosterhous to 15th	■	■	■	2	Negligible	10,127,800	Yes	59,000	354	
1TNPS Neff and Purcell Intersection	■	■	■	2	Positive	6,168,200	Yes	18,600	356	
1TTSI Traffic Signal Improvements	■				Positive	25,000	Yes	15,000	358	
1WABD Awbrey Butte Distribution Improvements	■	■	■	2	Negligible	28,618,000	Yes	6,997,000	360	
1WFRR Capital Repair & Replacement Projects	■				None	9,500,000	Yes	1,000,000	362	
1WMP1 Water System Master Plan Update	■				None	1,672,000	Yes	15,000	364	
1WOFI Outback Facility Improvements	■	■			Positive	27,639,000	Yes	6,800,000	366	
1WPDI Pilot Butte Distribution Improvements	■	■			Negligible	14,800,000	Yes	-	368	
1WROC Rock Bluff Reservoir	■	■			Negligible	700,000	Yes	300,000	370	
1WWCM Well Capital Maintenance	■	■			Positive	5,126,000	Yes	-	372	
1XSDC System Development Charge Update	■	■			None	300,000	Yes	100,000	374	
1XSTS Standards & Specifications Update	■		■	2	None	500,000	No	150,000	376	
Total for Water Fund								\$ 18,827,100		
WATER RECLAMATION FUND										
1RNPR Newport Corridor Improvements	■	■	■	2.6	Minimal	\$ 26,123,800	Yes	\$ 3,731,000	378	
1SAAI Addison & Butler Mkt Gravity Improvement	■	■			Minimal	1,512,000	No	-	380	
1SAMM SW Sewer Basin Improvements Project	■	■	■	6	None	14,196,400	Yes	6,400,000	382	
1SBSS Bend Septic Solutions	■		■	6	None	2,979,500	Yes	60,000	384	
1SCSE Collection System Enhancement Program	■	■	■	2.6	Positive	5,297,600	Yes	3,300,000	386	
1SFPU WRF Facilities Plan Update	■				None	750,000	Yes	500,000	388	
1SMP1 Collection System Master Plan Update	■	■			None	1,750,000	Yes	1,500,000	390	
1SN02 Via Sandia, Orion & East Lake Sewer	■	■	■	6	None	3,350,700	Yes	1,600,000	392	
1SN03 Admiral and King Jehu Sewer Project	■	■	■	6	None	3,950,000	Yes	3,937,500	394	
1SNEP Bend Sewer Neighborhood Extension Program	■	■			None	10,793,000	Yes	3,293,000	396	
1SNI2 North Interceptor Phase II	■	■			None	30,551,600	Yes	11,000,000	398	
1SNIA North Interceptor Pipe Alignment	■	■			None	14,046,200	Yes	236,000	400	
1SNIL North Interceptor Lift Station	■	■			Minimal	9,834,900	Yes	193,000	402	
1SNIP North Interceptor Phase I	■	■			None	5,591,700	Yes	34,000	404	
1SNIX North Interceptor Canal Crossing	■	■			Minimal	4,015,900	Yes	745,000	406	
1SOC1 Odor Control Master Plan	■	■			Unknown	1,155,000	No	-	408	
1SPCR WRF Primary Clarifier Rehabilitation	■	■			Minimal	1,000,000	No	1,000,000	410	
1SPGA Large Gravity Pipe Condition Assessment	■	■			None	400,000	Yes	-	412	
1SPSD Pump Station Decommissions	■	■	■	6	Positive	9,191,800	Yes	6,581,000	414	
1SPSX Pump Station Program	■	■			None	9,200,000	Yes	1,700,000	416	
1SSFU Support Facilities Upgrade	■	■			None	1,000,000	Yes	500,000	418	
1SSHI Solids Handling Improvements	■	■	■	6	Minimal	13,000,000	Yes	3,560,700	420	
1TMC1 Murphy Railway Overcrossing	■	■	■	2	Negligible	7,297,800	Yes	46,000	422	
1TNPS Neff and Purcell Intersection	■	■	■	2	Positive	6,168,200	Yes	788,000	424	
1XSDC System Development Charge Update	■	■			None	300,000	No	100,000	426	
1XSTS Standards & Specifications Update	■		■	2	None	500,000	No	150,000	428	
Total for Water Reclamation Fund								\$ 50,955,200		
STORMWATER FUND										
1RFGU Franklin & Greenwood Underpass	■		■	2	None	\$ 3,895,000	Yes	\$ -	430	
1RMNW Minnesota & Wall Stormwater	■				None	324,000	No	-	432	
1RMP1 Stormwater Master Plan Update 2020	■				None	500,000	Yes	332,000	434	
1RNPR Newport Corridor Improvements	■		■	2.6	Minimal	26,123,800	Yes	9,168,000	436	
1RRMC Roosevelt & McKinley	■				None	579,000	Yes	-	438	
1RSAB South Awbrey Butte Drainage Improvements	■		■	6	Minimal	9,500,000	Yes	-	440	
1TCSI Citywide Safety Improvements	■		■	2	Negligible	2,516,800	Yes	204,000	442	
1TEC5 Purcell Butler Market	■		■	2	Negligible	1,707,200	Yes	20,000	444	
1TEC6 Purcell Blvd Modernization	■		■	2	Negligible	3,505,000	Yes	20,000	446	
1TMC2 Murphy Brosterhous to 15th	■		■	2	Negligible	10,127,800	Yes	233,500	448	
1TNPS Neff and Purcell Intersection	■		■	2	Positive	6,168,200	Yes	589,800	450	
1XSTS Standards & Specifications Update	■		■	2	None	500,000	No	50,000	452	
Total for Stormwater Fund								\$ 10,617,300		

City of Bend, Oregon
2021-2023 Adopted Biennial Budget

Fund / Description	Funding Source					Impact on Annual Operating Budget	Total Project Estimate Across Funds Jun-2021	Multi Year Project Yes/No	Capital Outlay 2021-2023 Biennium	Project Detail on Page #s
	Franchise Fees	SDC's	Rates	Urban Renewal	Other					
TRANSPORTATION CONSTRUCTION FUND										
1ABRI Brosterhaus Accessibility Improvements	■	■			2	Negligible	\$ 1,172,000	Yes	\$ 589,000	454
1GWAC Wilson Avenue Corridor Improvements	■	■			2	None	4,500,000	Yes	4,500,000	456
1RNPR Newport Corridor Improvements	■	■			2,6	Minimal	26,123,800	Yes	4,070,300	458
1T3IN 3rd & Reed Market Intersection	■	■				Negligible	3,000,000	Yes	-	460
1TBKE Bicycle Greenways	■	■				Negligible	1,846,000	Yes	823,800	462
1TBMW Butler Market & Wells Acres Improvement	■	■				Negligible	3,000,000	Yes	1,500,000	464
1TBRB Bond & Reed Market RAB	■	■				Negligible	750,000	Yes	50,000	466
1TCHI Brosterhaus & Chase Intersection	■	■				Negligible	5,000,000	Yes	3,000,000	468
1TCON 27th & Conners Intersection	■	■				Negligible	2,500,000	Yes	-	470
1TCSI Citywide Safety Improvements	■	■			2	Negligible	2,516,800	Yes	686,400	472
1TCSR Columbia Roundabout Improvements	■	■			3	Negligible	3,199,000	Yes	805,000	474
1TEC5 Purcell Butler Market	■	■			2	Negligible	1,707,200	Yes	500,000	476
1TEC6 Purcell Blvd Modernization	■	■			2	Negligible	3,505,000	Yes	500,000	478
1TGI Galveston Corridor Improvements	■	■				Negligible	4,686,000	Yes	150,000	480
1TMC2 Murphy Brosterhaus to 15th	■	■			2	Negligible	10,127,800	Yes	1,708,500	482
1TMC6 Murphy Corridor Parrell to Brosterhaus	■	■			2	Negligible	9,559,300	Yes	1,954,000	484
1TMC1 Murphy Railway Overcrossing	■	■			2	Negligible	7,297,800	Yes	864,100	486
1TMC Midtown Crossing	■	■			7	Unknown	2,000,000	Yes	2,000,000	488
1TNPS Neff and Purcell Intersection	■	■			2	Positive	6,168,200	Yes	3,445,000	490
1TR3N Reed Mkt: 3rd To Newberry	■	■				None	7,316,500	Yes	25,000	492
1XSDC System Development Charge Update		■				None	300,000	Yes	100,000	494
1XSTS Standards & Specifications Update	■	■			2	None	500,000	No	150,000	496
Total for Transportation Construction Fund									\$ 27,421,100	
2020 GENERAL OBLIGATION BOND CONSTRUCTION FUND										
1GLRS Local Residential Safety Improvement Program					1	None	\$ 1,500,000	Yes	\$ 500,000	498
1GTBD Future Projects (TBD)					1	Unknown	29,700,000	Yes	12,700,000	500
Total for 2020 General Obligation Bond Construction Fund									\$ 13,200,000	
ACCESSIBILITY CONSTRUCTION FUND										
1AADA Accessibility Opportunity Projects	■					Negligible	\$ 1,000,000	Yes	\$ 200,000	502
1ABRI Brosterhaus Accessibility Improvements	■				2	Negligible	1,172,000	Yes	225,000	504
1ADEI NW Delaware Accessibility Improvement	■					Negligible	700,000	Yes	200,000	506
1ADIV NE Division Street Corridor	■					Negligible	688,900	Yes	15,000	508
1ARWI River West Accessibility Improvement	■					Negligible	800,000	Yes	800,000	510
1ASCA Southern Crossing Accessibility Imp	■					Negligible	700,000	Yes	-	512
1RNPR Newport Corridor Improvements	■				2,6	Minimal	26,123,800	Yes	12,000	514
Total for Accessibility Construction Fund									\$ 1,452,000	
BURA JUNIPER RIDGE CONSTRUCTION FUND										
1BCTL Cooley Rd. / Talus Rd. Improvements						None	\$ 2,600,000	No	\$ 2,600,000	518
1BU97 US97 North Corridor Improvements						None	2,000,000	No	-	520
1BSTE Talus Sewer Trunk Line Extension						None	1,500,000	No	-	522
1B18E 18th Street Extension						None	3,000,000	Yes	-	524
1BCRE Cooley Road Extension						None	3,000,000	Yes	-	526
1BNCR New Collector Roads						None	3,000,000	Yes	-	528
Total for BURA Juniper Ridge Construction Fund									\$ 2,600,000	
BURA MURPHY CROSSING CONSTRUCTION FUND										
1BM97 Murphy Rd/US97 Interchange						None	\$ 150,000	Yes	\$ 150,000	530
1B97N US97 Frontage Road North						None	750,000	No	-	532
1B97S US97 Frontage Road South						None	750,000	No	-	534
Total for BURA Murphy Crossing Construction Fund									\$ 150,000	

City of Bend, Oregon
2021-2023 Adopted Biennial Budget

Fund / Description	Funding Source					Impact on Annual Operating Budget	Total Project Estimate Across Funds Jun-2021	Multi Year Project Yes/No	Capital Outlay 2021-2023 Biennium	Project Detail on Page #s
	Franchise Fees Rates	SDC's	Urban Renewal	Other	Notes					
AIRPORT FUND										
AP19A Master Plan Update				■	4	None	\$ 589,300	Yes	\$ 20,000	538
AP22A Runway 16-34 & Seal Coat, Guidance Sign LED Upgrade				■	4	None	2,005,000	Yes	800,000	540
AP22B Air Traffic Control Tower				■	4	High	8,500,000	Yes	-	542
AP23A South Hangar Taxilane Rehab				■	4	None	750,000	No	-	544
AP25A Taxiway A & B Seal Coat and Edge Lighting, Beacon				■	4	None	3,056,000	No	-	546
Total for Airport Fund									\$ 820,000	
FACILITIES MANAGEMENT										
FA21BX Juniper Ridge Corporate Yard Roadway Construction				■	5	Minimal	\$ 33,320,000	Yes	\$ 1,600,000	550
FA22AX Juniper Ridge Corporate Yard Vehicle Storage/Shop Bldg.				■	5	Minimal	27,361,800	Yes	-	552
FA23AX Juniper Ridge Corporate Yard Fuel Island				■	5	Minimal	2,366,400	Yes	-	554
FA24AX Juniper Ridge Corporate Yard Fleet Building				■	5	Minimal	16,029,400	Yes	-	556
FA25AX Juniper Ridge Public Works Administration, Lab, & Warehouse				■	5	Minimal	48,804,000	Yes	-	558
Total for Facilities Management									\$ 1,600,000	
CIP TOTAL FOR 2021-2023 BIENNIAL BUDGET									\$ 127,642,700	
Notes										
1 Projects receive funding from voter approved General Obligation bond proceeds.										
2 Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction and/or Transportation Construction.										
3 Partnership with Bend Park and Recreation District and/or Oregon State University Cascades.										
4 Funded by FAA and State of Oregon Grants. City Match to be funded with Airport revenues and General Fund subsidy if State of Oregon grants not available.										
5 Projects will be funded by issuance of long term debt. Annual debt service payments will be made by operating departments at each site.										
6 Projects will be funded with issuance of long term debt in the Clean Water State Revolving Fund Loan Program.										
7 Project will be funded by an allocation of American Rescue Plan Act funding from the State of Oregon										

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Water Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Class*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1RFGU Franklin & Greenwood Underpass	5	\$ -	\$ -	\$ 145,000	\$ -	\$ -	145,000
1RNPR Newport Corridor Improvements	1	2,263,500	794,000	-	-	-	\$ 3,057,500
1SCSE Collection System Enhancement Program	N/A	315,000	-	-	-	-	315,000
1TMC2 Murphy Brosterhous to 15th	1	59,000	-	-	-	-	59,000
1TNPS Neff and Purcell Intersection	2	-	18,600	-	-	-	18,600
1TTSI Traffic Signal Improvements	5	15,000	-	-	-	-	15,000
1WABD Awbrey Butte Distribution Improvements	5	1,060,000	5,937,000	9,312,000	9,139,000	3,170,000	28,618,000
1WFRR Capital Repair and Replacement Projects	N/A	500,000	500,000	500,000	2,500,000	2,500,000	6,500,000
1WMP1 Water System Master Plan Update	N/A	15,000	-	-	-	-	15,000
1WOFI Outback Facility Improvements	5	3,400,000	3,400,000	4,000,000	8,000,000	8,839,000	27,639,000
1WPDI Pilot Butte Distribution Improvements	5	-	-	500,000	5,000,000	7,000,000	12,500,000
1WROC Rock Bluff Reservoir	5	-	300,000	400,000	-	-	700,000
1WWCM Well Capital Maintenance	5	-	-	1,450,000	3,676,000	-	5,126,000
1XSDC System Development Charge Update	N/A	50,000	50,000	-	-	-	100,000
1XSTS Standards & Specifications Update	N/A	150,000	-	-	-	-	150,000
		\$ 7,827,500	\$ 10,999,600	\$ 16,307,000	\$ 28,315,000	\$ 21,509,000	\$ 84,958,100

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

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

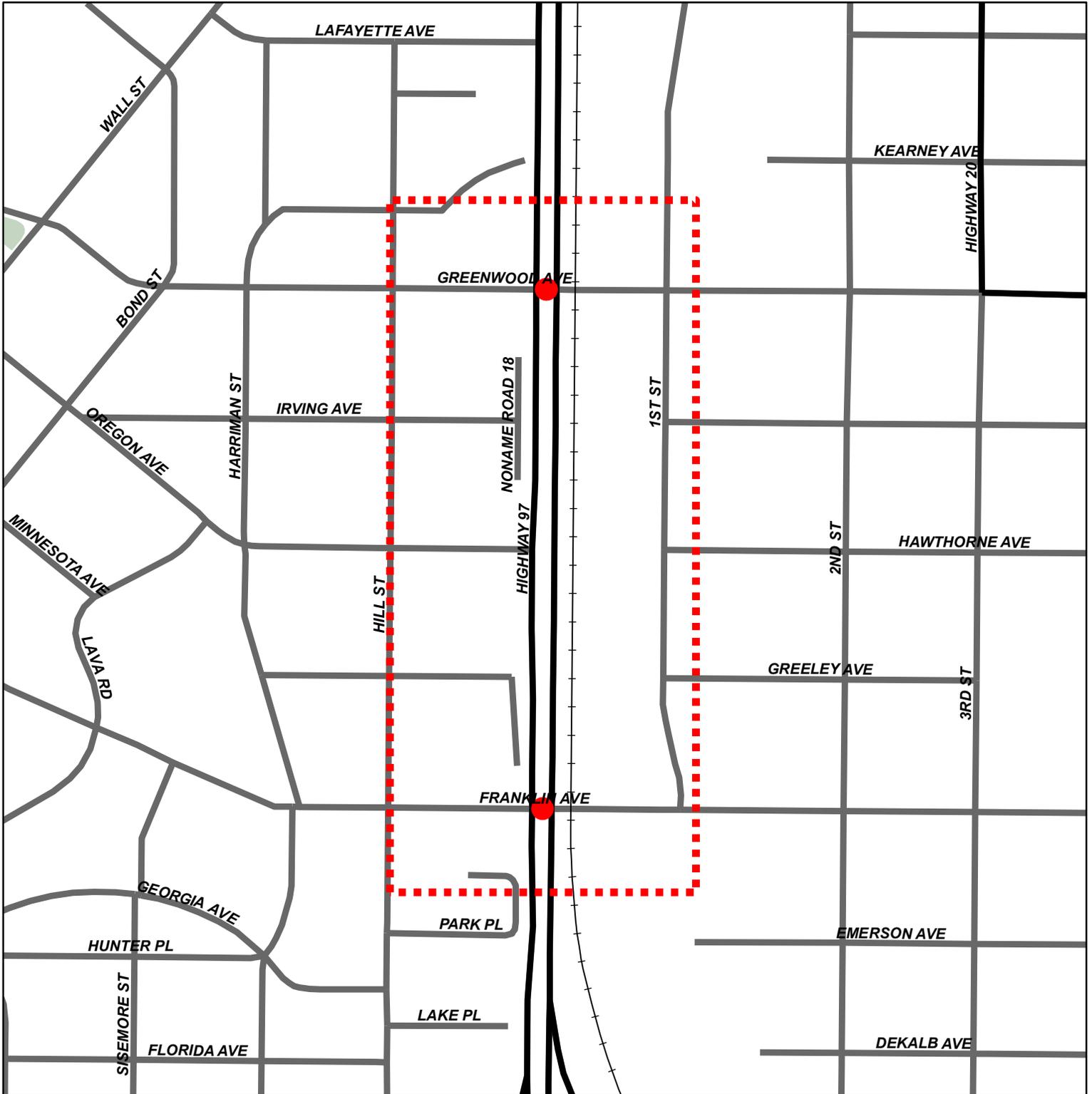


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RFGU Franklin & Greenwood Underpass

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Oct 2023	Est. End Date: Jun 2027
Cost Estimate Classification: 5			
Description & Background			
Construction of surface water swales to reduce the volume of water entering the underpass, larger capacity storm drains and a pump station to move water from the underpass to an off- site force main and an infiltration swale to retain and infiltrate stormwater.			
Need/Justification			
Both Franklin Ave and Greenwood Ave are vital east-west corridors providing access to downtown and the west side. The underpasses close during moderate rainfall events blocking all traffic. Flooding of the underpasses create a barrier for emergency vehicles and the general public as well as creates a public Safety hazard and burden upon the City Staff to respond.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.
Transportation Construction	\$	-	
Water	\$	\$145,000	
Water Reclamation	\$	-	
Stormwater	\$	\$3,750,000	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 145,000	\$ 750,000	\$ 1,500,000	\$ 1,500,000
Total Project Cost Estimate:						\$ 3,895,000	



CITY OF BEND

1RFGU

Franklin & Greenwood Underpass



NOT TO SCALE

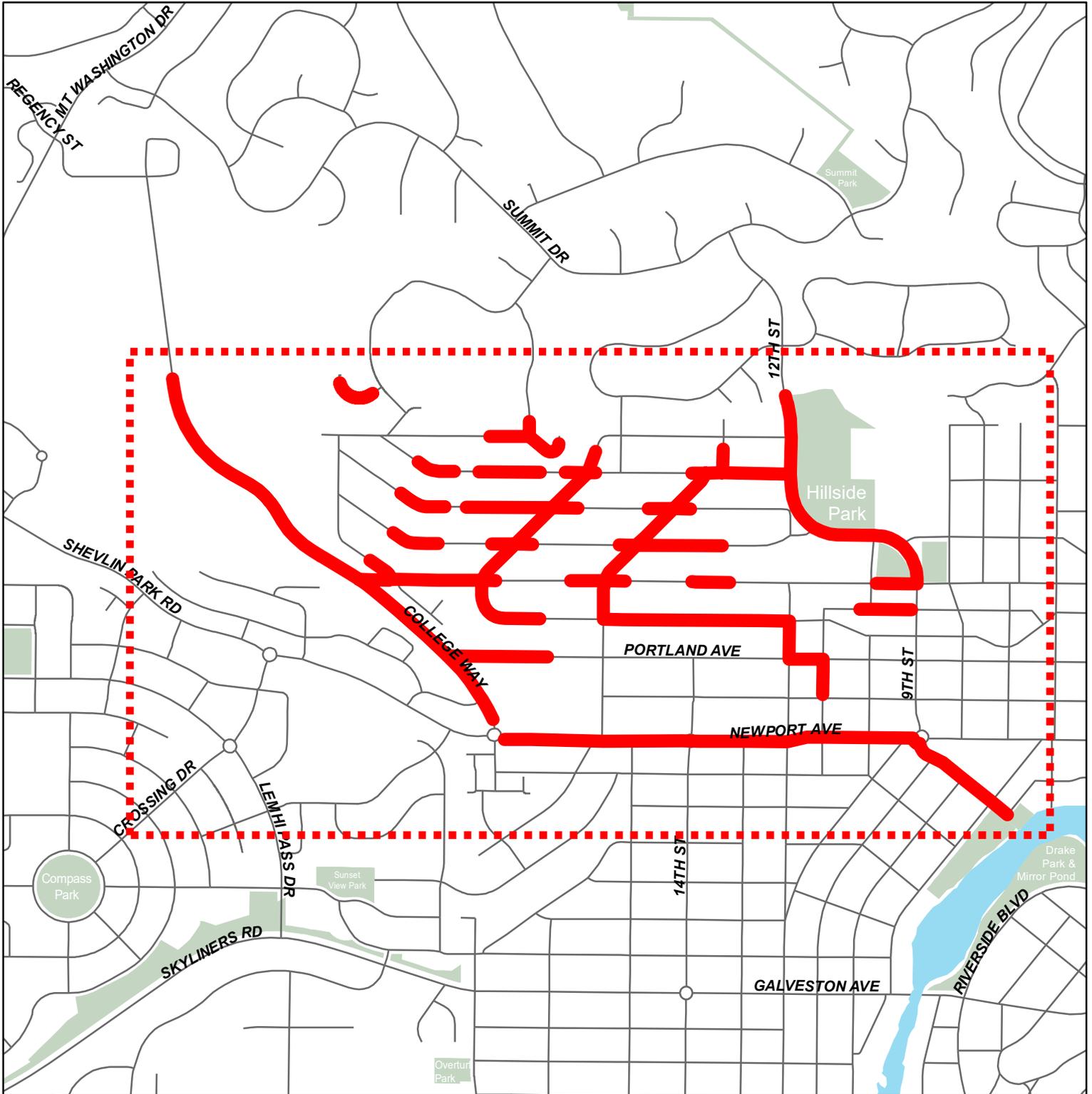


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RNPR Newport Corridor Improvements

Fund: Water		Project Status: Active	Project Phase: Active
Project Manager: Drew Wells		Est. Start Date: Mar 2019	Est. End Date: Oct 2022
Cost Estimate Classification: 1			
Description & Background			
<p>Reconstruct existing drainage collection and conveyance system along Newport and Nashville from College Way to the outfall at the Deschutes River east of Drake Road. Project elements include replacement of the trunk line and replacement / rehabilitation of associated drainage structures. Project elements include collection and conveyance improvements in the surrounding tributary drainage area through water quality improvements, flow reduction and flow mitigation measures. This project is identified as a synergy project with focused coordination efforts for the design of improvements to other utilities and transportation infrastructure in and adjacent to Newport Ave. This arterial is heavily traveled and coordinating the design of comprehensive corridor improvements is intended to facilitate concurrent construction to maximize economy of scale and minimize future construction disruptions.</p>			
Need/Justification			
<p>The South Awbrey Butte Drainage Study, completed in 2017, determined that the existing stormwater collection and conveyance system on Newport Avenue is in need of replacement. This study identified the replacement of the Newport Avenue Trunk Line as the highest priority project in the drainage basin, and also prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding / improve water quality within the basin.</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 17,000	Further deterioration of existing pipeline and increased project costs due to escalation.	
Transportation Construction	\$ 5,577,300		
Water	\$ 4,052,400		
Water Reclamation	\$ 5,102,000		
Stormwater	\$ 11,375,100		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,658,000	\$ 4,427,000	\$ 12,123,400	\$ 7,915,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 26,123,800	



CITY OF BEND

1RNPR

Newport Corridor Improvements Phase II



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SCSE Collection System Enhancement Program

Fund: Water		Project Status: Active	Project Phase: Active
Project Manager: Oliver Murray		Est. Start Date: Apr 2019	Est. End Date: Jun 2022
Cost Estimate Classification: N/A			
Description & Background			
This program includes repair and replacement projects identified in the 2014 Collection System Master Plan. The final scope of work to be complete under this project number are the Airport, Pioneer, Deschutes Business, River’s Edge, and Rimrock pump stations. Future pump station projects will be procured under 1SP1X. Total cost estimates reflect only the projects scheduled for completion in the 5-year CIP period.			
Need/Justification			
Reduction of operations and maintenance costs with the repair and or replacement of systems identified along with mitigation of outdated and potentially undersized or oversized systems from failing.			
Project Related to: 1SBSS Southeast Bend Septic Solutions			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Potential of additional sunk cost to keep stations operational before they can be properly rehabilitated. System failures and overflow events are also possible.	
Transportation Construction	\$ -		
Water	\$ 315,000		
Water Reclamation	\$ 4,982,600		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 257,600	\$ 1,425,000	\$ 3,615,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 5,297,600

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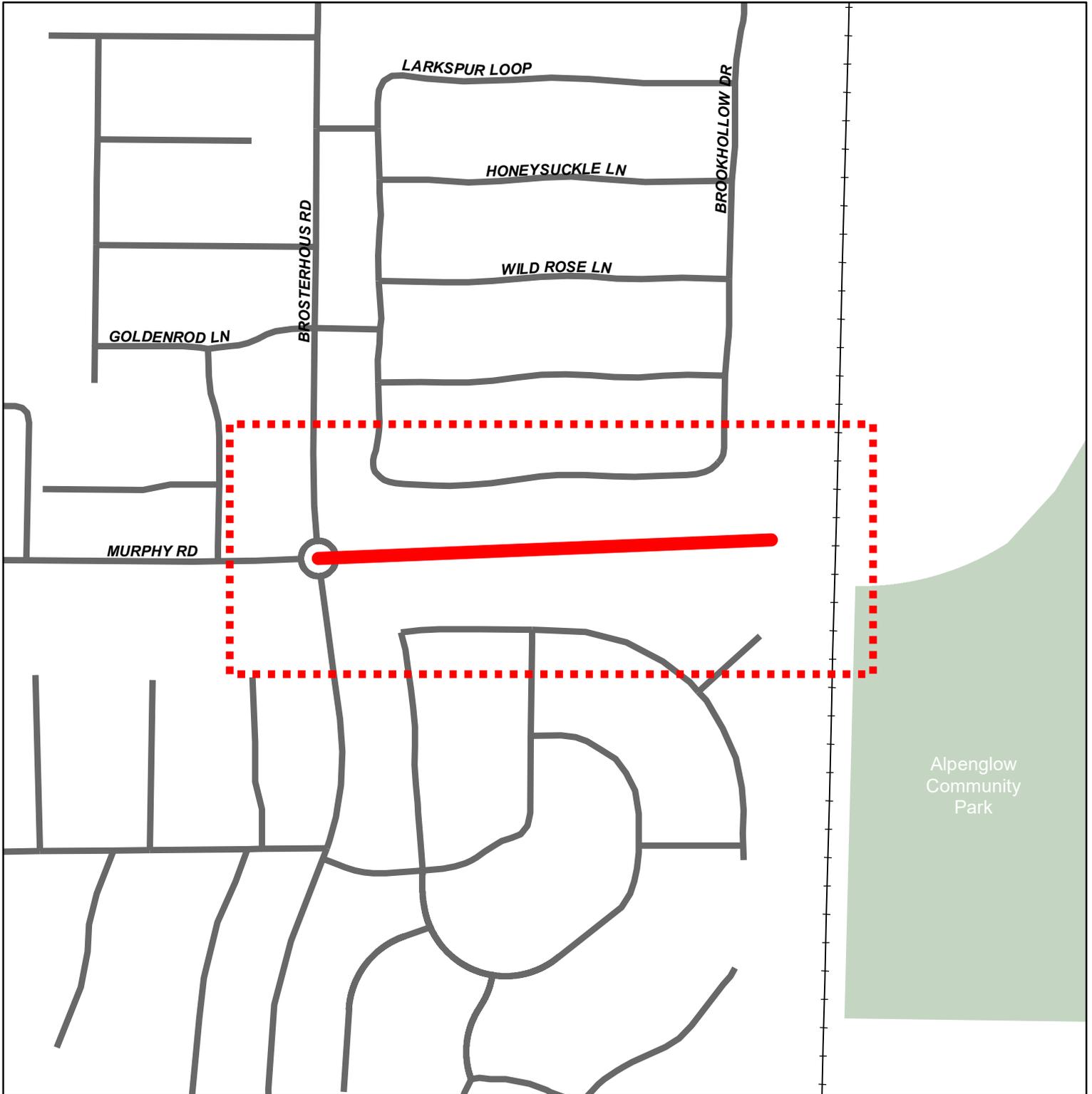


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TMC2 Murphy Brosterhous to 15th

Fund: Water		Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley		Est. Start Date: Nov 2018	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The Murphy Corridor Improvements project includes six interrelated transportation improvement subprojects that will all contribute to improving the safety, efficiency, and reliability of transportation in southeast Bend. The project will be designed and constructed using a Progressive Design-Build alternative delivery method. This specific subproject includes the extension of Murphy Road from the current terminus at Brosterhous Rd, east to 15th St.. The extension includes a bridge overcrossing BNSF railway (See subproject 1TMCI) and will include a 2-lane section with bike and pedestrian facilities. Median treatment to be determined based on access needs and traffic study results.</p>			
Need/Justification			
<p>Murphy Corridor Improvements Project is a transportation project extending from the intersection of Parrell Road to 15th Street. The Project has been identified by City Council as a priority project to enhance the transportation system in southeast Bend, including improved accessibility to the 15th Street opportunity area and 'The Elbow' expansion area; identified in the 2016 UGB adoption and comprehensive plan update.</p> <p>Project Related to: Implementation of the Urban Growth Boundary assessment relating to the NE Expansion area and the recently completed Murphy Road corridor (Parrell to Brookwood). 1TEC3 Empire Extension, 1TEC4 Empire & 27 RAB, 1TEC5 Purcell Butler Market, 1TECI Purcell Roundabout</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	There are no known legal or regulatory issues about delaying the project. Eliminating the project will prolong connectivity and access issues in NE Bend. The project is also listed on the Integrated Land Use and Transportation Plan to reduce vehicle miles traveled.	
Transportation Construction	\$ 8,342,500		
Water	\$ 331,300		
Water Reclamation	\$ -		
Stormwater	\$ 1,454,000		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
<p>Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.</p>			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,594,300	\$ 6,532,500	\$ 2,001,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 10,127,800	



CITY OF BEND

1TMC2

Murphy Brosterhous to 15th



NOT TO SCALE

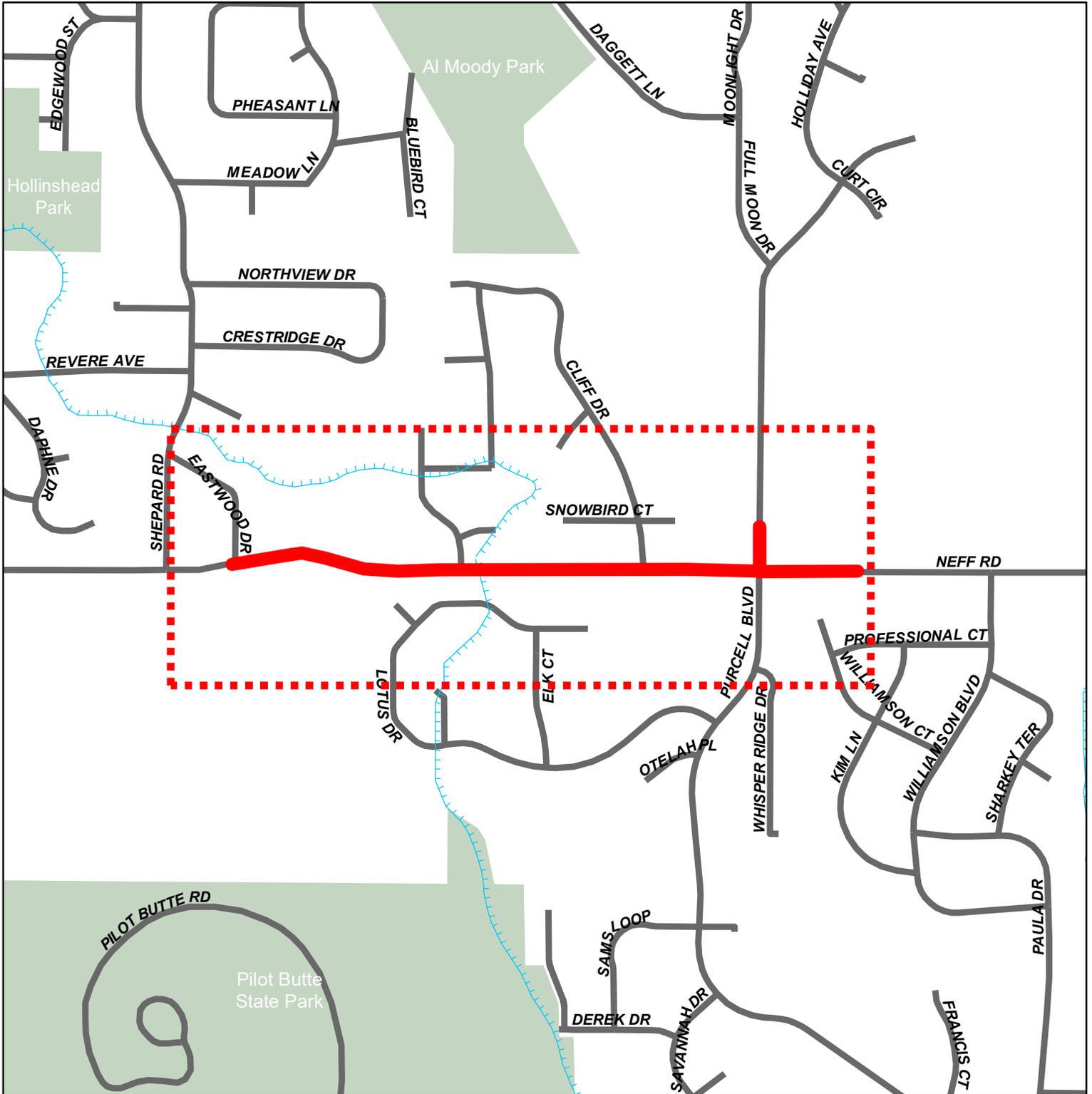


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TNPS Neff and Purcell Intersection

Fund: Water		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2018	Est. End Date: Jun 2023
Cost Estimate Classification: 2			
Description & Background			
This intersection and corridor has been highly prioritized by members of the community serving on the City of Bend Accessibility Advisory Committee and a previous safety study. The project will include the following tasks: public engagement, survey, design, and construction of missing sidewalks and a safer intersection for all users serving the surrounding medical, residential, and school properties.			
Need/Justification			
This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection is in need of routine replacement and this coupled with the improved community connectivity will benefit users of all ages and abilities and the surrounding neighborhoods.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	One of the highest crash and most congested intersections in the community would remain.	
Transportation Construction	\$ 4,771,800		
Water	\$ 18,600		
Water Reclamation	\$ 788,000		
Stormwater	\$ 589,800		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 576,800	\$ 750,000	\$ 2,292,000	\$ 2,549,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 6,168,200



1TNPS

Neff and Purcell Intersection Design and Construction

CITY OF BEND



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TTSI Traffic Signal Improvements

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Deedee Fraley		Est. Start Date: Jan 2021	Est. End Date: Dec 2021
Cost Estimate Classification: 5			
Description & Background			
Upgrade existing 2-inch galvanized water main with Wilson Avenue from 2nd Street to 5th Street with a new 8-inch DI main. System will also be looped to provide efficiencies. Replace two sections of existing pipe as identified per the WSP.			
Need/Justification			
Provide synergy. The TTSI is in design and will be reconstructing the Wilson Corridor. Opportunity to leverage Transportation/2020 GO Bond funds with Operations and Maintenance funds.			
Project Related to: 1GWAC Wilson Avenue Corridor Improvements			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	The 2-inch main will likely fail with any future development and an upgrade would be required. This would require re-shutting down the 3rd and Wilson intersection for an extended period of time to reinstall a new main.
Transportation Construction	\$	-	
Water	\$	\$25,000	
Water Reclamation	\$	-	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: Positive			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ 10,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 25,000

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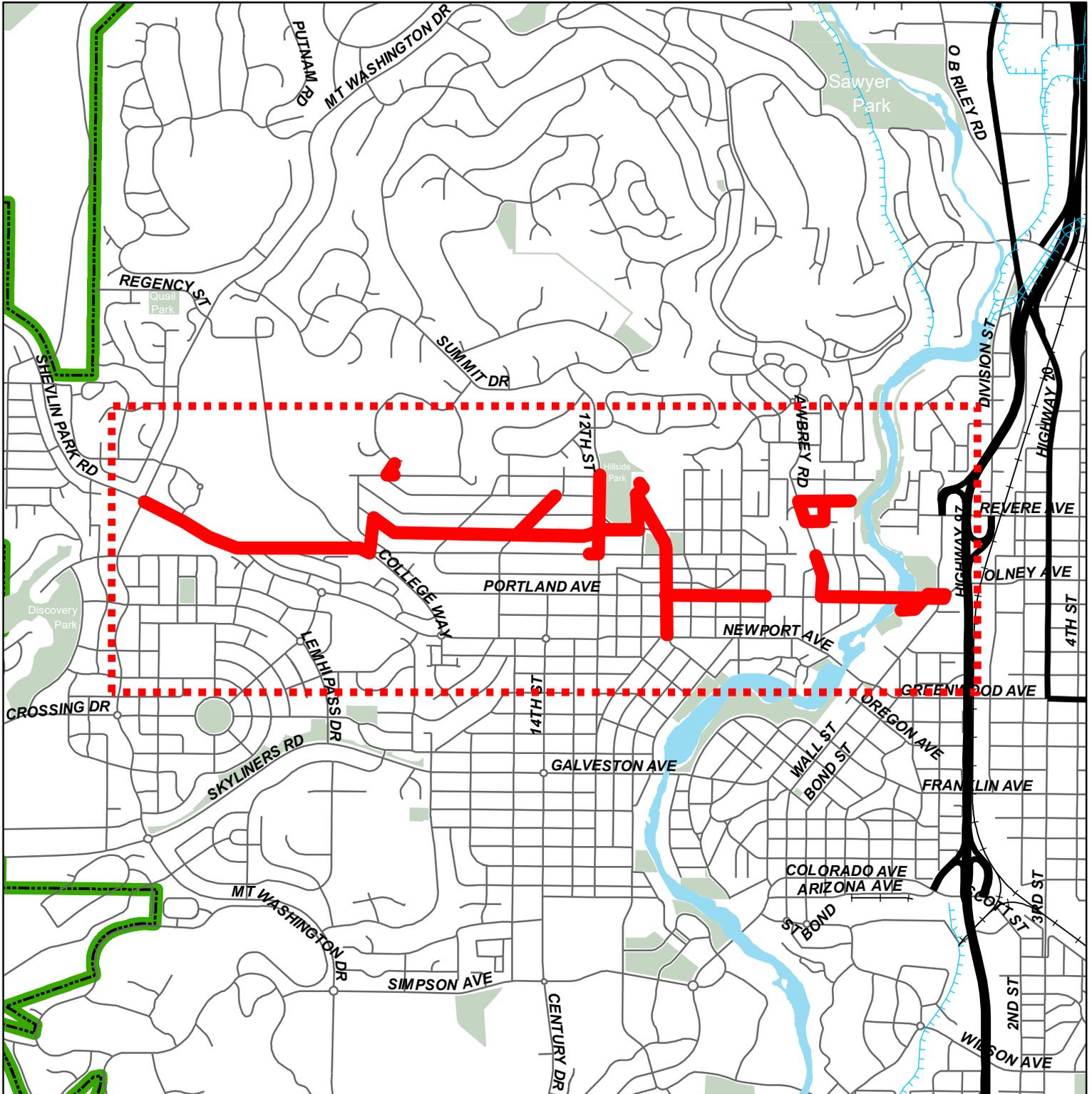


Engineering & Infrastructure Planning Department
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1WABD Awbrey Butte Distribution Improvements

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Oct 2021	Est. End Date: Jun 2026
Cost Estimate Classification: 5			
Description & Background			
Installation of new and upsized waterline piping in addition to condition related improvements of existing facilities in the Awbrey Butte vicinity. This project also includes synergy opportunities with the 2020 GO Bond Portland Avenue Corridor Improvement Project and the Newport Corridor Improvements South Awbrey Butte Drainage Study Project.			
Need/Justification			
Improvements will increase fire flow availability, bring facilities up to current code, upsize and improve pipe condition, and extend useful life.			
Project Related to: P-13 New Awbrey Transmission, P-23 Awbrey Reservoir Outlet Transmission Upsize, PS-1 Awbrey Pump Station, T-5 Awbrey Reservoir, FFP-10 Awbrey Road and Portland Avenue, FFP-7 12th and Juniper Streets Improvements, FFP-40 Glassow Drive Looping, Miscellaneous Pipe Replacement Segments in area, 2020 GO Bond Portland Avenue Corridor Improvements Project, Newport Corridor Improvements South Awbrey Butte Drainage Study.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Not meeting Level of Service or Quality needs.
Transportation Construction	\$	-	
Water	\$	\$28,618,000	
Water Reclamation	\$	-	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 1,060,000	\$ 5,937,000	\$ 9,312,000	\$ 9,139,000	\$ 3,170,000	\$ -
Total Project Cost Estimate:						\$ 28,618,000	



CITY OF BEND

1WABD

Awbrey Butte Distribution Improvements



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1WFRR Capital Repair & Replacement Projects

Fund: Water		Project Status: Planning	Project Phase: Planning
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2027
Cost Estimate Classification: N/A			
Description & Background			
The existing water system is aging and deteriorating. Some pipes have been in service for 95 years and nearing the end of their useful life. This program will proactively identify critical segments of existing pipe that need to be removed and replaced. This funding line will also be available for synergy opportunities to capitalize on other infrastructure already being constructed in the same area.			
Need/Justification			
A successful removal and replacement of existing pipe program will reduce the likelihood of frequent emergency shutdowns and pipe replacements due to unexpected breaks.			
Project Related to: PR-1 1-5 Year Pipe Replacement			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Not meeting Level of Service or Quality needs.
Transportation Construction	\$	-	
Water	\$	\$9,500,000	
Water Reclamation	\$	-	
Stormwater	\$	-	
General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Total Project Cost Estimate:							\$ 9,500,000

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1WMP1 Water System Master Plan Update

Fund: Water		Project Status: Planning	Project Phase: Planning
Project Manager: Brittany Barker		Est. Start Date: May 2019	Est. End Date: Sep 2021
Cost Estimate Classification: N/A			
Description & Background			
<p>The 2011 Water System Master Plan Optimization Study was a data driven analysis of system needs that resulted in a set of improvements that meet future demands at the least cost, how to best operate the existing system and identified where the system is most vulnerable to pipe break events. It is industry best practice to update master plans every 5 years. The City will use the same optimization approach in the 2018 integrated Water Master Plan as was used in 2011, plus update the Water Conservation Management Plan, Public Facility Plan, Community Engagement Plan, and conduct an Outback Siting Study.</p>			
Need/Justification			
<p>The existing Water Master Plan was completed in 2011 and is due to be updated in order to more accurately reflect current system conditions.</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Private development decisions and capital improvement project prioritization will be based on limited data which can lead to less than optimal use of both public and private resources.	
Transportation Construction	\$ -		
Water	\$ 1,687,000		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 943,300	\$ 728,700	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 1,687,000

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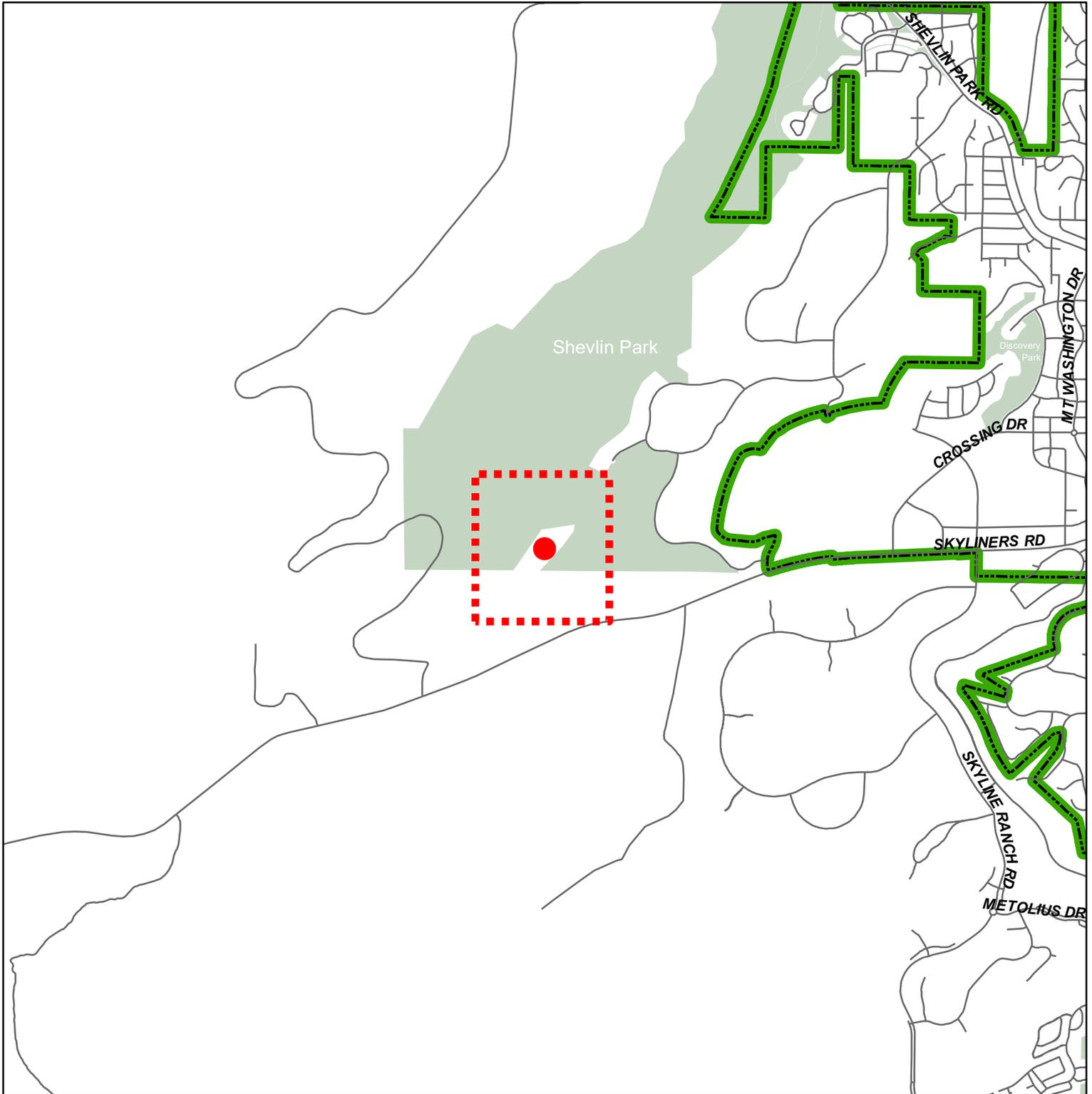


Engineering & Infrastructure Planning Department
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1WOFI Outback Facility Improvements

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2026
Cost Estimate Classification: 5			
Description & Background			
Evaluate the system within the existing Water Filtration Facility and conduct condition related improvements.			
Need/Justification			
The City’s Water Filtration Facility (WFF) treats all of the surface and groundwater generated within the City of Bend. The WFF Plan is a facility planning document that summarizes existing, near-term, and anticipated long-term flow, loading, treatment, and process conditions. The plan is a useful tool for planning necessary facilities upgrades and improvements to the plant which are necessitated to meet the demands of growth in the community as well as federal/state regulatory requirements.			
Project Related to: O-1 Outback Facility Plan, Townsite Act Land Acquisition, O-2 Pretreatment, T-1 Outback Reservoir #1, T-2 Outback Reservoir #2 - Interior Coating Only, T-4 Outback CT Basin, W-1 Outback Well 1, W-2 Outback Well 2			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Not meeting Level of Service or Quality needs.	
Transportation Construction	\$ -		
Water	\$ 27,639,000		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 3,400,000	\$ 3,400,000	\$ 4,000,000	\$ 8,000,000	\$ 8,839,000	\$ -
Total Project Cost Estimate:						\$ 27,639,000	



CITY OF BEND

1WOFI

Outback Facility Improvements



NOT TO SCALE

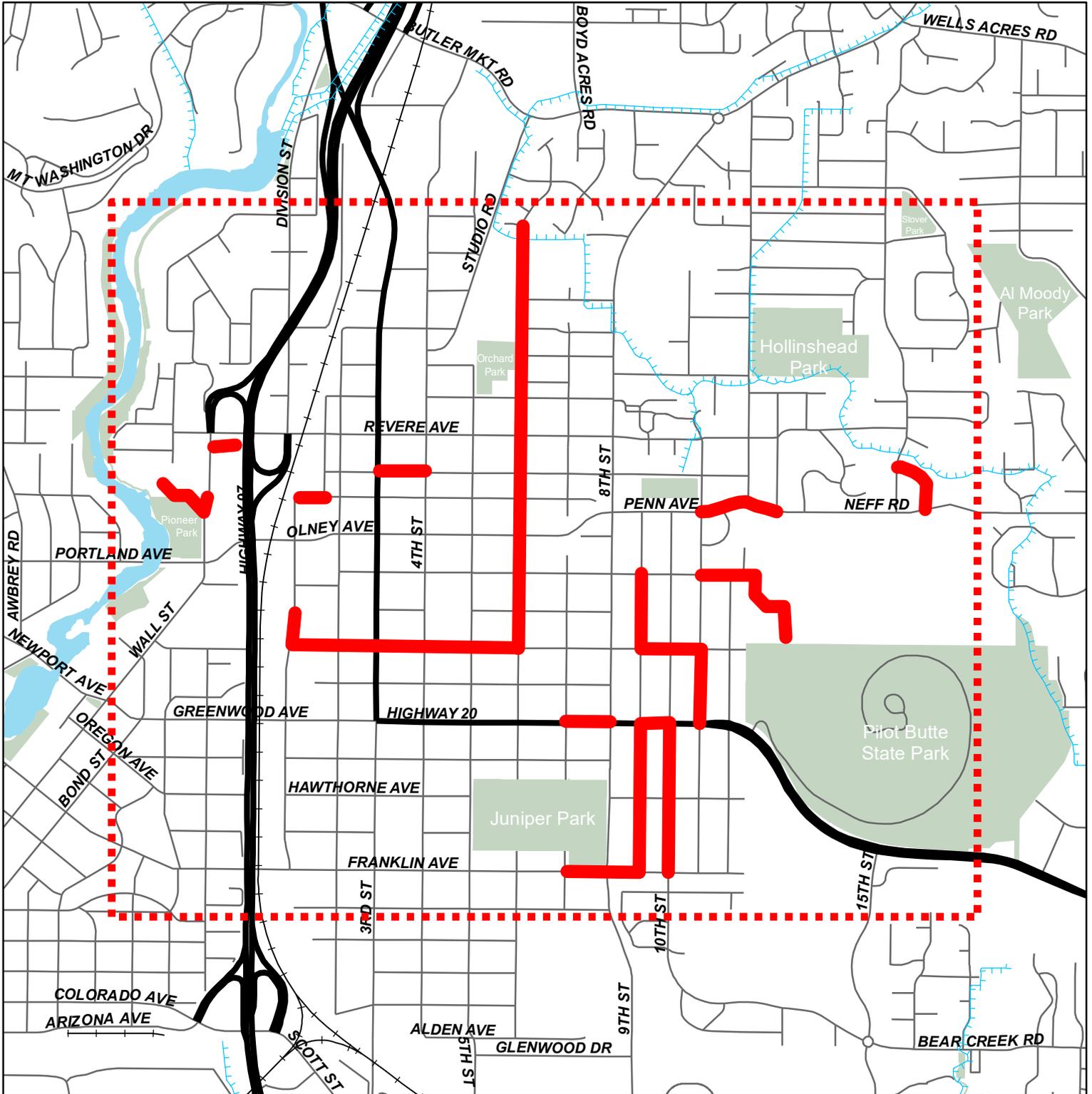


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1WPDI Pilot Butte Distribution Improvements

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2023	Est. End Date: Jun 2027
Cost Estimate Classification: 5			
Description & Background			
Installation of new and upsized waterline piping in addition to condition related improvements of existing facilities in the Pilot Butte vicinity.			
Need/Justification			
Improvements will increase fire flow availability, upsize and improve pipe condition, and extend useful life.			
Project Related to: FFP-21 Pilot Butte and Neff Road Upsize, P-19 6th Street Upsize, FFP-17 Highway 20 Looping, and Miscellaneous Pipe Replacement Segments in the area.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Not meeting Level of Service or Quality needs.	
Transportation Construction	\$ -		
Water	\$ 14,800,000		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 5,000,000	\$ 7,000,000	\$ 2,300,000
Total Project Cost Estimate:						\$ 14,800,000	



CITY OF BEND

1WPDI

Pilot Butte Distribution Improvements



NOT TO SCALE

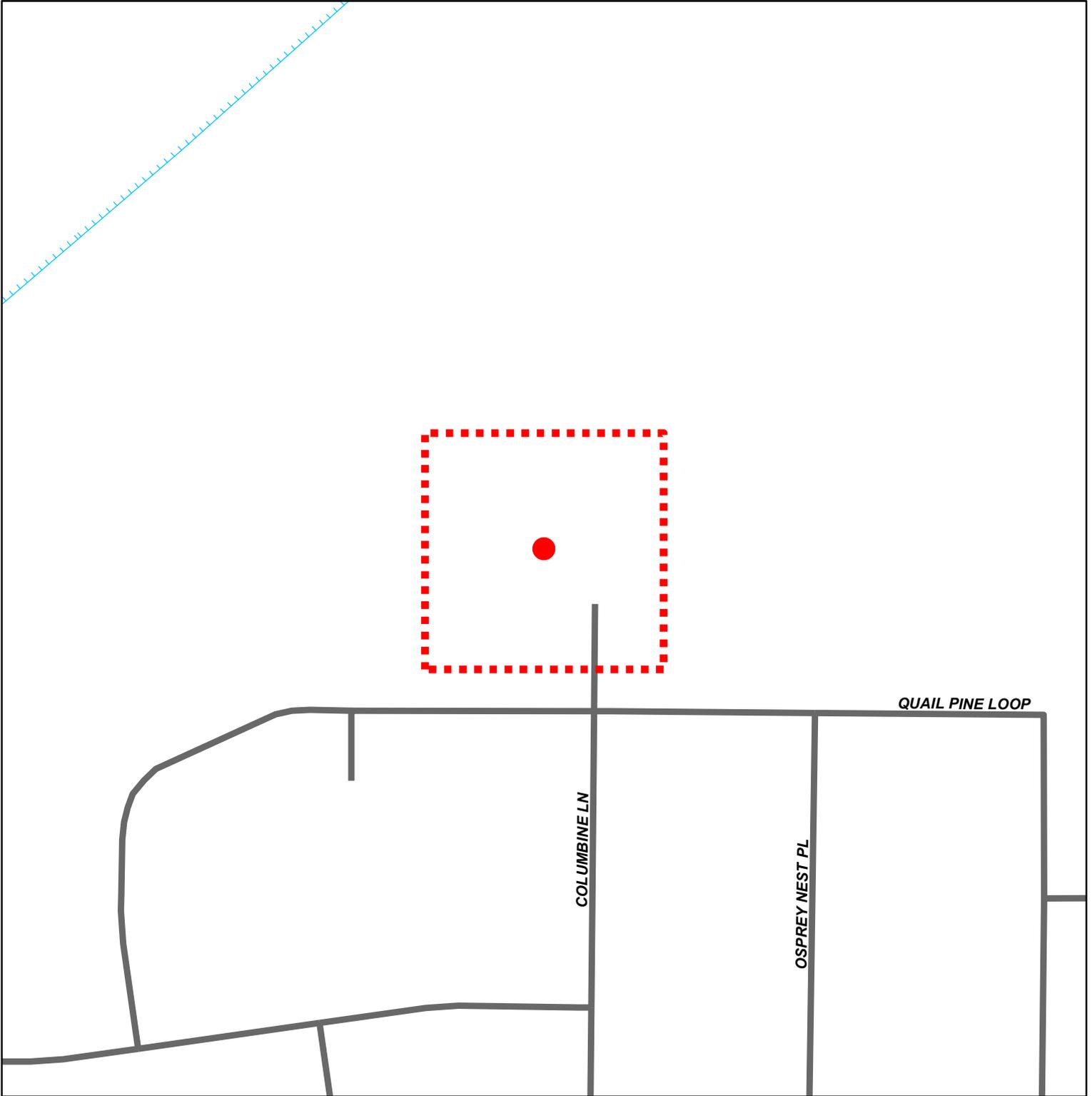


Engineering & Infrastructure Planning Department
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1WROC Rock Bluff Reservoir

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Oct 2022	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Perform interior coating of Rock Bluff Reservoir due to deteriorated condition.			
Need/Justification			
To maintain the expected water quality and level of service needs of the community with routine maintenance and avoid a costly replacement.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Not meeting Level of Service or Quality needs and expanding into a costly replacement project.	
Transportation Construction	\$ -		
Water	\$ 700,000		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ 300,000	\$ 400,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 700,000



CITY OF BEND

1WROC

Rock Bluff Reservoir



NOT TO SCALE

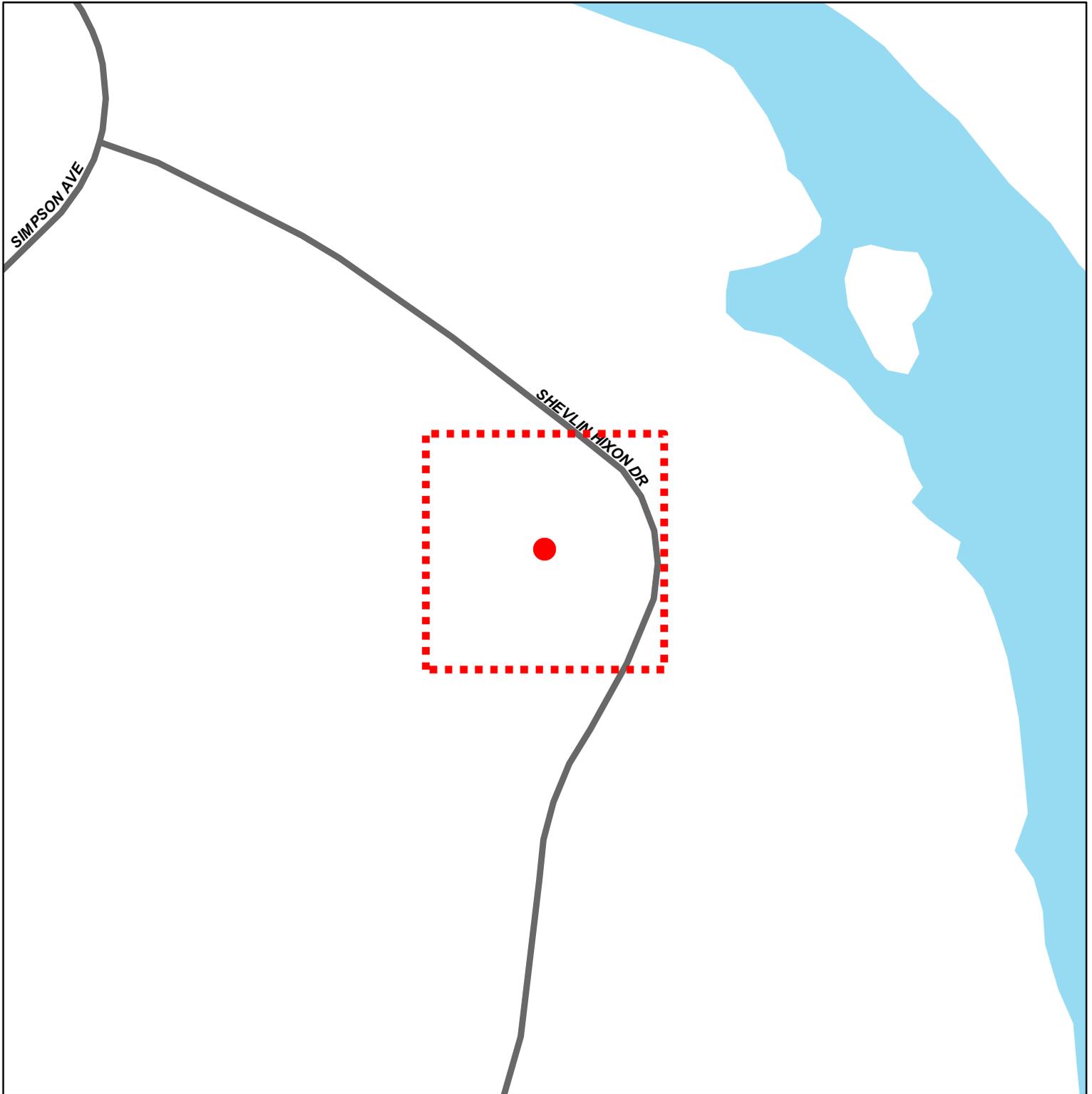


Engineering & Infrastructure Planning Department
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1WWCM Well Capital Maintenance

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2023	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
Perform condition related improvements - surfacing, groundwater well, standby power, security, instrumentation, landscape/irrigation, fencing, structures, mechanical, gas chlorination system, fire protection, and electrical for the existing River Wells 1 & 2.			
Need/Justification			
When the City's Water Filtration Facility (WFF) wells have to shut down for maintenance or other unforeseen circumstances, groundwater is pumped from River Wells 1 & 2 to supplement the demand. This project will bring the wells up to current code and extend the useful life.			
Project Related to: W-10 River Well 1 and W-11 River Well 2			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Not meeting Level of Service or Quality needs	
Transportation Construction	\$ -		
Water	\$ 5,126,000		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 1,450,000	\$ 3,676,000	\$ -	\$ -
Total Project Cost Estimate:						\$ 5,126,000	



CITY OF BEND

1WWCM

Well Capital Maintenance



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1XSDC System Development Charge Update

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2023
Cost Estimate Classification: N/A			
Description & Background			
Oregon Revised Statutes (ORS) 223.297 to 223.314 authorize local governments to establish system development charges (SDCs), one-time fees on new development paid at the time of development. ORS 223.299 specifies that an SDC is made up of the following fees, or either fee separately: 1) A reimbursement fee designed to recover costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists; or 2) An improvement fee designed to recover costs associated with capital improvements to be constructed.			
Need/Justification			
SDCs are collected from developers and then used to pay for infrastructure facilities City-wide. The methodology establishes fee amounts to be collected from each individual development project to ensure that adequate funds are available to provide the public infrastructure needed in developing areas. Updates are needed to determine the relative impacts of each development project to the infrastructure systems serving the project so that SDCs are collected equitably.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	None	
Transportation Construction	\$ 100,000		
Water	\$ 100,000		
Water Reclamation	\$ 100,000		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 300,000

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1XSTS Standards & Specifications Update

Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Alex Doza		Est. Start Date: Jul 2021	Est. End Date: Jun 2022
Cost Estimate Classification: N/A			
Description & Background			
Update the Design Standards that provide consistent guidance for the minimum design and technical criteria for the construction of public infrastructure. The current standards include criteria for public streets, storm drainage systems, water systems, sanitary sewer systems, arterial and greenway landscaping and bikeways, and electric infrastructure. These standards are technical in nature and apply to the way in which the improvements are to be constructed and are complimentary to the Land Development Code which includes zoning regulations and guides the overall use and layout design for development.			
Need/Justification			
Every project built in the Right-of-Way by either City sponsorship or by private development initiative is required to build the accompanying infrastructure to City Standards and Specifications. The last external update that the City completed was in 2011. An internal update was completed in 2018. With the upcoming release of new reference documents and with the ever-changing evolution of standards and products, it is time for the City to complete another external update to ensure conformance to industry standards.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Leads to costly changes and inefficiencies as a result of outdated requirements for quality of products, materials, and workmanship.
Transportation Construction	\$	\$150,000	
Water	\$	\$150,000	
Water Reclamation	\$	\$150,000	
Stormwater	\$	\$50,000	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 500,000

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

	Cost Estimate Class*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1RNPR Newport Corridor Improvements	1	\$ 2,722,000	\$ 1,009,000	\$ -	\$ -	\$ -	\$ 3,731,000
1SAAI Addison & Butler Mkt Gravity Improvement	5	-	-	-	1,512,000	-	1,512,000
1SAMM SW Sewer Basin Improvements	3	4,200,000	2,200,000	2,400,000	3,600,000	-	12,400,000
1SBSS Bend Septic Solutions	N/A	50,000	10,000	-	-	-	60,000
1SCSE Collection System Enhancement Program	N/A	3,300,000	-	-	-	-	3,300,000
1SFPU WRF Facilities Plan Update	N/A	500,000	-	-	-	-	500,000
1SMP1 Collection System Master Plan Update	N/A	1,250,000	250,000	-	-	-	1,500,000
1SN02 Via Sandia, Orion & East Lake Sewer	1	1,600,000	-	-	-	-	1,600,000
1SN03 Admiral and King Jehu Sewer Project	5	2,622,500	1,315,000	-	-	-	3,937,500
1SNEP Bend Sewer Neighborhood Extension Program	N/A	793,000	2,500,000	2,500,000	2,500,000	2,500,000	10,793,000
1SNI2 North Interceptor Phase II	1	11,000,000	-	-	-	-	11,000,000
1SNIA North Interceptor Pipe Alignment	1	236,000	-	-	-	-	236,000
1SNIL North Interceptor Lift Station	1	193,000	-	-	-	-	193,000
1SNIP North Interceptor Phase I	1	34,000	-	-	-	-	34,000
1SNIX North Interceptor Canal Crossing	1	745,000	-	-	-	-	745,000
1SOC1 Odor Control Master Plan	N/A	-	-	1,155,000	-	-	1,155,000
1SPCR WRF Primary Clarifier Rehabilitation	5	1,000,000	-	-	-	-	1,000,000
1SPGA Large Gravity Pipe Condition Assessment	5	-	-	-	200,000	200,000	400,000
1SPSD Pump Station Decommissions	3	3,442,000	3,139,000	-	-	-	6,581,000
1SPSX Pump Station Program Funding	N/A	200,000	1,500,000	2,500,000	2,500,000	2,500,000	9,200,000
1SSFU Support Facilities Upgrade	5	-	500,000	500,000	-	-	1,000,000
1SSHI Solids Handling Improvements	1	3,000,000	560,700	-	-	-	3,560,700
1TMCI Murphy Railway Overcrossing	1	46,000	-	-	-	-	46,000
1TNPS Neff and Purcell Intersection	2	394,000	394,000	-	-	-	788,000
1XSDC System Development Charge Update	N/A	50,000	50,000	-	-	-	100,000
1XSTS Standards & Specifications Update	N/A	150,000	-	-	-	-	150,000
		\$ 37,527,500	\$ 13,427,700	\$ 9,055,000	\$ 10,312,000	\$ 5,200,000	\$ 75,522,200

*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		



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RNPR Newport Corridor Improvements

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Drew Wells		Est. Start Date: Mar 2019	Est. End Date: Oct 2022
Cost Estimate Classification: 1			
Description & Background			
<p>Reconstruct existing drainage collection and conveyance system along Newport and Nashville from College Way to the outfall at the Deschutes River east of Drake Road. Project elements include replacement of the trunk line and replacement / rehabilitation of associated drainage structures. Project elements include collection and conveyance improvements in the surrounding tributary drainage area through water quality improvements, flow reduction and flow mitigation measures. This project is identified as a synergy project with focused coordination efforts for the design of improvements to other utilities and transportation infrastructure in and adjacent to Newport Ave. This arterial is heavily traveled and coordinating the design of comprehensive corridor improvements is intended to facilitate concurrent construction to maximize economy of scale and minimize future construction disruptions.</p>			
Need/Justification			
<p>The South Awbrey Butte Drainage Study, completed in 2017, determined that the existing stormwater collection and conveyance system on Newport Avenue is in need of replacement. This study identified the replacement of the Newport Avenue Trunk Line as the highest priority project in the drainage basin, and also prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding / improve water quality within the basin.</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 17,000	Further deterioration of existing pipeline and increased project costs due to escalation.	
Transportation Construction	\$ 5,577,300		
Water	\$ 4,052,400		
Water Reclamation	\$ 5,102,000		
Stormwater	\$ 11,375,100		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,658,000	\$ 4,427,000	\$ 12,123,400	\$ 7,915,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 26,123,800	

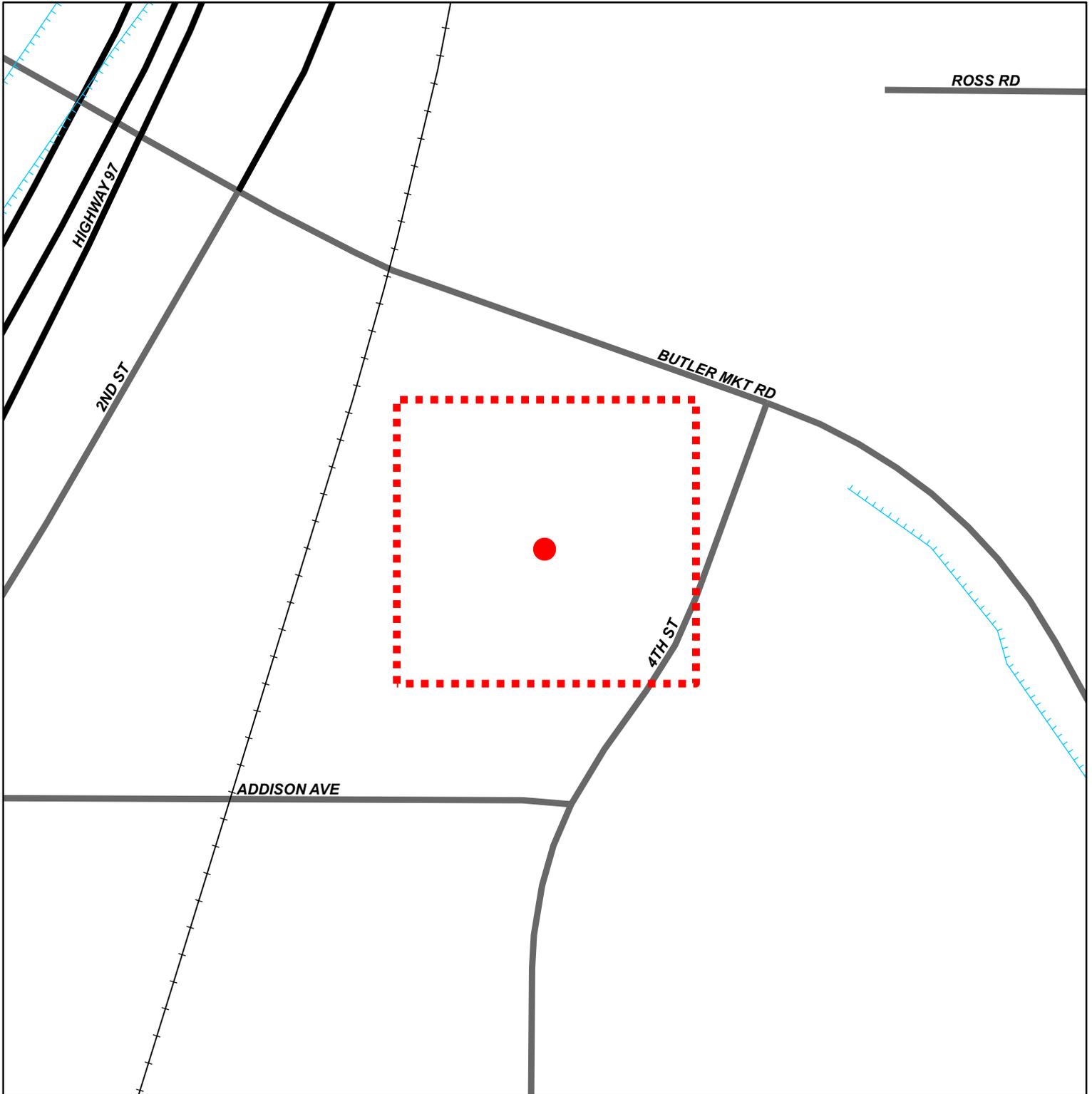


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1SAAI Addison & Butler Mkt Gravity Improvement

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2024	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
New 12-inch line along Addison Avenue between 4th Street and Butler Market Road, then new 18-inch line along Butler Market Road to 8th Street, connecting to existing 24-inch line.			
Need/Justification			
Needed to increase the hydraulic conveyance capacity of the local sewer system to accommodate existing and future flows and remove surcharged sewer.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	None at this time
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$1,512,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: Minimal			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,512,000	\$ -	\$ -
Total Project Cost Estimate:						\$ 1,512,000	



CITY OF BEND

1SAAI

Addison & Butler Mkt Gravity Improvement



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1SAMM SW Sewer Basin Improvements Project

Fund: Water Reclamation		
Project Manager: Jake Sherman	Project Status: Active	Project Phase: Active
Cost Estimate Classification: 3	Est. Start Date: Mar 2020	Est. End Date: Jun 2025

Description & Background

Comprehensive engineering study will evaluate the southwest basin of Bend to gather necessary information for any future design and construction phases for sewer improvements. The study will incorporate parcels currently on private septic systems, residential parcels that are part of the Romaine Village Pressure System, undeveloped parcels along Highway 97, and UGB expansion areas. Upon completion of the study, the first segment of a gravity sewer collection line will be designed and constructed to capture all the areas mentioned above.

Need/Justification

Project is initiated by dry weather peak flow trigger of 270 gallons per minute at manhole CMH002318. See Project ID 9 in the 2014 Collection System Master Plan for more information on the Flow Monitoring Program.

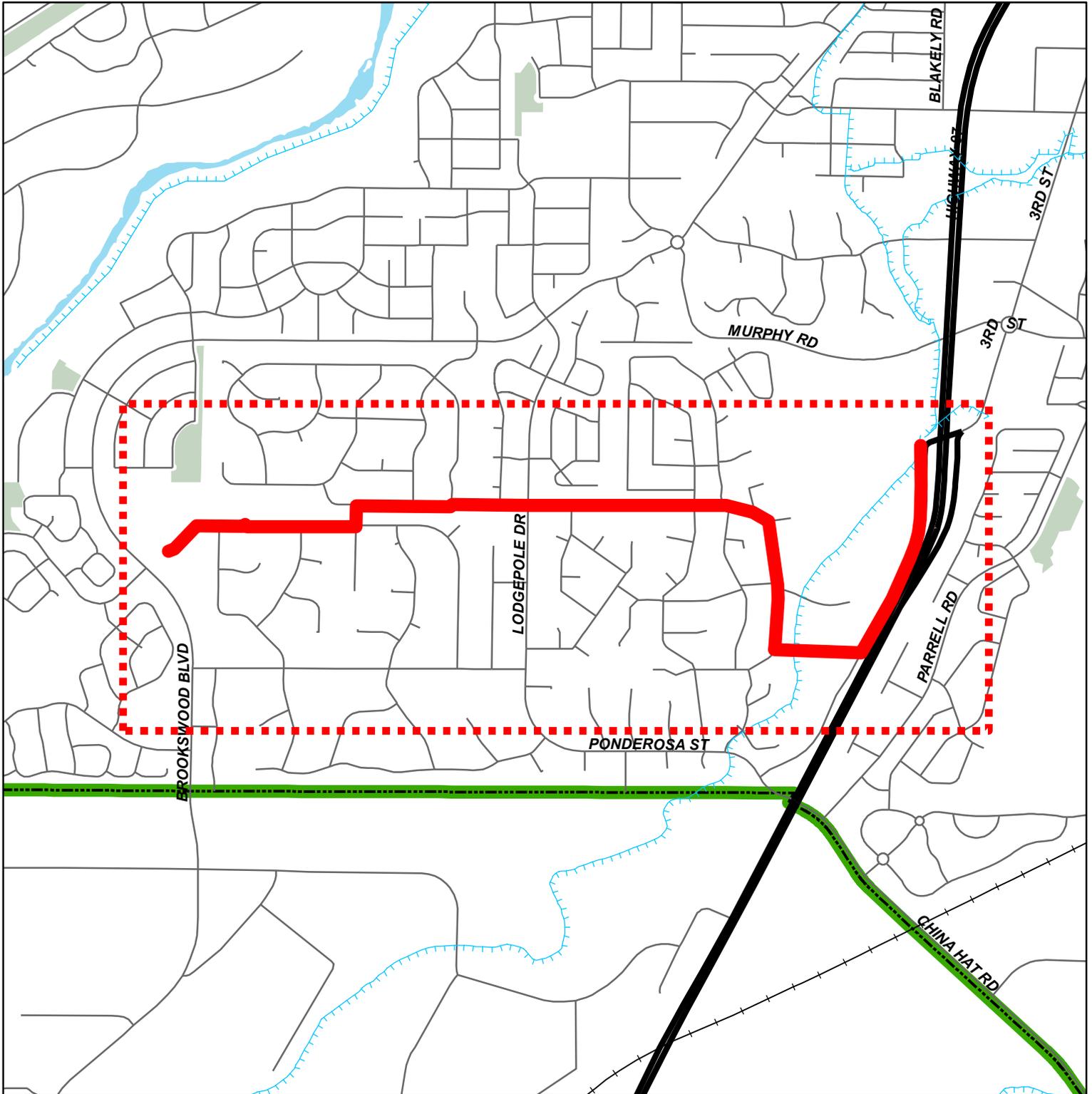
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ 200	
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ 14,196,200	
Stormwater	\$ -	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 100% Rates / SDCs

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 131,200	\$ 1,665,200	\$ 4,200,000	\$ 2,200,000	\$ 2,400,000	\$ 3,600,000	\$ -	\$ -
Total Project Cost Estimate:						\$ 14,196,400	



1SAMM

SW Sewer Basin Improvements Project Scope

CITY OF BEND



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SBSS Bend Septic Solutions

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Lindsey Crowsigt		Est. Start Date: Jun 2017	Est. End Date: Sep 2022
Cost Estimate Classification: N/A			
Description & Background			
Design 35,000 feet of gravity sewer throughout South East Bend area, near the Kings Forest neighborhood. Construction, although not part of this project, will enable existing residences, currently on septic systems, to eventually and systematically connect to the recently constructed South East Interceptor (SEI).			
Need/Justification			
DEQ requires residential customers on septic systems to eventually connect to gravity sewers, if the gravity sewer is within 300 feet of their property line. Branch gravity sewers in South East Bend need to be designed and constructed to provide 4-inch lateral connections at the resident's property lines.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Potential rework from other consultants outside of this procurement to bring plans from 90% to 100%.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$2,979,500	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 2,836,500	\$ 83,000	\$ 50,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 2,979,500

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SCSE Collection System Enhancement Program

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Oliver Murray		Est. Start Date: Apr 2019	Est. End Date: Jun 2022
Cost Estimate Classification: N/A			
Description & Background			
This program includes repair and replacement projects identified in the 2014 Collection System Master Plan. The final scope of work to be complete under this project number are the Airport, Pioneer, Deschutes Business, River’s Edge, and Rimrock pump stations. Future pump station projects will be procured under 1SP1X. Total cost estimates reflect only the projects scheduled for completion in the 5-year CIP period.			
Need/Justification			
Reduction of operations and maintenance costs with the repair and or replacement of systems identified along with mitigation of outdated and potentially undersized or oversized systems from failing.			
Project Related to: 1SBSS Southeast Bend Septic Solutions			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Potential of additional sunk cost to keep stations operational before they can be properly rehabilitated. System failures and overflow events are also possible.	
Transportation Construction	\$ -		
Water	\$ 315,000		
Water Reclamation	\$ 4,982,600		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 257,600	\$ 1,425,000	\$ 3,615,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 5,297,600

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1SFPU WRF Facilities Plan Update

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2022
Cost Estimate Classification: N/A			
Description & Background			
Update the current facilities plan to reflect current insight with respect to the plant itself as well as revised growth projections. The current facilities plan was completed in 2008 with a year 2030 planning horizon. Since that time, several factors which influence the operation of the plant have changed including increased flow, increased waste loading, a major plant expansion, revised biological treatment process, and discharge permit requirements. It is typical for facilities plans to be updated every 5 to 10 years more or less depending on overall collection and treatment system dynamics.			
Need/Justification			
The City’s water reclamation facility (WRF) treats all of the sewage generated within the City of Bend. The WRF Plan is a facility planning document that summarizes existing, near-term, and anticipated long-term flow, loading, and process conditions. The plan is a useful tool for planning necessary facilities upgrades and improvements to the plant which are necessitated to meet the demands of growth in the community as well as federal/state regulatory requirements.			
Project Related to: 1XWRF Water Reclamation Facility Projects			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Facilities Plan will be out of sync with actual plant facilities and operations.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$750,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ 250,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 750,000

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SMP1 Collection System Master Plan Update

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Unassigned		Est. Start Date: Mar 2021	Est. End Date: Dec 2022
Cost Estimate Classification: N/A			
Description & Background			
Update the City's Collection System Master Plan to reflect current and future build out conditions. Most of the work and cost associated with this update will be for system modeling including field data acquisition, model calibration and project optimization. An additional significant portion of the cost is related to supporting the public involvement process.			
Need/Justification			
The City's sewer collection system model provides an important measure for development approval and capital improvement project prioritization. The current model is based upon a limited amount of data and it does not meet its objectives in a manner that provides optimal accuracy. Additional field data and model calibration are needed in order to have a reliable and accurate system model. Provides an invaluable tool in determining existing and future capacity constraints. Enhances ability to provide sound private development decisions and effectively prioritize City capital projects.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Private development decisions and capital improvement project prioritization will be based on limited data which can lead to less than optimal use of both public and private resources.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 1,750,000		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ 250,000	\$ 1,250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 1,750,000	

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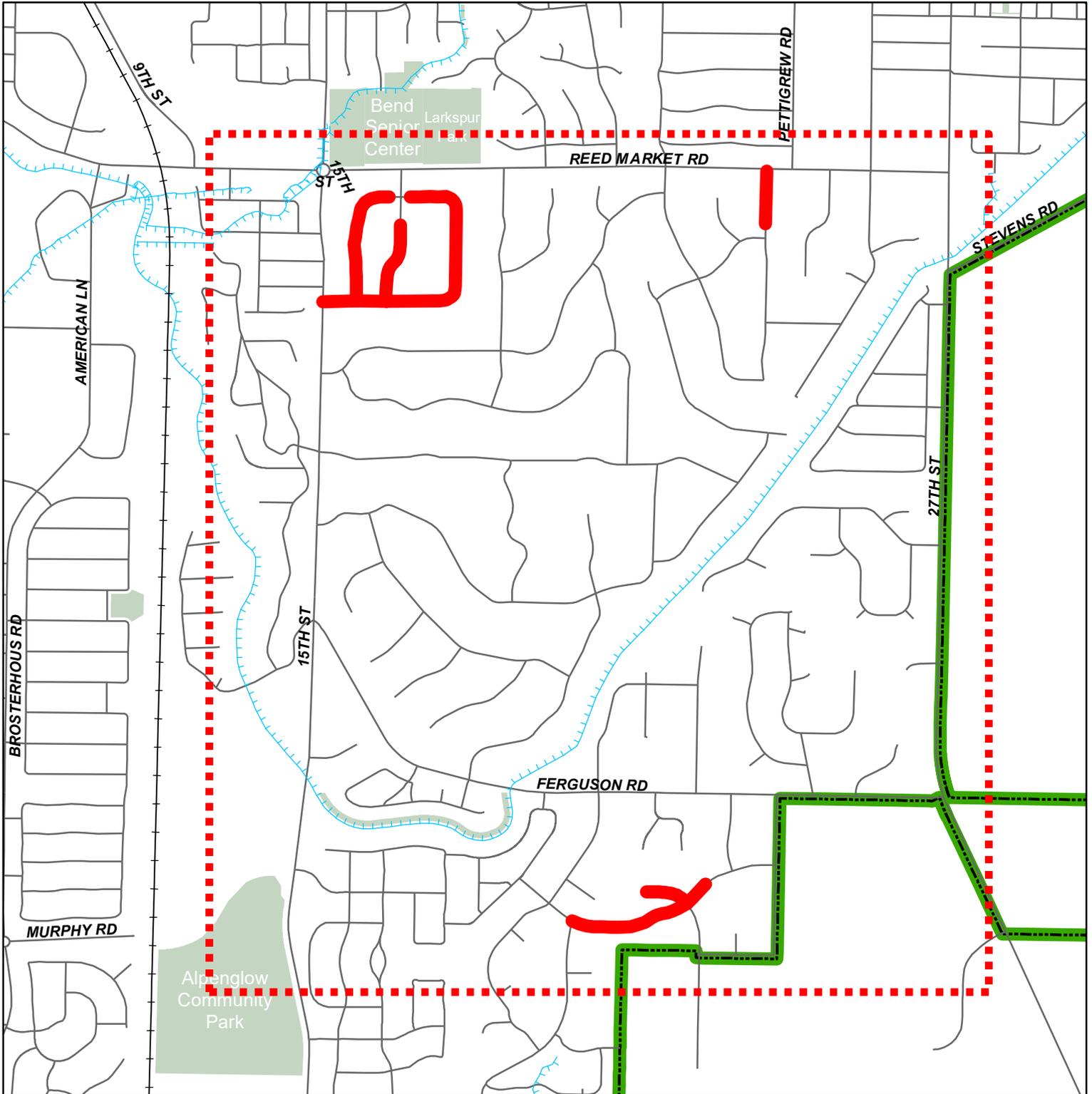


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SN02 Via Sandia, Orion & East Lake Sewer

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Lindsey Crowsigt		Est. Start Date: Feb 2020	Est. End Date: Oct 2021
Cost Estimate Classification: 1			
Description & Background			
This project was selected as part of the City’s Septic to Sewer conversion program, which assists property owners in connecting to City sewer when Oregon DEQ regulations require properties to do so within City limits. This project includes new gravity sewer on portions of Via Sandia, Orion Dr., East Lake, Twin Lakes Loop, and Cabin Court in SE Bend.			
Need/Justification			
Meets the City’s goals of eliminating Septic Tanks, installing gravity sewers, and decommissioning Sewage Pump Stations.			
Project Related to: 1SBSS Bend South Septic Solutions, 1SDWS Desert Woods Sewer Main, 1SNEP Bend South Neighborhood Extension Program, 1SNOT Nottingham Main & Pump Station Decommission, 1SSIM Simplicity Main & Pump Station Decommission, 1SNO1 Bend Sewer Extension I, 1SN03 Admiral and King Jehu Sewer			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Increases the risk of Septic Tank failures.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$3,350,700	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 81,700	\$ 1,669,000	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 3,350,700	



1SN02

Via Sandia, East Lake, and Orion Sewer Project

CITY OF BEND



NOT TO SCALE

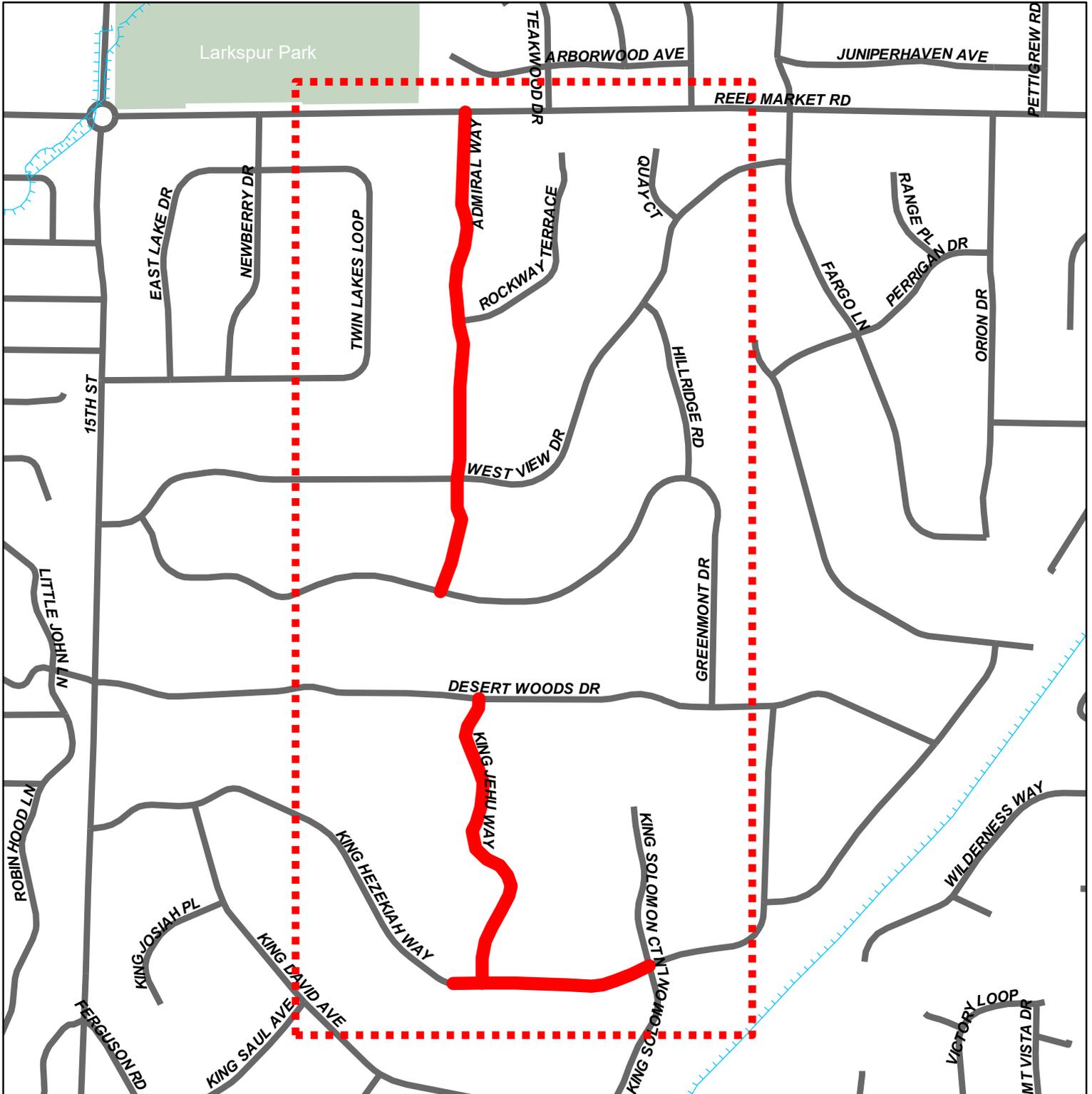


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SN03 Admiral and King Jehu Sewer Project

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Lindsey Crowsigt		Est. Start Date: Mar 2021	Est. End Date: Jun 2023
Cost Estimate Classification: 5			
Description & Background			
<p>The Admiral and King Jehu Sewer Project is the third phase of the Septic to Sewer Conversion Program. The project includes construction of approximately 3,950 linear feet of gravity sewer mains and services on Admiral Way, a portion of King Hezekiah Way, and King Jehu Way. The sewer system will provide reliable sewer service to approximately 48 properties currently served by privately-owned onsite septic systems.</p>			
Need/Justification			
<p>Meets CSMP, PFP, and Septic to Sewer Conversion Program goals to eliminate septic systems and install gravity sewer collection systems.</p> <p>Project Related to: Neighborhood Extension Program Projects</p>			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Increases the risk of Septic Tank failures.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$3,950,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ 12,500	\$ 2,622,500	\$ 1,315,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 3,950,000



CITY OF BEND

1SN03

Sewerline on Admiral, King Hezekiah, and King Jehu Way



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1SNEP Bend Sewer Neighborhood Extension Program

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Lindsey Crowsigt		Est. Start Date: Jan 2020	Est. End Date: Mar 2026
Cost Estimate Classification: N/A			
Description & Background			
New City of Bend Program allowing property owners to apply for City construction of gravity sewers in their neighborhood. As July 2019, \$2.5 million per year has been budgeted for Septic Tank to Sewer Conversion Projects.			
Need/Justification			
Meets the City’s goals of eliminating Septic Tanks, installing gravity sewers, and decommissioning Sewage Pump Stations.			
Project Related to: 1SBSS Bend South Septic Solutions, 1SDWS Desert Woods Sewer Main, 1SNEP Bend South Neighborhood Extension Program, 1SNOT Nottingham Main & Pump Station			
Decommission, 1SSIM Simplicity Main & Pump Station Decommission, 1SNO1 Bend Sewer Extension I, 1SN03 Admiral and King Jehu Sewer			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Increases the risk of Septic Tank failures.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$10,793,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 793,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ -
Total Project Cost Estimate:						\$ 10,793,000	

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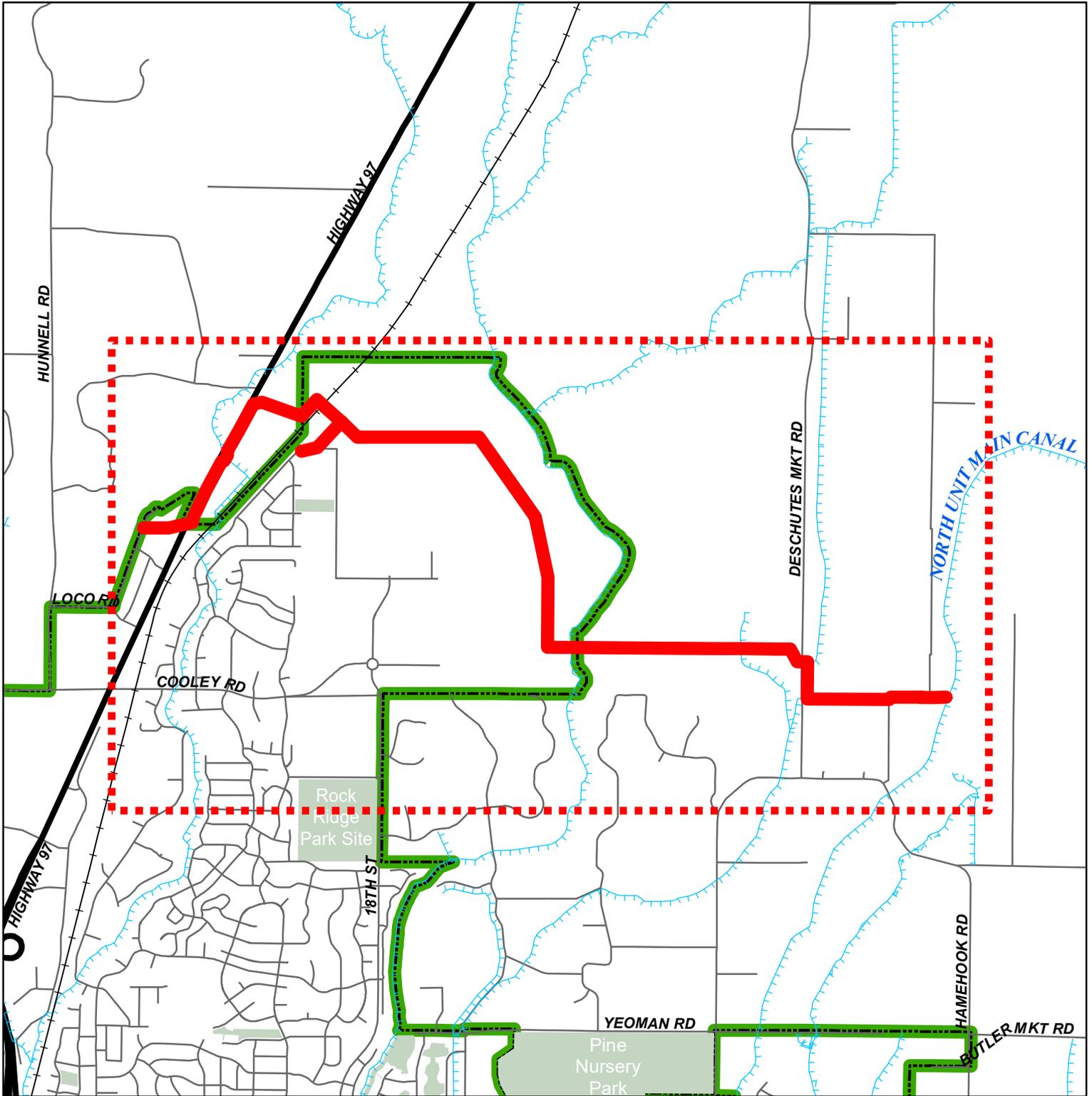


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1SNI2 North Interceptor Phase II

Fund: Water Reclamation		
Project Manager: Jessica MacClanahan	Project Status: Active	Project Phase: Active
Cost Estimate Classification: 1	Est. Start Date: Oct 2019	Est. End Date: Jun 2022
Description & Background		
<p>The overall North Interceptor Sewer Project is a new large diameter trunk line that extends from the water reclamation facility (WRF) west to O.B. Riley Road. Phase II, approximately 15,000 feet in length, begins at the upstream terminus of Phase I which is located on Pioneer Loop at the intersection of the Plant Interceptor and the North Interceptor. Phase II continues west through Juniper Ridge and terminates at Highway 97. Phase III begins at Highway 97, continuing west across Highway 20 to O.B.Riley Road, and then north to Cooley Road. This document refers specifically to schedule and budget for Phase II only.</p>		
Need/Justification		
<p>The overall North Interceptor Sewer Project provides additional sewer conveyance capacity for the entire north area of the City of Bend, including both developed areas where limited sewer capacity is available and new growth areas. Additionally, this facility will provide a means to eliminate several sewer pump stations by way of gravity conveyance. Phase 1 also decreases maintenance costs and risks related to the deteriorating existing Plant Interceptor sewer line that is north of the proposed North Interceptor/Plant Interceptor junction. Additionally, reduced spill/plugging risk related the inverted siphon near the WRF.</p> <p>Project Related to: 1SNIP North Interceptor Phase I, 1SNI2 North Interceptor Phase II, 1SNIA North Interceptor Pipe Alignment, 1SNIL North Interceptor Lift Station, ISNIX North Interceptor Canal Crossing</p>		
Financial Summary		
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ -	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ 30,551,600	
Stormwater	\$ -	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		
Method of Financing: 100% Rates / SDCs		

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 3,378,600	\$ 16,173,000	\$ 11,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 30,551,600



CITY OF BEND

1SNI2

North Interceptor Phase II



NOT TO SCALE

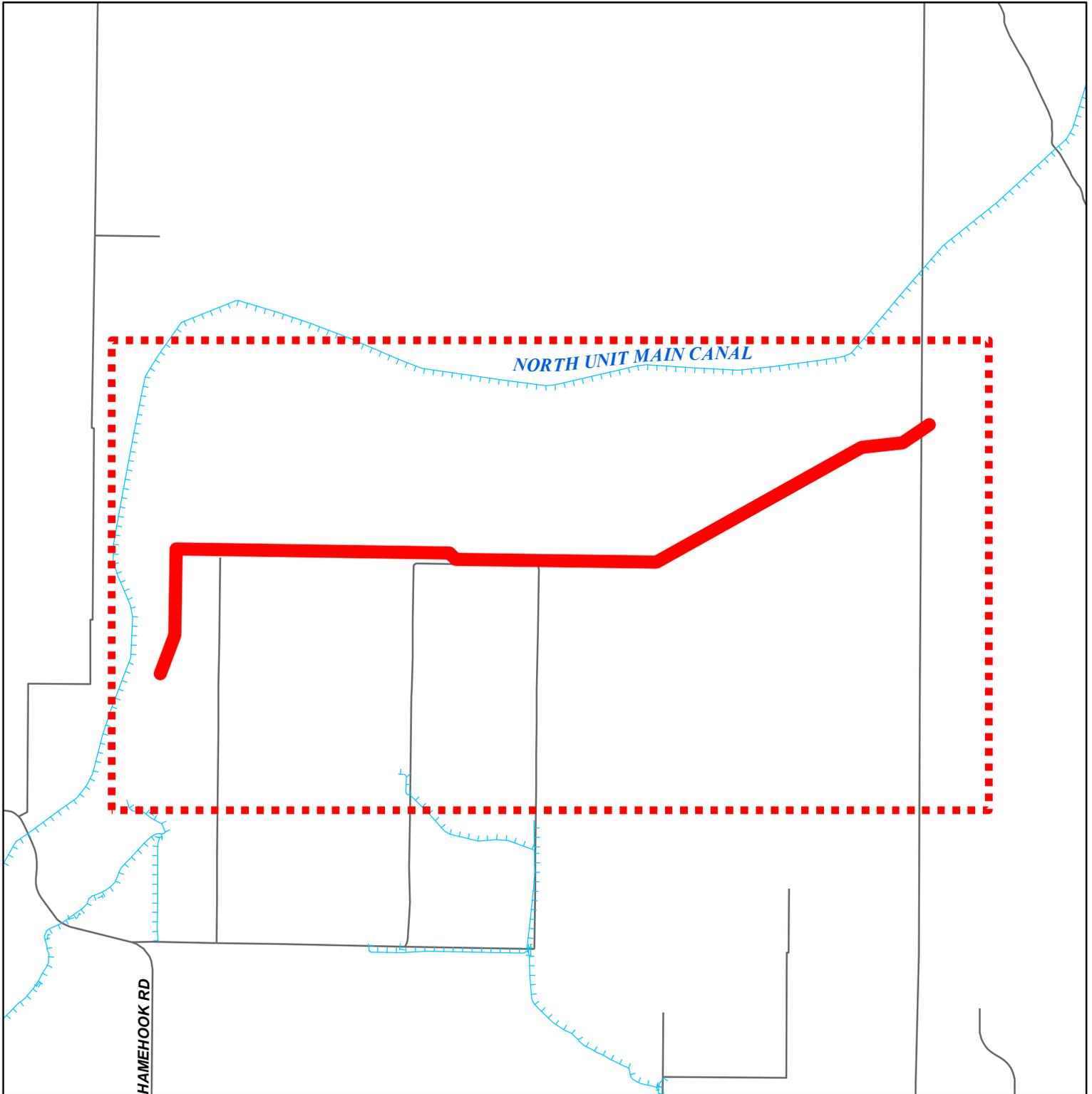


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SNIA North Interceptor Pipe Alignment

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Jessica MacClanahan		Est. Start Date: Jun 2018	Est. End Date: Apr 2022
Cost Estimate Classification: 1			
Description & Background			
Subproject of North Interceptor that encompasses the design and construction of the entire pipe alignment.			
Need/Justification			
The North Interceptor will provide a conveyance facility to serve both developed and undeveloped lands including Juniper Ridge and the recent Urban Growth Boundary areas in the northern portion of the City.			
Project Related to: 1SNIP North Interceptor Phase I, 1SNI2 North Interceptor Phase II, 1SNIA North Interceptor Pipe Alignment, 1SNIL North Interceptor Lift Station, ISNIX North Interceptor Canal Crossing			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$14,046,200	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 12,062,200	\$ 1,748,000	\$ 236,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 14,046,200



CITY OF BEND

1SNIA

North Interceptor Pipe Alignment



NOT TO SCALE

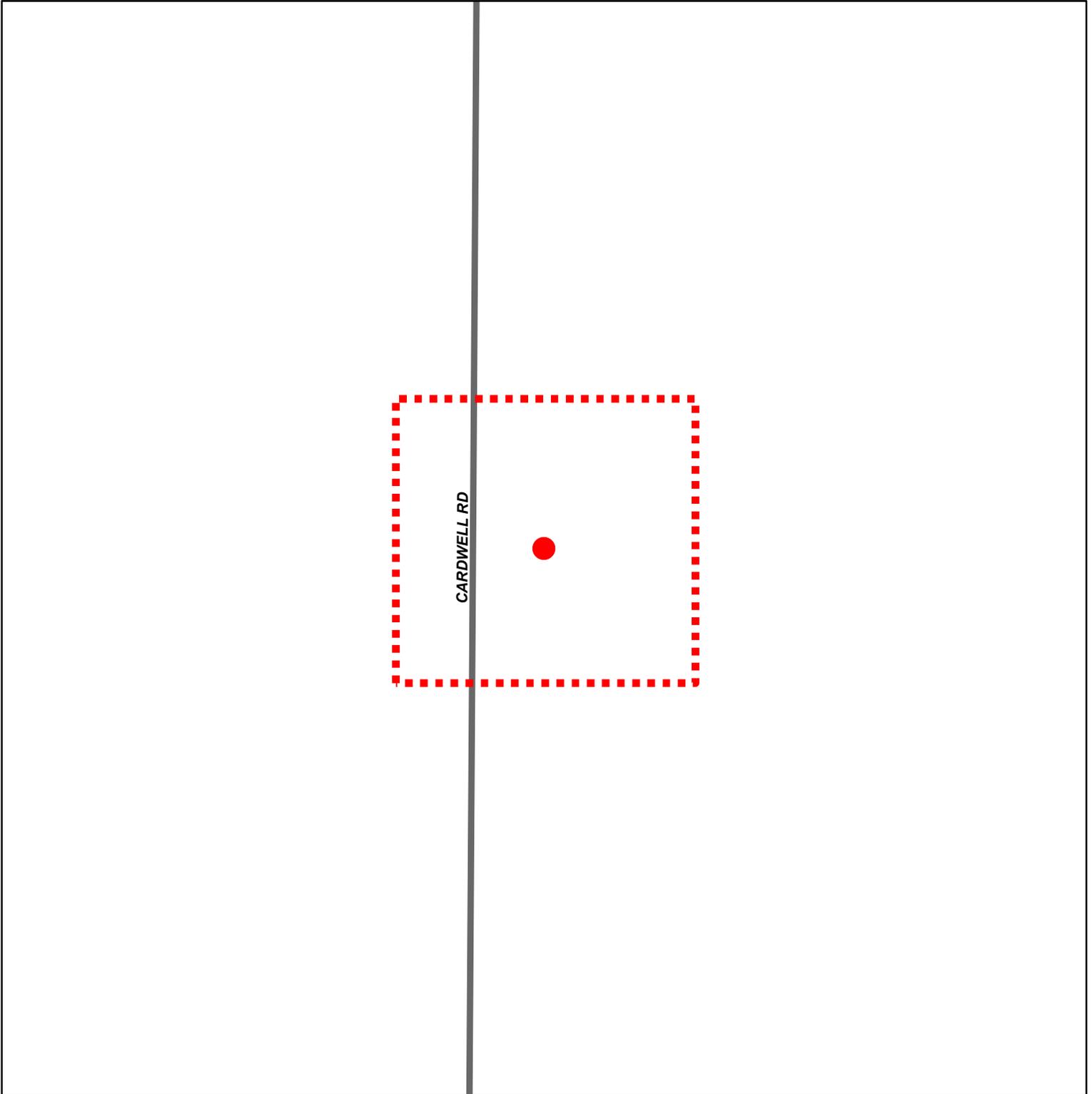


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SNIL North Interceptor Lift Station

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Jessica MacClanahan		Est. Start Date: Jun 2018	Est. End Date: Apr 2022
Cost Estimate Classification: 1			
Description & Background			
Subproject of North Interceptor that encompasses the design and construction of the lift station at the WRF.			
Need/Justification			
Several alternative designs for conveyance of the North Interceptor were presented. The City made the decision to incorporate a lift station at the WRF based on hydraulics, performance, redundancy, resilience, and capital/life cycle costs.			
Project Related to: 1SNIP North Interceptor Phase I, 1SNI2 North Interceptor Phase II, 1SNIA North Interceptor Pipe Alignment, 1SNIL North Interceptor Lift Station, ISNIX North Interceptor Canal Crossing			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 9,834,900		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 5,903,900	\$ 3,738,000	\$ 193,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 9,834,900	



CITY OF BEND

1SNIL

North Interceptor Lift Station



NOT TO SCALE

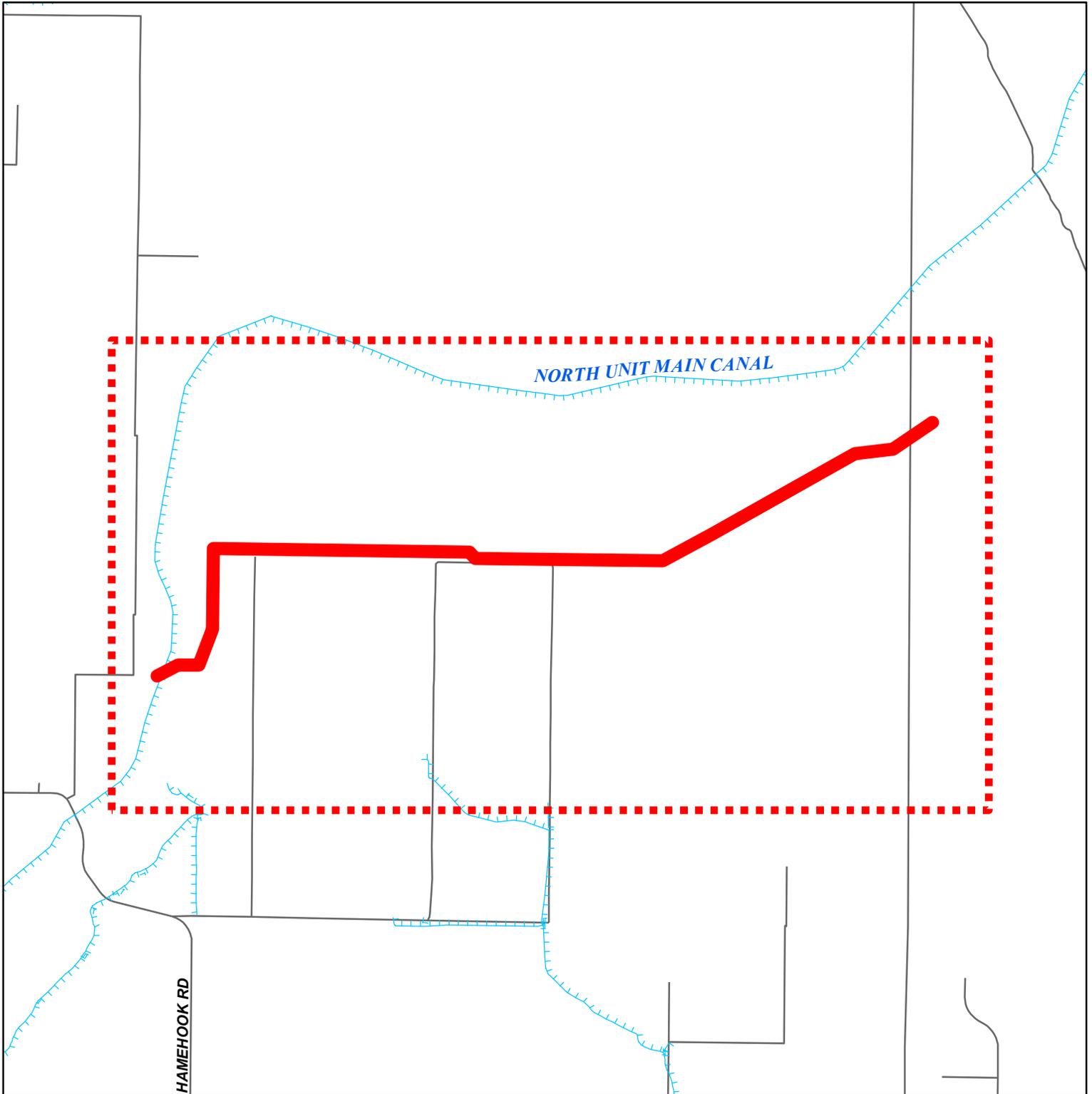


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SNIP North Interceptor Phase I

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Jessica MacClanahan		Est. Start Date: Jun 2018	Est. End Date: Apr 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The overall North Interceptor Sewer Project is a new large diameter trunk line that extends from the water reclamation facility (WRF) west to O.B. Riley Road. The project is currently broken up into three Phases. Phase 1 includes a new sewer line from the WRF to the junction of the Existing Plant Interceptor near the North Unit Main Canal at Pioneer Loop (existing manhole ID's 188/189) and a new influent pump station at the WRF. Phases 2 and 3 extend this pipeline farther west to O.B. Riley Road. This document refers specifically to schedule and budget for Phase I only.</p>			
Need/Justification			
<p>The overall North Interceptor Sewer Project provides additional sewer conveyance capacity for the entire north area, including both existing growth areas and new growth areas. Phase 1 also decreases maintenance costs and risks related to the deteriorating existing Plant Interceptor sewer line that is north of the proposed North Interceptor/Plant Interceptor junction. Additionally, reduced spill/plugging risk related the inverted siphon near the WRF.</p> <p>Project Related to: 1SNIP North Interceptor Phase I, 1SNI2 North Interceptor Phase II, 1SNIA North Interceptor Pipe Alignment, 1SNIL North Interceptor Lift Station, ISNIX North Interceptor Canal Crossing</p>			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$5,591,700	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 5,150,700	\$ 407,000	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 5,591,700



CITY OF BEND

1SNIP

North Interceptor Phase I



NOT TO SCALE

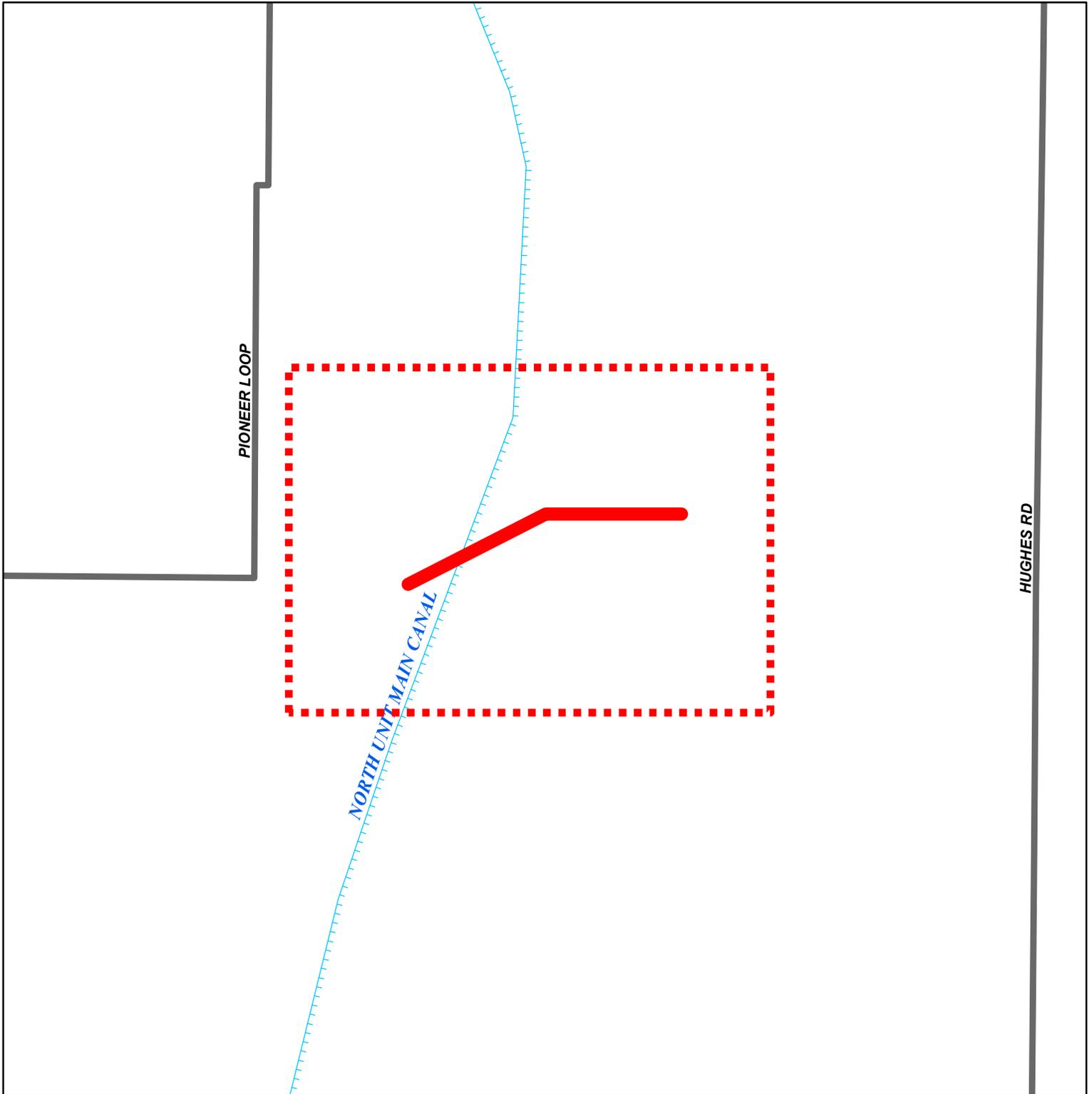


Engineering & Infrastructure Planning Department
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1SNIX North Interceptor Canal Crossing

Fund: Water Reclamation		Project Manager: Jessica MacClanahan	Project Status: Active	Project Phase: Active
Cost Estimate Classification: 1		Est. Start Date: Jun 2018	Est. End Date: Apr 2022	
Description & Background				
Subproject of North Interceptor that encompasses the design and construction of the NUID canal crossing.				
Need/Justification				
The North Interceptor will provide a conveyance facility to serve both developed and undeveloped lands including Juniper Ridge and the recent Urban Growth Boundary areas in the northern portion of the City.				
Project Related to: 1SNIP North Interceptor Phase I, 1SNI2 North Interceptor Phase II, 1SNIA North Interceptor Pipe Alignment, 1SNIL North Interceptor Lift Station, 1SNIX North Interceptor Canal Crossing				
Financial Summary				
Total Project Spending by Fund			Consequence of Delaying or Eliminating	
Accessibility Construction	\$	-	Higher potential for system overflows, reduced capacities in other areas in the city, and increased project costs due to escalation.	
Transportation Construction	\$	-		
Water	\$	-		
Water Reclamation	\$	\$4,015,900		
Stormwater	\$	-		
2020 General Obligation Bond	\$	-		
Other (see below)	\$	-		
Impact on Operating Budget: Minimal				
Method of Financing: 100% Rates / SDCs				

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 2,584,900	\$ 686,000	\$ 745,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 4,015,900



CITY OF BEND

1SNIX

North Interceptor Canal Crossing



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SOC1 Odor Control Master Plan

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2023	Est. End Date: Jun 2024
Cost Estimate Classification: N/A			
Description & Background			
Study, documentation and evaluation of the collection system odors issues as well as recommend improvements and prepare a capital improvement program.			
Need/Justification			
A natural phenomenon within any wastewater collection system is the production of odorous gases, especially hydrogen sulfide (H2S), the diurnal ventilation of sewers, and the consequential release of that H2S. This project creates a plan to address odor issues and control odors within the sewer system.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	On-going odor complaints and further deterioration of piping systems.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 1,155,000		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Unknown			
Method of Financing: 100% Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 1,155,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 1,155,000	

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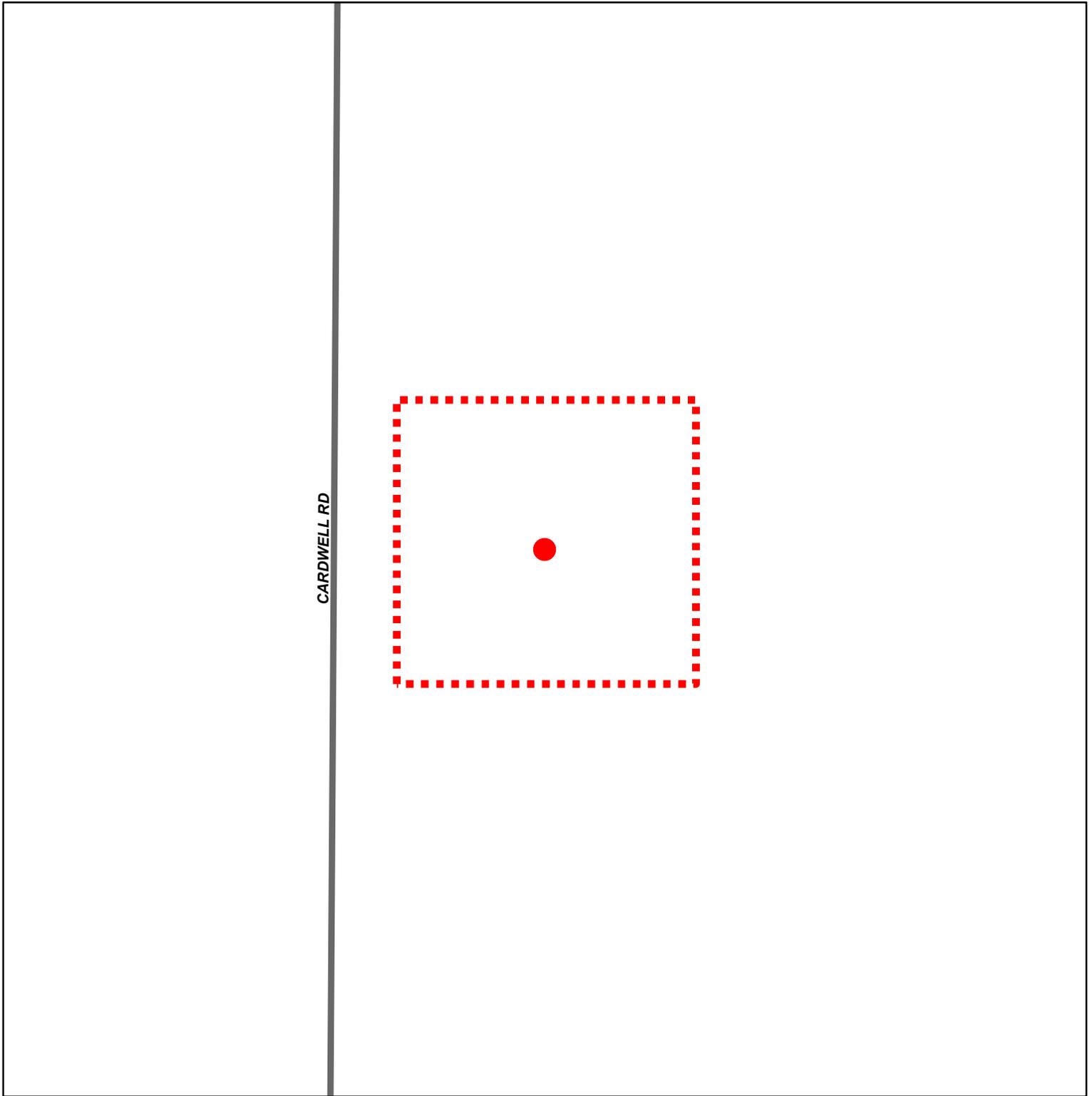


Engineering & Infrastructure Planning Department
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1SPCR WRF Primary Clarifier Rehabilitation

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2022
Cost Estimate Classification: 5			
Description & Background			
Replacing primary clarifier mechanisms.			
Need/Justification			
Existing primary clarifiers 1 and 2 have been in service since construction of the original Water Reclamation Facility (WRF) in 1980 and are due for replacement based on there age and condition.			
Project Related to: 1SCAP Capacity Improvements			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$1,000,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: Minimal			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 1,000,000



CITY OF BEND

1SPCR

WRF Primary Clarifier Rehabilitation



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SPGA Large Gravity Pipe Condition Assessment

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2024	Est. End Date: Jun 2026
Cost Estimate Classification: 5			
Description & Background			
Establish a program to inspect the condition of existing gravity trunk collection system with diameters greater than 15 inches (approximately 4% of the collection system), grade the trunk system components, evaluate rehabilitation options and recommend the most effective solution.			
Need/Justification			
Needed for continued repair and replacement of the major collection system gravity pipes. This type of inspection requires different equipment than is currently owned by the O&M Department and the budget is for the City to hire a consultant to assist with this project.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Potential increase to O&M costs and potential risk of not regularly maintaining the collection system.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$400,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -
Total Project Cost Estimate:							\$ 400,000

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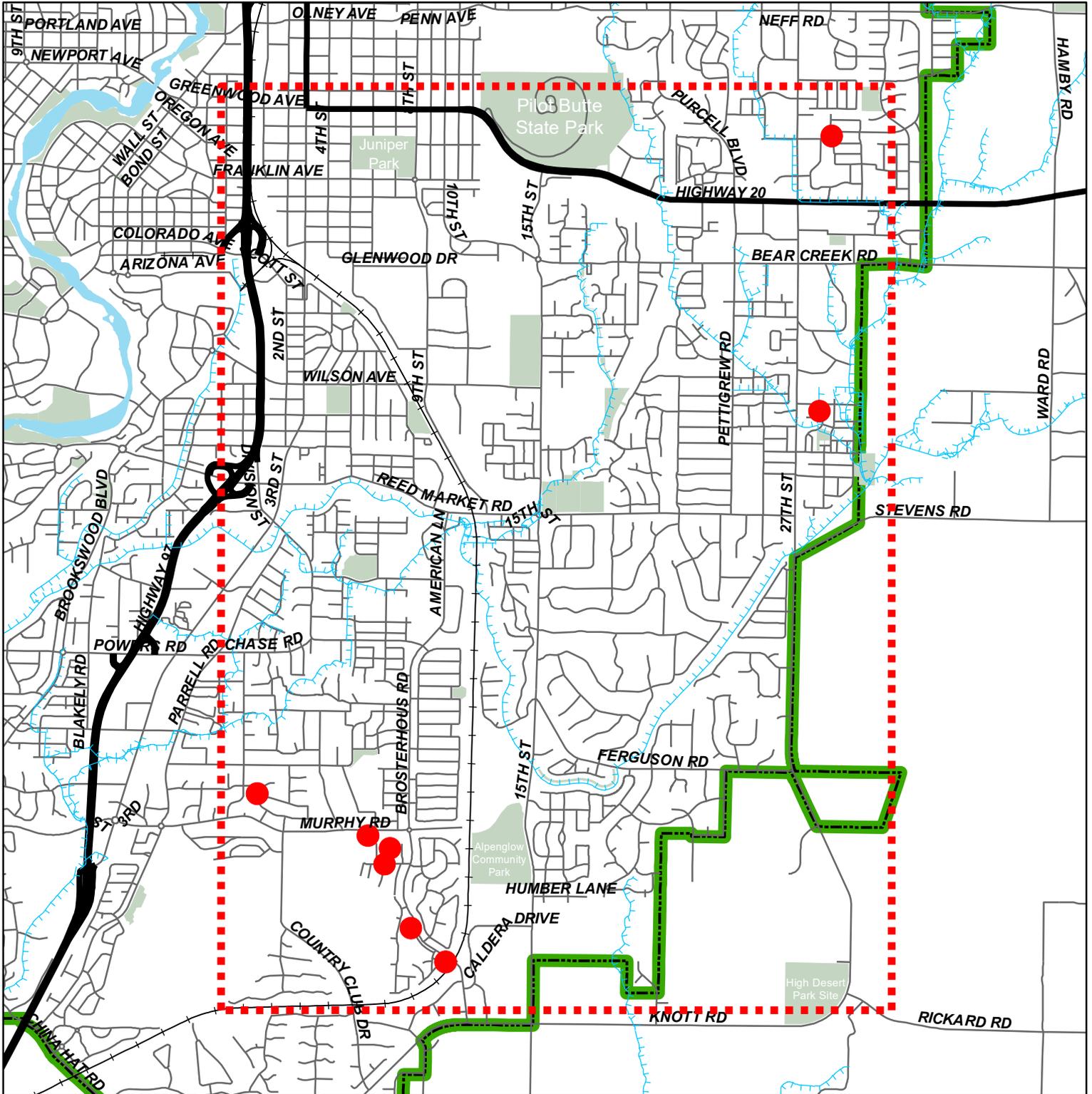


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SPSD Pump Station Decommissions

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Lindsey Crowsigt		Est. Start Date: May 2018	Est. End Date: Mar 2023
Cost Estimate Classification: 3			
Description & Background			
Decommissioning multiple sewer pump stations throughout the City where gravity sewer diversions have been determined to be viable.			
Need/Justification			
The cost analysis in the Collection System Master Plan determined the following lift station decommissions: Tri-Peaks, Crown Villa #1 & #2, Quail Ridge #1 & #2, Forum, Darnel, Desert Skies, Shire, Stone Haven, and the Murphy Road Sewer Connection.			
Project Related to: 1XSEI Southeast Interceptor			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Cost savings from pump station elimination lost. Leaves another component within the system to prone to failure.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 9,191,800		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 2,538,800	\$ 72,000	\$ 3,442,000	\$ 3,139,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 9,191,800	



CITY OF BEND

1SPSD

Pump Station Decommissions



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SPSX Pump Station Program

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Lindsey Crowsigt		Est. Start Date: Jul 2021	Est. End Date: Mar 2026
Cost Estimate Classification: N/A			
Description & Background			
This program includes capital repair/replacement or decommissioning of pump stations as part of a routine maintenance program. Total cost estimates reflect only the projects scheduled for completion in the 5-year CIP period.			
Need/Justification			
Reduction of operations and maintenance costs with the repair and or replacement of systems identified along with mitigation of outdated and potentially undersized or oversized systems from failing.			
Project Related to: 1CSMP Collection System Master Plan Update, 1XNIP North Interceptor Projects, 1XSE Southeast Interceptor Projects, 1SBSS/1SNEP Septic to Sewer Program			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Potential of additional sunk cost to keep stations operational before they can be properly rehabilitated or decommissioned. System failures and overflow events are also possible.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$9,200,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 200,000	\$ 1,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ -
Total Project Cost Estimate:							\$ 9,200,000

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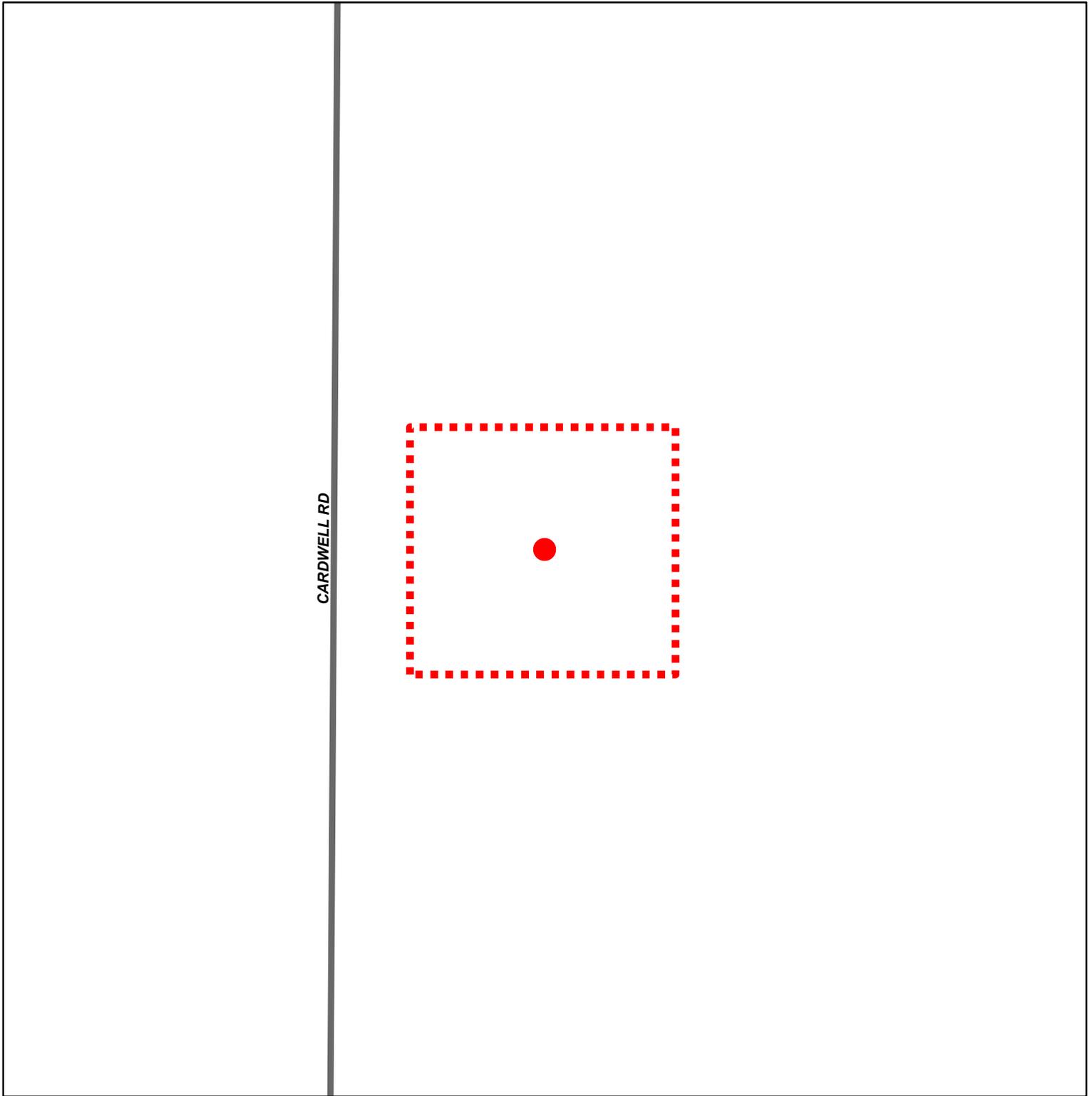


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1SSFU Support Facilities Upgrade

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2022	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Upgrades to the WRF support facilities include administration buildings, the laboratory, and various operations and maintenance building to house staff, materials and equipment.			
Need/Justification			
Several existing buildings were constructed as part of the original plant in 1980 and are in need of upgrades and/or remodeling. New buildings are also needed to meet the demands of a growing plant. The objective of the facility upgrade is to ensure the adequacy of support facilities at the plant to meet current and future needs.			
Project Related to: 1XWRF Water Reclamation Facility Projects			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Decreased efficiencies.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	\$1,000,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 1,000,000	



CITY OF BEND

1SSFU

Support Facilities Upgrade



NOT TO SCALE

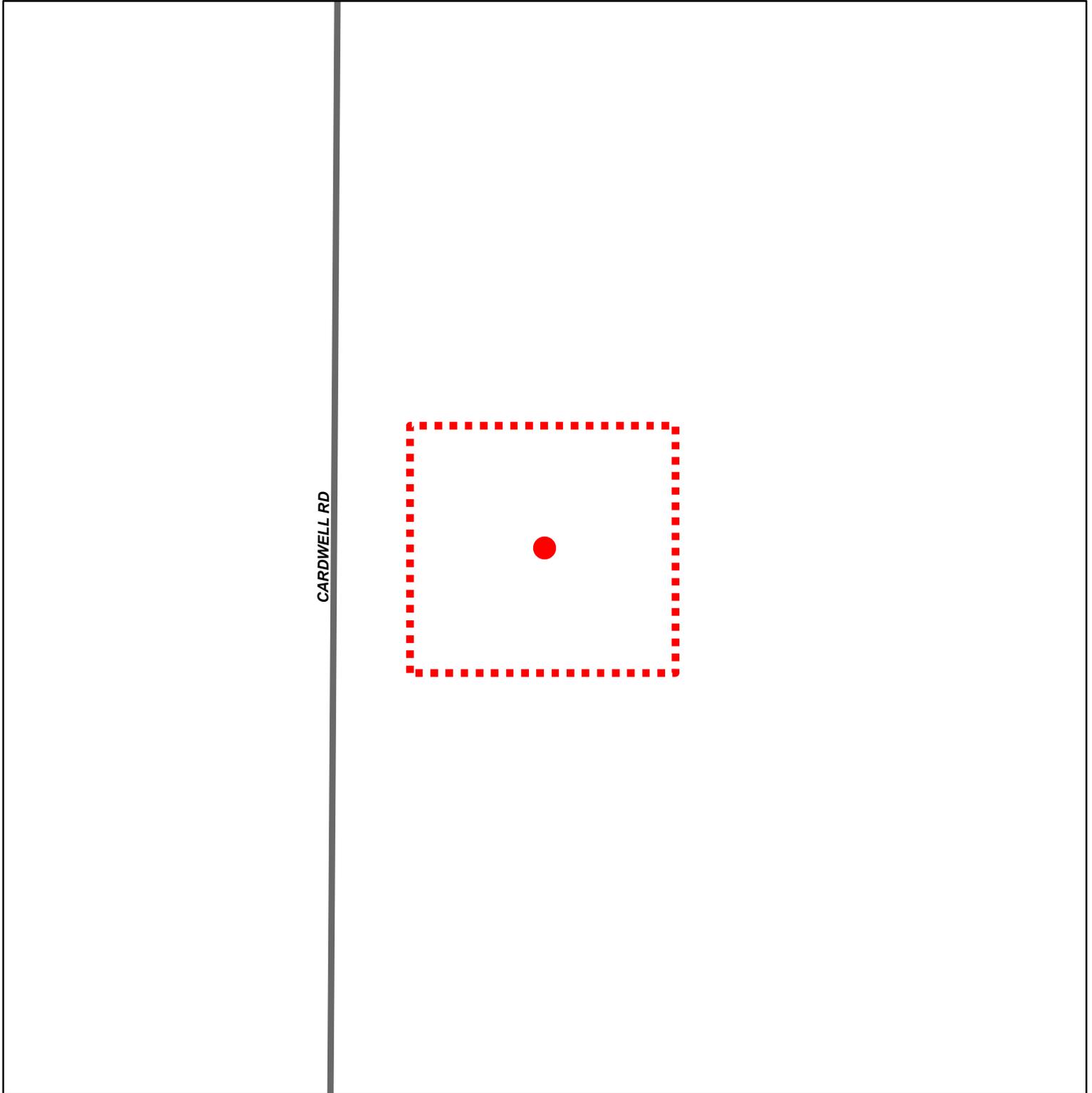


Engineering & Infrastructure Planning Department
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1SSHI Solids Handling Improvements

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Oliver Murray		Est. Start Date: Jun 2018	Est. End Date: Dec 2022
Cost Estimate Classification: 1			
Description & Background			
Upgrade the solids dewatering process to (1) increase dewatering performance while continuing to produce Class A biosolids, (2) increase capacity, (3) increase asset lifespan, and (4) provide safe work environment for staff.			
Need/Justification			
The existing Water Reclamation Facility (WRF) solids handling system has maintenance and operational challenges. The solids treatment system is nearing capacity and there is heavy deterioration of assets. Operation staff also want to continue to ensure a Class A Biosolids Program. Many studies have been completed in the past to recommend upgrades to the system, but no solutions have been implemented.			
Project Related to: 1XWRF Water Reclamation Facility Projects			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Increased operational costs and continued building degradation.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 13,000,000		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: 100% Rates / SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,616,300	\$ 7,823,000	\$ 3,000,000	\$ 560,700	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 13,000,000



CITY OF BEND

1SSHI

Solids Handling Improvements



NOT TO SCALE

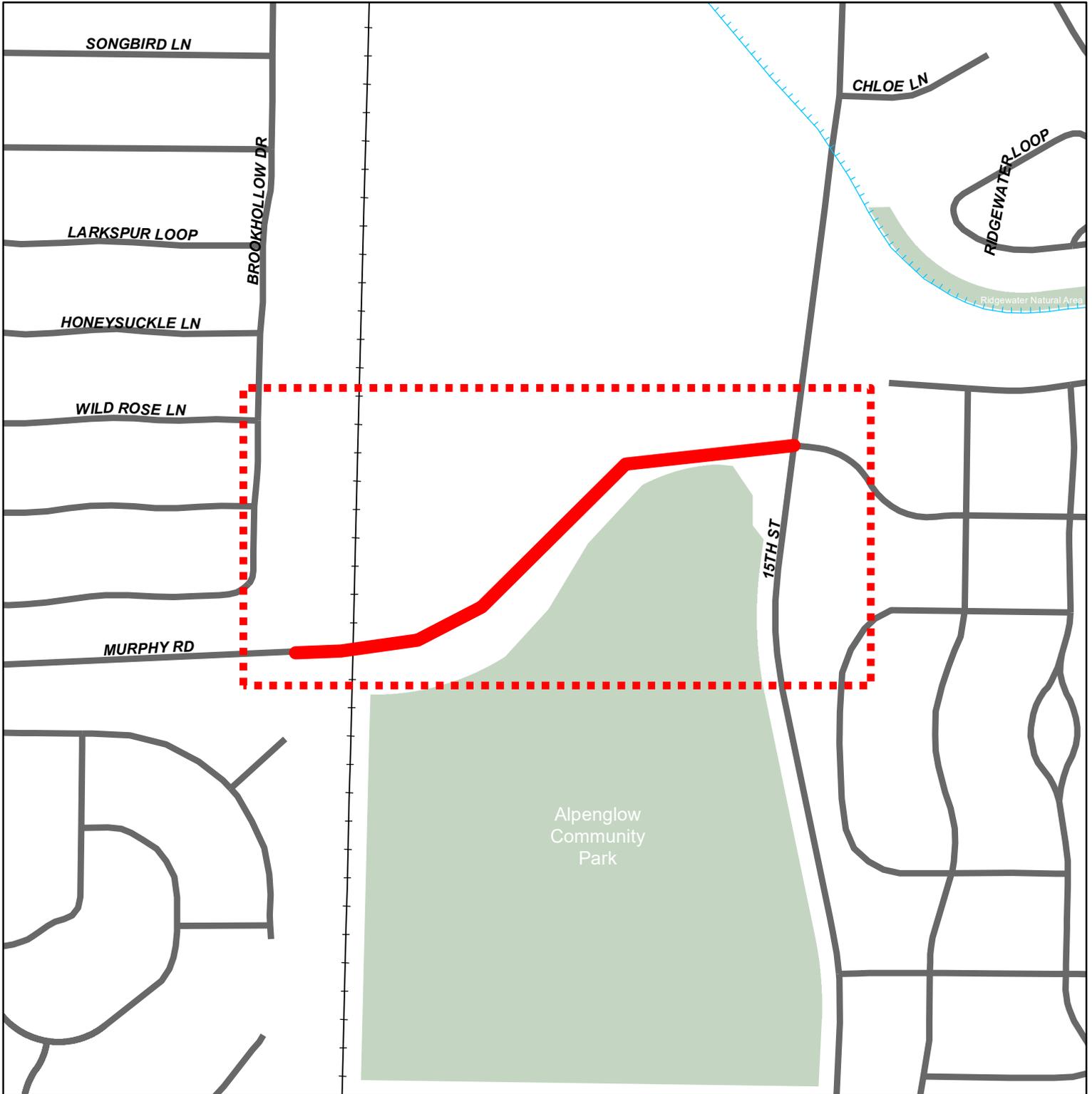


Engineering & Infrastructure Planning Department
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1TMC1 Murphy Railway Overcrossing

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley		Est. Start Date: Nov 2018	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The Murphy Corridor Improvements project includes six interrelated transportation improvement subprojects that will all contribute to improving the safety, efficiency, and reliability of transportation in southeast Bend. The project will be designed and constructed using a Progressive Design-Build alternative delivery method. This specific subproject includes the structure bridge and approach between Brosterhous and 15th, at the Burlington Northern and Santa Fe (BNSF) right of way. BNSF ROW expands from 100 feet to 200 feet wide at crossing location. Structure to include a 2-lane section with bicycle and pedestrian facilities.</p>			
Need/Justification			
<p>Murphy Corridor Improvements Project is a transportation project extending from the intersection of Parrell Road to 15th Street. The Project has been identified by City Council as a priority project to enhance the transportation system in southeast Bend, including improved accessibility to the 15th Street opportunity area and 'The Elbow' expansion area; identified in the 2016 UGB adoption and comprehensive plan update.</p> <p>Project Related to: 1TMC1 RR Crossing, 1TMC2 Brosterhous to 15, 1TMC3 Brosterhous RAB, 1TMC4 15th & Murphy RAB, 1TMC5 Country Club RAB, 1TMC7 15th Street Sidewalk</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	The extension needs to be completed by the fall of 2021 to provide an acceptable level of service at the 15th/Brosterhous Rd intersection.	
Transportation Construction	\$ 6,502,600		
Water	\$ 54,900		
Water Reclamation	\$ 230,000		
Stormwater	\$ 510,300		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 3,622,700	\$ 2,765,000	\$ 910,100	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 7,297,800



CITY OF BEND

1TMC1

Murphy Railway Overcrossing



NOT TO SCALE

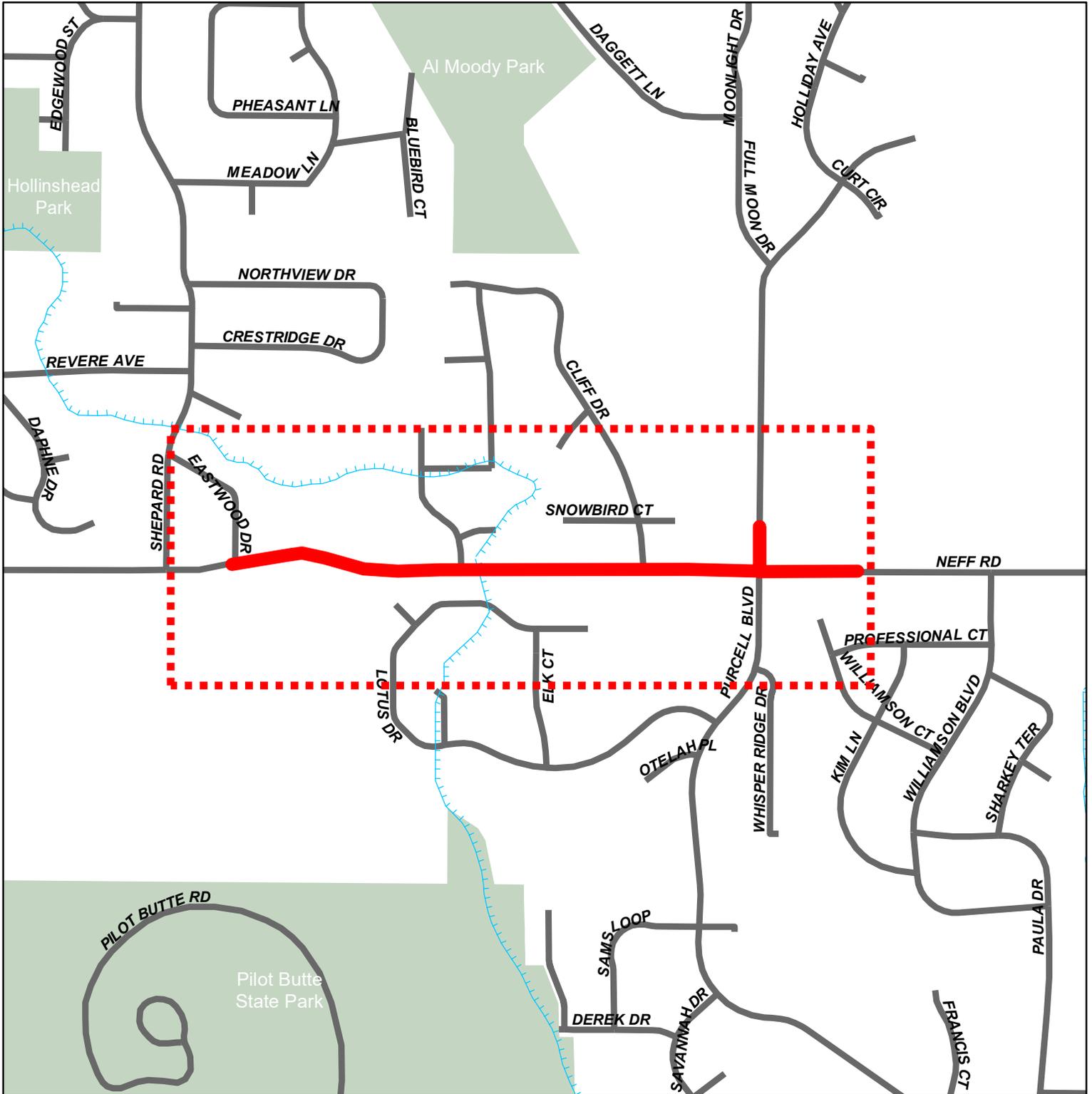


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TNPS Neff and Purcell Intersection

Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2018	Est. End Date: Jun 2023
Cost Estimate Classification: 2			
Description & Background			
This intersection and corridor has been highly prioritized by members of the community serving on the City of Bend Accessibility Advisory Committee and a previous safety study. The project will include the following tasks: public engagement, survey, design, and construction of missing sidewalks and a safer intersection for all users serving the surrounding medical, residential, and school properties.			
Need/Justification			
This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection is in need of routine replacement and this coupled with the improved community connectivity will benefit users of all ages and abilities and the surrounding neighborhoods.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	One of the highest crash and most congested intersections in the community would remain.	
Transportation Construction	\$ 4,771,800		
Water	\$ 18,600		
Water Reclamation	\$ 788,000		
Stormwater	\$ 589,800		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 576,800	\$ 750,000	\$ 2,292,000	\$ 2,549,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 6,168,200



1TNPS

Neff and Purcell Intersection Design and Construction

CITY OF BEND



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1XSDC System Development Charge Update

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2023
Cost Estimate Classification: N/A			
Description & Background			
<p>Oregon Revised Statutes (ORS) 223.297 to 223.314 authorize local governments to establish system development charges (SDCs), one-time fees on new development paid at the time of development. ORS 223.299 specifies that an SDC is made up of the following fees, or either fee separately: 1) A reimbursement fee designed to recover costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists; or 2) An improvement fee designed to recover costs associated with capital improvements to be constructed.</p>			
Need/Justification			
<p>SDCs are collected from developers and then used to pay for infrastructure facilities City-wide. The methodology establishes fee amounts to be collected from each individual development project to ensure that adequate funds are available to provide the public infrastructure needed in developing areas. Updates are needed to determine the relative impacts of each development project to the infrastructure systems serving the project so that SDCs are collected equitably.</p>			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	None
Transportation Construction	\$	\$100,000	
Water	\$	\$100,000	
Water Reclamation	\$	\$100,000	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 300,000

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1XSTS Standards & Specifications Update

Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Alex Doza		Est. Start Date: Jul 2021	Est. End Date: Jun 2022
Cost Estimate Classification: N/A			
Description & Background			
Update the Design Standards that provide consistent guidance for the minimum design and technical criteria for the construction of public infrastructure. The current standards include criteria for public streets, storm drainage systems, water systems, sanitary sewer systems, arterial and greenway landscaping and bikeways, and electric infrastructure. These standards are technical in nature and apply to the way in which the improvements are to be constructed and are complimentary to the Land Development Code which includes zoning regulations and guides the overall use and layout design for development.			
Need/Justification			
Every project built in the Right-of-Way by either City sponsorship or by private development initiative is required to build the accompanying infrastructure to City Standards and Specifications. The last external update that the City completed was in 2011. An internal update was completed in 2018. With the upcoming release of new reference documents and with the ever-changing evolution of standards and products, it is time for the City to complete another external update to ensure conformance to industry standards.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Leads to costly changes and inefficiencies as a result of outdated requirements for quality of products, materials, and workmanship.
Transportation Construction	\$	\$150,000	
Water	\$	\$150,000	
Water Reclamation	\$	\$150,000	
Stormwater	\$	\$50,000	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 500,000

**Stormwater Fund
Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Class*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1RFGU Franklin & Greenwood Underpass	5	\$ -	\$ -	\$ -	\$ 750,000	\$ 1,500,000	\$ 2,250,000
1RMNW Minnesota & Wall Stormwater	5	-	-	-	324,000	-	324,000
1RMP1 Stormwater Master Plan Update	N/A	166,000	166,000	168,000	-	-	500,000
1RNPR Newport Corridor Improvements	1	4,000,000	5,168,000	-	-	-	9,168,000
1RRMC Roosevelt & McKinley Stormwater	5	-	-	-	104,000	475,000	579,000
1RSAB South Awbrey Butte Drainage Improvements	5	-	-	-	1,250,000	3,500,000	4,750,000
1TCSI Citywide Safety Improvements	1	204,000	-	-	-	-	204,000
1TEC5 Purcell Butler Market	1	20,000	-	-	-	-	20,000
1TEC6 Purcell Blvd Modernization	1	20,000	-	-	-	-	20,000
1TMC2 Murphy Brosterhous to 15th	1	233,500	-	-	-	-	233,500
1TNPS Neff & Purcell Intersection	2	118,000	471,800	-	-	-	589,800
1XSTS Standards & Specifications Update	N/A	50,000	-	-	-	-	50,000
		\$ 4,811,500	\$ 5,805,800	\$ 168,000	\$ 2,428,000	\$ 5,475,000	\$ 18,688,300

*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		



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RFGU Franklin & Greenwood Underpass

Fund: Stormwater	Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned	Est. Start Date: Oct 2023	Est. End Date: Jun 2027
Cost Estimate Classification: 5		

Description & Background

Construction of surface water swales to reduce the volume of water entering the underpass, larger capacity storm drains and a pump station to move water from the underpass to an off- site force main and an infiltration swale to retain and infiltrate stormwater.

Need/Justification

Both Franklin Ave and Greenwood Ave are vital east-west corridors providing access to downtown and the west side. The underpasses close during moderate rainfall events blocking all traffic. Flooding of the underpasses create a barrier for emergency vehicles and the general public as well as creates a public Safety hazard and burden upon the City Staff to respond.

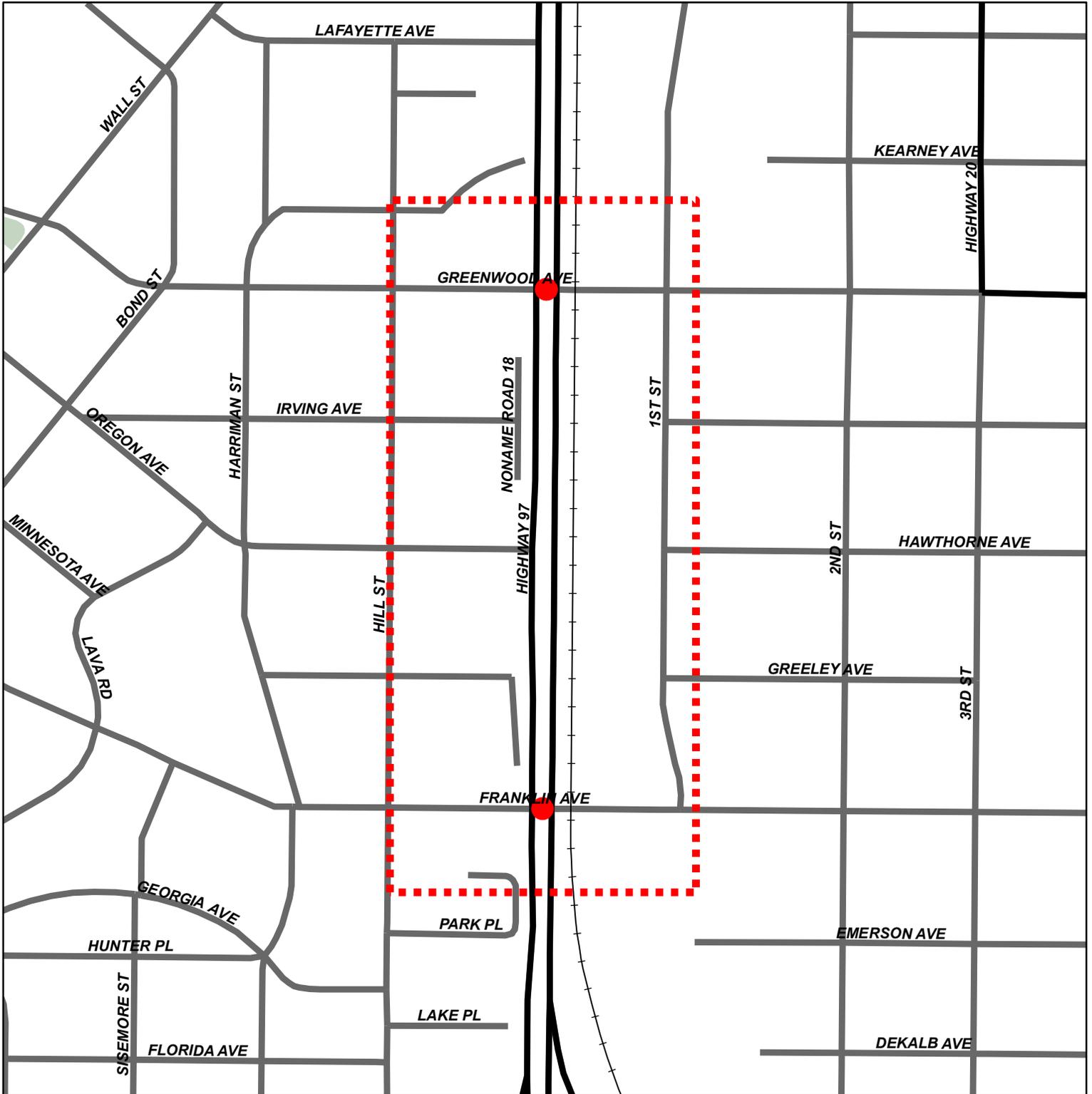
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ 145,000	
Water Reclamation	\$ -	
Stormwater	\$ 3,750,000	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 145,000	\$ 750,000	\$ 1,500,000	\$ 1,500,000
Total Project Cost Estimate:						\$ 3,895,000	



CITY OF BEND

1RFGU

Franklin & Greenwood Underpass



NOT TO SCALE

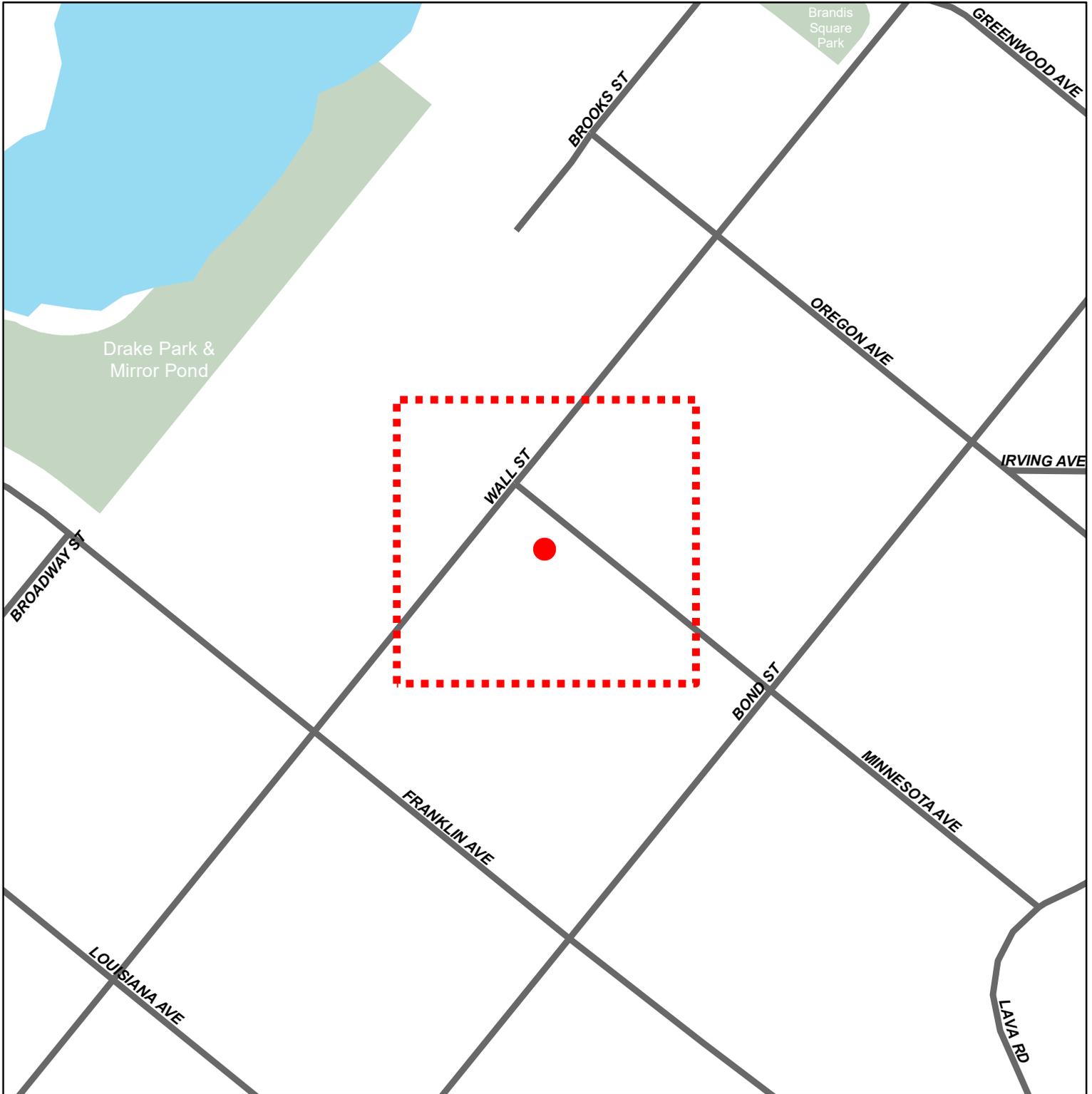


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RMNW Minnesota & Wall Stormwater

Fund: Stormwater		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2024	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
Construction of a new piped system, sedimentation manhole, and catch basins in the Downtown Business District.			
Need/Justification			
This project was evaluated in the 2011 Stormwater Master Plan and identified as a priority project as a result of community complaints and liability due to flooding.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Increasing flood risk to adjacent commercial property and the City's liability.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ 324,000		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% Stormwater Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 324,000	\$ -	\$ -
Total Project Cost Estimate:							\$ 324,000



CITY OF BEND

1RMNW

Minnesota & Wall Stormwater



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RMP1 Stormwater Master Plan Update 2020

Fund: Stormwater		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Oct 2021	Est. End Date: Sep 2023
Cost Estimate Classification: N/A			
Description & Background			
Update the current Master Plan, document changes in the system, update the system analysis and CIP. The update will ensure the City is utilizing up-to-date and accurate information regarding the condition of the collection system, flow projections, and applicable regulations.			
Need/Justification			
The City's stormwater master plan provides an important measure for development approval and capital improvement project prioritization. The current master plan is based upon a limited amount of data and it does not meet its objectives in a manner that provides optimal accuracy. Provides an invaluable tool in determining existing and future capacity constraints. Enhances ability to provide sound private development decisions and effectively prioritize City capital projects.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Reduced system efficiency.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	-	
Stormwater	\$	\$500,000	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: 100% Stormwater Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 166,000	\$ 166,000	\$ 168,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 500,000

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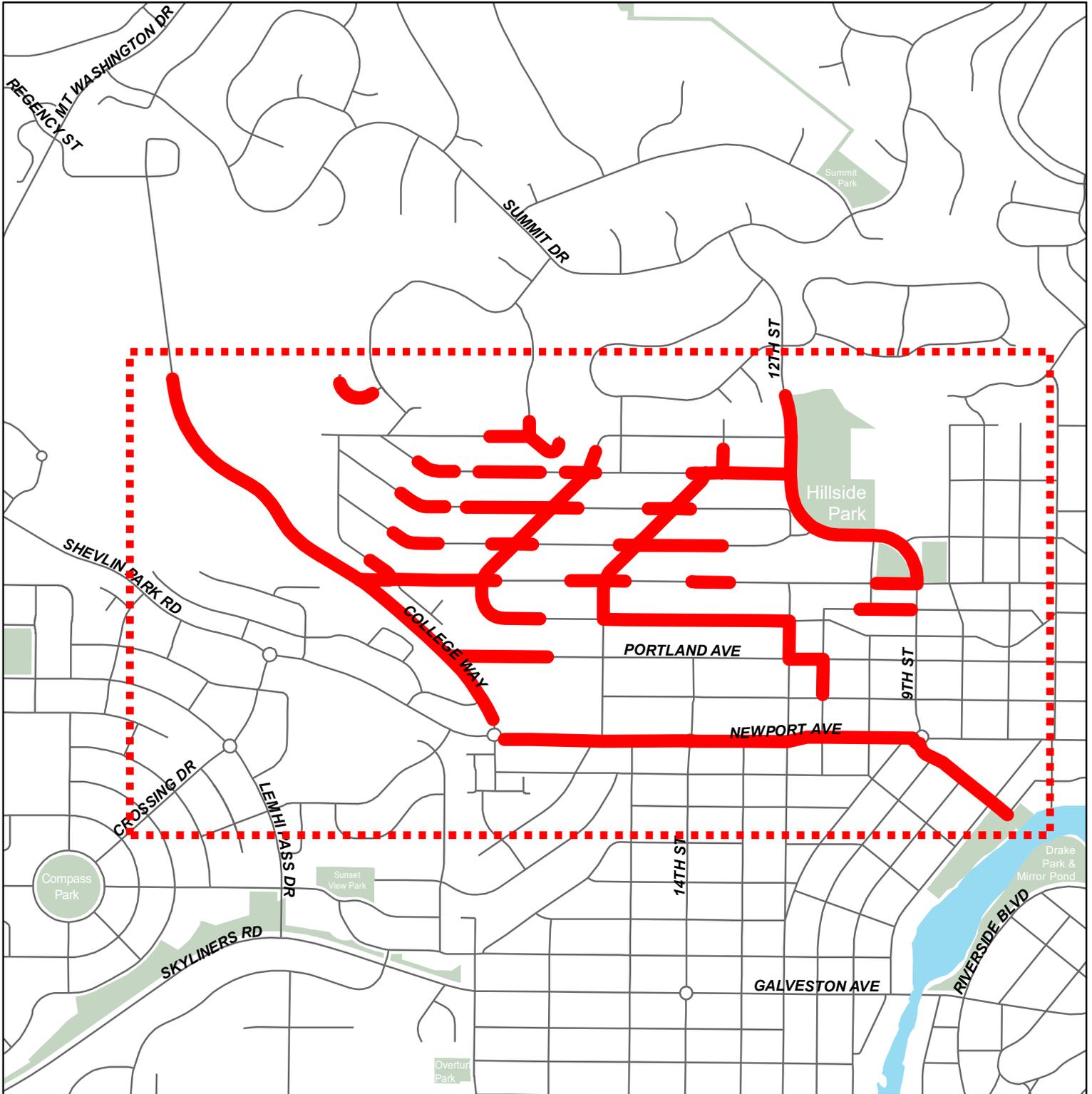


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RNPR Newport Corridor Improvements

Fund: Stormwater		Project Status: Active	Project Phase: Active
Project Manager: Drew Wells		Est. Start Date: Mar 2019	Est. End Date: Oct 2022
Cost Estimate Classification: 1			
Description & Background			
<p>Reconstruct existing drainage collection and conveyance system along Newport and Nashville from College Way to the outfall at the Deschutes River east of Drake Road. Project elements include replacement of the trunk line and replacement / rehabilitation of associated drainage structures. Project elements include collection and conveyance improvements in the surrounding tributary drainage area through water quality improvements, flow reduction and flow mitigation measures. This project is identified as a synergy project with focused coordination efforts for the design of improvements to other utilities and transportation infrastructure in and adjacent to Newport Ave. This arterial is heavily traveled and coordinating the design of comprehensive corridor improvements is intended to facilitate concurrent construction to maximize economy of scale and minimize future construction disruptions.</p>			
Need/Justification			
<p>The South Awbrey Butte Drainage Study, completed in 2017, determined that the existing stormwater collection and conveyance system on Newport Avenue is in need of replacement. This study identified the replacement of the Newport Avenue Trunk Line as the highest priority project in the drainage basin, and also prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding / improve water quality within the basin.</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 17,000	Further deterioration of existing pipeline and increased project costs due to escalation.	
Transportation Construction	\$ 5,577,300		
Water	\$ 4,052,400		
Water Reclamation	\$ 5,102,000		
Stormwater	\$ 11,375,100		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,658,000	\$ 4,427,000	\$ 12,123,400	\$ 7,915,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 26,123,800	



CITY OF BEND

1RNPR

Newport Corridor Improvements Phase II



NOT TO SCALE

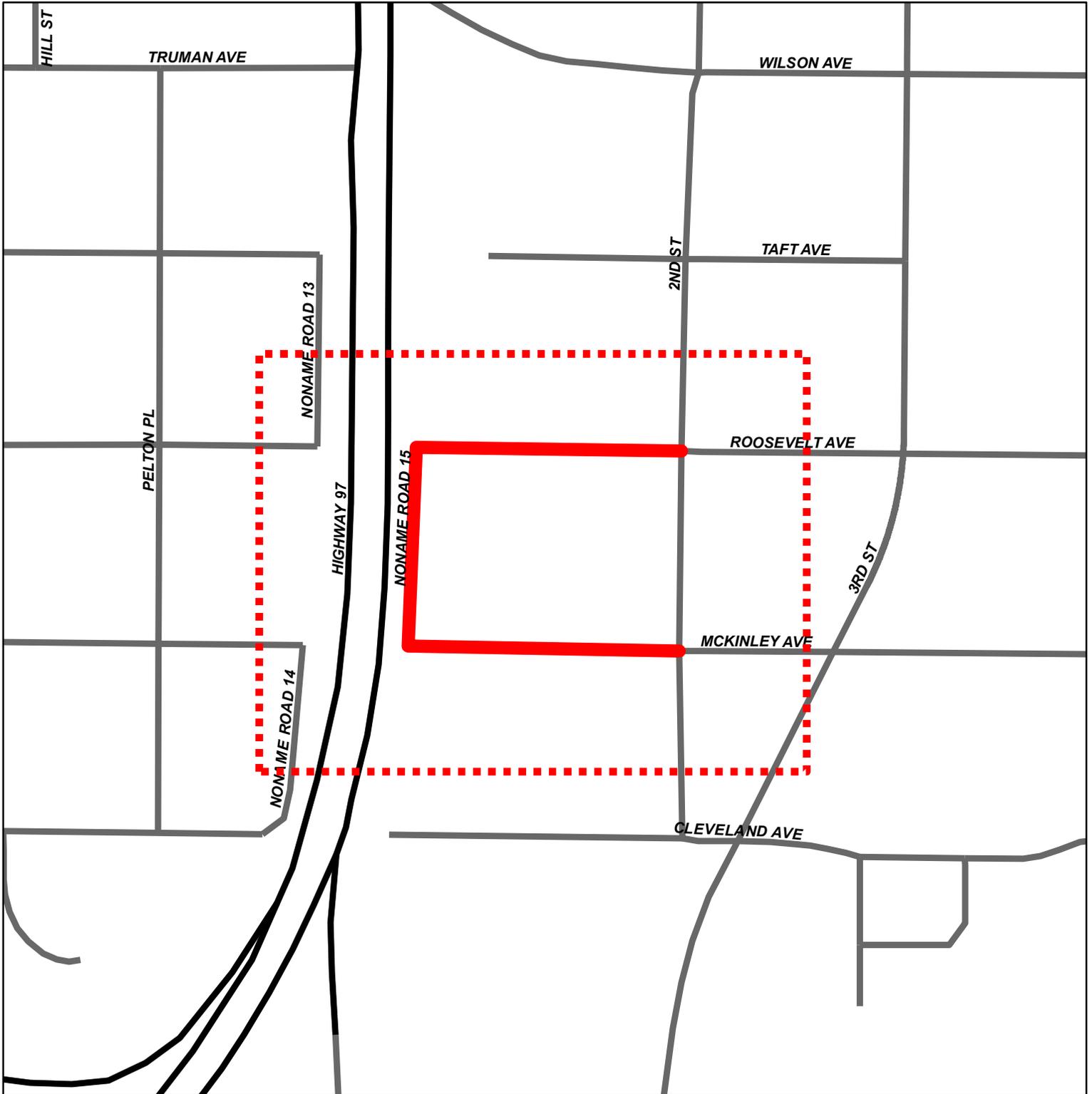


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RRMC Roosevelt & McKinley

Fund: Stormwater		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2024	Est. End Date: Jun 2026
Cost Estimate Classification: 5			
Description & Background			
Use City owned property to develop detention basins with safe overflow, as necessary, to help prevent flooding of three homes impacted by the development of the parkway.			
Need/Justification			
This project was evaluated in the 2011 Stormwater Master Plan and identified as a priority project as a result of community complaints and liability due to flooding. This project will eliminate the risk of events causing moderate structural damage to private property.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Maintains the current risk of localized flooding. During times of infrequent flooding, there is risk of damage to adjacent private property caused by storm water run-off leaving City right of way and entering onto private property.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ 579,000		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% Stormwater Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,000	\$ 475,000	\$ -
Total Project Cost Estimate:							\$ 579,000



CITY OF BEND

1RRMC

Roosevelt & McKinley Stormwater



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RSAB South Awbrey Butte Drainage Improvements

Fund: Stormwater		Project Status: Pending	Project Phase: Pending
Project Manager: Drew Wells		Est. Start Date: Jul 2024	Est. End Date: Jun 2027
Cost Estimate Classification: 5			
Description & Background			
Improvements to drainage collection and conveyance systems tributary to the Newport Avenue storm sewer. Areas with a history of drainage issues were identified and prioritized in the South Awbrey Butte Drainage Study.			
Need/Justification			
Drainage issues in the South Awbrey Butte area have persisted for decades and continue to impact residents, businesses, and the traveling public and require a disproportionate amount of the City's maintenance resources and funding.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Increasing flood risk to adjacent commercial property and the City's liability.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	-	
Stormwater	\$	\$9,500,000	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: Minimal			
Method of Financing: 100% Stormwater Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 3,500,000	\$ 4,750,000
Total Project Cost Estimate:						\$ 9,500,000	

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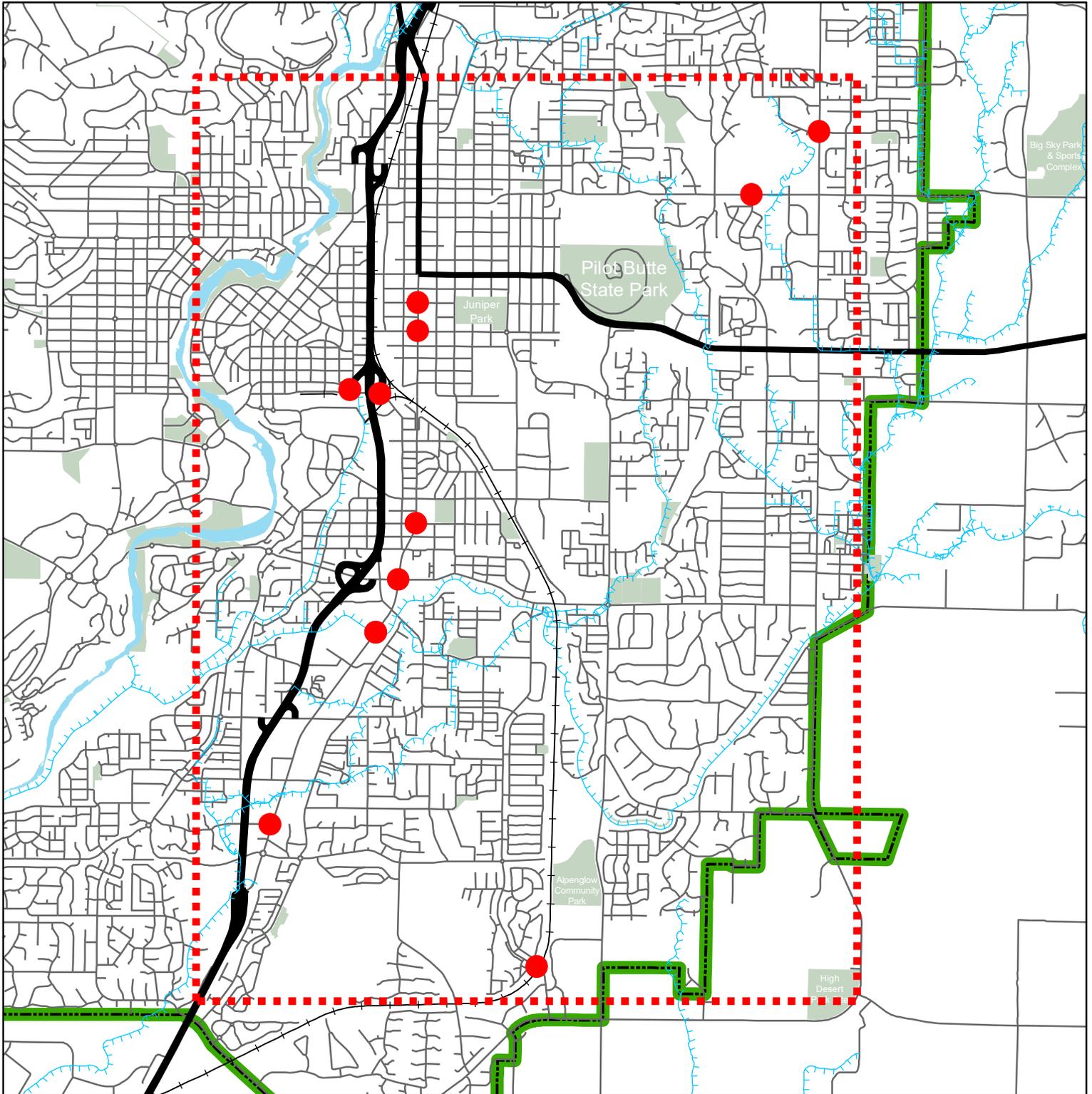


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TCSI Citywide Safety Improvements

Fund: Stormwater		Project Status: Active	Project Phase: Active
Project Manager: Rory Rowan		Est. Start Date: Oct 2014	Est. End Date: Jun 2023
Cost Estimate Classification: 1			
Description & Background			
<p>With the help of the community and a prior safety study, the city has identified multiple locations across the city where there have been a high number of crashes. The locations included in this project are 3rd Street at Hawthorne, Franklin, Roosevelt, Canal, and Pinebrook; Neff & Williamson; 27th & Conners; Colorado & Parkway; and Brosterhous & BNSF railroad. Several treatments are proposed to make these locations safer for people walking, riding bicycles, and driving. This project will further develop the design of these treatments and construct them with additional community input.</p>			
Need/Justification			
<p>This project focuses on providing a safe, accessible, and cost effective transportation system. The high benefit, low cost safety improvements proposed as part of this project have been specifically selected by the consultant team, through community input, the Oregon Department of Transportation (ODOT) and Bend Police Dept. to target high risk streets and intersections.</p> <p>Project Related to: 1TBKE Bicycle Greenways</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Implementation of safety improvements will be further delayed.	
Transportation Construction	\$ 2,307,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ 209,800		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Stormwater Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,609,400	\$ 17,000	\$ 704,000	\$ 186,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 2,516,800



CITY OF BEND

1TCSI

Citywide Safety Improvements



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TEC5 Purcell Butler Market

Fund: Stormwater		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2017	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The Empire Corridor Improvements Project is a major project in the short-term capital improvement strategy that is focused on using Transportation Fund reserves to relieve congestion, improve safety, and broaden transportation options in the northeast area of town. This portion of the overall project consists of design and construction of a new signal and some geometric intersection upgrades at Purcell Boulevard and Butler Market Road.</p>			
Need/Justification			
<p>The existing traffic signal at the intersection of Purcell Boulevard and Butler Market Road is deficient both in its traffic capacity and its connectivity.</p> <p>Project Related to: Implementation of the Urban Growth Boundary assessment relating to the NE Expansion area and the recently completed Murphy Road corridor (Parrell to Brookwood). 1TEC3 Empire Extension, 1TEC4 Empire & 27 RAB, 1TECI Purcell Roundabout, 1TEC6 Purcell Modernization</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	There are no known legal or regulatory issues about delaying the project. Eliminating the project will prolong connectivity and access issues in NE Bend. The project is also listed on the Integrated Land Use and Transportation Plan to reduce vehicle miles traveled.	
Transportation Construction	\$ 1,637,200		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ 70,000		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Stormwater Rates			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 137,200	\$ 1,050,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 1,707,200



CITY OF BEND

1TEC5

Purcell Butler Market



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TEC6 Purcell Blvd Modernization

Fund: Stormwater		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2017	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The Empire Corridor Improvements Project is a major project in the short-term capital improvement strategy that is focused on using Transportation Fund reserves to relieve congestion, improve safety, and broaden transportation options in the northeast area of town. This portion of the overall project consists of design and construction of modernization for Purcell Boulevard between Rock Park Drive & Butler Market Road.</p>			
Need/Justification			
<p>The existing Empire Avenue is deficient for pedestrian and bike needs. In addition, a left turn lane is warranted at either Lupine Avenue or Spinnaker Street.</p> <p>Project Related to: Implementation of the Urban Growth Boundary assessment relating to the NE Expansion area and the recently completed Murphy Road corridor (Parrell to Brookwood).</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	There are no known legal or regulatory issues about delaying the project. Eliminating the project will prolong connectivity and access issues in NE Bend. The project is also listed on the Integrated Land Use and Transportation Plan to reduce vehicle miles traveled.	
Transportation Construction	\$ 3,341,200		
Water	\$ 20,000		
Water Reclamation	\$ 20,000		
Stormwater	\$ 123,800		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,905,000	\$ 1,080,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 3,505,000	



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TMC2 Murphy Brosterhous to 15th

Fund: Stormwater	Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley	Est. Start Date: Nov 2018	Est. End Date: Jun 2022
Cost Estimate Classification: 1		

Description & Background

The Murphy Corridor Improvements project includes six interrelated transportation improvement subprojects that will all contribute to improving the safety, efficiency, and reliability of transportation in southeast Bend. The project will be designed and constructed using a Progressive Design-Build alternative delivery method. This specific subproject includes the extension of Murphy Road from the current terminus at Brosterhous Rd, east to 15th St.. The extension includes a bridge overcrossing BNSF railway (See subproject 1TMCI) and will include a 2-lane section with bike and pedestrian facilities. Median treatment to be determined based on access needs and traffic study results.

Need/Justification

Murphy Corridor Improvements Project is a transportation project extending from the intersection of Parrell Road to 15th Street. The Project has been identified by City Council as a priority project to enhance the transportation system in southeast Bend, including improved accessibility to the 15th Street opportunity area and 'The Elbow' expansion area; identified in the 2016 UGB adoption and comprehensive plan update.

Project Related to: Implementation of the Urban Growth Boundary assessment relating to the NE Expansion area and the recently completed Murphy Road corridor (Parrell to Brookwood). 1TEC3 Empire Extension, 1TEC4 Empire & 27 RAB, 1TEC5 Purcell Butler Market, 1TECI Purcell Roundabout

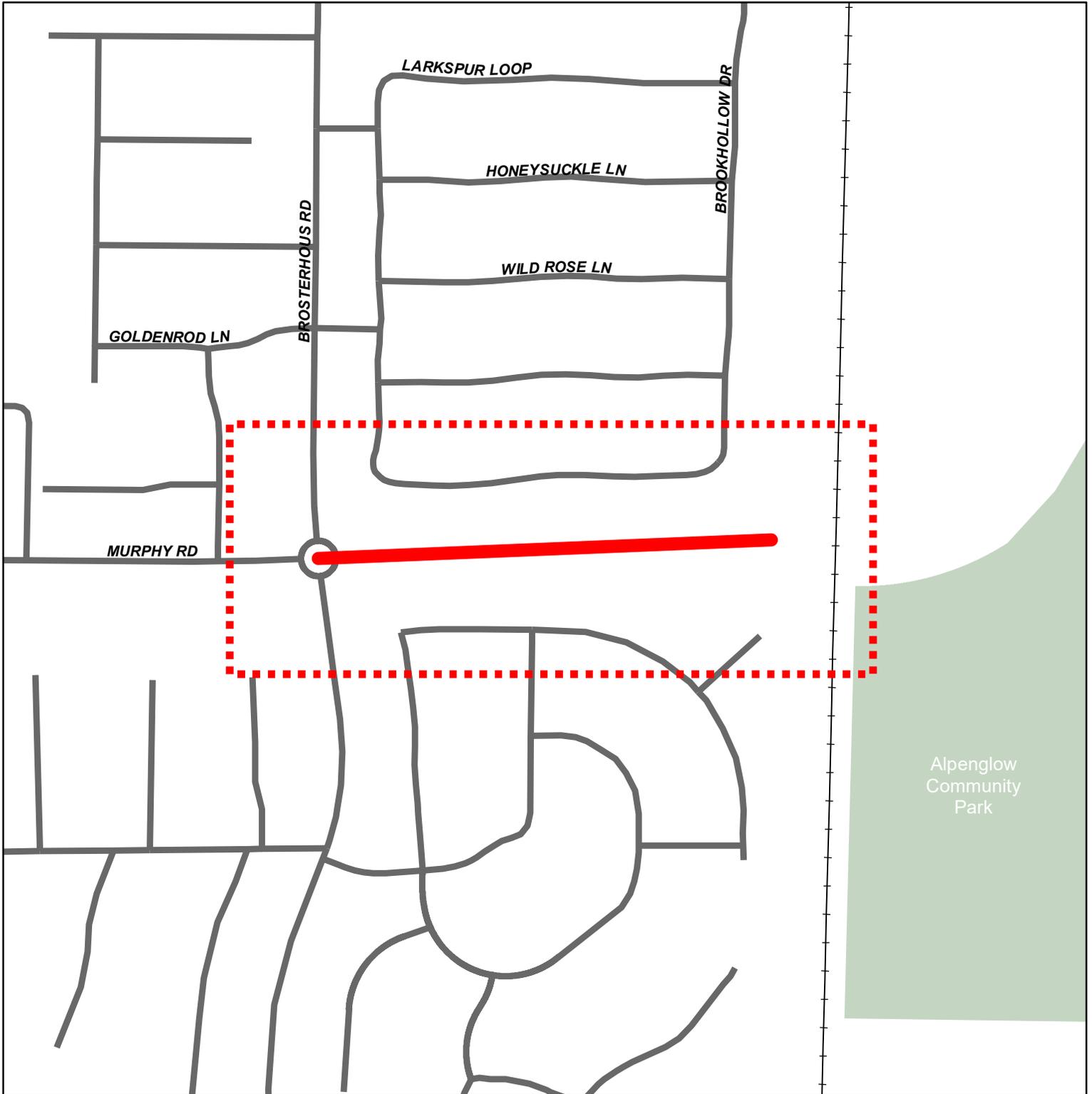
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ 8,342,500	
Water	\$ 331,300	
Water Reclamation	\$ -	
Stormwater	\$ 1,454,000	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,594,300	\$ 6,532,500	\$ 2,001,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 10,127,800



CITY OF BEND

1TMC2

Murphy Brosterhous to 15th



NOT TO SCALE

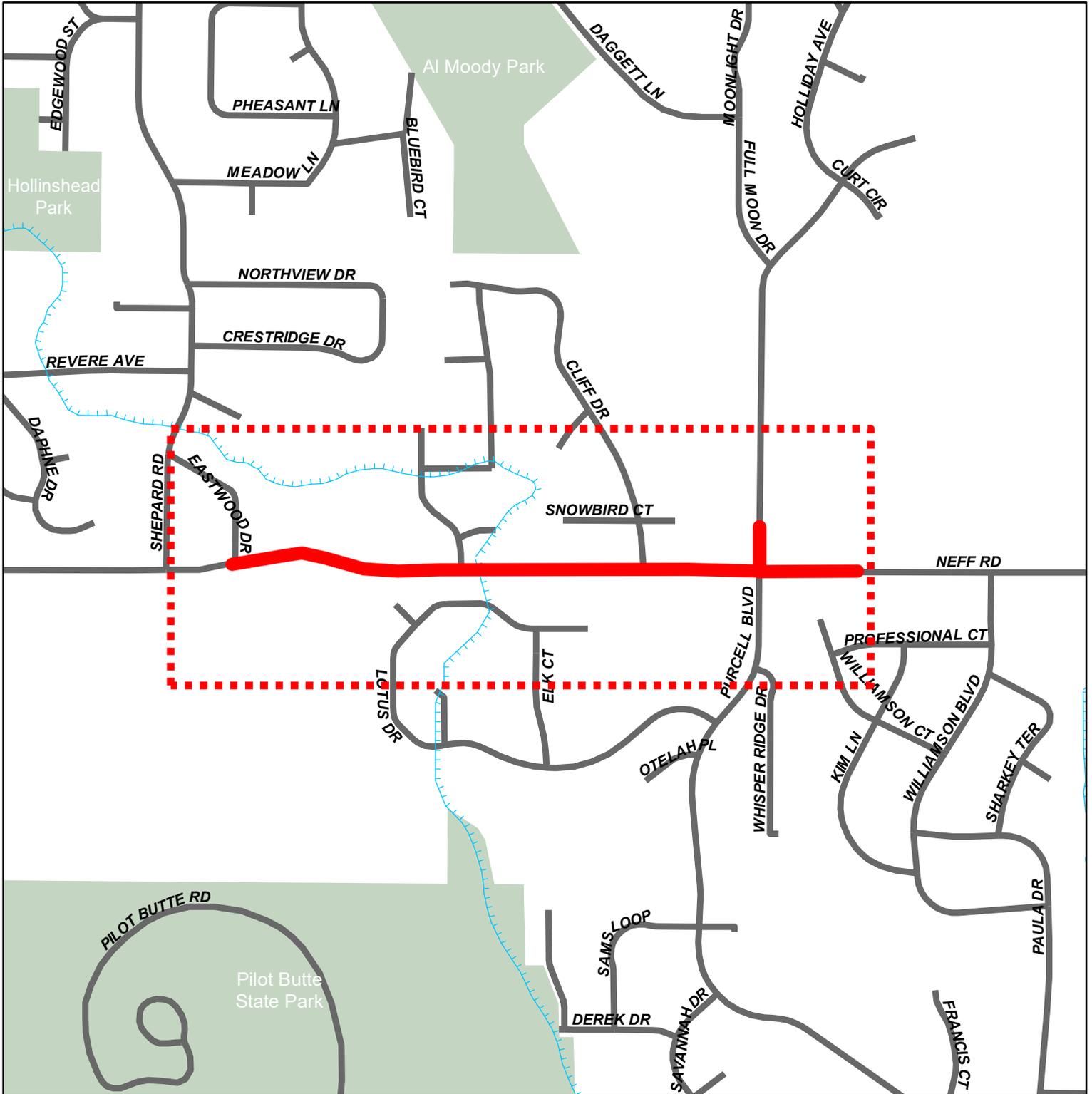


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TNPS Neff and Purcell Intersection

Fund: Stormwater		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2018	Est. End Date: Jun 2023
Cost Estimate Classification: 2			
Description & Background			
This intersection and corridor has been highly prioritized by members of the community serving on the City of Bend Accessibility Advisory Committee and a previous safety study. The project will include the following tasks: public engagement, survey, design, and construction of missing sidewalks and a safer intersection for all users serving the surrounding medical, residential, and school properties.			
Need/Justification			
This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection is in need of routine replacement and this coupled with the improved community connectivity will benefit users of all ages and abilities and the surrounding neighborhoods.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	One of the highest crash and most congested intersections in the community would remain.	
Transportation Construction	\$ 4,771,800		
Water	\$ 18,600		
Water Reclamation	\$ 788,000		
Stormwater	\$ 589,800		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 576,800	\$ 750,000	\$ 2,292,000	\$ 2,549,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 6,168,200



1TNPS

Neff and Purcell Intersection Design and Construction

CITY OF BEND



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1XSTS Standards & Specifications Update

Fund: Stormwater		Project Status: Pending	Project Phase: Pending
Project Manager: Alex Doza		Est. Start Date: Jul 2021	Est. End Date: Jun 2022
Cost Estimate Classification: N/A			
Description & Background			
Update the Design Standards that provide consistent guidance for the minimum design and technical criteria for the construction of public infrastructure. The current standards include criteria for public streets, storm drainage systems, water systems, sanitary sewer systems, arterial and greenway landscaping and bikeways, and electric infrastructure. These standards are technical in nature and apply to the way in which the improvements are to be constructed and are complimentary to the Land Development Code which includes zoning regulations and guides the overall use and layout design for development.			
Need/Justification			
Every project built in the Right-of-Way by either City sponsorship or by private development initiative is required to build the accompanying infrastructure to City Standards and Specifications. The last external update that the City completed was in 2011. An internal update was completed in 2018. With the upcoming release of new reference documents and with the ever-changing evolution of standards and products, it is time for the City to complete another external update to ensure conformance to industry standards.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Leads to costly changes and inefficiencies as a result of outdated requirements for quality of products, materials, and workmanship.	
Transportation Construction	\$ \$150,000		
Water	\$ \$150,000		
Water Reclamation	\$ \$150,000		
Stormwater	\$ \$50,000		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 500,000

City of Bend, Oregon
2021-2023 Adopted Biennial Budget

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

	Cost Estimate Class*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1ABRI Brosterhous Road Accessibility Improvements	4	\$ 589,000	\$ -	\$ -	\$ -	\$ -	\$ 589,000
1GWAC Wilson Avenue Corridor Improvements	5	1,000,000	3,500,000	-	-	-	4,500,000
1RNPR Newport Corridor Improvements	1	3,125,900	944,400	-	-	-	4,070,300
1T3IN 3rd & Reed Market Intersection	5	-	-	150,000	500,000	2,350,000	3,000,000
1TBKE Bicycle Greenways	1	823,800	-	-	-	-	823,800
1TBMW Butler Mkt/Wells Acres	5	500,000	1,000,000	1,500,000	-	-	3,000,000
1TBRB Bond & Reed Market RAB	5	-	50,000	700,000	-	-	750,000
1TCHI Brosterhaus/Chase	5	1,000,000	2,000,000	2,000,000	-	-	5,000,000
1TCON 27th/Conners Intersection	5	-	-	500,000	2,000,000	-	2,500,000
1TCSI Citywide Safety Improvements	1	500,000	186,400	-	-	-	686,400
1TCSR Columbia Roundabout Improvements	1	805,000	-	-	-	-	805,000
1TEC5 Purcell Butler Market	1	500,000	-	-	-	-	500,000
1TEC6 Purcell Blvd Modernization	1	500,000	-	-	-	-	500,000
1TGC1 Galveston Corridor Improvements	2	-	150,000	2,000,000	1,900,000	-	4,050,000
1TMC2 Murphy Brosterhaus to 15th	1	1,708,500	-	-	-	-	1,708,500
1TMC6 Murphy Corridor Improvements Parrell to Brosterhaus	1	1,954,000	-	-	-	-	1,954,000
1TMCI Murphy Railway Overcrossing	1	864,100	-	-	-	-	864,100
1TMTC Midtown Crossing	N/A	1,000,000	1,000,000	-	-	-	2,000,000
1TNPS Neff & Purcell Intersection	2	1,780,000	1,665,000	-	-	-	3,445,000
1TR3N Reed Mkt: 3rd to Newberry Plant Establishment	1	25,000	-	-	-	-	25,000
1XSDC System Development Charge Update	N/A	50,000	50,000	-	-	-	100,000
1XSTS Standards & Specifications Update	N/A	150,000	-	-	-	-	150,000
		\$ 16,875,300	\$ 10,545,800	\$ 6,850,000	\$ 4,400,000	\$ 2,350,000	\$ 41,021,100

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

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

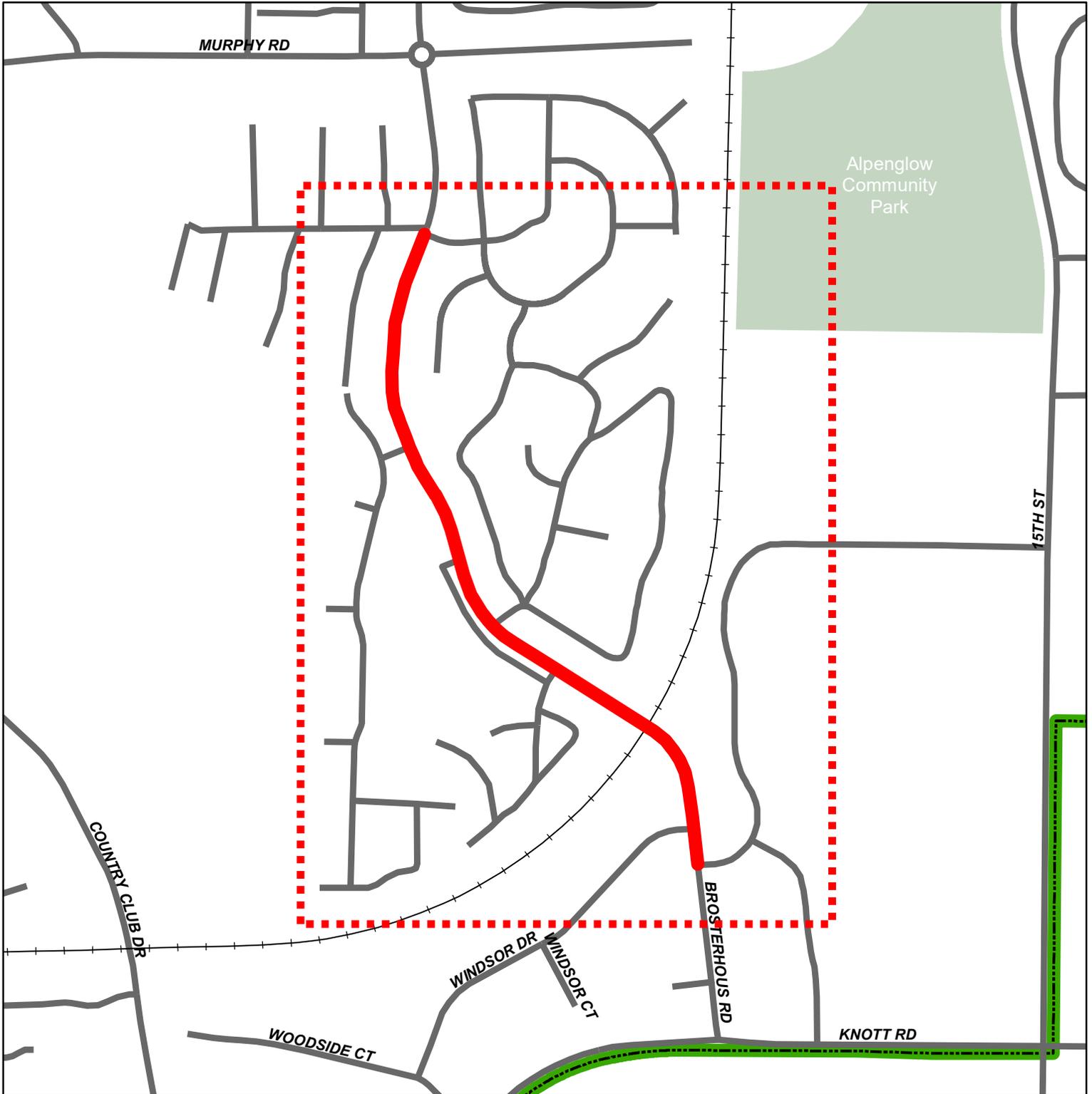


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1ABRI Brosterhous Accessibility Improvements

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley		Est. Start Date: Aug 2019	Est. End Date: Sep 2021
Cost Estimate Classification: 4			
Description & Background			
<p>This project will design and construct accessibility improvements along Brosterhous Road south of Murphy. It will provide safer connections between surrounding neighborhoods and schools. It was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA).</p>			
Need/Justification			
<p>The Americans with Disabilities Act (ADA) and the Code of Federal Regulations (specifically 28 C.F.R. § 35.150) requires public entities to establish ongoing procedures for removing barriers to accessibility. The City of Bend has established a Barrier Removal Request process and evaluates requests received from the public that include the construction of curb ramps and sidewalks. In addition to technical criteria, the City solicits assistance from the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA) to prioritize requests.</p> <p>Project Related to: 1XMCI (Murphy Corridor Improvement Projects); and 1TCSI (Citywide Safety Improvements). This project will need to coordinate sidewalk construction and associated temporary traffic control along Brosterhous Road with the adjacent Murphy Road project and safety improvements at the BNSF railroad bridge over Brosterhous Road.</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 573,800	The City could face legal liability under the ADA and implementing regulations, if it does not make timely progress on barrier removal request projects that were prioritized after a public process and identified in the City's updated ADA Transition Plan, a key component of compliance with the 2004 DOJ Project Civic Access Settlement Agreement.	
Transportation Construction	\$ 589,000		
Water	\$ -		
Water Reclamation	\$ 9,200		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 70,800	\$ 287,200	\$ 814,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 1,172,000



CITY OF BEND

1ABRI

Brosterhous Accessibility Improvements



NOT TO SCALE

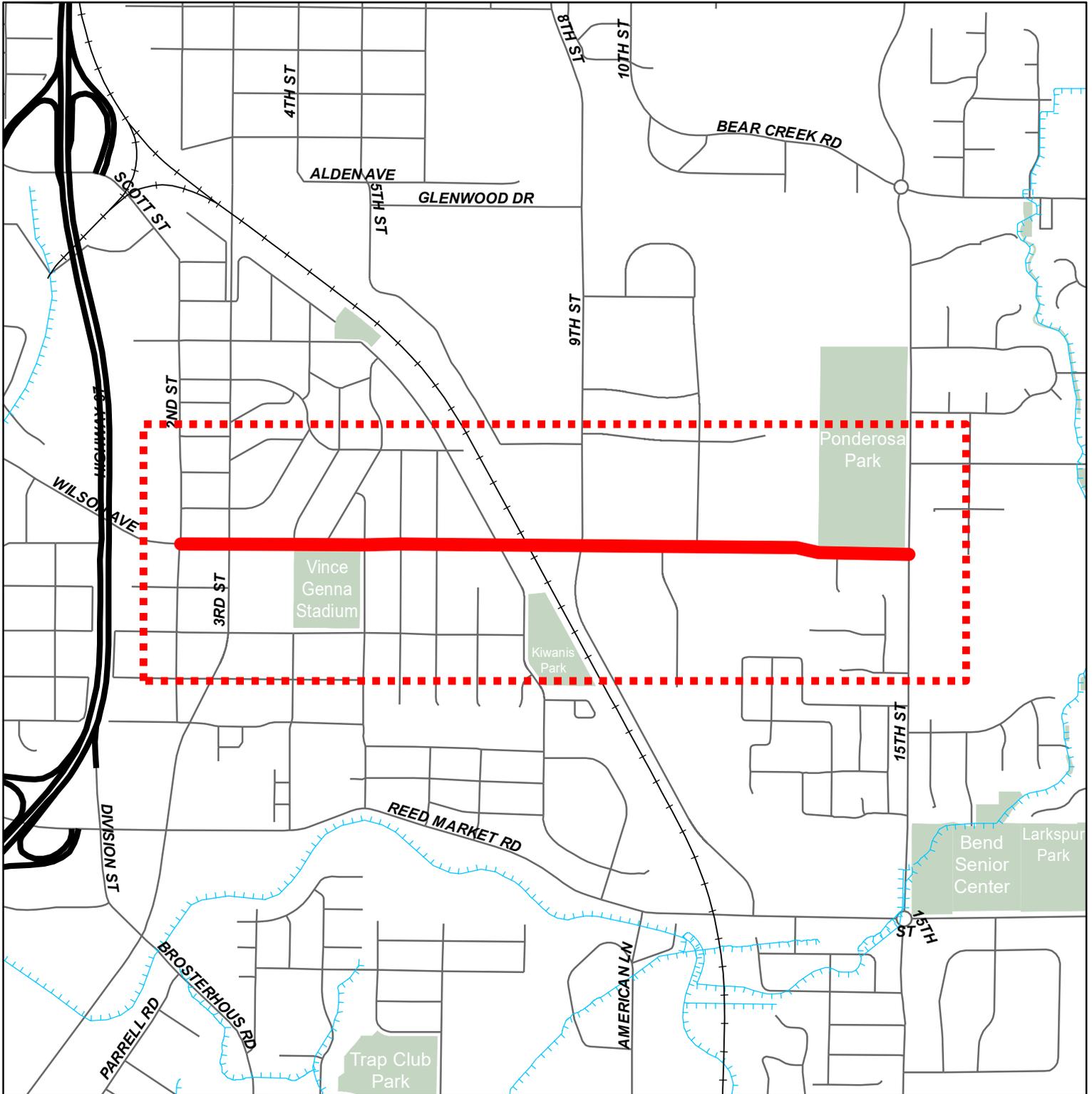


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1GWAC Wilson Avenue Corridor Improvements

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jun 2022	Est. End Date: May 2023
Cost Estimate Classification: 5			
Description & Background			
Includes intersection improvements at 3rd, 9th, and 15th. Provides multi-modal enhancements and additional capacity to the overall Wilson Corridor.			
Need/Justification			
Approved by City of Bend voters on the November 2020 ballot as a result of the TSP committee recommendations.			
Project Related to: 2020 GO Bond Projects including Bond East-West Connections, North-South Connections, Bike and Pedestrian Safety Improvements, Intersection Improvements, Parkway Connections, Citywide Improvements			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Projects funded by the 2020 voter approved General Obligation Bond will be reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee will advise staff and Council on the implementation and progress of the 2020 GO Bond projects.	
Transportation Construction	\$ 4,500,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ TBD		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 1,000,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 4,500,000	



CITY OF BEND

1GWAC

Wilson Avenue Corridor Improvements



NOT TO SCALE

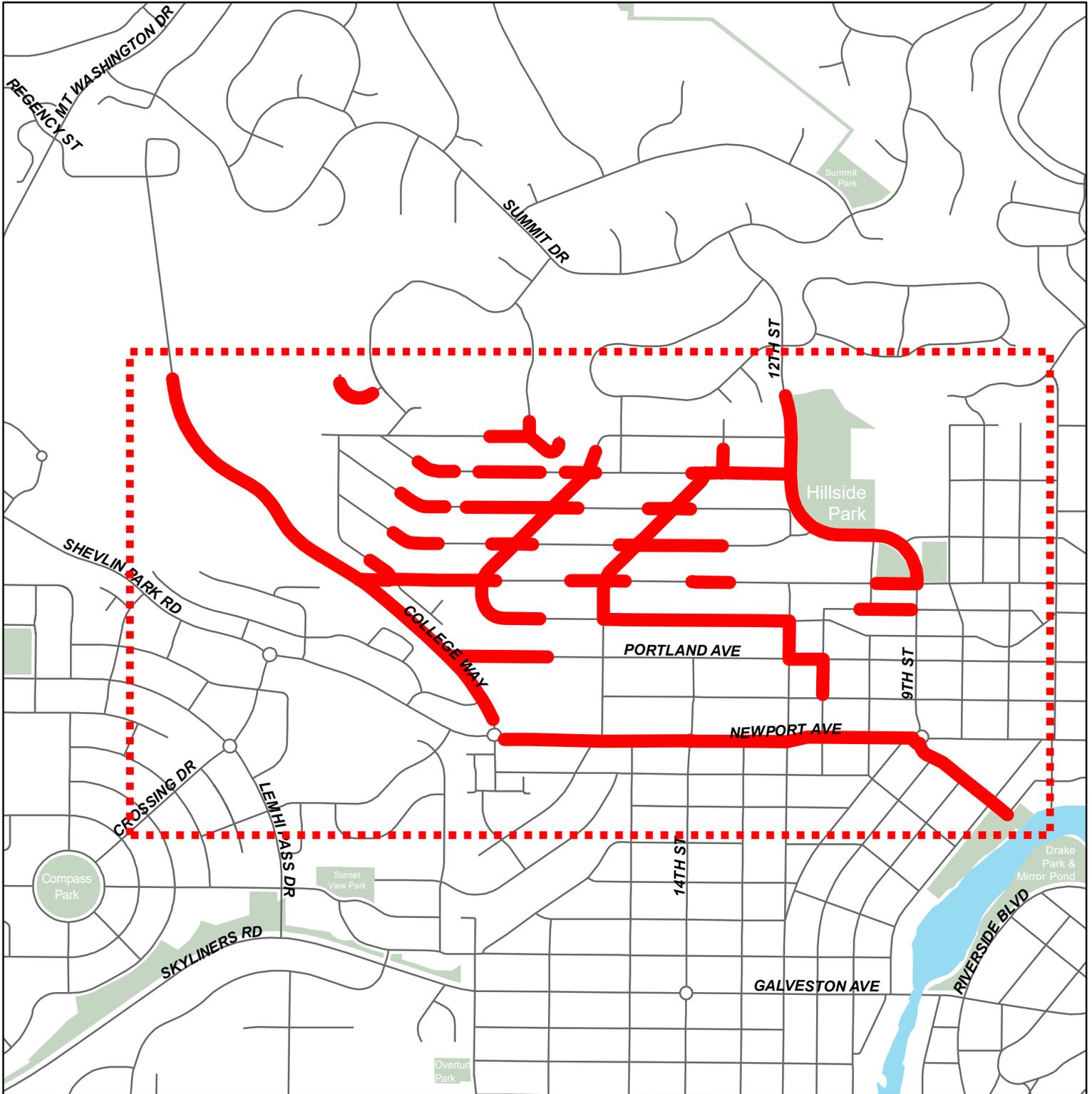


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RNPR Newport Corridor Improvements

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Drew Wells		Est. Start Date: Mar 2019	Est. End Date: Oct 2022
Cost Estimate Classification: 1			
Description & Background			
<p>Reconstruct existing drainage collection and conveyance system along Newport and Nashville from College Way to the outfall at the Deschutes River east of Drake Road. Project elements include replacement of the trunk line and replacement / rehabilitation of associated drainage structures. Project elements include collection and conveyance improvements in the surrounding tributary drainage area through water quality improvements, flow reduction and flow mitigation measures. This project is identified as a synergy project with focused coordination efforts for the design of improvements to other utilities and transportation infrastructure in and adjacent to Newport Ave. This arterial is heavily traveled and coordinating the design of comprehensive corridor improvements is intended to facilitate concurrent construction to maximize economy of scale and minimize future construction disruptions.</p>			
Need/Justification			
<p>The South Awbrey Butte Drainage Study, completed in 2017, determined that the existing stormwater collection and conveyance system on Newport Avenue is in need of replacement. This study identified the replacement of the Newport Avenue Trunk Line as the highest priority project in the drainage basin, and also prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding / improve water quality within the basin.</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 17,000	Further deterioration of existing pipeline and increased project costs due to escalation.	
Transportation Construction	\$ 5,577,300		
Water	\$ 4,052,400		
Water Reclamation	\$ 5,102,000		
Stormwater	\$ 11,375,100		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,658,000	\$ 4,427,000	\$ 12,123,400	\$ 7,915,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 26,123,700



CITY OF BEND

1RNPR

Newport Corridor Improvements Phase II



NOT TO SCALE

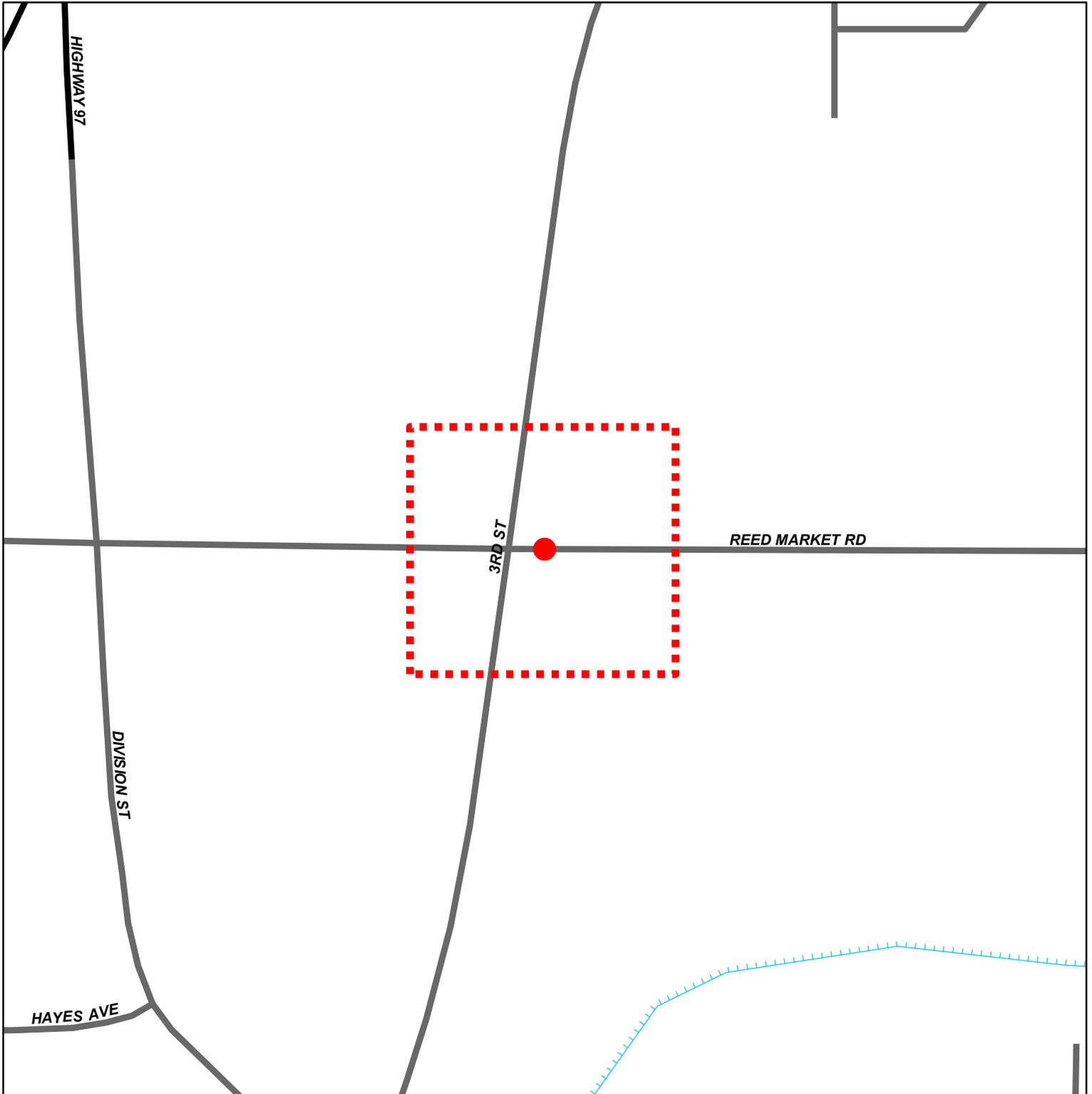


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1T3IN 3rd & Reed Market Intersection

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2023	Est. End Date: Jun 2026
Cost Estimate Classification: 5			
Description & Background			
Improve intersection for all modes and safety; coordinate with ODOT for Reed Mkt/Hwy 97 Interchange and Transportation and Mobility Departments Streets Operations Division for Reed Market Overlay.			
Need/Justification			
Council Goal Project to improve traffic flow, safety, and access and connectivity for new housing.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Increased travel time delay and possible miss opportunity with ODOT and Transportation and Mobility Departments Streets Operations Division overlay program.	
Transportation Construction	\$ 3,000,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 500,000	\$ 2,350,000	\$ -
Total Project Cost Estimate:						\$ 3,000,000	



CITY OF BEND

1T3IN

3rd & Reed Market Intersection



NOT TO SCALE

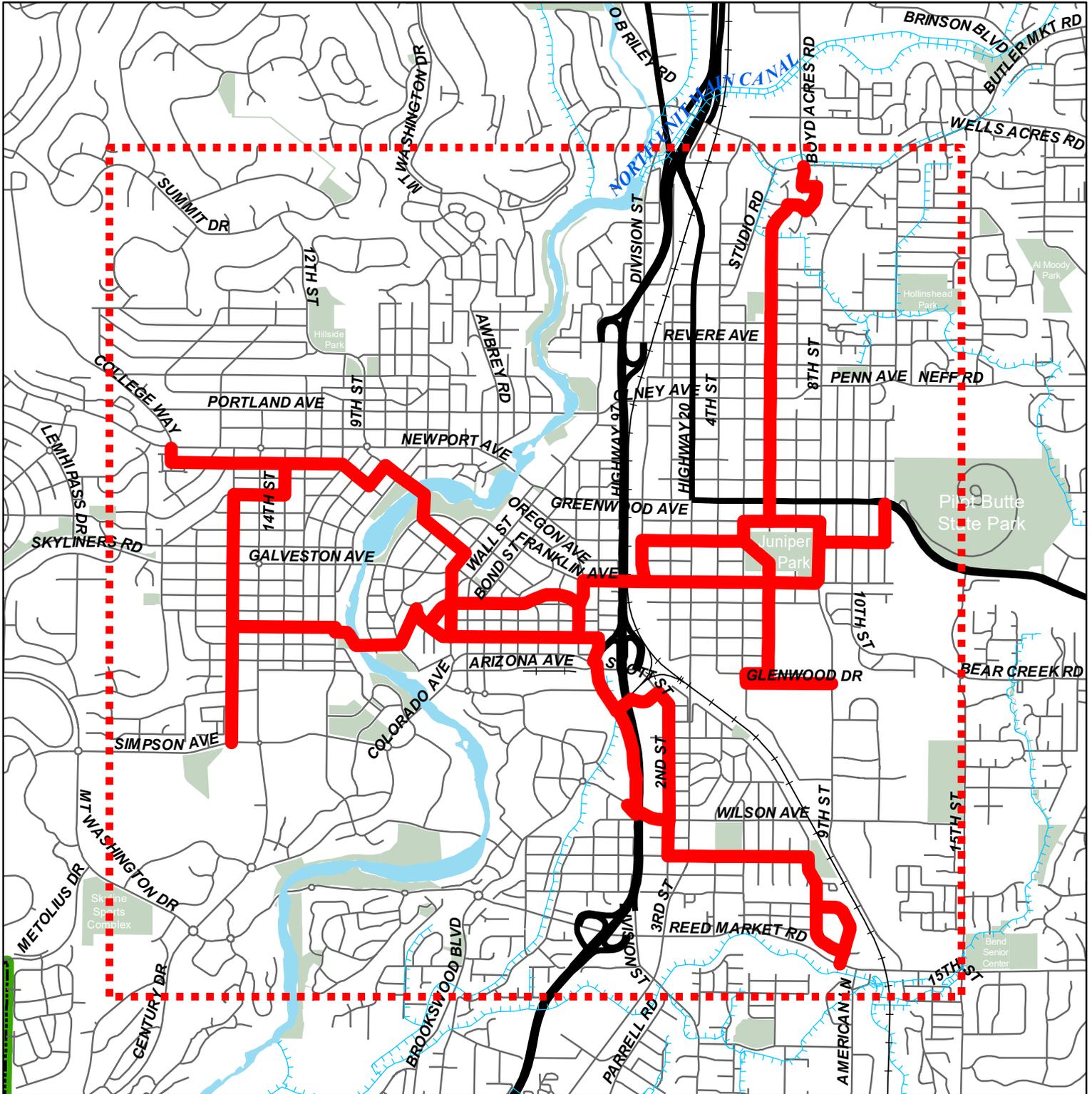


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TBKE Bicycle Greenways

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Rory Rowan		Est. Start Date: Feb 2018	Est. End Date: Dec 2021
Cost Estimate Classification: 1			
Description & Background			
Design and construct four bicycle greenway corridors on existing neighborhood streets. Includes features such as signs, pavement markings, speed humps, and traffic circles to slow and discourage cut through traffic. Improves safety for travelers of all ages and abilities on these streets and livability for residents.			
Need/Justification			
The projects were identified as a priority in the 2014 Bike and Walking Priority Process. Council gave direction to staff to include projects in the CIP at the March 22, 2017 Council Financial Strategy session.			
Project Related to: 1TCSI Citywide Safety Improvements			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Leaves the existing streets vulnerable to fast moving cut through traffic.	
Transportation Construction	\$ 1,847,900		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 580,700	\$ 443,400	\$ 823,800	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 1,847,900	



CITY OF BEND

1TBKE

Bicycle Greenways



NOT TO SCALE

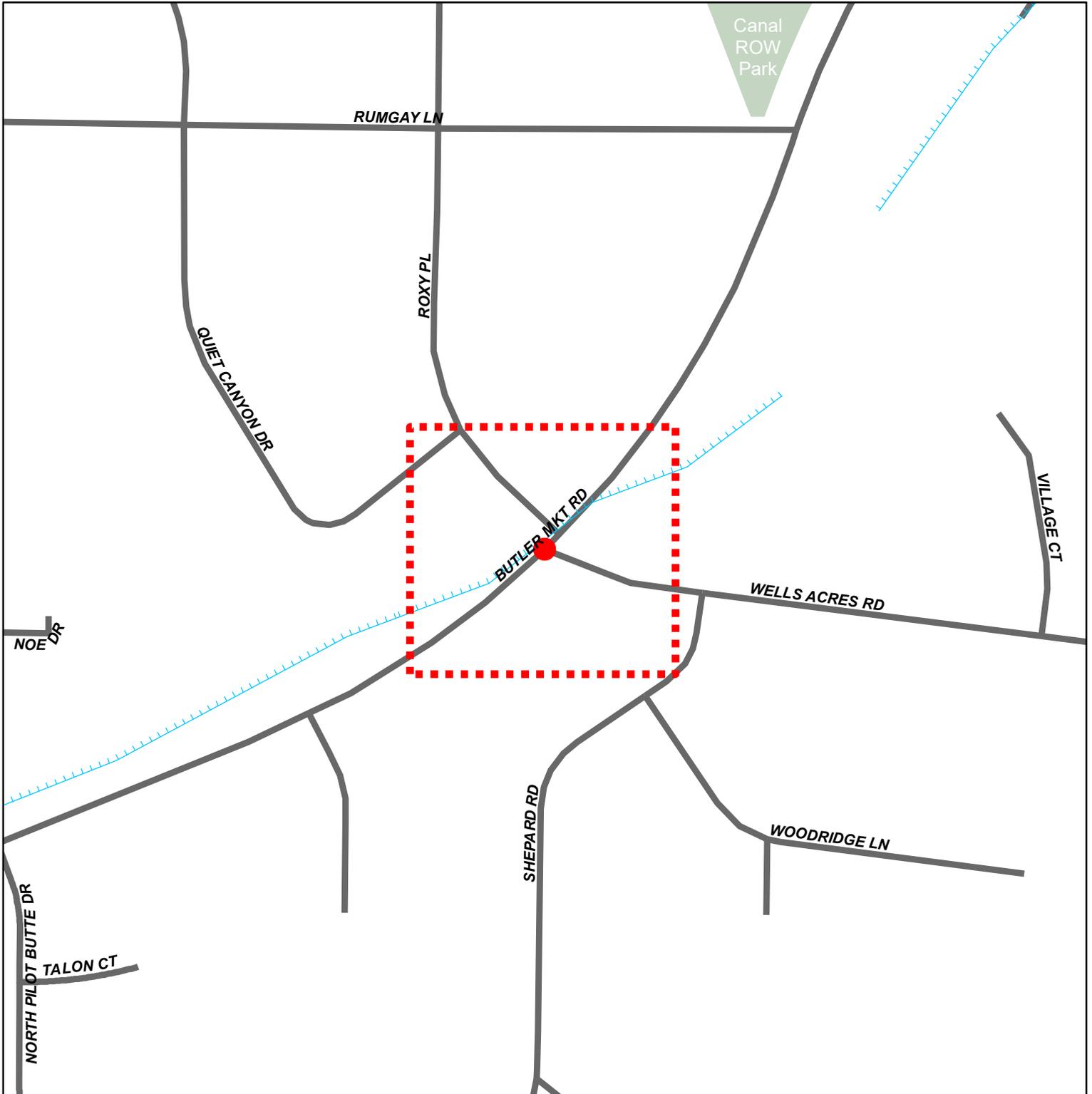


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TBMW Butler Market & Wells Acres Improvement

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Inlay/Overlay Madison Ave from Butler Market.			
Need/Justification			
Council Goal Project to improve traffic flow, safety, and access and connectivity for new housing.			
Project Related to: Council goals to improve safety, traffic flow, access and connectivity for Hospital District and area housing.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay become worse as will safety with turning movements. Housing will be delayed.	
Transportation Construction	\$ 3,000,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ 1,500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 3,000,000	



CITY OF BEND

1TBMW

Butler Market & Wells Acres Improvement



NOT TO SCALE

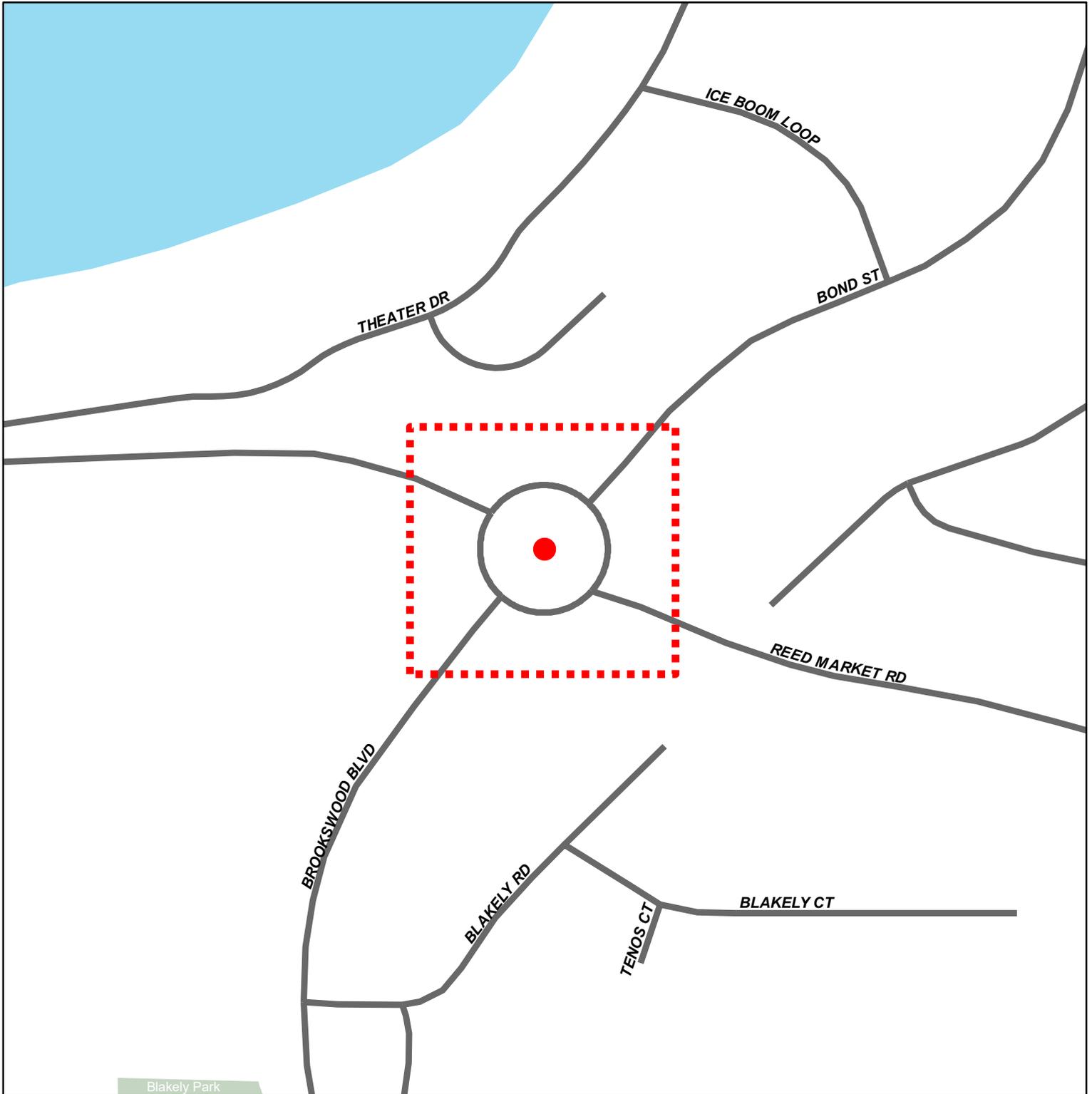


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TBRB Bond & Reed Market RAB

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2022	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Determine short and long range improvements; implement, monitor and manage short term demonstration project to modify and improve traffic flow.			
Need/Justification			
Council Goal Project to improve traffic flow, safety, and corridor connectivity. Project Related to: Council goal to alleviate congestion and improve safety.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay become worse as will safety.	
Transportation Construction	\$ 750,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ 50,000	\$ 700,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 750,000



CITY OF BEND

1TBRB

Bond & Reed Market RAB



NOT TO SCALE

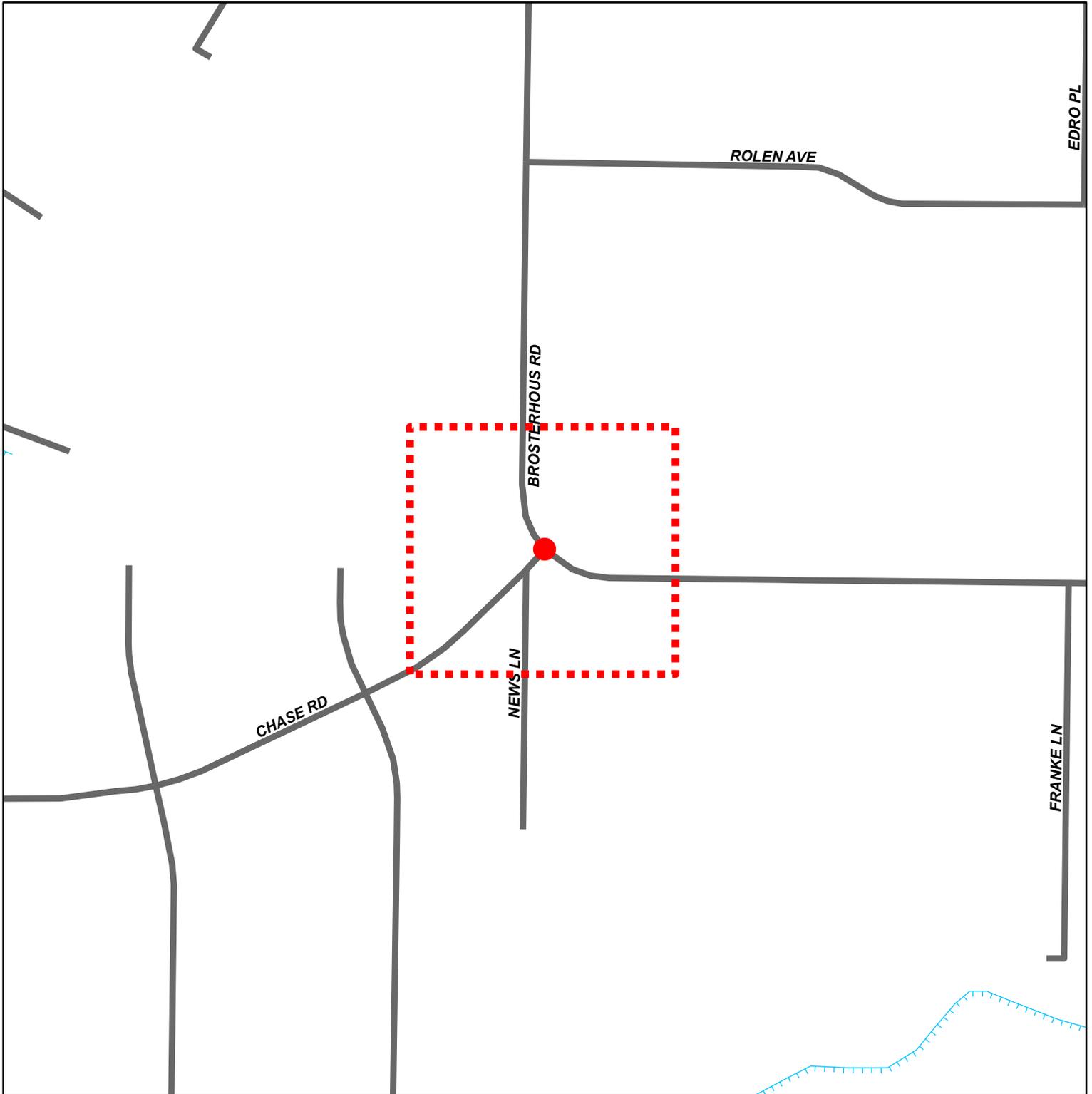


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TCHI Brosterhaus & Chase Intersection

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Inlay/Overlay Brosterhaus Rd from 3rd to Brosterhaus Rd SE			
Need/Justification			
Council Goal Project to improve traffic flow, safety, and access and connectivity for new housing.			
Project Related to: Coordinated with private development for housing at the Chase Road and Brosterhaus area			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay become worse as will safety with turning movements. Housing will be delayed.	
Transportation Construction	\$ 5,000,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 1,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 5,000,000	



CITY OF BEND

1TCHI

Brosterhaus & Chase Intersection



NOT TO SCALE

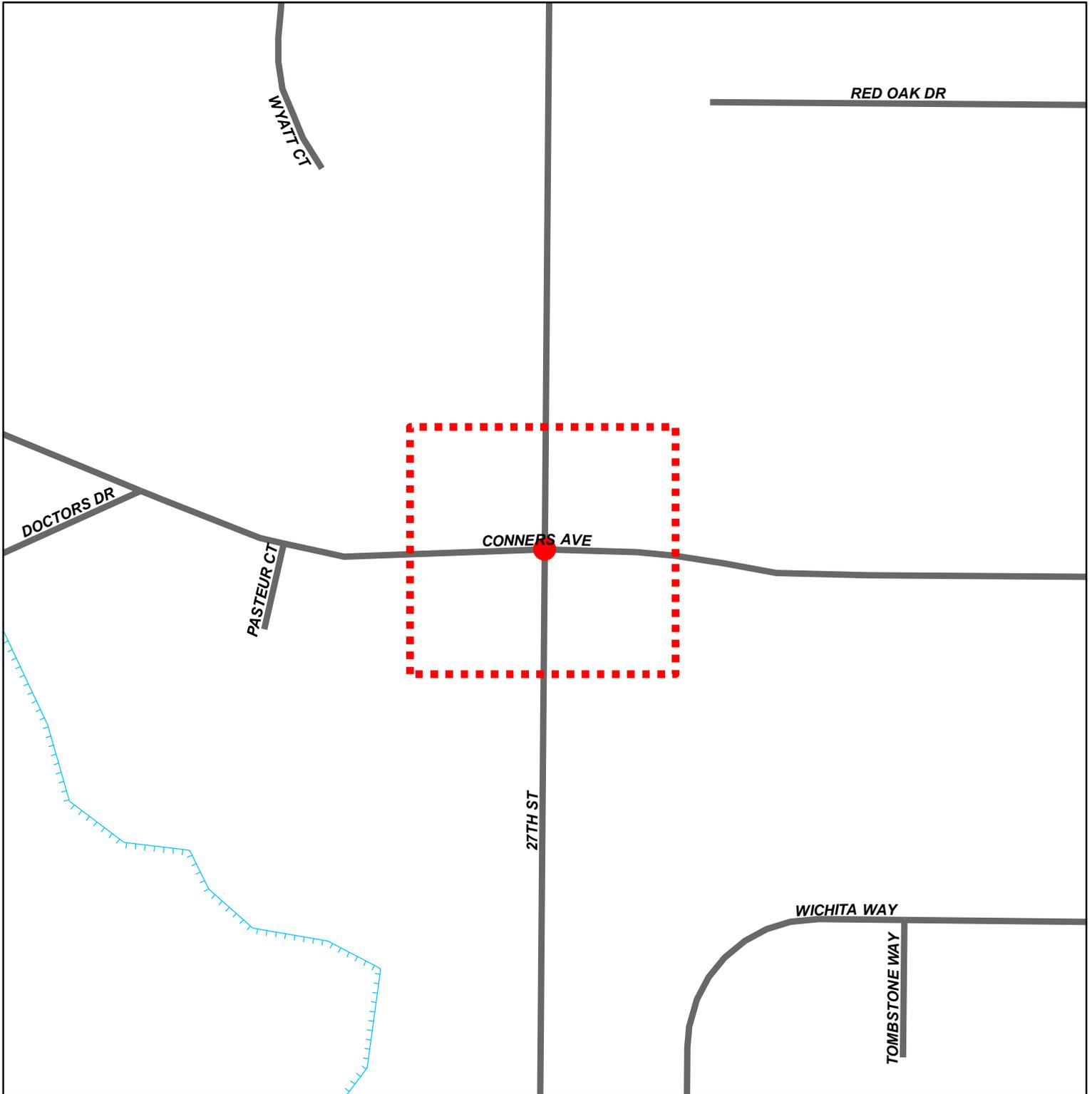


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TCON 27th & Conners Intersection

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2023	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
Inlay/Overlay Wilderness Way from 27th St.			
Need/Justification			
Council Goal Project to improve traffic flow, safety, and access and connectivity for new housing.			
Project Related to: Council goals to improve safety, traffic flow, access and connectivity for Hospital District and area housing.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay become worse as will safety with turning movements. Housing will be delayed.	
Transportation Construction	\$ 2,500,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 2,000,000	\$ -	\$ -
Total Project Cost Estimate:						\$ 2,500,000	



CITY OF BEND

1TCON

27th & Conners Intersection



NOT TO SCALE

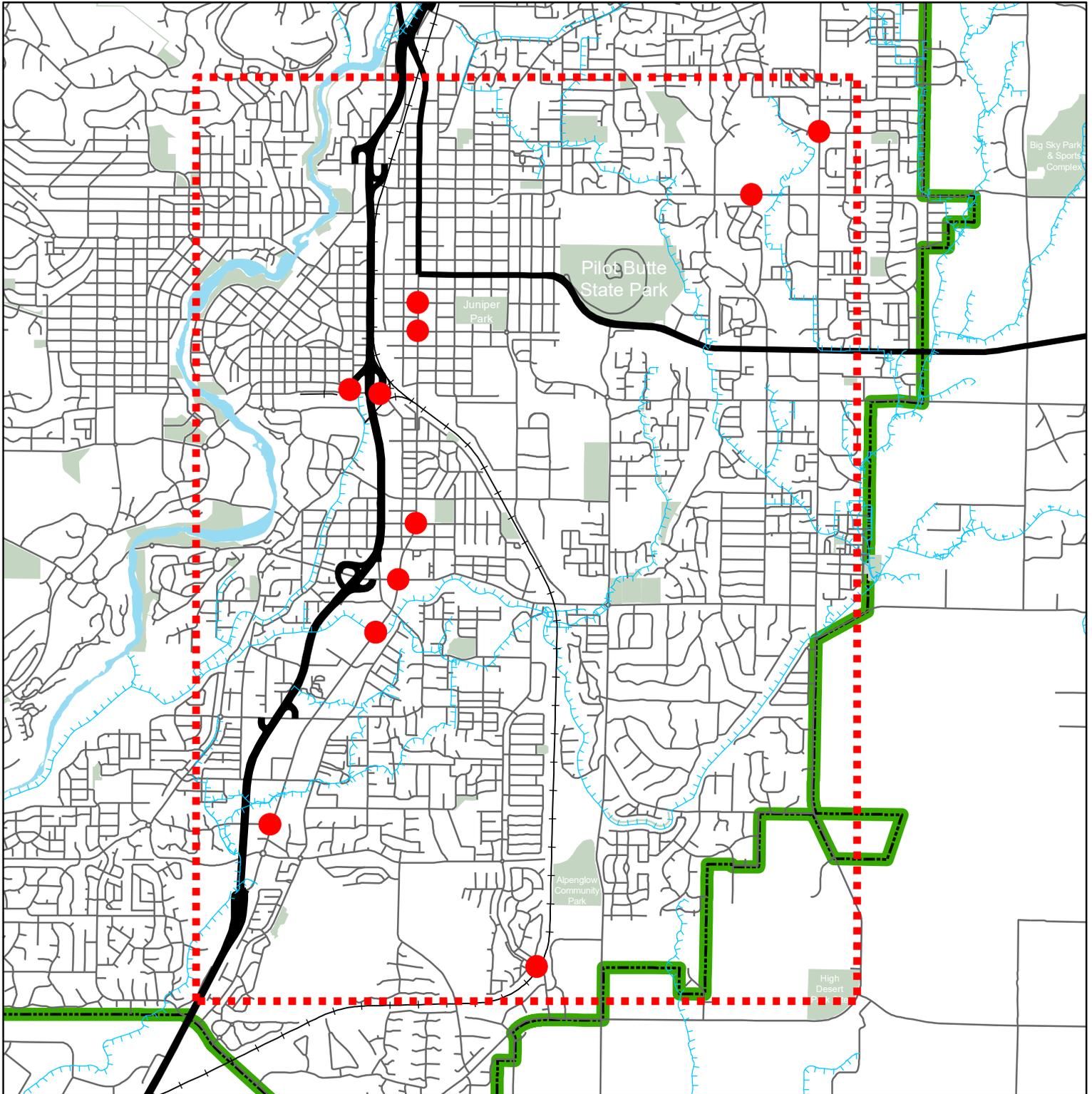


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TCSI Citywide Safety Improvements

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Rory Rowan		Est. Start Date: Oct 2014	Est. End Date: Jun 2023
Cost Estimate Classification: 1			
Description & Background			
<p>With the help of the community and a prior safety study, the city has identified multiple locations across the city where there have been a high number of crashes. The locations included in this project are 3rd Street at Hawthorne, Franklin, Roosevelt, Canal, and Pinebrook; Neff & Williamson; 27th & Conners; Colorado & Parkway; and Brosterhous & BNSF railroad. Several treatments are proposed to make these locations safer for people walking, riding bicycles, and driving. This project will further develop the design of these treatments and construct them with additional community input.</p>			
Need/Justification			
<p>This project focuses on providing a safe, accessible, and cost effective transportation system. The high benefit, low cost safety improvements proposed as part of this project have been specifically selected by the consultant team, through community input, the Oregon Department of Transportation (ODOT) and Bend Police Dept. to target high risk streets and intersections.</p> <p>Project Related to: 1TBKE Bicycle Greenways</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Implementation of safety improvements will be further delayed.	
Transportation Construction	\$ 2,307,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ 209,800		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,609,400	\$ 17,000	\$ 704,000	\$ 186,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 2,516,800



CITY OF BEND

1TCSI

Citywide Safety Improvements



NOT TO SCALE

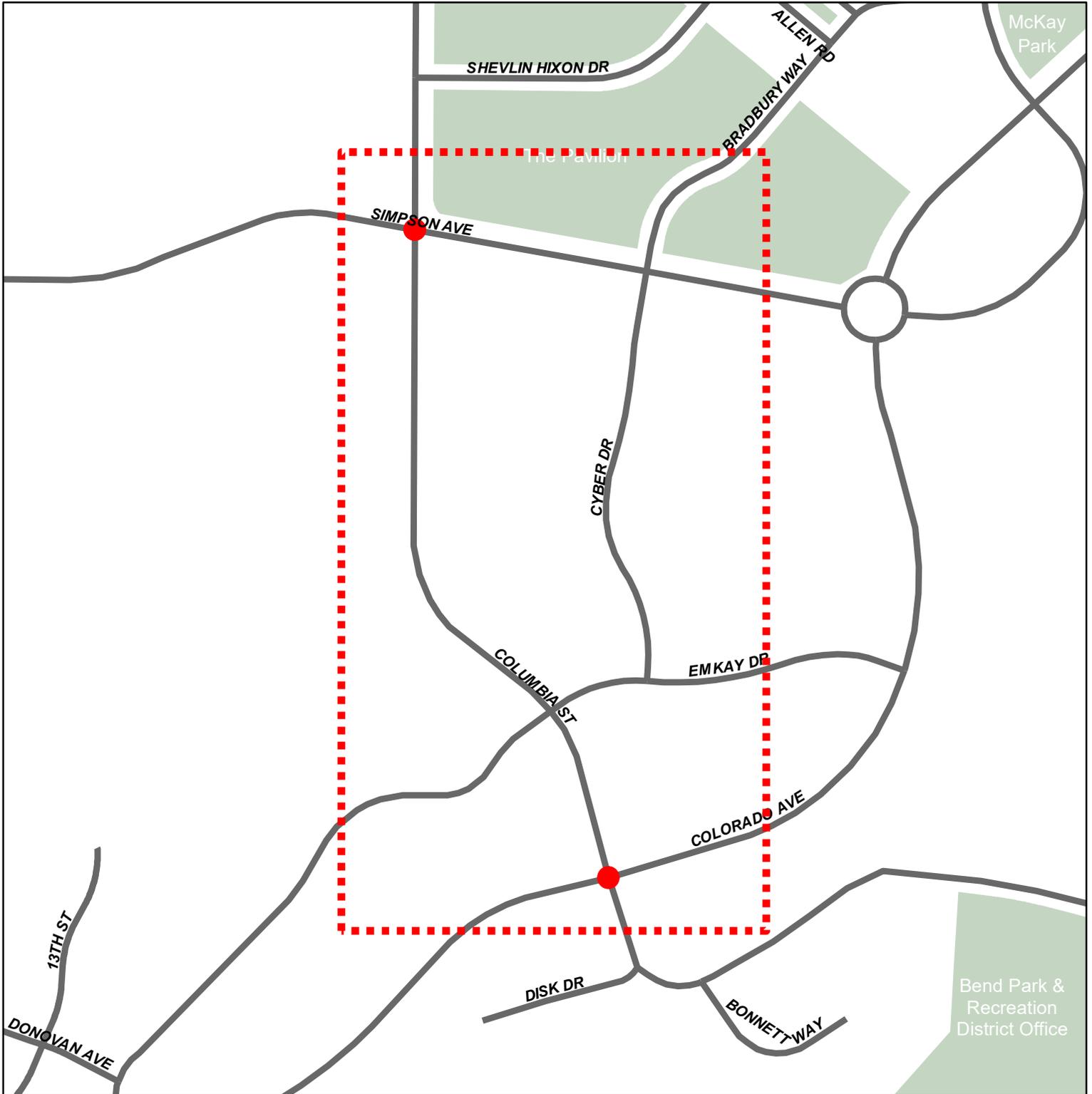


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TCSR Columbia Roundabout Improvements

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley		Est. Start Date: Apr 2019	Est. End Date: Oct 2021
Cost Estimate Classification: 1			
Description & Background			
Design and construction of two new roundabouts at existing intersections to improve their safety, efficiency, and reliability. The new roundabout at the existing 4-way stop-controlled intersection at Columbia/Simpson will improve emergency response times for the nearby fire station. The new roundabout at the existing 2-way stop-controlled intersection at Columbia/Colorado will improve this intersection’s functionality where multiple crashes have occurred. This project is being completed in partnership with BPRD and OSU-Cascades to leverage economies of scale and deliver the project sooner than would be possible through the course of private development.			
Need/Justification			
Council Goal Project to improve traffic flow, safety, and access and connectivity for new housing.			
Project Related to: Partnership with OSU Cascades and Bend Parks at two intersections on Columbia needed for the UGB mixed use Opportunity Area.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Missed agreements with public agencies to construct two roundabouts, further delays for needed housing due to traffic mitigation.	
Transportation Construction	\$ 3,199,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 42,000	\$ 2,352,000	\$ 805,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 3,199,000



CITY OF BEND

1TSCR

Columbia Roundabout Improvements



NOT TO SCALE

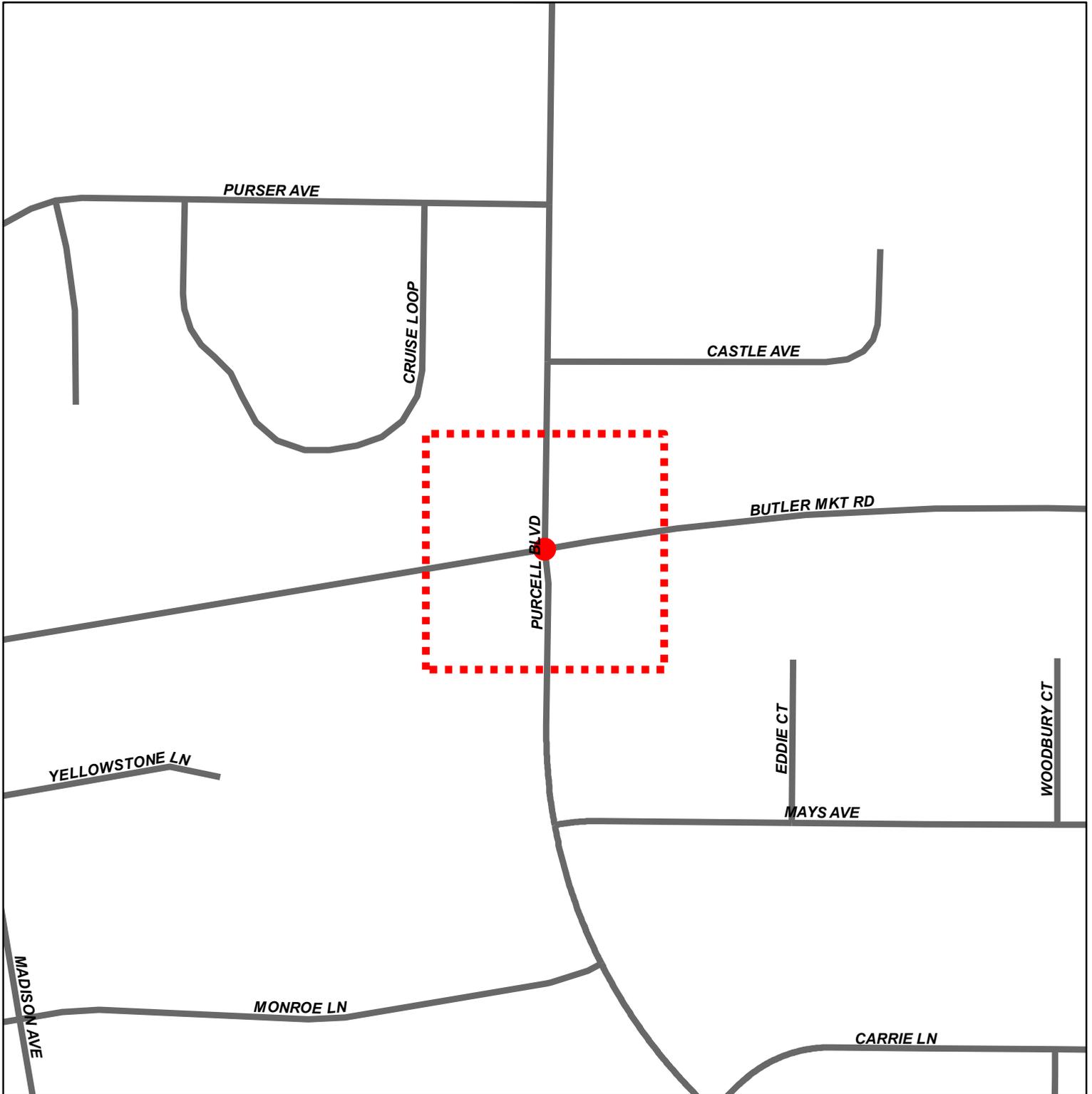


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TEC5 Purcell Butler Market

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2017	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The Empire Corridor Improvements Project is a major project in the short-term capital improvement strategy that is focused on using Transportation Fund reserves to relieve congestion, improve safety, and broaden transportation options in the northeast area of town. This portion of the overall project consists of design and construction of a new signal and some geometric intersection upgrades at Purcell Boulevard and Butler Market Road.</p>			
Need/Justification			
<p>The existing traffic signal at the intersection of Purcell Boulevard and Butler Market Road is deficient both in its traffic capacity and its connectivity.</p> <p>Project Related to: Implementation of the Urban Growth Boundary assessment relating to the NE Expansion area and the recently completed Murphy Road corridor (Parrell to Brookwood). 1TEC3 Empire Extension, 1TEC4 Empire & 27 RAB, 1TECI Purcell Roundabout, 1TEC6 Purcell Modernization</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	There are no known legal or regulatory issues about delaying the project. Eliminating the project will prolong connectivity and access issues in NE Bend. The project is also listed on the Integrated Land Use and Transportation Plan to reduce vehicle miles traveled.	
Transportation Construction	\$ 1,637,200		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ 70,000		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 137,200	\$ 1,050,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 1,707,200



CITY OF BEND

1TEC5

Purcell Butler Market



NOT TO SCALE

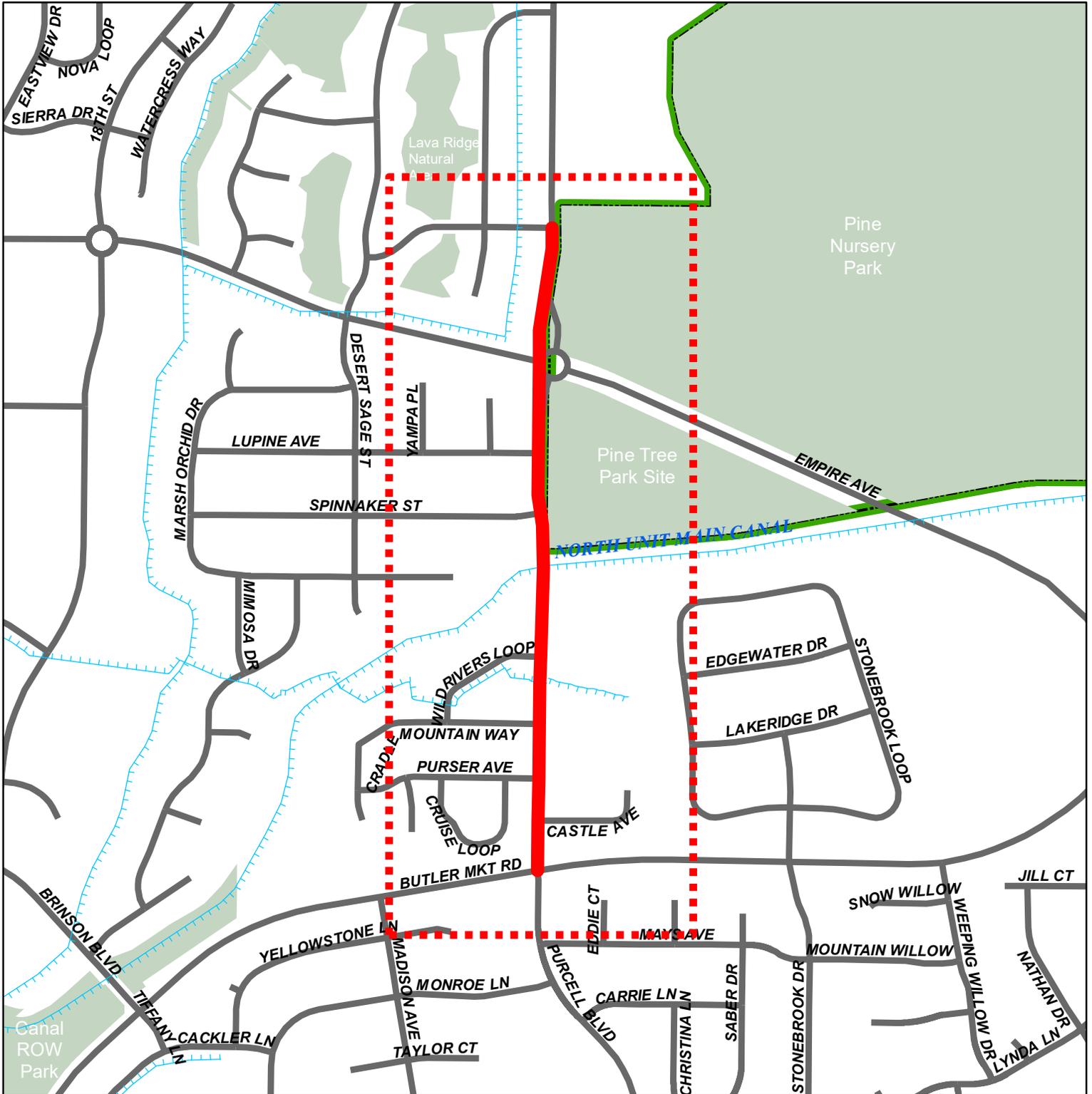


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TEC6 Purcell Blvd Modernization

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2017	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
The Empire Corridor Improvements Project is a major project in the short-term capital improvement strategy that is focused on using Transportation Fund reserves to relieve congestion, improve safety, and broaden transportation options in the northeast area of town. This portion of the overall project consists of design and construction of modernization for Purcell Boulevard between Rock Park Drive & Butler Market Road.			
Need/Justification			
The existing Empire Avenue is deficient for pedestrian and bike needs. In addition, a left turn lane is warranted at either Lupine Avenue or Spinnaker Street.			
Project Related to: Implementation of the Urban Growth Boundary assessment relating to the NE Expansion area and the recently completed Murphy Road corridor (Parrell to Brookwood).			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	There are no known legal or regulatory issues about delaying the project. Eliminating the project will prolong connectivity and access issues in NE Bend. The project is also listed on the Integrated Land Use and Transportation Plan to reduce vehicle miles traveled.	
Transportation Construction	\$ 3,341,200		
Water	\$ 20,000		
Water Reclamation	\$ 20,000		
Stormwater	\$ 123,800		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,905,000	\$ 1,080,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 3,505,000



CITY OF BEND

1TEC6

Purcell Blvd Modernization



NOT TO SCALE

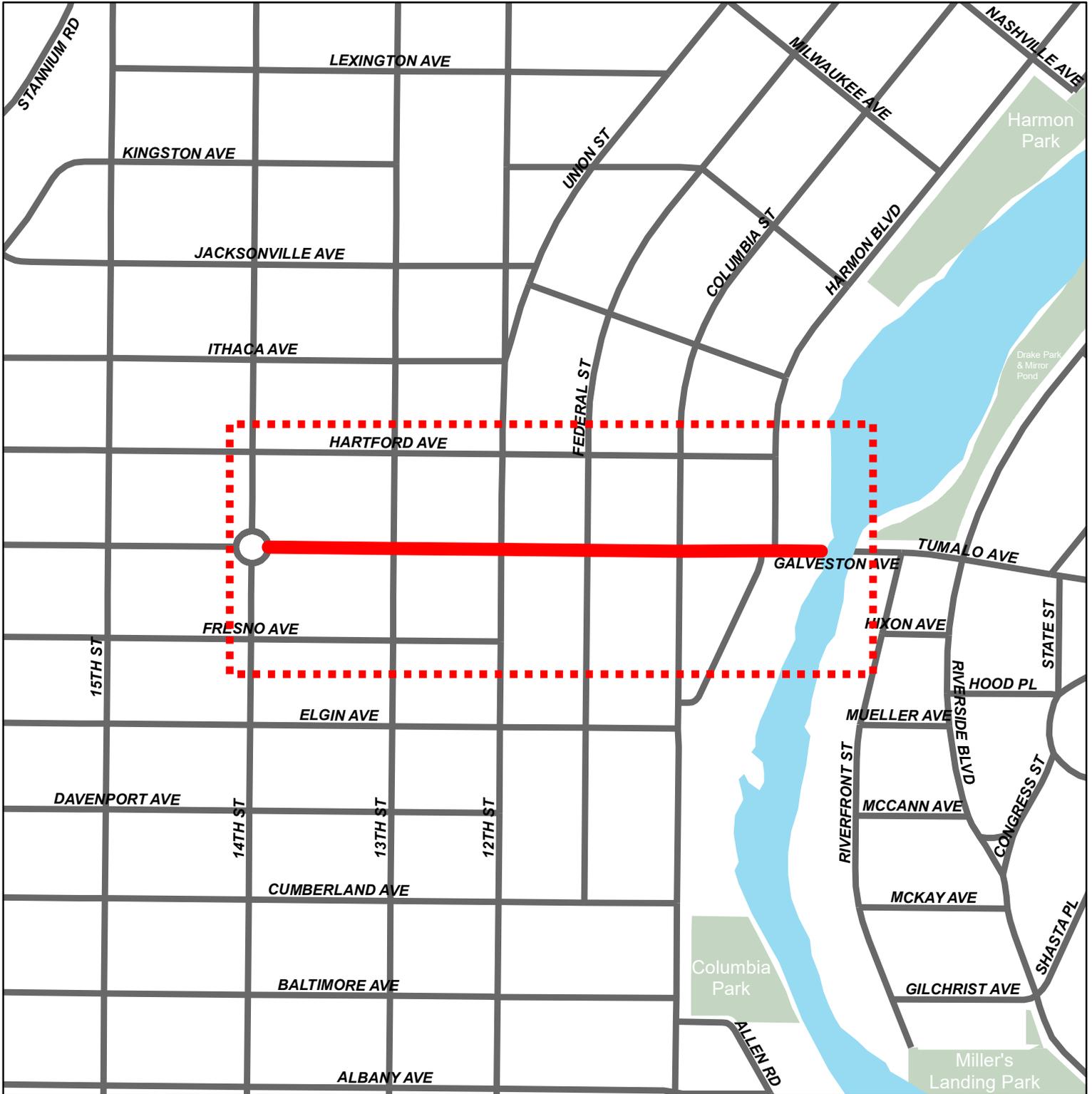


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TGCI Galveston Corridor Improvements

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Drew Wells		Est. Start Date: Jun 2017	Est. End Date: Jun 2025
Cost Estimate Classification: 2			
Description & Background			
<p>With the help of the community and a prior safety study, the city has identified multiple locations across the city where there have been a high number of crashes. The locations included in this project are 3rd Street at Hawthorne, Franklin, Roosevelt, Canal, and Pinebrook; Neff & Williamson; 27th & Conners; Colorado & Parkway; and Brosterhous & BNSF railroad. Several treatments are proposed to make these locations safer for people walking, riding bicycles, and driving. This project will further develop the design of these treatments and construct them with additional community input.</p>			
Need/Justification			
<p>This project focuses on providing a safe, accessible, and cost effective transportation system. The high benefit, low cost safety improvements proposed as part of this project have been specifically selected by the consultant team, through community input, the Oregon Department of Transportation (ODOT) and Bend Police Dept. to target high risk streets and intersections.</p> <p>Project Related to: 1TBKE Bicycle Greenways</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Implementation of safety improvements will be further delayed.	
Transportation Construction	\$ 4,686,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 560,400	\$ 75,600	\$ -	\$ 150,000	\$ 2,000,000	\$ 1,900,000	\$ -	\$ -
Total Project Cost Estimate:						\$ 4,686,000	



CITY OF BEND

1TGCI

Galveston Corridor Improvements



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1TMC2 Murphy Brosterhous to 15th

Fund: Transportation Construction		
Project Manager: Deedee Fraley	Project Status: Active	Project Phase: Active
Cost Estimate Classification: 1	Est. Start Date: Nov 2018	Est. End Date: Jun 2022

Description & Background

The Murphy Corridor Improvements project includes six interrelated transportation improvement subprojects that will all contribute to improving the safety, efficiency, and reliability of transportation in southeast Bend. The project will be designed and constructed using a Progressive Design-Build alternative delivery method. This specific subproject includes the extension of Murphy Road from the current terminus at Brosterhous Rd, east to 15th St.. The extension includes a bridge overcrossing BNSF railway (See subproject 1TMCI) and will include a 2-lane section with bike and pedestrian facilities. Median treatment to be determined based on access needs and traffic study results.

Need/Justification

Murphy Corridor Improvements Project is a transportation project extending from the intersection of Parrell Road to 15th Street. The Project has been identified by City Council as a priority project to enhance the transportation system in southeast Bend, including improved accessibility to the 15th Street opportunity area and 'The Elbow' expansion area; identified in the 2016 UGB adoption and comprehensive plan update.

Project Related to: Implementation of the Urban Growth Boundary assessment relating to the NE Expansion area and the recently completed Murphy Road corridor (Parrell to Brookwood). 1TEC3 Empire Extension, 1TEC4 Empire & 27 RAB, 1TEC5 Purcell Butler Market, 1TECI Purcell Roundabout

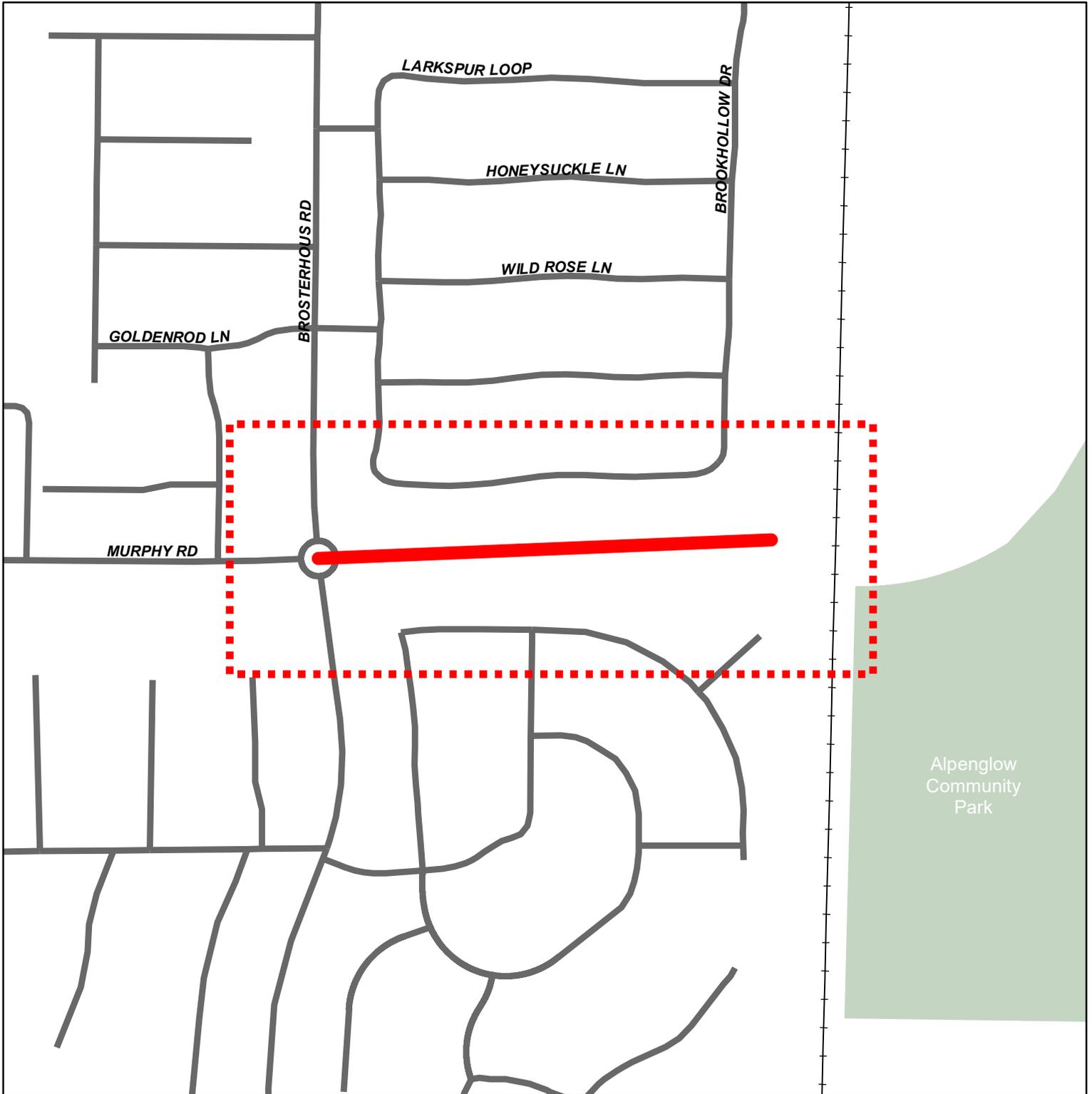
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ 8,342,500	
Water	\$ 331,300	
Water Reclamation	\$ -	
Stormwater	\$ 1,454,000	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,594,300	\$ 6,532,500	\$ 2,001,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 10,127,800	



CITY OF BEND

1TMC2

Murphy Brosterhous to 15th



NOT TO SCALE

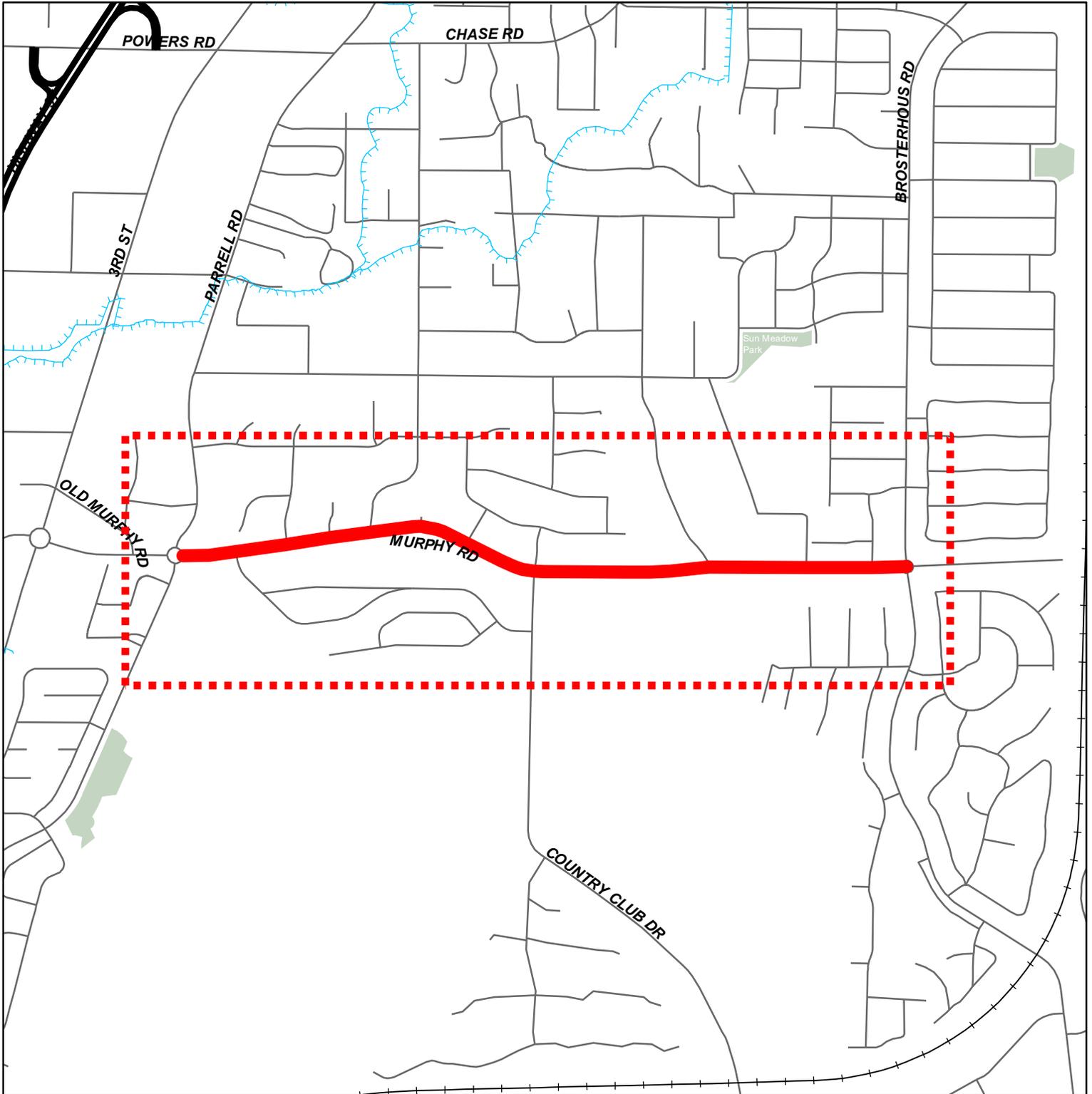


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TMC6 Murphy Corridor Parrell to Brosterhous

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley		Est. Start Date: Nov 2018	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The Murphy Corridor Improvements project includes six interrelated transportation improvement subprojects that will all contribute to improving the safety, efficiency, and reliability of transportation in southeast Bend. The project will be designed and constructed using a Progressive Design-Build alternative delivery method. This specific subproject includes an intersection upgrade at Brosterhous/15th to include the design and construction of a single lane roundabout.</p>			
Need/Justification			
<p>Murphy Corridor Improvements Project is a transportation project extending from the intersection of Parrell Road to 15th Street. The Project has been identified by City Council as a priority project to enhance the transportation system in southeast Bend, including improved accessibility to the 15th Street opportunity area and 'The Elbow' expansion area; identified in the 2016 UGB adoption and comprehensive plan update.</p> <p>Project Related to: 1TMCI RR Crossing, 1TMC2 Brosterhous to 15, 1TMC3 Brosterhous RAB, 1TMC4 15th & Murphy RAB, 1TMC5 Country Club RAB, 1TMC7 15th Street Sidewalk</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	The extension needs to be completed by the fall of 2021 to provide an acceptable level of service at the 15th/Brosterhous Rd intersection.	
Transportation Construction	\$ 8,790,000		
Water	\$ 363,400		
Water Reclamation	\$ -		
Stormwater	\$ 405,900		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,506,400	\$ 6,098,900	\$ 1,954,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 9,559,300



CITY OF BEND

1TMC6

Murphy Corridor Improvements Parrell to Brosterhaus



NOT TO SCALE

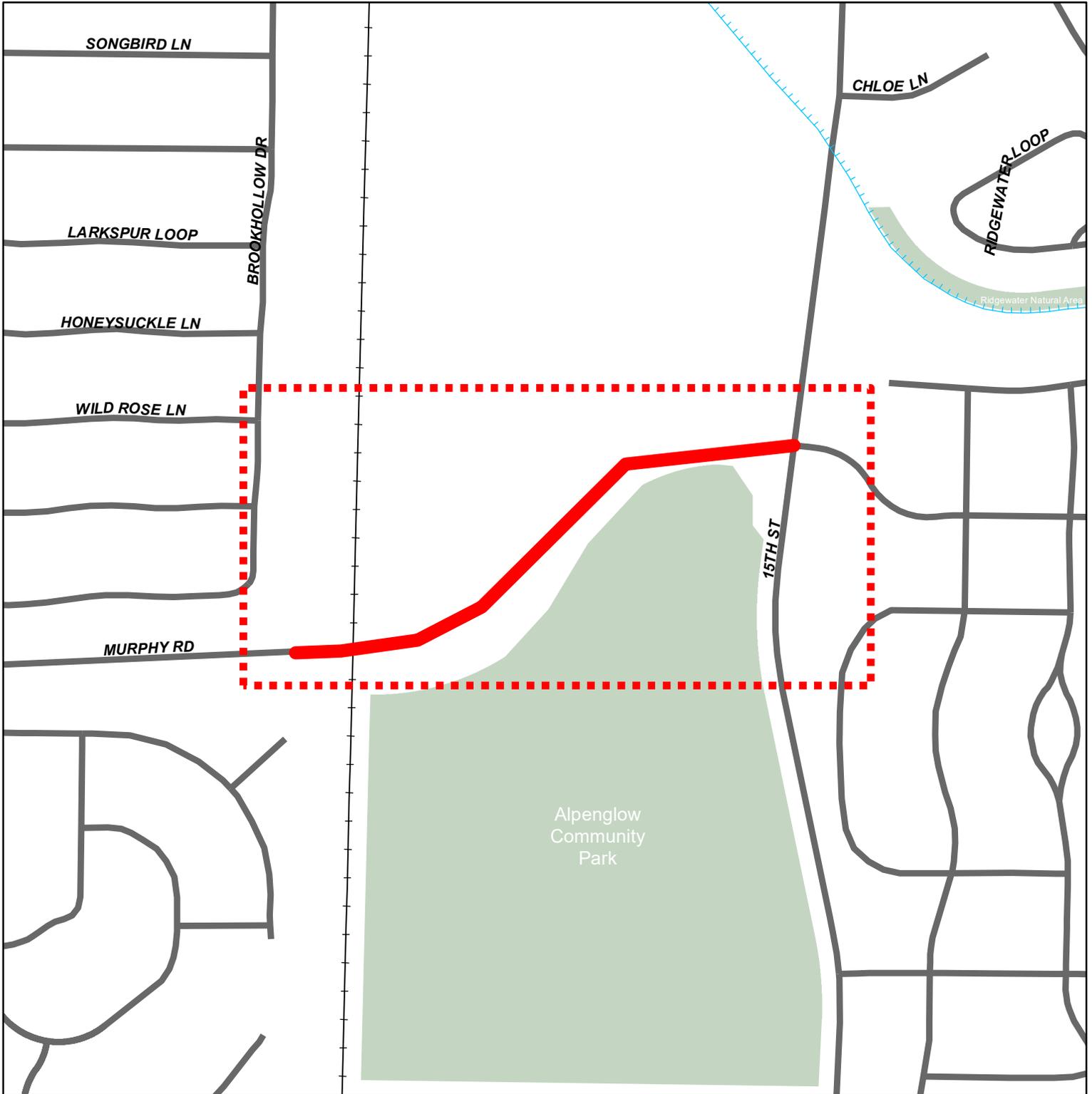


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TMC1 Murphy Railway Overcrossing

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley		Est. Start Date: Nov 2018	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
<p>The Murphy Corridor Improvements project includes six interrelated transportation improvement subprojects that will all contribute to improving the safety, efficiency, and reliability of transportation in southeast Bend. The project will be designed and constructed using a Progressive Design-Build alternative delivery method. This specific subproject includes the structure bridge and approach between Brosterhous and 15th, at the Burlington Northern and Santa Fe (BNSF) right of way. BNSF right-of-way expands from 100 feet to 200 feet wide at crossing location. Structure to include a 2-lane section with bicycle and pedestrian facilities.</p>			
Need/Justification			
<p>Murphy Corridor Improvements Project is a transportation project extending from the intersection of Parrell Road to 15th Street. The Project has been identified by City Council as a priority project to enhance the transportation system in southeast Bend, including improved accessibility to the 15th Street opportunity area and 'The Elbow' expansion area; identified in the 2016 UGB adoption and comprehensive plan update.</p> <p>Project Related to: 1TMC1 RR Crossing, 1TMC2 Brosterhous to 15, 1TMC3 Brosterhous RAB, 1TMC4 15th & Murphy RAB, 1TMC5 Country Club RAB, 1TMC7 15th Street Sidewalk</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	The extension needs to be completed by the fall of 2021 to provide an acceptable level of service at the 15th/Brosterhous Rd intersection.	
Transportation Construction	\$ 6,502,600		
Water	\$ 54,900		
Water Reclamation	\$ 230,000		
Stormwater	\$ 510,300		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 3,622,700	\$ 2,765,000	\$ 910,100	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 7,297,800



CITY OF BEND

1TMCI

Murphy Railway Overcrossing



NOT TO SCALE

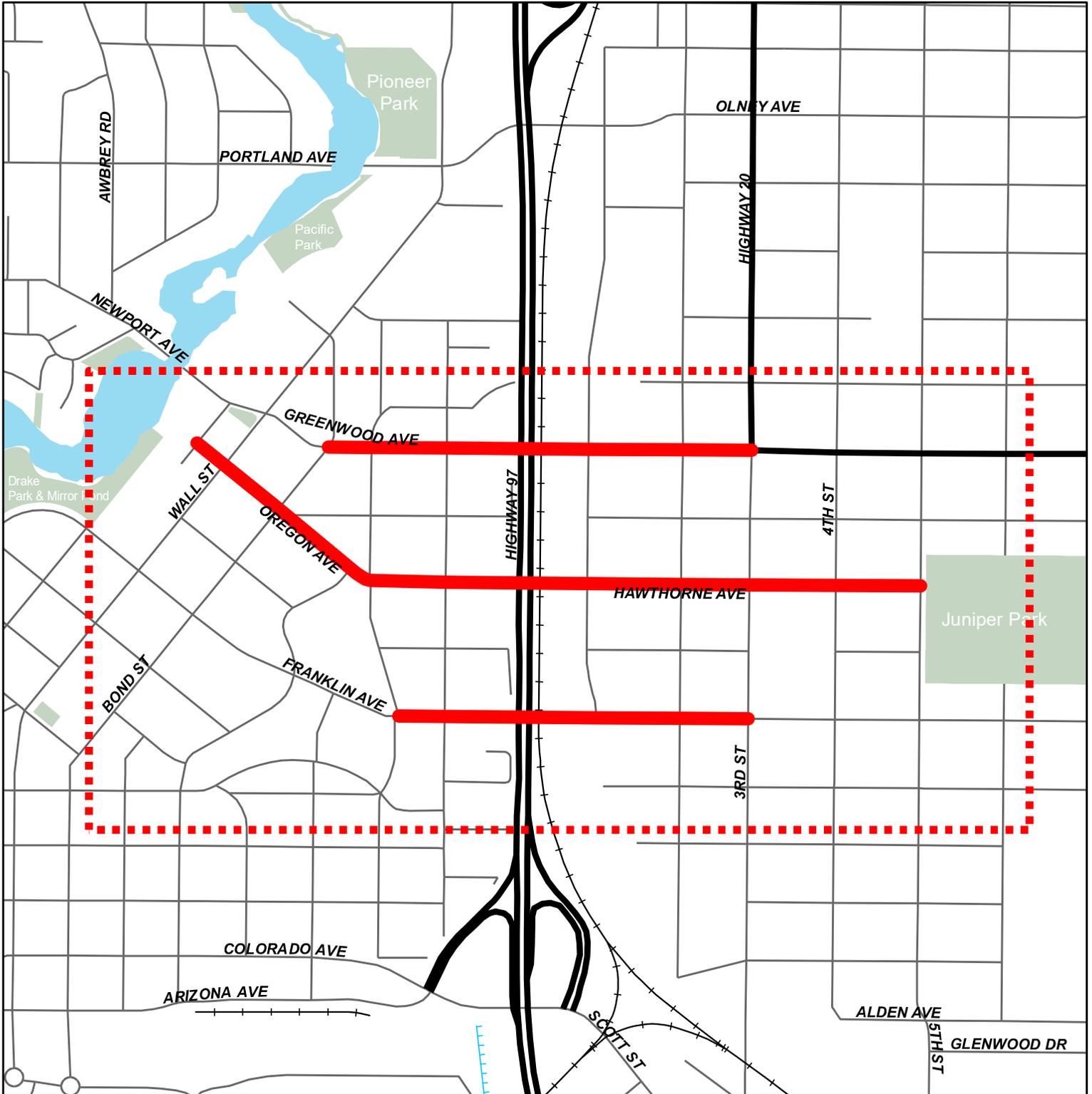


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TMTTC Midtown Pedestrian and Bicycle Crossings

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Rory Rowan		Est. Start Date: Jul 2021	Est. End Date: Jun 2023
Cost Estimate Classification: N/A			
Description & Background			
<p>This project will identify opportunities to improve connectivity through safer walking and biking connections between east and west Bend in the Central Core of the city. The project includes investigating improvement opportunities at three locations including two existing undercrossings of the Bend Parkway (US 97) and BNSF railroad as well as the potential for a new overcrossing. The three corridors included in the project (from north to south) are: Greenwood, Hawthorne, and Franklin Avenues. Included is a study to identify the timing, feasibility, and needs for each location.</p>			
Need/Justification			
<p>The project was identified by the community as a need during several large planning efforts including the City's Transportation System Plan (TSP) and Core Area Project (CAP). Additionally, investment for this project was included in the City's Transportation GO Bond passed by Bend area voters in November 2020. If one or more locations within the project description and background are identified for advancement and eventually construction, they could increase the potential for safer travel between east and west Bend as well as reduce barriers to development within the city's Central District just to the east of downtown and the Bend Parkway (US97).</p> <p>Project Related to: 1TBKE (Bicycle Greenways) and 1TGBD (Future 2020 GO Bond Projects).</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	The community will continue to lack key east-west connections within the core of Bend that could provide opportunities for safer travel and reduce barriers to investment and new development and redevelopment within the city's Central District.	
Transportation Construction	\$ 2,000,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Unknown			
Method of Financing: American Rescue Plan Act			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 2,000,000	



CITY OF BEND

1TMTTC

Midtown Pedestrian and Bicycle Crossings



NOT TO SCALE

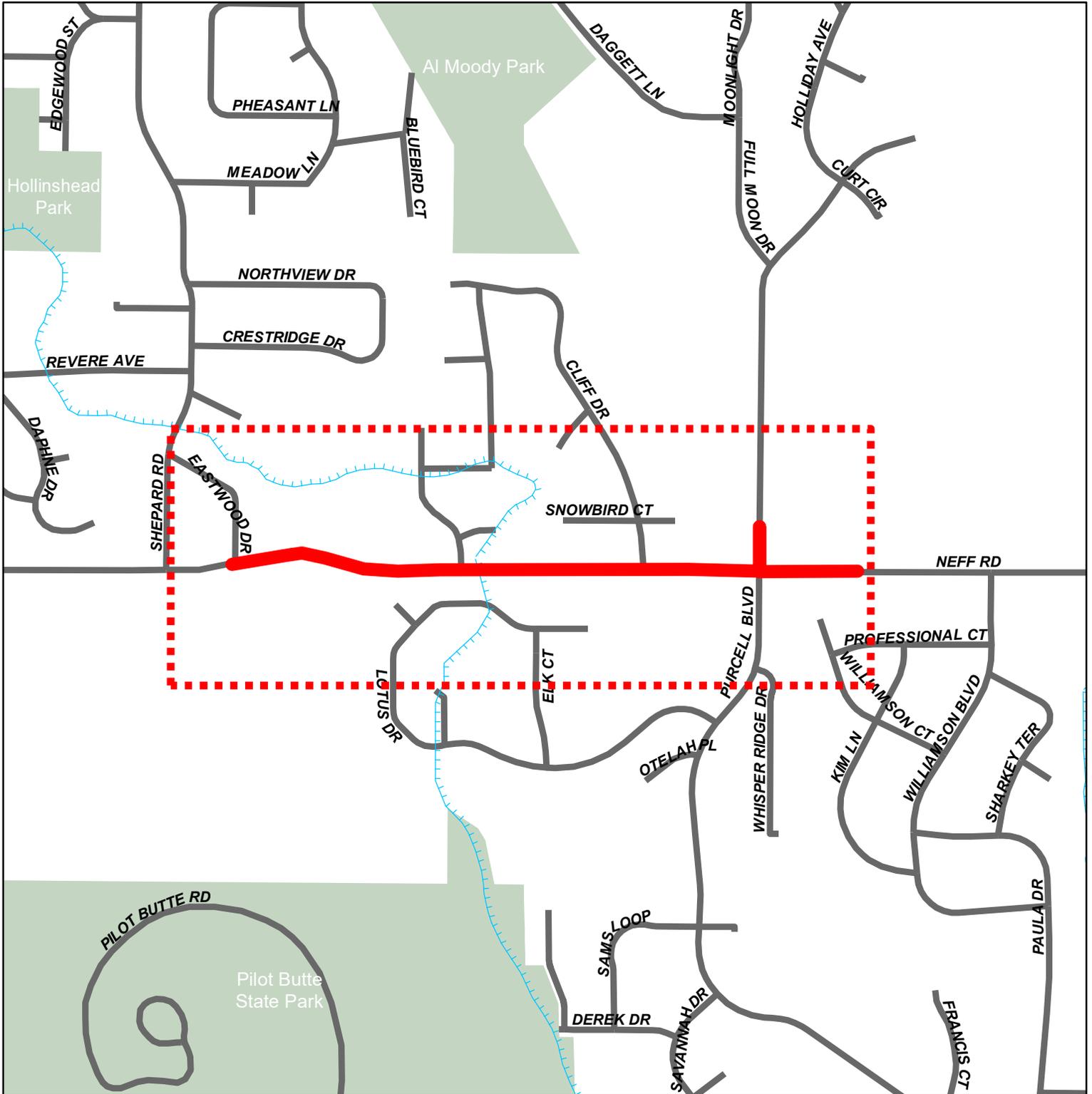


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TNPS Neff and Purcell Intersection

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Sinclair Burr		Est. Start Date: Aug 2018	Est. End Date: Jun 2023
Cost Estimate Classification: 2			
Description & Background			
This intersection and corridor has been highly prioritized by members of the community serving on the City of Bend Accessibility Advisory Committee and a previous safety study. The project will include the following tasks: public engagement, survey, design, and construction of missing sidewalks and a safer intersection for all users serving the surrounding medical, residential, and school properties.			
Need/Justification			
This intersection and surrounding streets have been previously identified by the community and a safety study as one of the highest priority parts of the city needing safety improvements. The aging traffic signal at this intersection is in need of routine replacement and this coupled with the improved community connectivity will benefit users of all ages and abilities and the surrounding neighborhoods.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	One of the highest crash and most congested intersections in the community would remain.	
Transportation Construction	\$ 4,771,800		
Water	\$ 18,600		
Water Reclamation	\$ 788,000		
Stormwater	\$ 589,800		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Positive			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 576,800	\$ 750,000	\$ 2,292,000	\$ 2,549,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 6,168,200



1TNPS

Neff and Purcell Intersection Design and Construction

CITY OF BEND



NOT TO SCALE

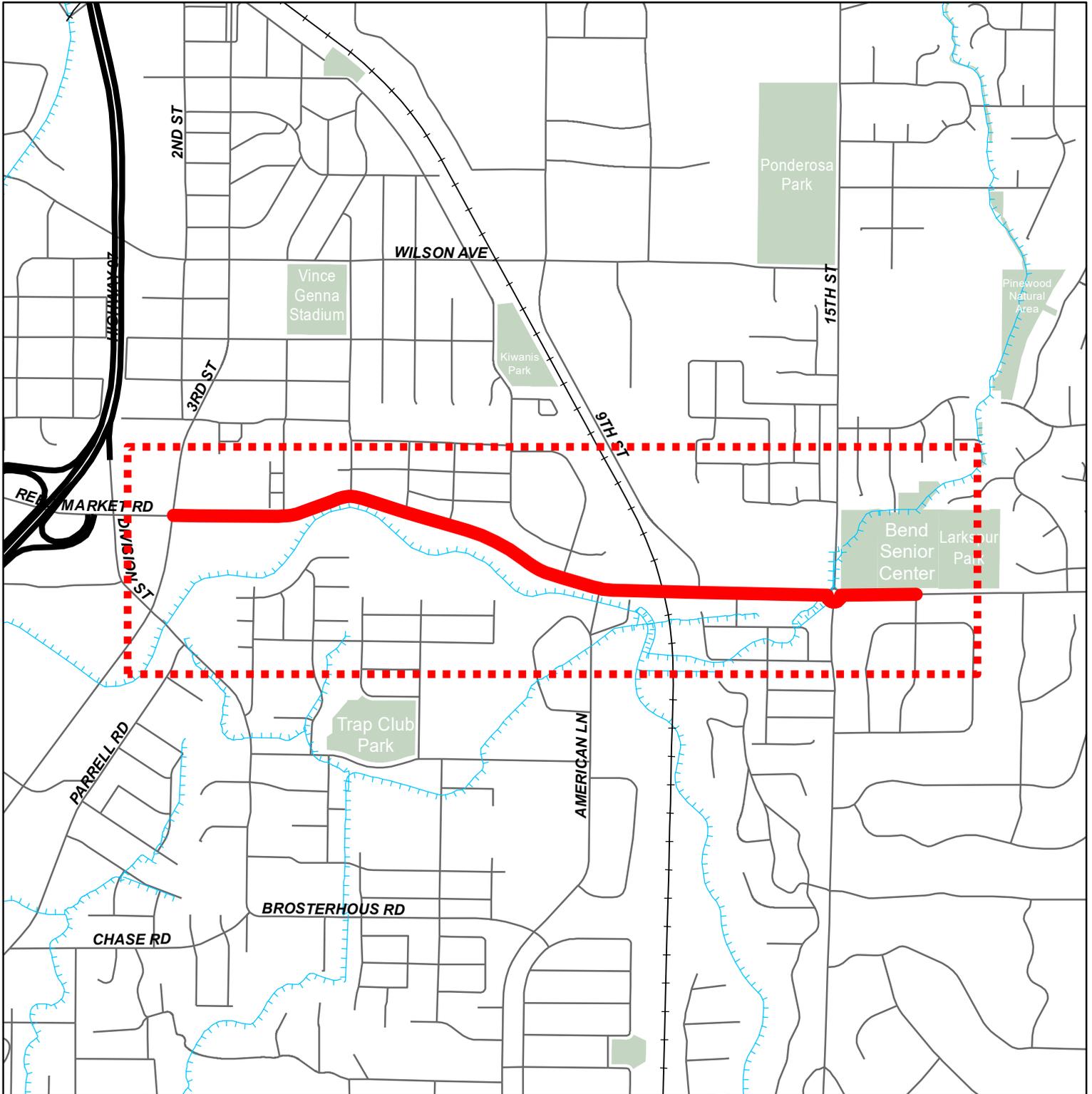


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1TR3N Reed Mkt: 3rd To Newberry

Fund: Transportation Construction		Project Status: Active	Project Phase: Active
Project Manager: Unassigned		Est. Start Date: Jul 2019	Est. End Date: Jun 2022
Cost Estimate Classification: 1			
Description & Background			
Landscape and plant establishment for the now complete 2011 GO Bond project.			
Need/Justification			
The landscape will benefit from one additional year of watering to increase the chance of survival of the trees.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	None	
Transportation Construction	\$ 7,316,500		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% Transportation SDCs and Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 7,222,000	\$ 69,500	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 7,316,500	



1TR3N

Reed Mkt: 3rd to Newberry Plant Establishment

CITY OF BEND



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1XSDC System Development Charge Update

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2023
Cost Estimate Classification: N/A			
Description & Background			
<p>Oregon Revised Statutes (ORS) 223.297 to 223.314 authorize local governments to establish system development charges (SDCs), one-time fees on new development paid at the time of development. ORS 223.299 specifies that an SDC is made up of the following fees, or either fee separately: 1) A reimbursement fee designed to recover costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists; or 2) An improvement fee designed to recover costs associated with capital improvements to be constructed.</p>			
Need/Justification			
<p>SDCs are collected from developers and then used to pay for infrastructure facilities City-wide. The methodology establishes fee amounts to be collected from each individual development project to ensure that adequate funds are available to provide the public infrastructure needed in developing areas. Updates are needed to determine the relative impacts of each development project to the infrastructure systems serving the project so that SDCs are collected equitably.</p>			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	None	
Transportation Construction	\$ 100,000		
Water	\$ 100,000		
Water Reclamation	\$ 100,000		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% SDCs			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 300,000

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1XSTS Standards & Specifications Update

Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Alex Doza		Est. Start Date: Jul 2021	Est. End Date: Jun 2022
Cost Estimate Classification: N/A			
Description & Background			
Update the Design Standards that provide consistent guidance for the minimum design and technical criteria for the construction of public infrastructure. The current standards include criteria for public streets, storm drainage systems, water systems, sanitary sewer systems, arterial and greenway landscaping and bikeways, and electric infrastructure. These standards are technical in nature and apply to the way in which the improvements are to be constructed and are complimentary to the Land Development Code which includes zoning regulations and guides the overall use and layout design for development.			
Need/Justification			
Every project built in the Right-of-Way by either City sponsorship or by private development initiative is required to build the accompanying infrastructure to City Standards and Specifications. The last external update that the City completed was in 2011. An internal update was completed in 2018. With the upcoming release of new reference documents and with the ever-changing evolution of standards and products, it is time for the City to complete another external update to ensure conformance to industry standards.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Leads to costly changes and inefficiencies as a result of outdated requirements for quality of products, materials, and workmanship.
Transportation Construction	\$	\$150,000	
Water	\$	\$150,000	
Water Reclamation	\$	\$150,000	
Stormwater	\$	\$50,000	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	-	
Impact on Operating Budget: None			
Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 500,000

**2020 General Obligation Bond Fund
Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Class*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1GLRS Local Residential Safety Improvement Program	N/A	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
1GTBD Future Projects (TBD) ¹	N/A	4,600,000	8,100,000	17,000,000	-	-	29,700,000
		\$ 5,100,000	\$ 8,100,000	\$ 17,000,000	\$ -	\$ -	\$ 30,200,000

¹ A bond oversight committee of community members will advise the City Council and City staff on the implementation and progress of the G.O. bond and provide information to the public on the progress of projects funded by the Bond.

*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		



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1GLRS Local Residential Safety Improvement Program

Fund: 2020 General Obligation Bond		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Nov 2020	Est. End Date: May 2022
Cost Estimate Classification: N/A			
Description & Background			
Provides funding for capital projects (infill sidewalk construction, lighting, safe routes to schools) to improve safety projects in neighborhoods near schools and parks. Builds on city’s current Neighborhood Street Safety Program success.			
Need/Justification			
Approved by City of Bend voters on the November 2020 ballot as a result of the TSP committee recommendations.			
Project Related to: 2020 GO Bond Projects including Bond East-West Connections, North-South Connections, Bike and Pedestrian Safety Improvements, Intersection Improvements, Parkway Connections, Citywide Improvements			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Projects funded by the 2020 voter approved General Obligation Bond will be reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee will advise staff and Council on the implementation and progress of the 2020 GO Bond projects.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ 1,500,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ 1,000,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 1,500,000

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1GTBD Future Projects (TBD)

Fund: 2020 General Obligation Bond		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2024
Cost Estimate Classification: N/A			
Description & Background			
On March 17, 2021 Bend City Council appointed eleven members to the Transportation Bond Oversight Committee (TBOC) who will review and make recommendations related to proposed schedule sequencing of projects.			
Need/Justification			
Approved by City of Bend voters on the November 2020 ballot as a result of the TSP committee recommendations.			
Project Related to: 2020 GO Bond Projects including Bond East-West Connections, North-South Connections, Bike and Pedestrian Safety Improvements, Intersection Improvements, Parkway Connections, Citywide Improvements			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Projects funded by the 2020 voter approved General Obligation Bond will be reviewed by the Transportation Bond Oversight Committee. This Council appointed Committee will advise staff and Council on the implementation and progress of the 2020 GO Bond projects.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ 29,700,000		
Other (see below)	\$ -		
Impact on Operating Budget: Unknown			
Method of Financing: 100% 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 4,600,000	\$ 8,100,000	\$ 17,000,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 29,700,000	

**Accessibility Construction Fund
Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Classification*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1AADA Accessibility Opportunity Projects	N/A	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 1,000,000
1ABRI Brosterhous Road Accessibility Improvements	4	225,000	-	-	-	-	225,000
1ADEI NW Delaware Accessibility Improvements	5	-	200,000	500,000	-	-	700,000
1ADIV NE Division Street Corridor	1	15,000	-	-	-	-	15,000
1ARWI River West Accessibility Improvements	5	300,000	500,000	-	-	-	800,000
1ASCA Southern Crossing Accessibility Improvements	5	-	-	100,000	600,000	-	700,000
1RNPR Newport Corridor Improvements	1	12,000	-	-	-	-	12,000
		\$ 652,000	\$ 800,000	\$ 700,000	\$ 700,000	\$ 600,000	\$ 3,452,000

*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		



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1AADA Accessibility Opportunity Projects

Fund: Accessibility Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Rory Rowan		Est. Start Date: Mar 2021	Est. End Date: Mar 2026
Cost Estimate Classification: N/A			
Description & Background			
Design and construct accessibility improvements that are not federally required as part of an alteration to an existing road by another project. It will address various Barrier Removal Requests (BRRs) that are smaller and/or easier to resolve and are not part of another planned CIP project. The Accessibility Opportunity Projects will also design and construct accessibility improvements when such opportunities arise via other CIP projects, such as water, sewer, or transportation projects.			
Need/Justification			
Every year project opportunities come up that are not a part of a larger, planned project. These opportunities can include resolving Barrier Removal Requests (BRRs) or enhancing work to be done via other planned CIP projects. The Accessibility Opportunity Projects will resolve a number of stand-alone BRRs annually that are not part of other planned CIP projects as well as seek to partner with other projects to improve accessibility in Bend. Curb ramps with detectable warnings that are installed must be maintained. Exact ongoing dollar amounts are unknown.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 1,000,000	The City could face legal liability under the ADA and implementing regulations, if it does not make timely progress on barrier removal request projects that were prioritized after a public process and identified in the City's updated ADA Transition Plan, a key component of compliance with the 2004 DOJ Project Civic Access Settlement Agreement.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ -
Total Project Cost Estimate:						\$ 1,000,000	

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Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1ABRI Brosterhous Accessibility Improvements

Fund: Accessibility Construction	Project Status: Active	Project Phase: Active
Project Manager: Deedee Fraley	Est. Start Date: Aug 2019	Est. End Date: Sep 2021
Cost Estimate Classification: 4		

Description & Background

This project will design and construct accessibility improvements along Brosterhous Road south of Murphy. It will provide safer connections between surrounding neighborhoods and schools. It was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA).

Need/Justification

The Americans with Disabilities Act (ADA) and the Code of Federal Regulations (specifically 28 C.F.R. § 35.150) requires public entities to establish ongoing procedures for removing barriers to accessibility. The City of Bend has established a Barrier Removal Request process and evaluates requests received from the public that include the construction of curb ramps and sidewalks. In addition to technical criteria, the City solicits assistance from the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA) to prioritize these requests.

Project Related to: 1XMCI Murphy Corridor Improvement Projects; and 1TCSI Citywide Safety Improvements. This project will need to coordinate sidewalk construction and associated temporary traffic control along Brosterhous Road with the adjacent Murphy Road project and safety improvements at the BNSF railroad bridge over Brosterhous Road.

Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ 573,800	The City could face legal liability under the ADA and implementing regulations, if it does not make timely progress on barrier removal request projects that were prioritized after a public process and identified in the City's updated ADA Transition Plan, a key component of compliance with the 2004 DOJ Project Civic Access Settlement Agreement.
Transportation Construction	\$ 589,000	
Water	\$ -	
Water Reclamation	\$ 9,200	
Stormwater	\$ -	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 70,800	\$ 287,200	\$ 814,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 1,172,000

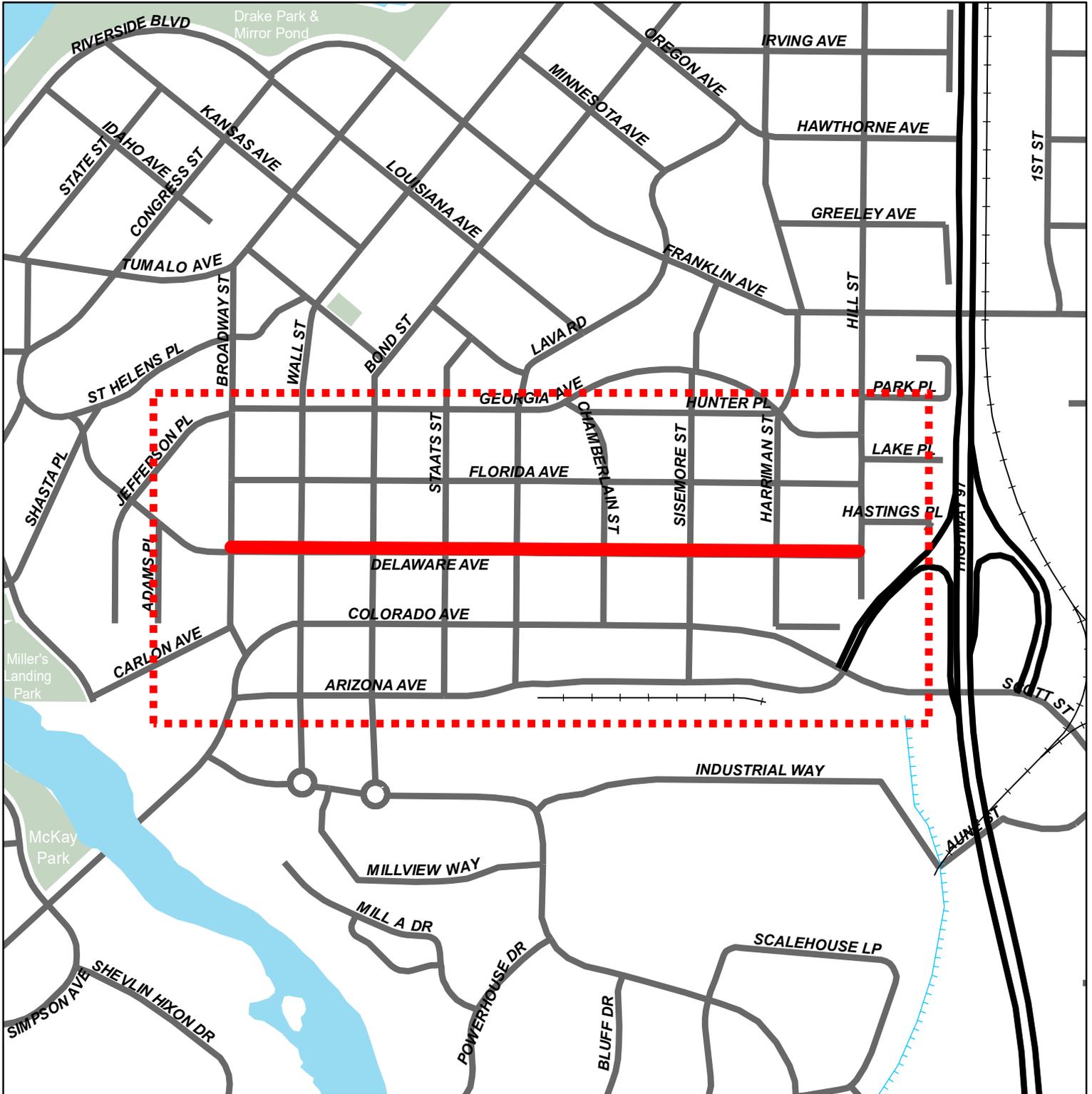


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1ADEI NW Delaware Accessibility Improvement

Fund: Accessibility Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2022	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Design and construct accessibility improvements along NW Delaware Avenue. It was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA).			
Need/Justification			
The Americans with Disabilities Act (ADA) and the Code of Federal Regulations (specifically 28 C.F.R. § 35.150) requires public entities to establish ongoing procedures for removing barriers to accessibility. The City of Bend has established a Barrier Removal Request process and evaluates requests received from the public that include the construction of curb ramps and sidewalks. In addition to technical criteria, the City solicits assistance from the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA) to prioritize these requests.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 700,000	The City could face legal liability under the ADA and implementing regulations, if it does not make timely progress on barrier removal request projects that were prioritized after a public process and identified in the City's updated ADA Transition Plan, a key component of compliance with the 2004 DOJ Project Civic Access Settlement Agreement.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ 200,000	\$ 500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 700,000



CITY OF BEND

1A DEI

NW Delaware Accessibility Improvements



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1ADIV NE Division Street Corridor

Fund: Accessibility Construction
Project Manager: Brad Tower **Project Status:** Active **Project Phase:** Active
Cost Estimate Classification: 1 **Est. Start Date:** Dec 2018 **Est. End Date:** Jun 2022

Description & Background

Design and construct accessibility improvements along NE Division Street. It was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA).

Need/Justification

The Americans with Disabilities Act (ADA) and the Code of Federal Regulations (specifically 28 C.F.R. § 35.150) requires public entities to establish ongoing procedures for removing barriers to accessibility. The City of Bend has established a Barrier Removal Request process and evaluates requests received from the public that include the construction of curb ramps and sidewalks. In addition to technical criteria, the City solicits assistance from the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA) to prioritize these requests.

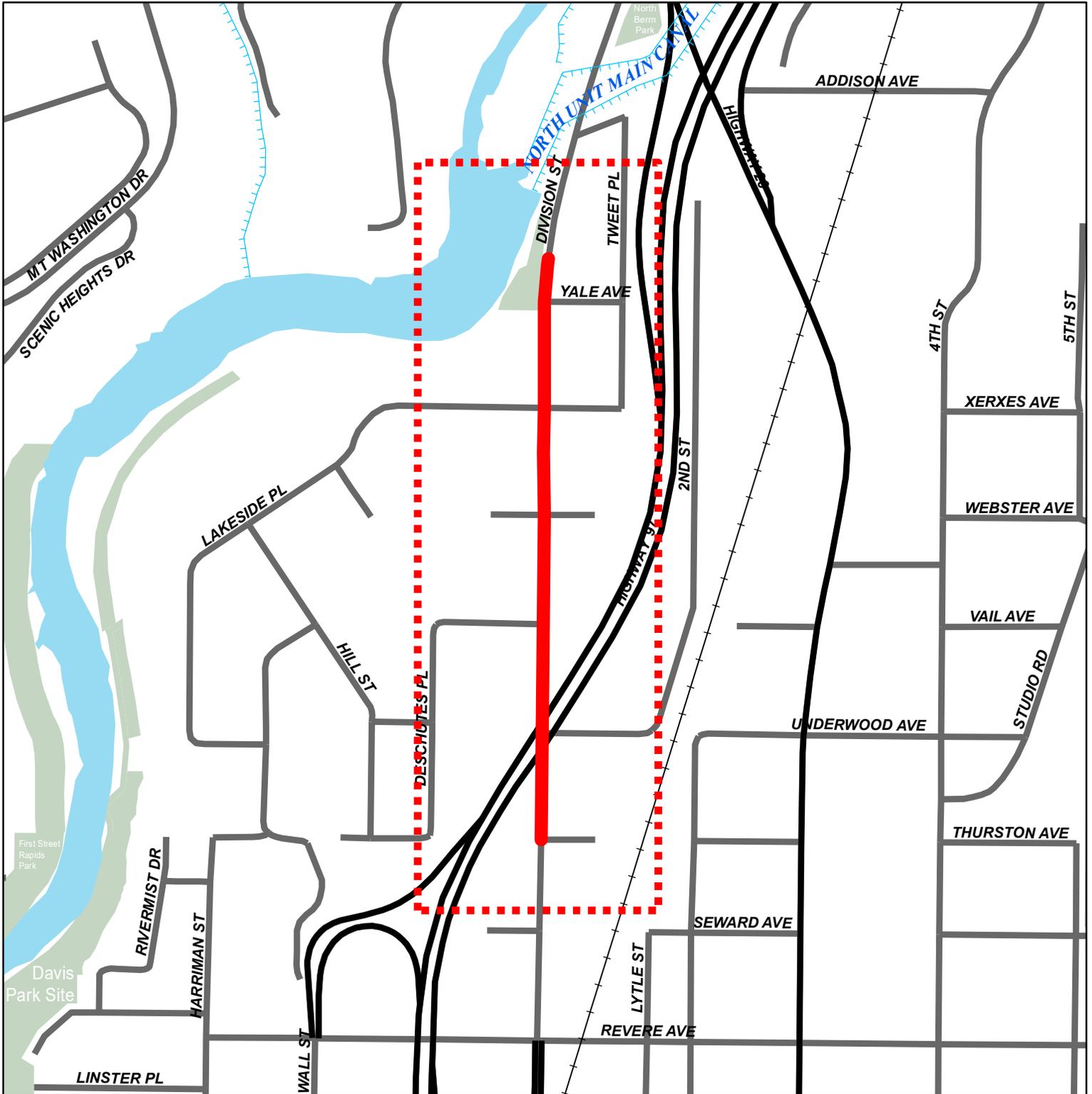
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ 688,900	The City could face legal liability under the ADA and implementing regulations, if it does not make timely progress on barrier removal request projects that were prioritized after a public process and identified in the City's updated ADA Transition Plan, a key component of compliance with the 2004 DOJ Project Civic Access Settlement Agreement.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 100% Water/Sewer Franchise Fees

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 312,400	\$ 361,500	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 688,900



CITY OF BEND

1ADIV

NE Division Street Corridor



NOT TO SCALE

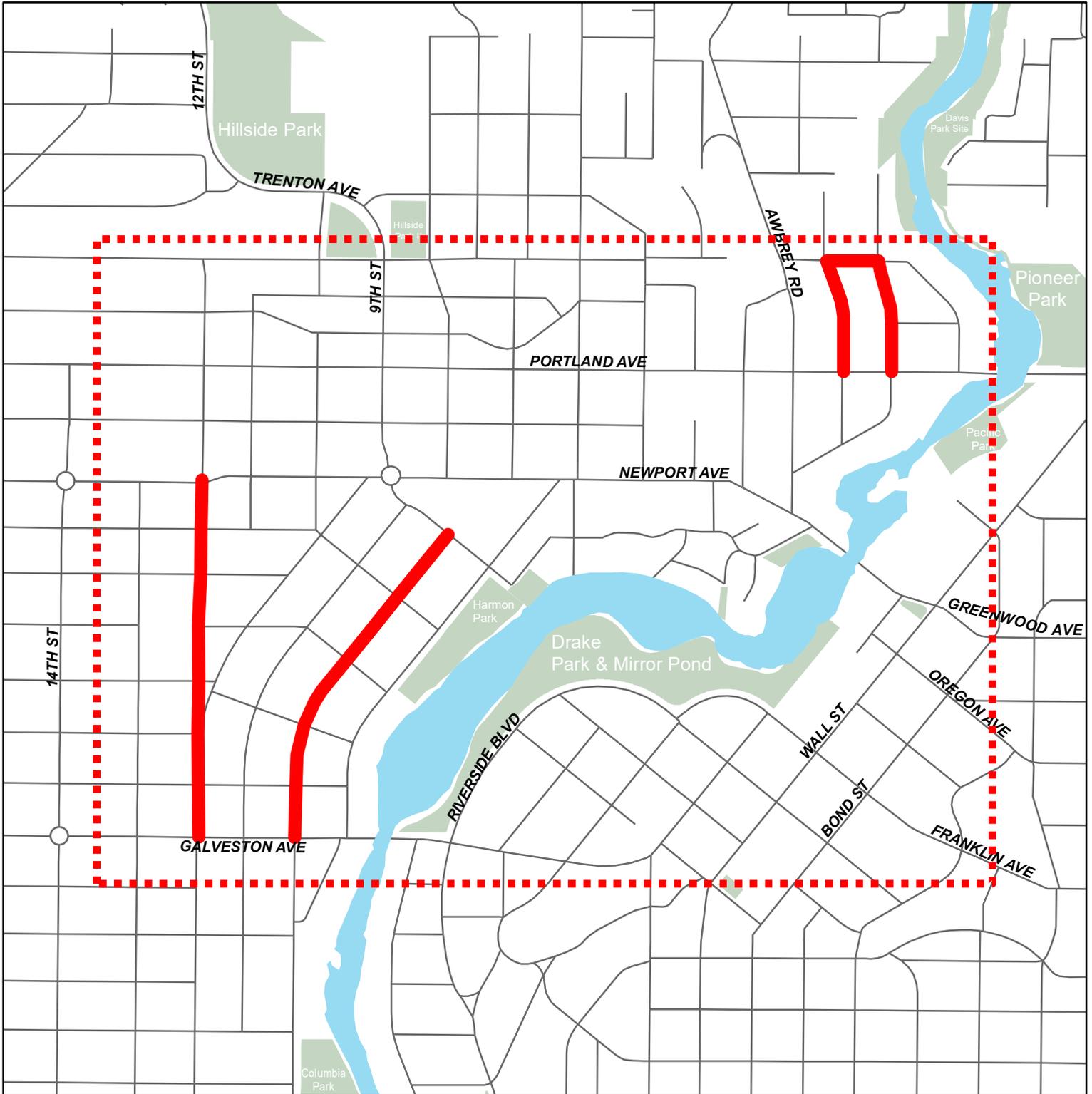


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
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1ARWI River West Accessibility Improvement

Fund: Accessibility Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2021	Est. End Date: Jun 2023
Cost Estimate Classification: 5			
Description & Background			
Design and construct accessibility improvements in the River West neighborhood. It was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA).			
Need/Justification			
The Americans with Disabilities Act (ADA) and the Code of Federal Regulations (specifically 28 C.F.R. § 35.150) requires public entities to establish ongoing procedures for removing barriers to accessibility. The City of Bend has established a Barrier Removal Request process and evaluates requests received from the public that include the construction of curb ramps and sidewalks. In addition to technical criteria, the City solicits assistance from the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA) to prioritize these requests.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 800,000	The City could face legal liability under the ADA and implementing regulations, if it does not make timely progress on barrier removal request projects that were prioritized after a public process and identified in the City's updated ADA Transition Plan, a key component of compliance with the 2004 DOJ Project Civic Access Settlement Agreement.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 300,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 800,000



CITY OF BEND

1ARWI

River West Accessibility Improvement



NOT TO SCALE

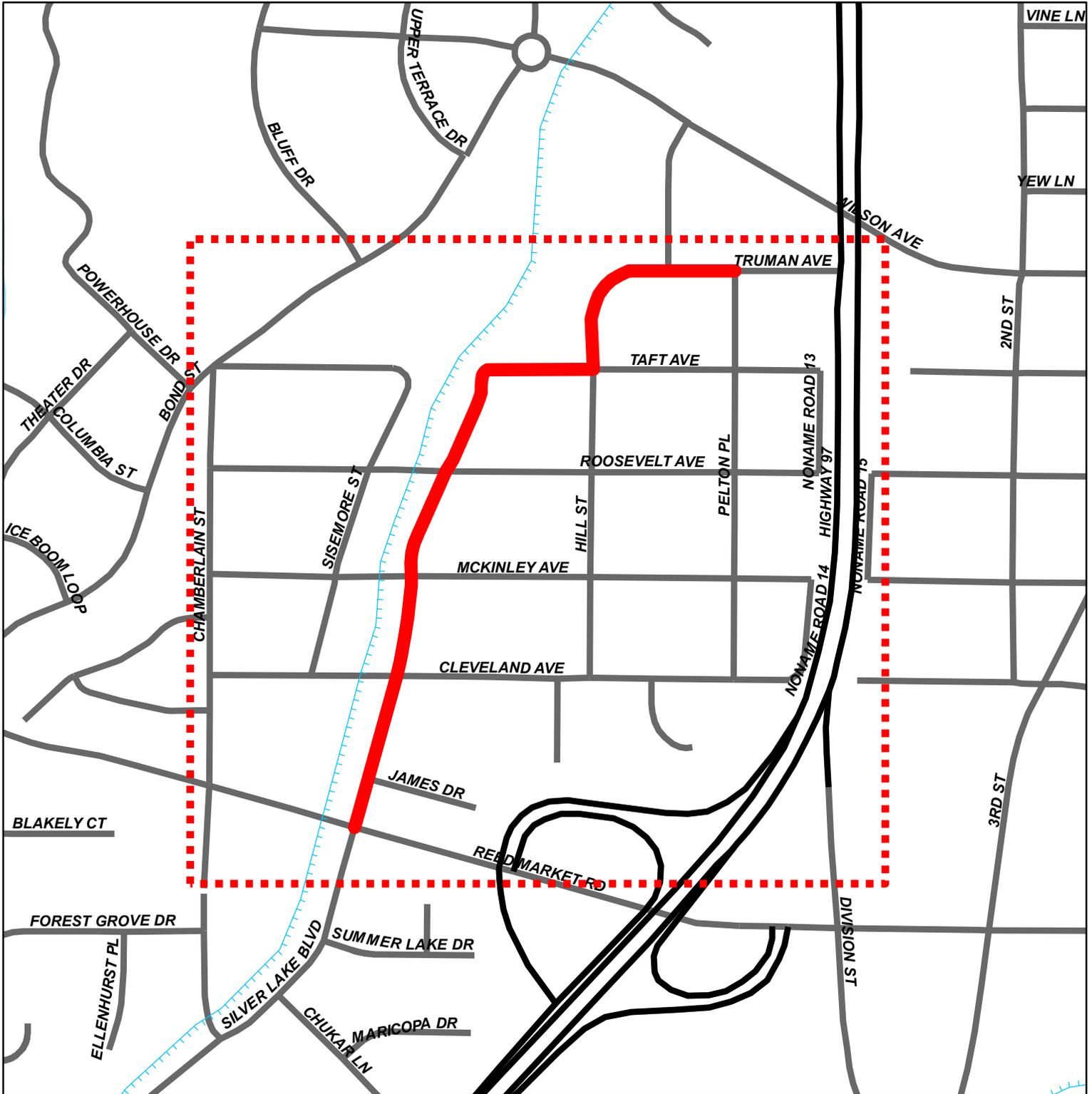


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1ASCA Southern Crossing Accessibility Improvements

Fund: Accessibility Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Unassigned		Est. Start Date: Jul 2023	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
Design and construct accessibility improvements along a continuous corridor made up of portions of the following streets: SW Truman Avenue, SW Hill Street, SW Taft Avenue, and SW Silver Lake Blvd. It was prioritized by the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA).			
Need/Justification			
The Americans with Disabilities Act (ADA) and the Code of Federal Regulations (specifically 28 C.F.R. § 35.150) requires public entities to establish ongoing procedures for removing barriers to accessibility. The City of Bend has established a Barrier Removal Request process and evaluates requests received from the public that include the construction of curb ramps and sidewalks. In addition to technical criteria, the City solicits assistance from the City of Bend Accessibility Advisory Committee (COBAAC) and the Central Oregon Coalition for Access (COCA) to prioritize these requests.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ 700,000	The City could face legal liability under the ADA and implementing regulations, if it does not make timely progress on barrier removal request projects that were prioritized after a public process and identified in the City's updated ADA Transition Plan, a key component of compliance with the 2004 DOJ Project Civic Access Settlement Agreement.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 100% Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 600,000	\$ -	\$ -
Total Project Cost Estimate:							\$ 700,000



1ASCA

Southern Crossing Accessibility Improvements

CITY OF BEND



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1RNPR Newport Corridor Improvements

Fund: Accessibility Construction
Project Manager: Drew Wells **Project Status:** Active **Project Phase:** Active
Cost Estimate Classification: 1 **Est. Start Date:** Mar 2019 **Est. End Date:** Oct 2022

Description & Background

Reconstruct existing drainage collection and conveyance system along Newport and Nashville from College Way to the outfall at the Deschutes River east of Drake Road. Project elements include replacement of the trunk line and replacement / rehabilitation of associated drainage structures. Project elements include collection and conveyance improvements in the surrounding tributary drainage area through water quality improvements, flow reduction and flow mitigation measures. This project is identified as a synergy project with focused coordination efforts for the design of improvements to other utilities and transportation infrastructure in and adjacent to Newport Ave. This arterial is heavily traveled and coordinating the design of comprehensive corridor improvements is intended to facilitate concurrent construction to maximize economy of scale and minimize future construction disruptions.

Need/Justification

The South Awbrey Butte Drainage Study, completed in 2017, determined that the existing stormwater collection and conveyance system on Newport Avenue is in need of replacement. This study identified the replacement of the Newport Avenue Trunk Line as the highest priority project in the drainage basin, and also prioritized fifteen associated projects that would directly benefit the trunk line project or mitigate flooding / improve water quality within the basin.

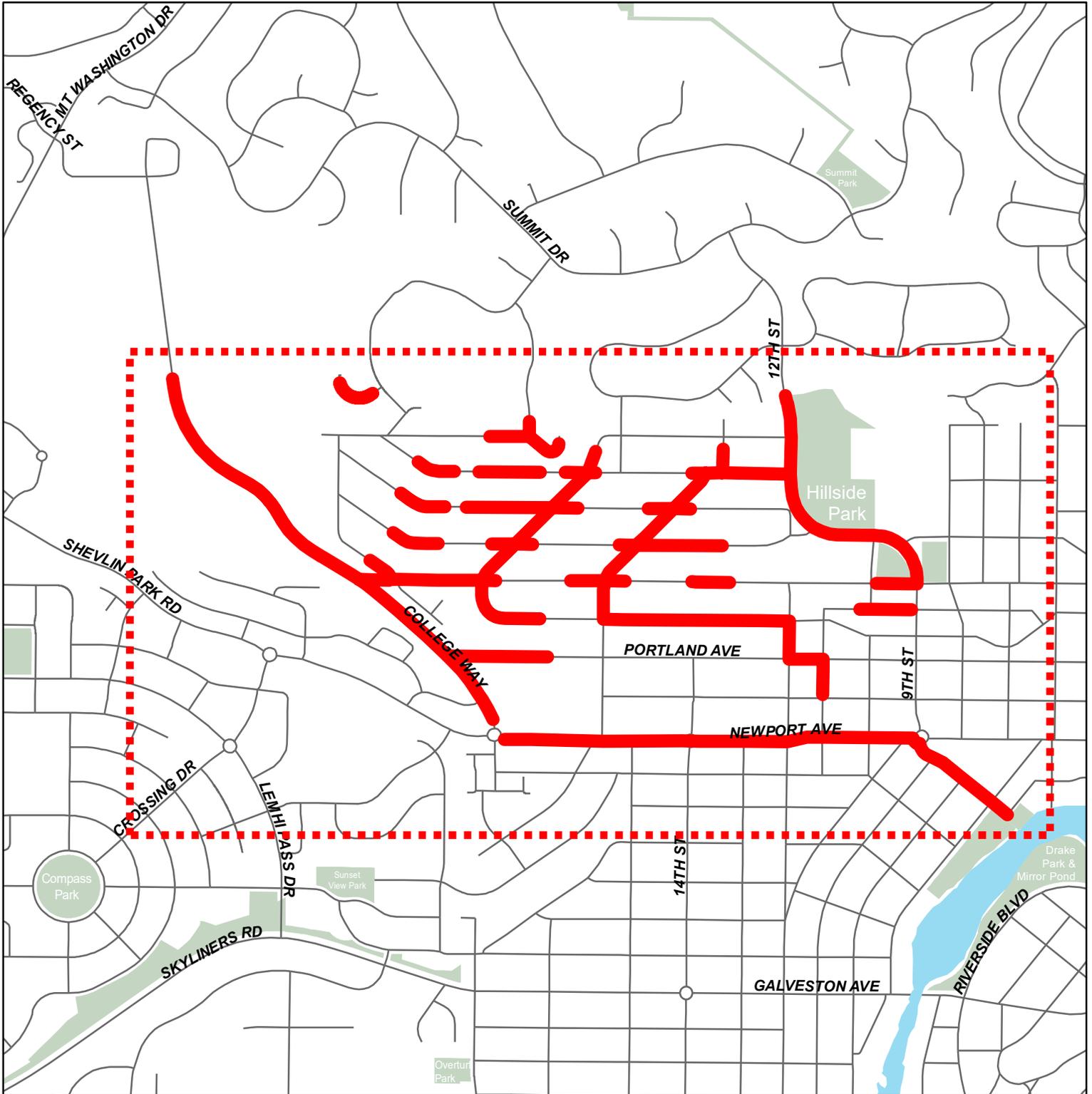
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ 17,000	
Transportation Construction	\$ 5,577,300	
Water	\$ 4,052,400	
Water Reclamation	\$ 5,102,000	
Stormwater	\$ 11,375,100	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Minimal		

Method of Financing: Synergy projects partially funded by Stormwater, Water Reclamation, Water, Accessibility Construction, 2020 General Obligation Bond and/or Transportation Construction.

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 1,658,000	\$ 4,427,000	\$ 12,123,400	\$ 7,915,400	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 26,123,800



CITY OF BEND

1RNPR

Newport Corridor Improvements Phase II



NOT TO SCALE

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**BURA Juniper Ridge Construction Fund
Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Class*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1BCTL Cooley Rd. / Talus Rd. Improvements	5	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000
1BU97 US97 North Corridor Improvements	5	-	-	2,000,000	-	-	2,000,000
1BSTE Talus Sewer Trunk Line Extension	5	-	-	1,500,000	-	-	1,500,000
1B18E 18th Street Extension	5	-	-	-	1,000,000	1,000,000	2,000,000
1BCRE Cooley Road Extension	5	-	-	-	2,000,000	1,000,000	3,000,000
1BNCR New Collector Roads	5	-	-	-	1,000,000	1,000,000	2,000,000
		<u>\$ 2,600,000</u>	<u>\$ -</u>	<u>\$ 3,500,000</u>	<u>\$ 4,000,000</u>	<u>\$ 3,000,000</u>	<u>\$ 13,100,000</u>

*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		

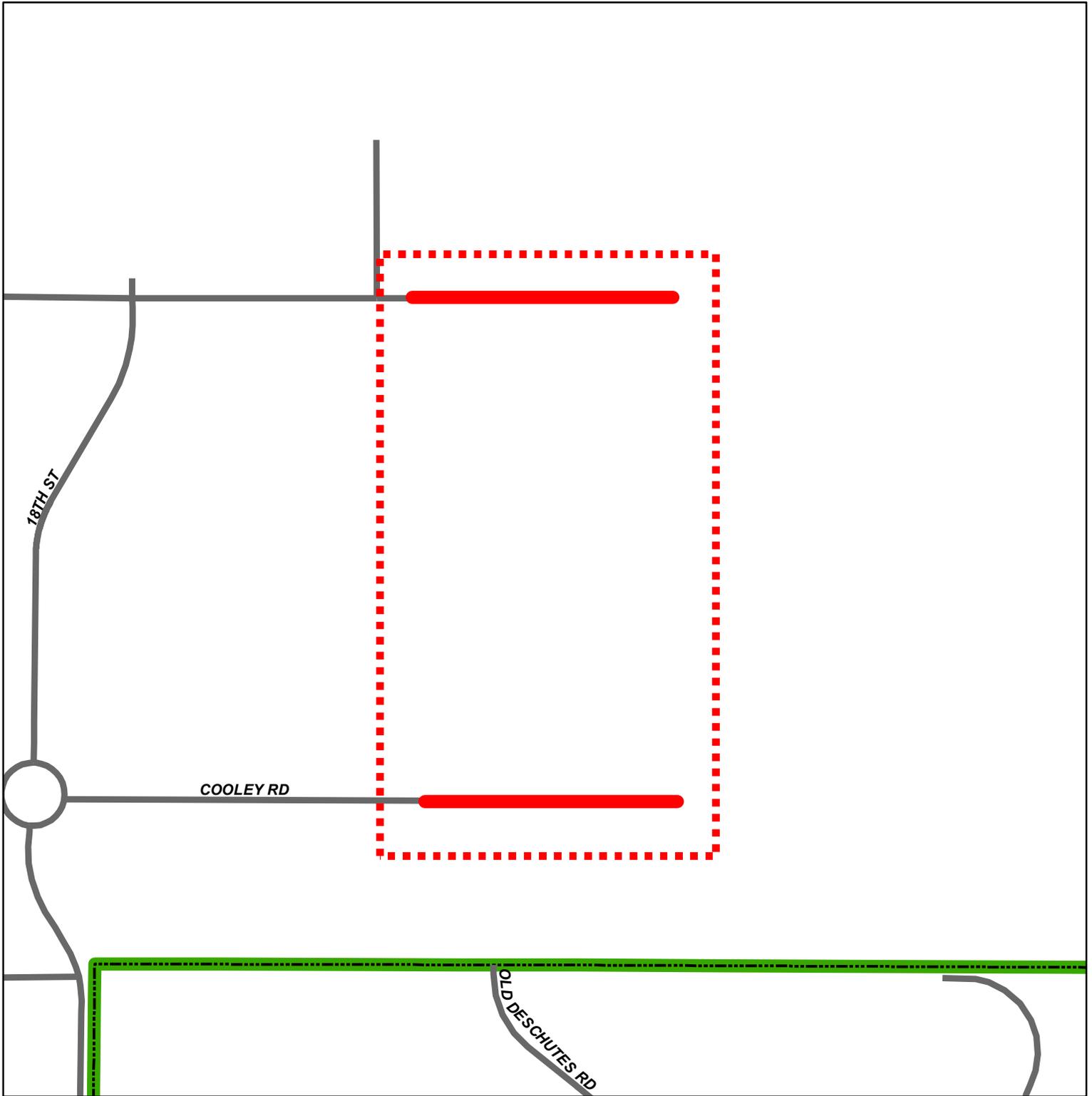


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1BCTL Cooley Rd. / Talus Rd. Improvements

Fund: BURA Juniper Ridge		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Mar 2022	Est. End Date: Jun 2023
Cost Estimate Classification: 5			
Description & Background			
Extension and rehabilitation of Cooley and Talus roads to meet City development standards.			
Need/Justification			
Juniper Ridge Land Development/Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Slows development in the Juniper Ridge Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 2,600,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Juniper Ridge Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 2,600,000	



CITY OF BEND

1BCTL

Cooley Rd. / Talus Rd. Improvements



NOT TO SCALE

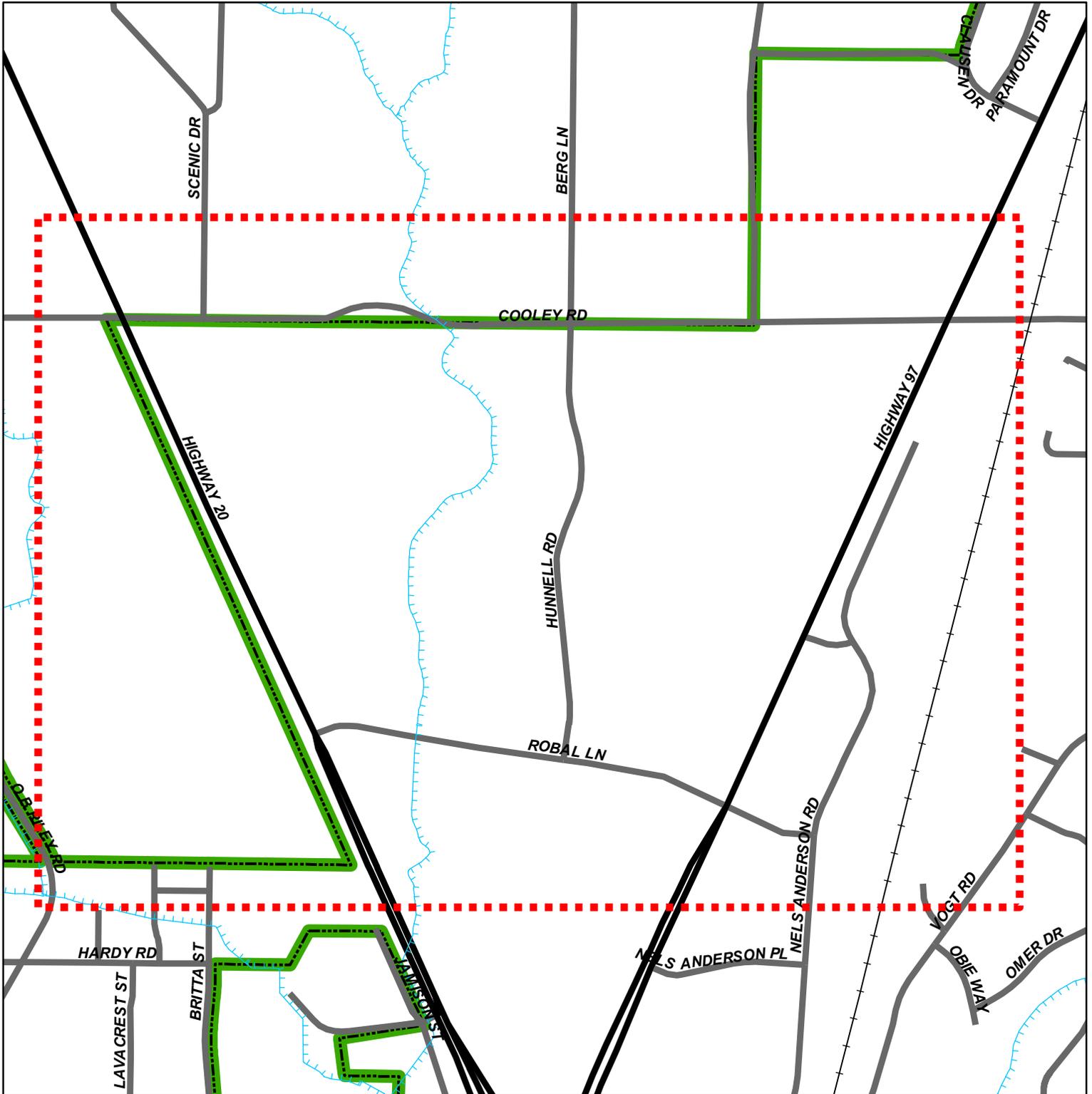


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1BU97 US97 North Corridor Improvements

Fund: BURA Juniper Ridge		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2023	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Construction of US 20 & US 97 improvements, including widening and intersection improvements at Cooley Road and Robal Road			
Need/Justification			
Juniper Ridge Land Development/Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Slows development in the Juniper Ridge Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 2,000,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Juniper Ridge Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 2,000,000



CITY OF BEND

1BU97

Intersection of US20/US97 at Cooley Rd and Robal Rd



NOT TO SCALE

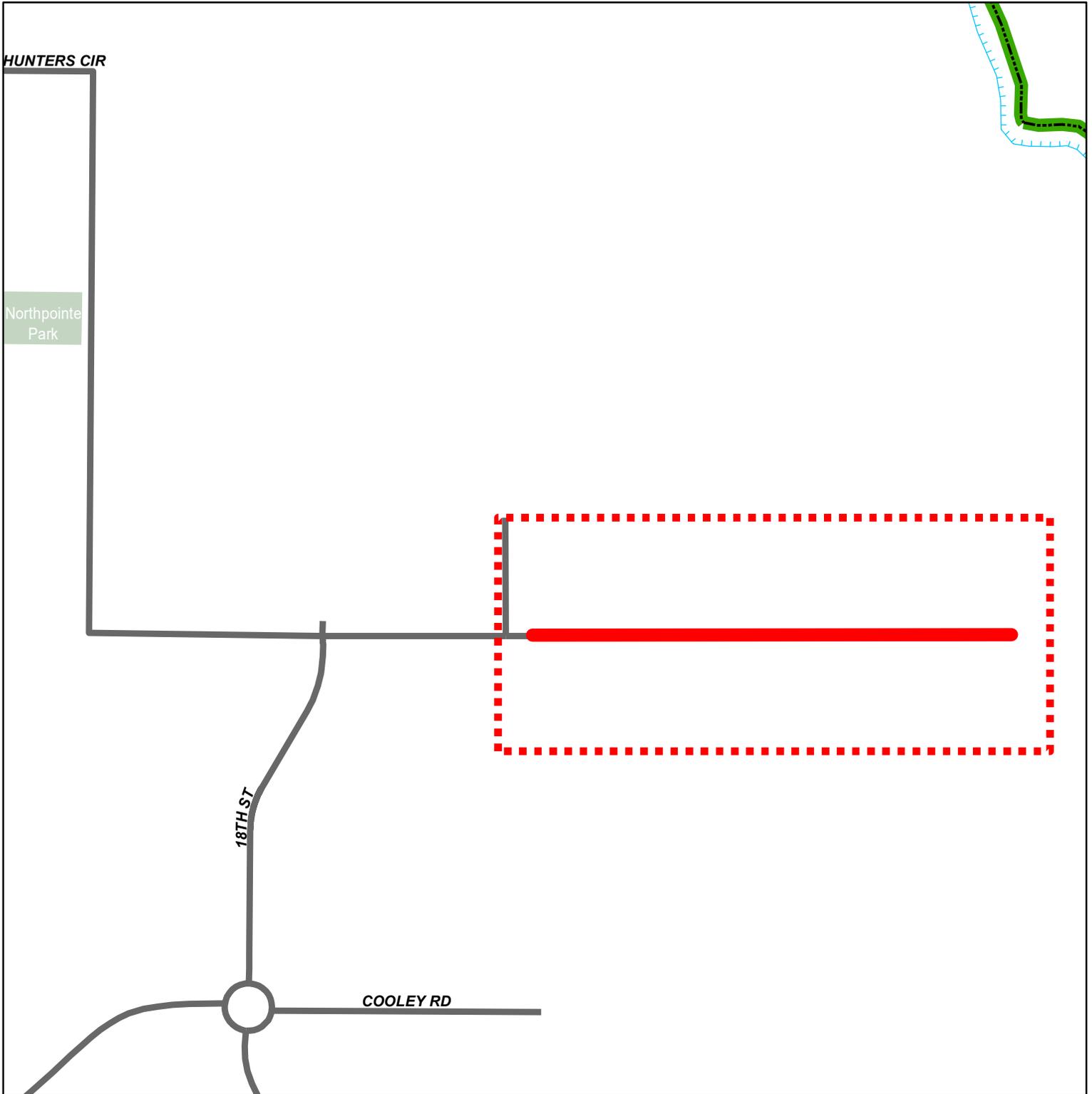


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1BSTE Talus Sewer Trunk Line Extension

Fund: BURA Juniper Ridge		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2023	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Extension of sewer improvements east within Talus Road alignment to North Interceptor			
Need/Justification			
Juniper Ridge Urban Renewal Plan Project - Juniper Ridge Work Plan Priority			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Slows development in the Juniper Ridge Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 1,500,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Juniper Ridge Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:						\$ 1,500,000	



CITY OF BEND

1BSTE

Talus Rd. Sewer Improvements



NOT TO SCALE

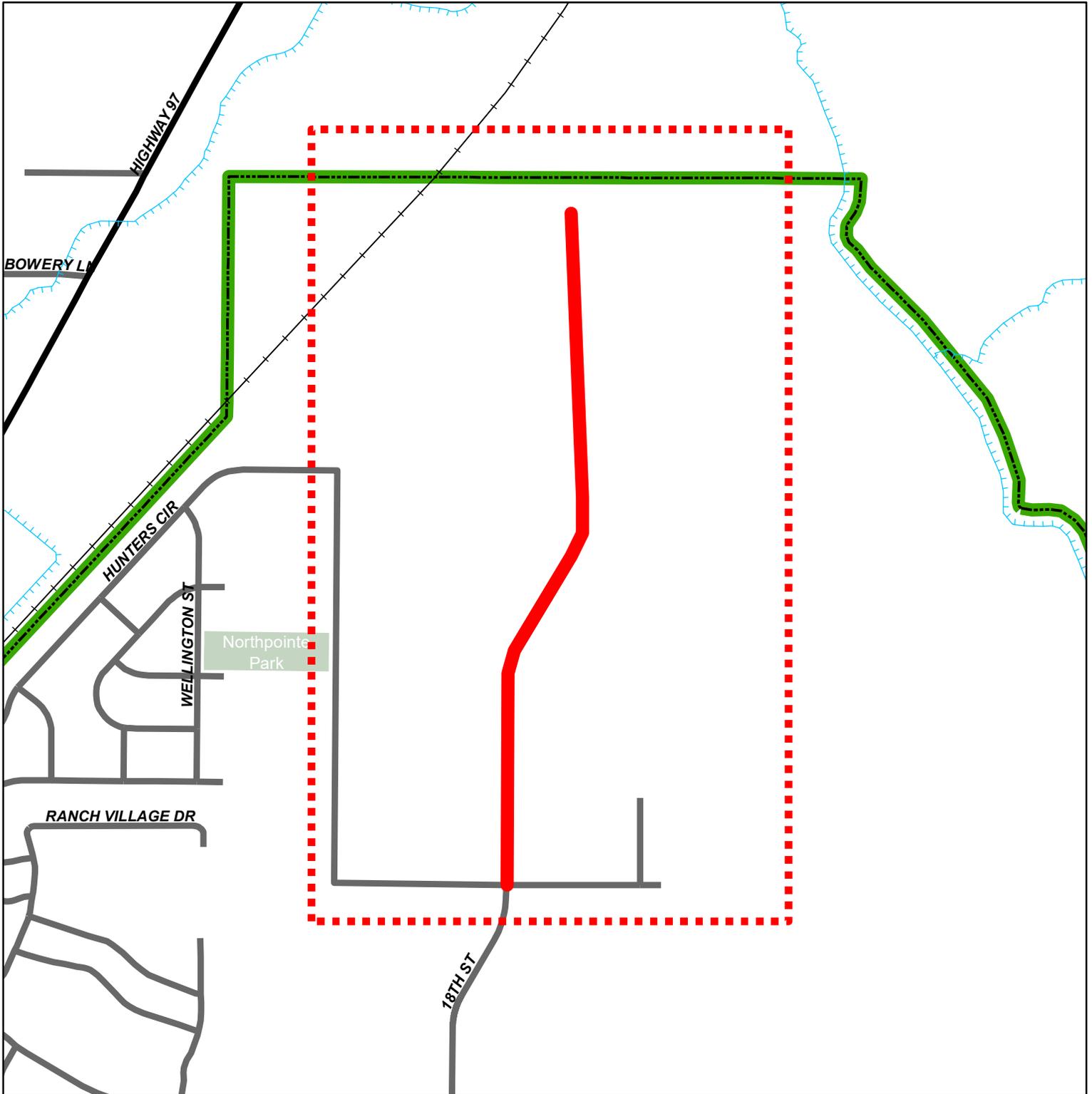


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1B18E 18th Street Extension

Fund: BURA Juniper Ridge		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2024	Est. End Date: Jun 2027
Cost Estimate Classification: 5			
Description & Background			
Extension of 18th Street to improve connection within the Juniper Ridge Development area.			
Need/Justification			
Juniper Ridge Land Development/Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Slows development in the Juniper Ridge Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 3,000,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Juniper Ridge Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Total Project Cost Estimate:						\$ 3,000,000	



CITY OF BEND

1B18E

18th Street Extension



NOT TO SCALE

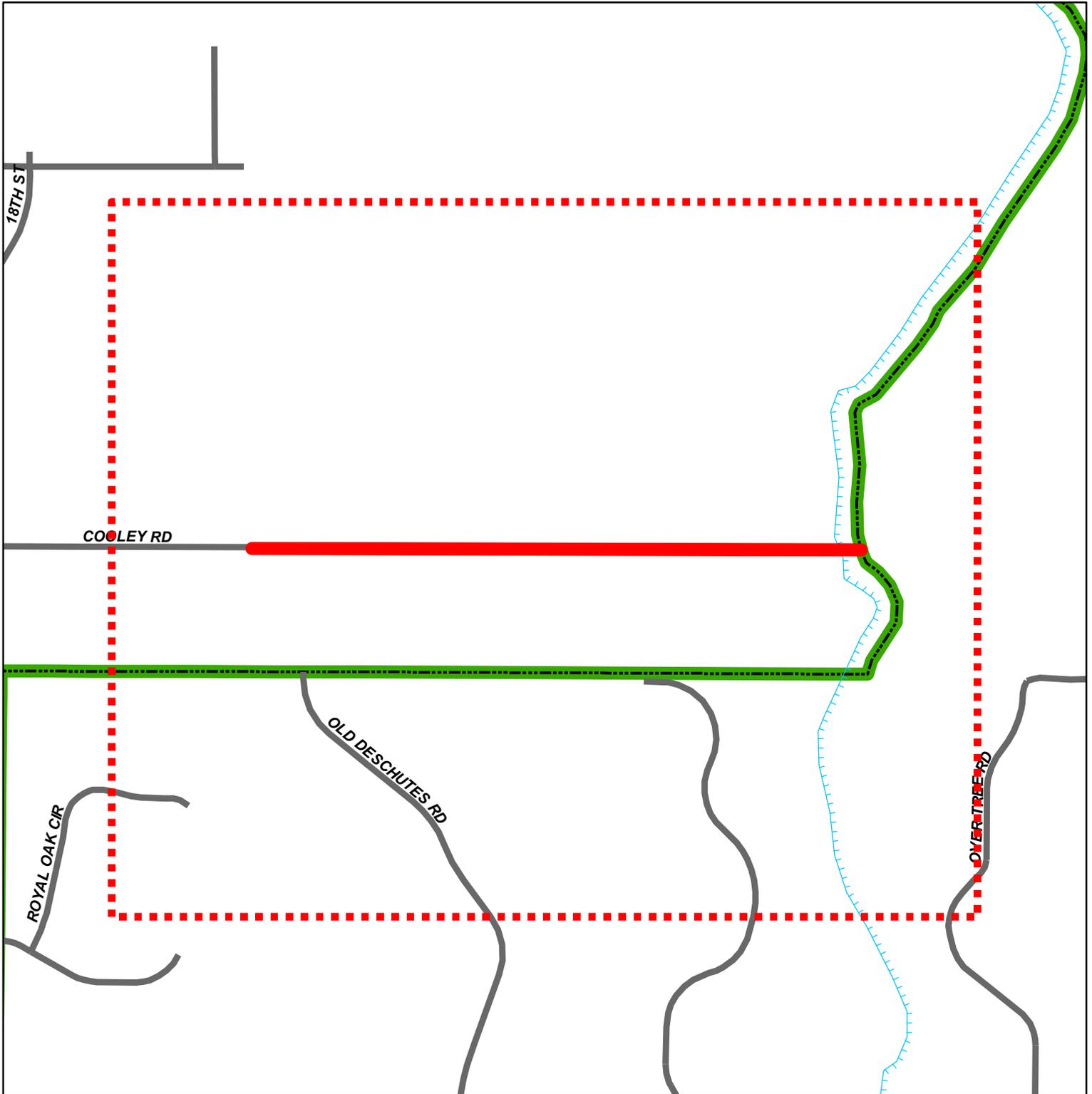


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1BCRE Cooley Road Extension

Fund: BURA Juniper Ridge		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2024	Est. End Date: Jun 2027
Cost Estimate Classification: 5			
Description & Background			
Extension of Cooley Road to the east boundary of the Urban Renewal Boundary/City Limits			
Need/Justification			
Juniper Ridge Land Development/Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Slows development in the Juniper Ridge Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 3,000,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Juniper Ridge Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 1,000,000	\$ -
Total Project Cost Estimate:						\$ 3,000,000	



CITY OF BEND

1BCRE

Cooley Road Extension



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1BNCR New Collector Roads

Fund: BURA Juniper Ridge		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2024	Est. End Date: Jun 2027
Cost Estimate Classification: 5			
Description & Background			
Building new roads within the Juniper Ridge Development area to improve connectivity and private development			
Need/Justification			
Juniper Ridge Land Development/Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Slows development in the Juniper Ridge Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 3,000,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Juniper Ridge Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Total Project Cost Estimate:						\$ 3,000,000	

**BURA Murphy Crossing Construction Fund
 Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Classification*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
1BM97 Murphy Rd/US97 Interchange	5	\$ 125,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 150,000
1B97N US97 Frontage Road North	5	-	-	-	750,000	-	750,000
1B97S US97 Frontage Road South	5	-	-	-	750,000	-	750,000
		\$ 125,000	\$ 25,000	\$ -	\$ 1,500,000	\$ -	\$ 1,650,000

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

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

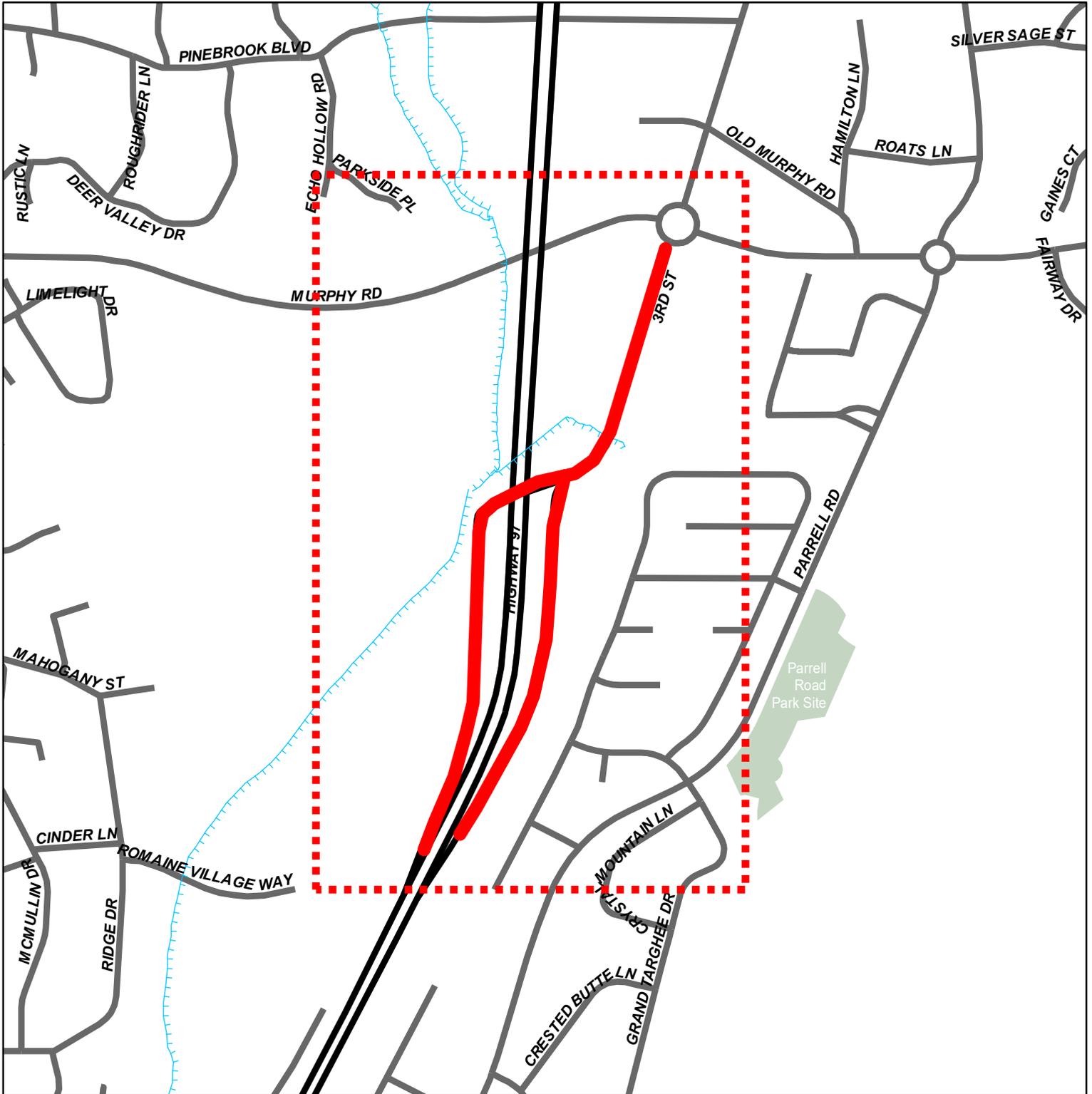


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1BM97 Murphy Rd/US97 Interchange

Fund: BURA Murphy Crossing Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2021	Est. End Date: Jun 2023
Cost Estimate Classification: 5			
Description & Background			
Feasibility study for the US 97 improvements, including a southbound off ramp and a northbound on ramp			
Need/Justification			
Murphy Crossing Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Impacts to 2020 GO Bond Transportation projects in the Urban Renewal Area.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	-	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	150,000	
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Murphy Crossing Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 125,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 150,000



CITY OF BEND

1BM97

Murphy Rd/US97 Interchange



NOT TO SCALE

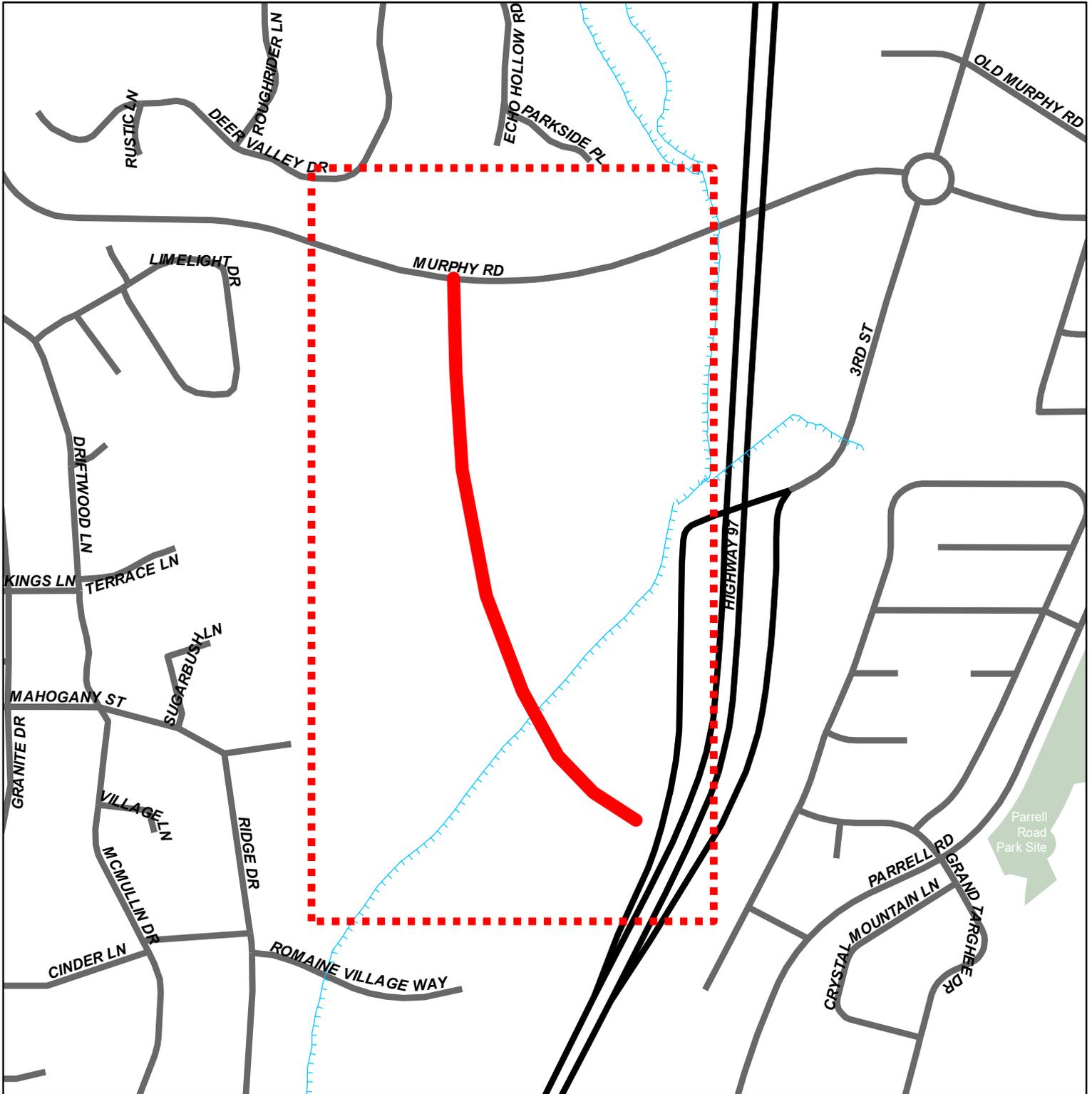


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1B97N US97 Frontage Road North

Fund: BURA Murphy Crossing Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2024	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
Construction of frontage road from Murphy Road north to Pinebrook Road and Badger Road			
Need/Justification			
Murphy Crossing Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Impacts to 2020 GO Bond Transportation projects in the Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 750,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Murphy Crossing Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -
Total Project Cost Estimate:							\$ 750,000



CITY OF BEND

1B97N

1B97N US97 Frontage Road North



NOT TO SCALE

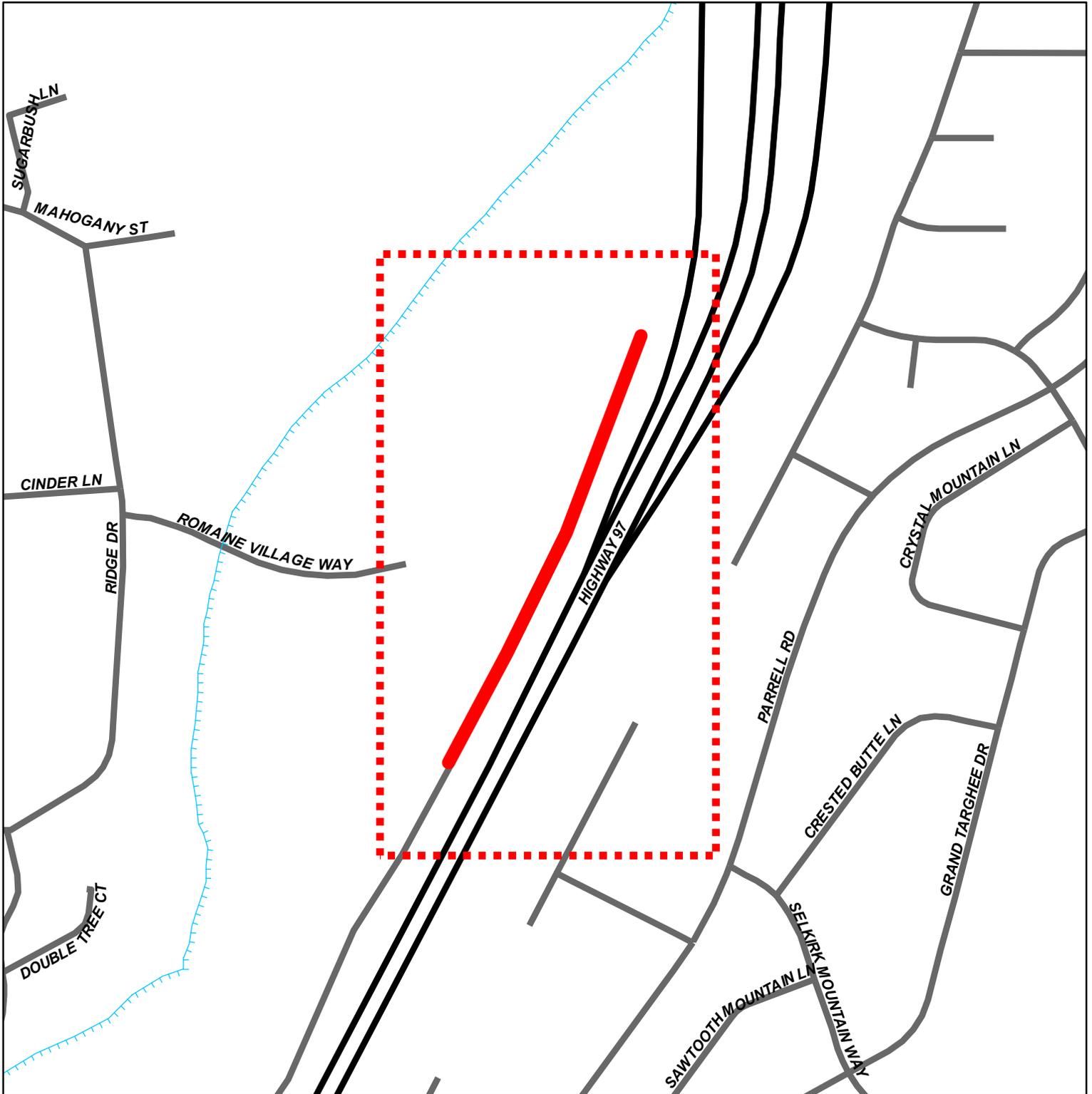


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

1B97S US97 Frontage Road South

Fund: BURA Murphy Crossing Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Matthew Stuart		Est. Start Date: Jul 2024	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
Construction of southbound off-ramp/frontage Road from Murphy/US 97 Interchange south to future roundabout			
Need/Justification			
Murphy Crossing Urban Renewal Plan Project			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Impacts to 2020 GO Bond Transportation projects in the Urban Renewal Area.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 750,000		
Impact on Operating Budget: None			
Method of Financing: 100% Urban Renewal Property Taxes Bend Urban Renewal Agency (BURA) Murphy Crossing Construction			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -
Total Project Cost Estimate:							\$ 750,000



CITY OF BEND

1B97S

1B97S US97 Frontage Road South



NOT TO SCALE

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**Airport Fund
Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Classification*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
AP19A Master Plan Update	N/A	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
AP22A Runway 16-34 & Seal Coat, Guidance Sign LED Upgrade	5	200,000	600,000	1,130,000	-	-	1,930,000
AP22B Air Traffic Control Tower	5	-	-	1,000,000	7,500,000	-	8,500,000
AP23A South Hangar Taxilane Rehab	5	-	-	750,000	-	-	750,000
AP25A Taxiway A & B Seal Coat and Edge Lighting, Beacon	5	-	-	-	-	3,056,000	3,056,000
		\$ 220,000	\$ 600,000	\$ 2,880,000	\$ 7,500,000	\$ 3,056,000	\$ 14,256,000

*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		

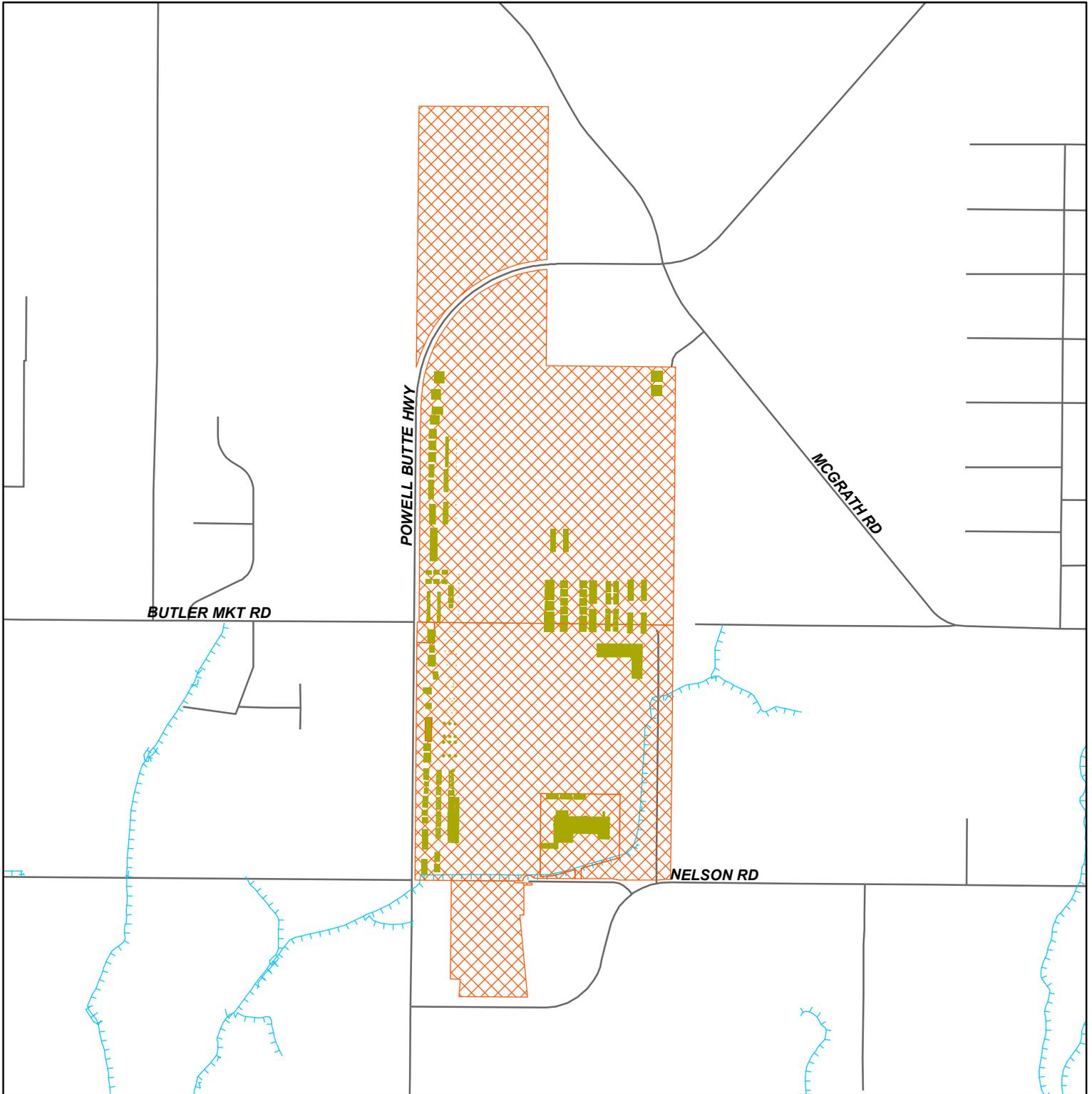


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

AP19A Master Plan Update

Fund: Airport		Project Status: Active	Project Phase: Active
Project Manager: Tracy Williams		Est. Start Date: Jan 2019	Est. End Date: Dec 2021
Cost Estimate Classification: N/A			
Description & Background			
Update to the City’s Airport Master Plan. The Federal Aviation Administration requires all federally funded airports to have up to date Master Plans with an approved Capital Improvement Plan so that FAA funding can be allocated appropriately.			
Need/Justification			
Required by the Federal Aviation Administration. The FAA determined that the Bend Municipal Airport needed to be updated based on the counted operations and the type of aircraft using the airport. The larger aircraft and increase in operations is expected to change the types of capital projects required to ensure safe operations in the future.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Future FFA funding will be at risk.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	-	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	589,300	
Impact on Operating Budget: None			
Method of Financing: 68% Federal Aviation Administration (FAA) Grant 24% Grant Oregon Department of Transportation (ODOT) Grant 8% Airport Funds Match			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ 389,300	\$ 180,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 589,300



CITY OF BEND

AP19A

Master Plan Update



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

AP22A Runway 16-34 & Seal Coat, Guidance Sign LED Upgrade

Fund: Airport	Project Manager: Tracy Williams	Project Status: Pending	Project Phase: Pending
Cost Estimate Classification: 5	Est. Start Date: May 2021	Est. End Date: Jun 2024	

Description & Background

Runway 16-34 seal coat, magnetic variation change to adjust the runway to 17-35 to match the earth's shifting magnetic field and guidance sign replacement.

Need/Justification

Runway 16-34 is in need of an asphalt treatment to extend the useful life of the pavement. The 2017 PCI report shows the PCI values of 84 for the runway. By the plan year of 2022 these values are predicted to have fallen to between 52-79 and will require a slurry seal. As the slurry seal will require a complete remarking of the runway a change will also be made to the runway designator of 16-34 to 17-35 to account of a variation of the North Magnetic Pole (MagVar). Taxiway B and the Taxiway A & B runway connectors (A-1 through A-6 and B-1 through B-6) are in need of an asphalt treatment to extend the useful life of the pavement. The 2017 PCI report shows PCI values of 76-84 for Taxiway B and Taxiway B runway connectors. The PCI report for Taxiway A connectors is 74-91. By the plan year of 2024 these values are expected to have fallen to between 52-79 and will require a slurry seal. To gain the maximum use of grant funds the two projects may be combined to reduce mobilization and setup costs but would be dependent on the availability of grant funding, matching funds and the timing and frequency of closures that impact airport businesses dependent on runway availability.

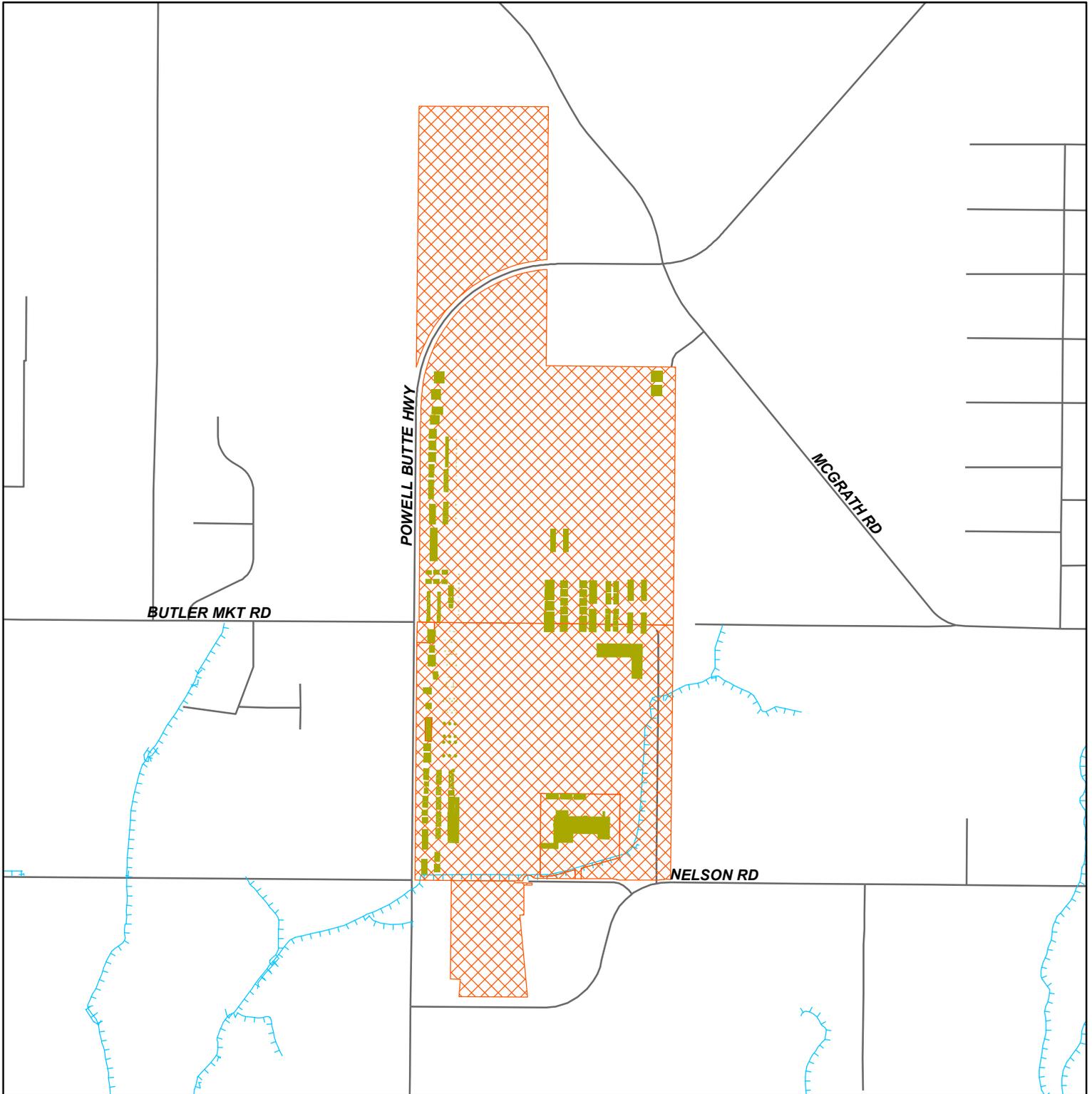
Financial Summary

Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ -	Future FFA funding will be at risk.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
2020 General Obligation Bond	\$ -	
Other (see below)	\$ 2,005,000	
Impact on Operating Budget: None		

Method of Financing: 90% Federal Aviation Administration (FAA) Grant
10% Airport/City Funding

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ 75,000	\$ 200,000	\$ 600,000	\$ 1,130,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 2,005,000



CITY OF BEND

AP22A

Runway 16-34 & Seal Coat, Guidance Sign LED Upgrade



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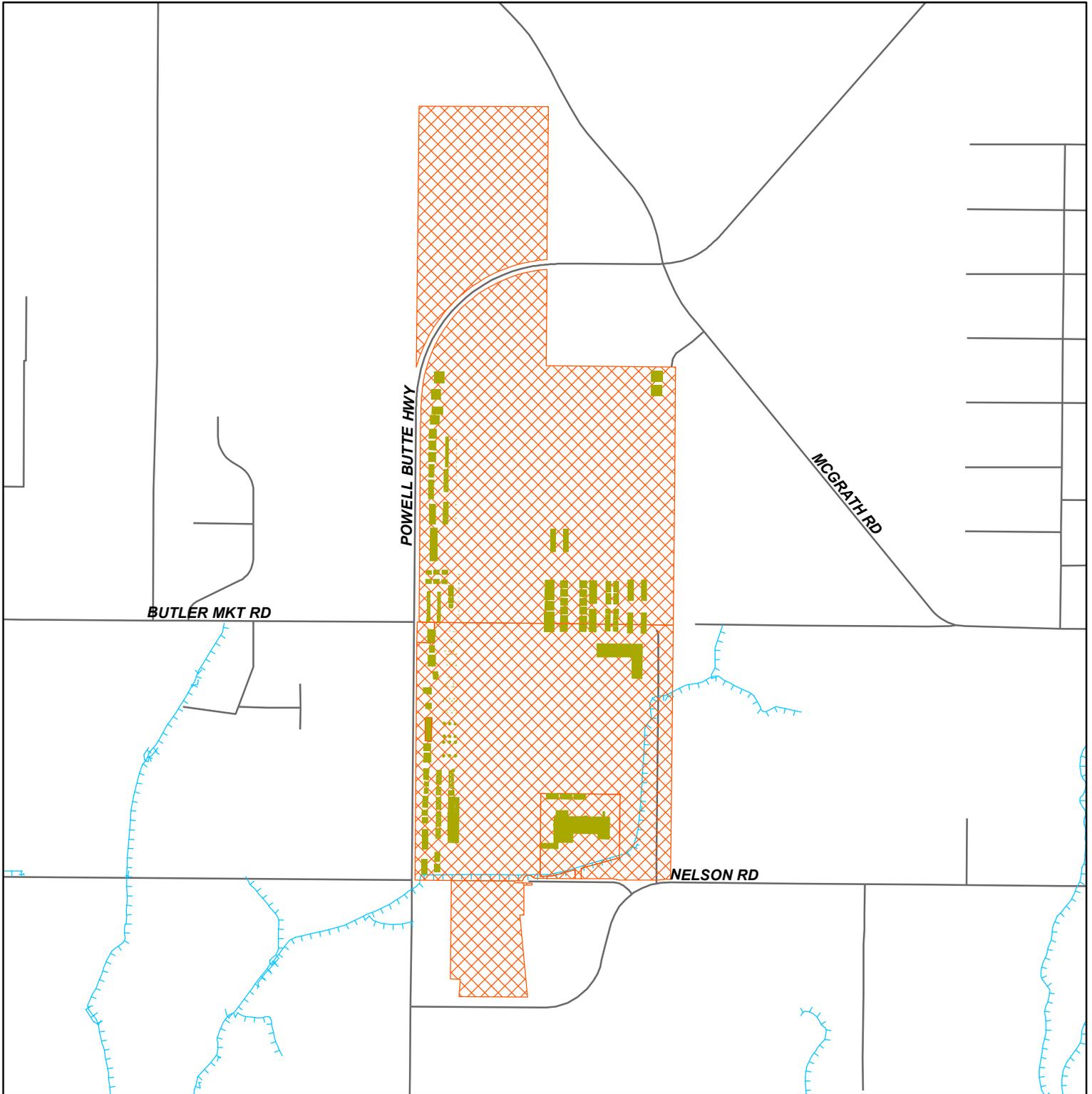


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

AP22B Air Traffic Control Tower

Fund: Airport		Project Status: Pending	Project Phase: Pending
Project Manager: Tracy Williams		Est. Start Date: Jul 2023	Est. End Date: Jun 2025
Cost Estimate Classification: 5			
Description & Background			
Environmental assessment, design and construction of an Air Traffic Control Tower			
Need/Justification			
Improve flight safety and functionality at the Bend Municipal Airport			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	The Bend Municipal Airport will be removed as a candidate for the Federal Contract Tower program for the next five years.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 8,500,000		
Impact on Operating Budget: High			
Method of Financing: 90% Federal Aviation Administration (FAA) Grant 10% Airport/City Funding			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 7,500,000	\$ -	\$ -
Total Project Cost Estimate:						\$ 8,500,000	



CITY OF BEND

AP22B

Air Traffic Control Tower



NOT TO SCALE

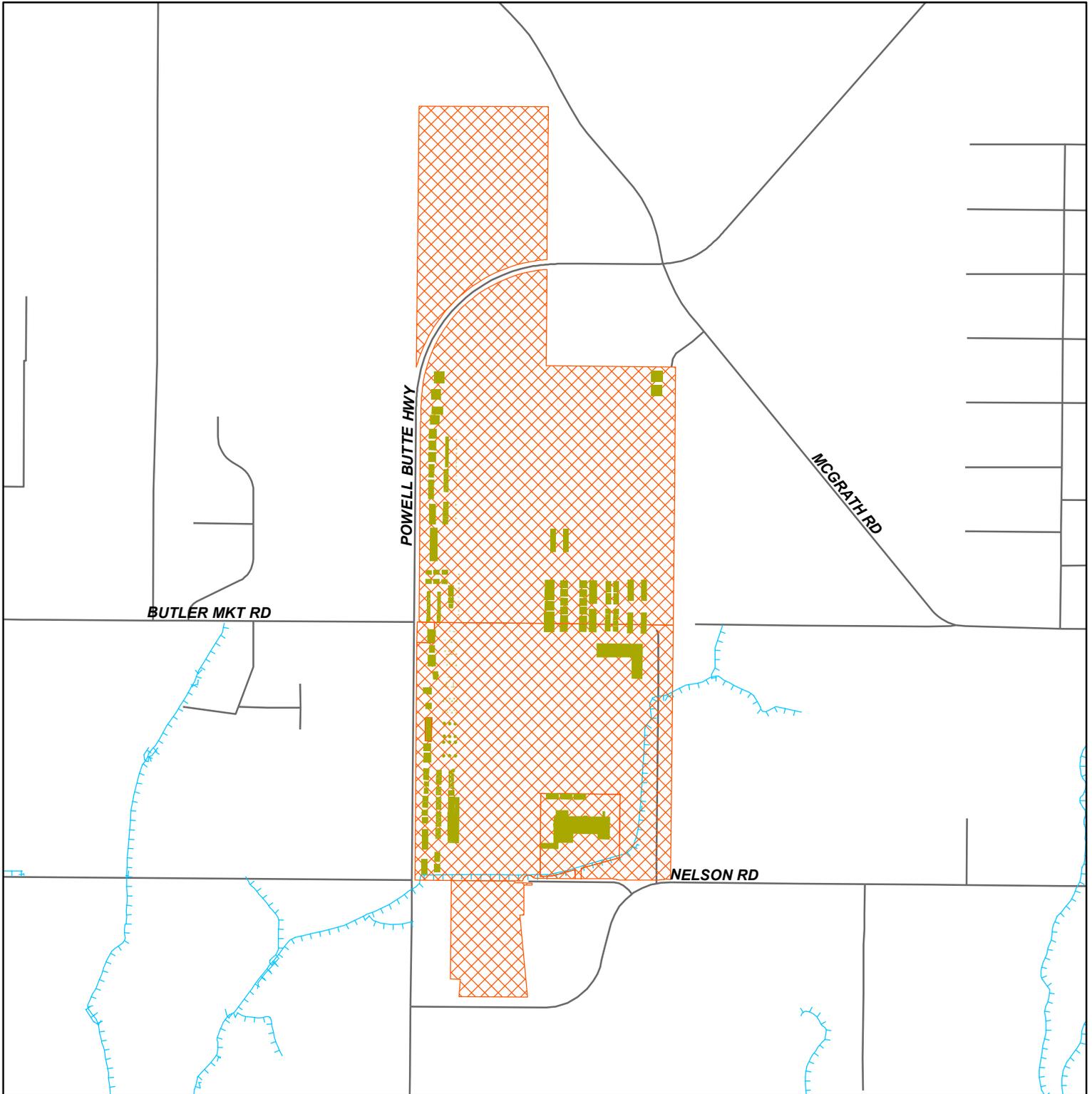


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

AP23A South Hangar Taxilane Rehab

Fund: Airport		Project Status: Pending	Project Phase: Pending
Project Manager: Tracy Williams		Est. Start Date: Jul 2023	Est. End Date: Jun 2024
Cost Estimate Classification: 5			
Description & Background			
Complete reconstruction of taxilane adjacent to South Hangers.			
Need/Justification			
Taxilanes adjacent to the south hangars have deteriorated to gravel in some places. Overall the area PCI is less than 10. This is a project identified on the 2013 Airport Master Plan and has not qualified for FAA funding. Due to repeated requests from south hangar tenants, we are programming this into the Airport CIP.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Future FFA funding will be at risk.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	-	
Stormwater	\$	-	
2020 General Obligation Bond	\$	-	
Other (see below)	\$	750,000	
Impact on Operating Budget: None			
Method of Financing: 100% Airport Funding			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$ 750,000



CITY OF BEND

AP23A

South Hangar Taxilane Rehab



NOT TO SCALE

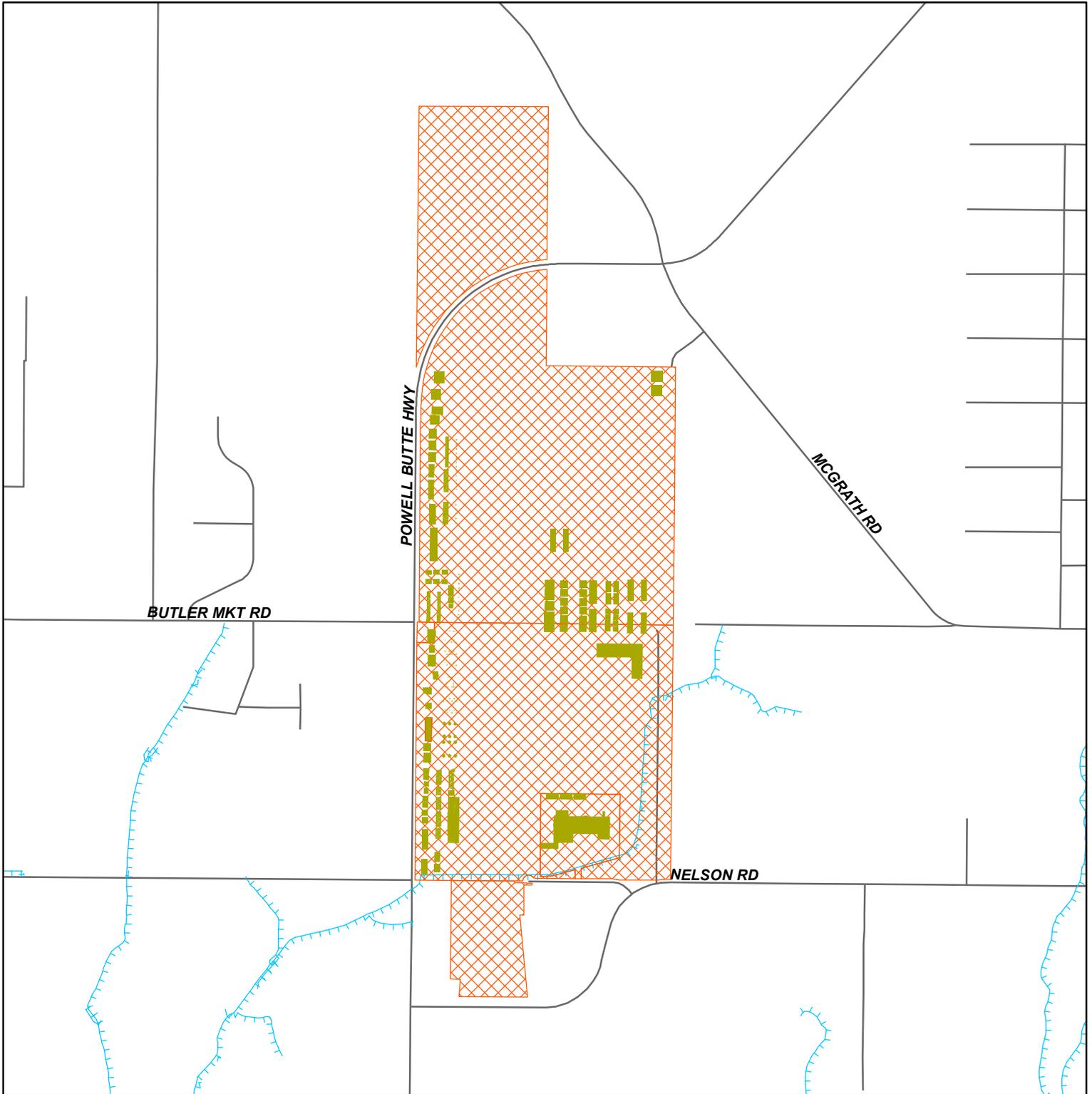


Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

AP25A Taxiway A & B Seal Coat and Edge Lighting, Beacon

Fund: Airport		Project Status: Pending	Project Phase: Pending
Project Manager: Tracy Williams		Est. Start Date: Jul 2025	Est. End Date: Jun 2026
Cost Estimate Classification: 5			
Description & Background			
Rehabilitate Parallel Taxiway, replace Beacon and install Medium Intensity Taxiway Lighting (MITL)			
Need/Justification			
Maintain safe conditions at the Bend Municipal Airport			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Future FFA funding will be at risk.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
2020 General Obligation Bond	\$ -		
Other (see below)	\$ 3,056,000		
Impact on Operating Budget: None			
Method of Financing: 90% Federal Aviation Administration (FAA) Grant 10% Airport/City Funding			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,056,000	\$ -
Total Project Cost Estimate:						\$ 3,056,000	



CITY OF BEND

AP25A

Taxiway A & B Seal Coat and Edge Lighting, Beacon



NOT TO SCALE

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**Facilities Management
Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Class*	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
Juniper Ridge Corporate Yard Roadway Construction	5	\$ 100,000	\$ 1,500,000	\$ 5,000,000	\$ 5,000,000	\$ 4,959,000	\$ 16,559,000
Juniper Ridge Corporate Yard Vehicle Storage/Shop Bldg	5	-	-	1,500,000	3,000,000	3,000,000	7,500,000
Juniper Ridge Corporate Yard Fuel Island	5	-	-	100,000	643,500	643,500	1,387,000
Juniper Ridge Corporate Yard Fleet Building	5	-	-	-	-	100,000	100,000
		\$ 100,000	\$ 1,500,000	\$ 6,600,000	\$ 8,643,500	\$ 8,702,500	\$ 25,546,000

*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		



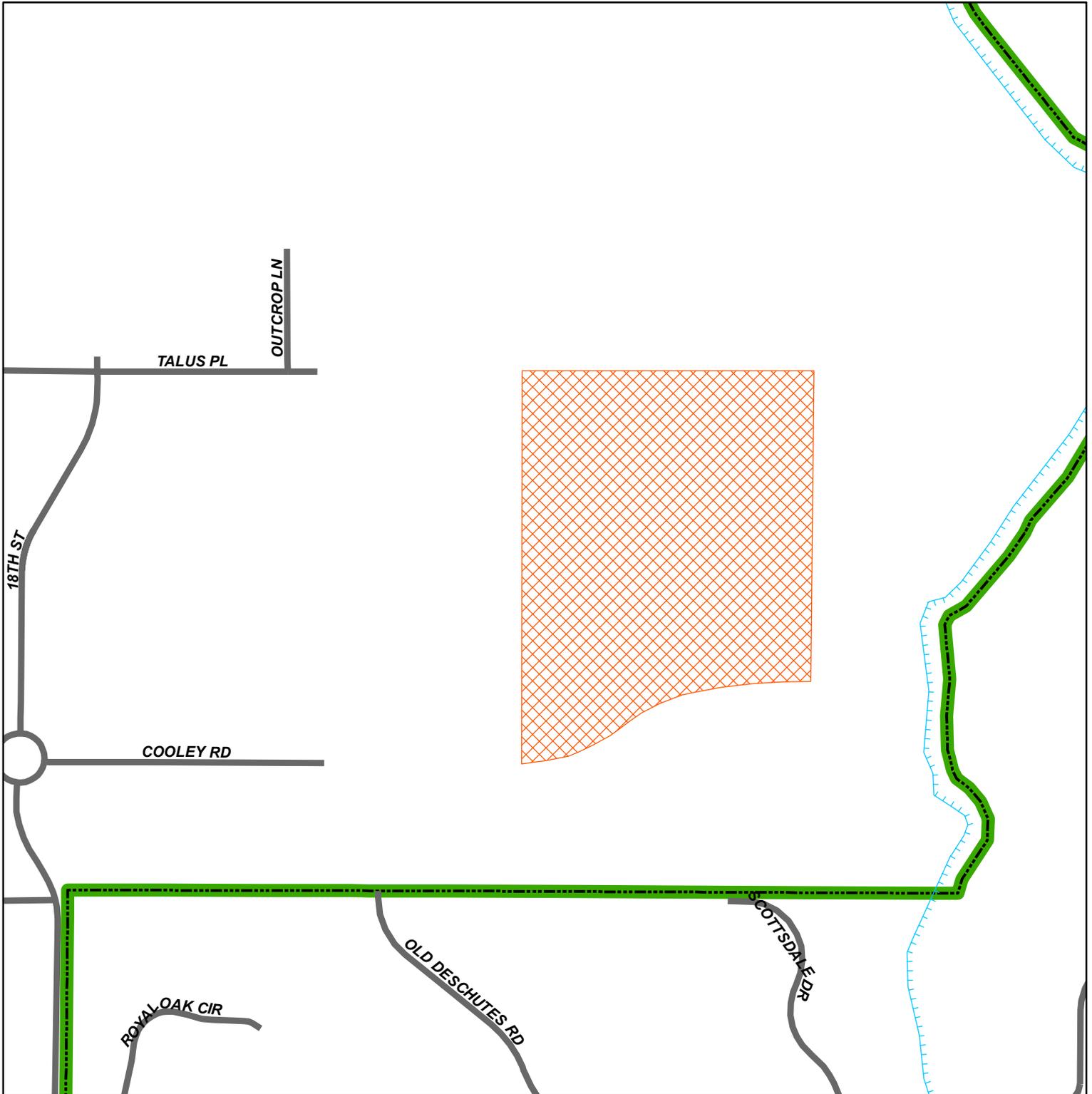
Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

FA21BX Juniper Ridge Corporate Yard Roadway Construction

Fund: Facilities Management		Project Status: In process	Project Phase: Planning
Project Manager: Jo Wells		Est. Start Date: 2022	Est. End Date: 2026
Cost Estimate Classification: 5			
Description & Background			
This portion of the Juniper Ridge Public Works campus includes the off-site ROW work related to the site and general site work for the 26.5-acre site recently allocated for this campus. These costs exclude the roadway and utility extensions to service the site, which the City will be responsible for, but is outside the current scope of work for the campus itself.			
Need/Justification			
This project consists of 2 of 9 programmed elements in the City of Bend Public Works Master Planning Report aimed to leverage existing assets to gain operational and organizational efficiencies.			
Project related to: City of Bend Public Works Master Planning Report dated October 31 st , 2018.			
Financial Summary			
Total Project Spending by Fund			Consequence of Delaying or Eliminating
Accessibility Construction	\$	-	Increased operational inefficiencies at both Pilot Butte and Boyd Acres campuses as departments continue to outgrow existing sites and the pending sale of the Boyd Acres site requiring exiting from that site.
Transportation Construction	\$	-	
Water	\$	-	
Water Reclamation	\$	-	
Stormwater	\$	-	
General Obligation Bond	\$	-	
Other (see below)	\$	33,320,000	
Impact on Operating Budget: Minimal			
Method of Financing: Projects will be funded by issuance of long-term debt. Annual debt service payments will be made by operating departments at each site.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 408,700	\$ 2,461,700	\$ 13,546,700	\$ 7,656,000	\$ 9,246,900	\$ -
Total Project Cost Estimate:						\$ 33,320,000*	

* Project costs reflect current estimates, and may vary from the 5-year CIP included in the budget and adopted by City Council in June 2021. A future budget adjustment and updated CIP will be presented to City Council in the biennium.



CITY OF BEND

Juniper Ridge Corporate Yard

Roadway Construction



NOT TO SCALE



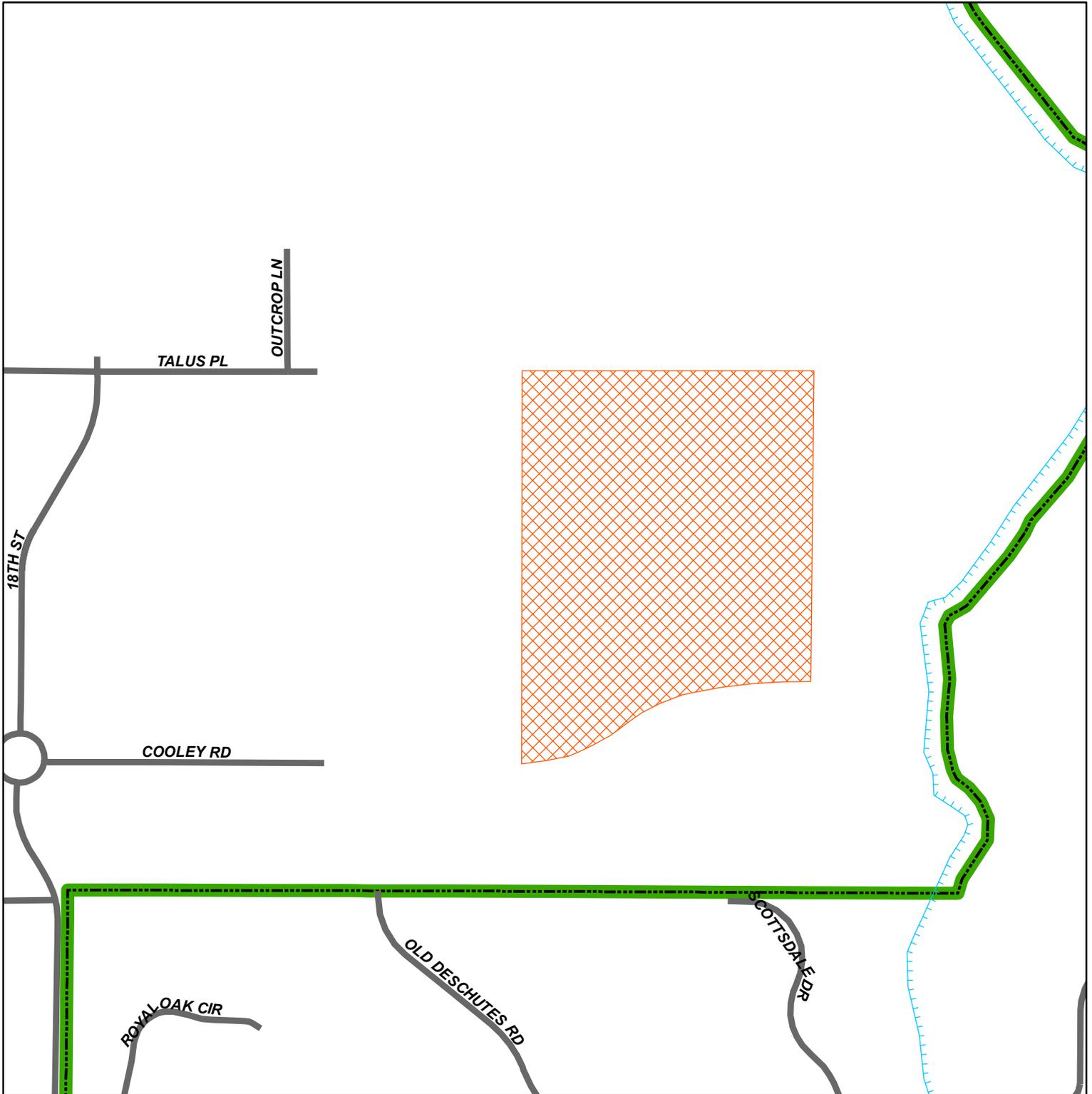
Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

FA22AX Juniper Ridge Corporate Yard Vehicle Storage/Shop Bldg

Fund: Facilities Management		Project Status: In process	Project Phase: Planning
Project Manager: Jo Wells		Est. Start Date: 2022	Est. End Date: 2026
Cost Estimate Classification: 5			
Description & Background			
This project includes the design and construction of covered as well as heated vehicle parking structures, material bins, and a decant facility as well as a shop building to provide crew areas for identified departments.			
Need/Justification			
This project consists of 2 of 9 programmed elements in the City of Bend Public Works Master Planning Report aimed to leverage existing assets to gain operational and organizational efficiencies.			
Project related to: City of Bend Public Works Master Planning Report dated October 31 st , 2018.			
Financial Summary			
Total Project Spending by Fund		Consequence of Delaying or Eliminating	
Accessibility Construction	\$ -	Increased operational inefficiencies at both Pilot Butte and Boyd Acres campuses as departments continue to outgrow existing sites and the pending sale of the Boyd Acres site requiring exiting from that site.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ 27,361,800		
Impact on Operating Budget: Minimal			
Method of Financing: Projects will be funded by issuance of long-term debt. Annual debt service payments will be made by operating departments at each site.			

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 335,500	\$ 2,021,500	\$ 4,647,500	\$ 11,473,300	\$ 8,884,000	\$ -
Total Project Cost Estimate:						\$ 27,361,800*	

* Project costs reflect current estimates, and may vary from the 5-year CIP included in the budget and adopted by City Council in June 2021. A future budget adjustment and updated CIP will be presented to City Council in the biennium.



CITY OF BEND

Juniper Ridge Corporate Yard

Vehicle Storage/Shop Bldg



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

FA23AX Juniper Ridge Corporate Yard Fuel Island

Fund: Facilities Management		
Project Manager: Jo Wells	Project Status: In process	Project Phase: Planning
Cost Estimate Classification: 5	Est. Start Date: 2022	Est. End Date: 2026

Description & Background

This project consists of design and construction of a fuel island and ancillary equipment.

Need/Justification

This project consists of 1 of 9 programmed elements in the City of Bend Public Works Master Planning Report aimed to leverage existing assets to gain operational and organizational efficiencies.

Project related to: City of Bend Public Works Master Planning Report dated October 31st, 2018.

Financial Summary

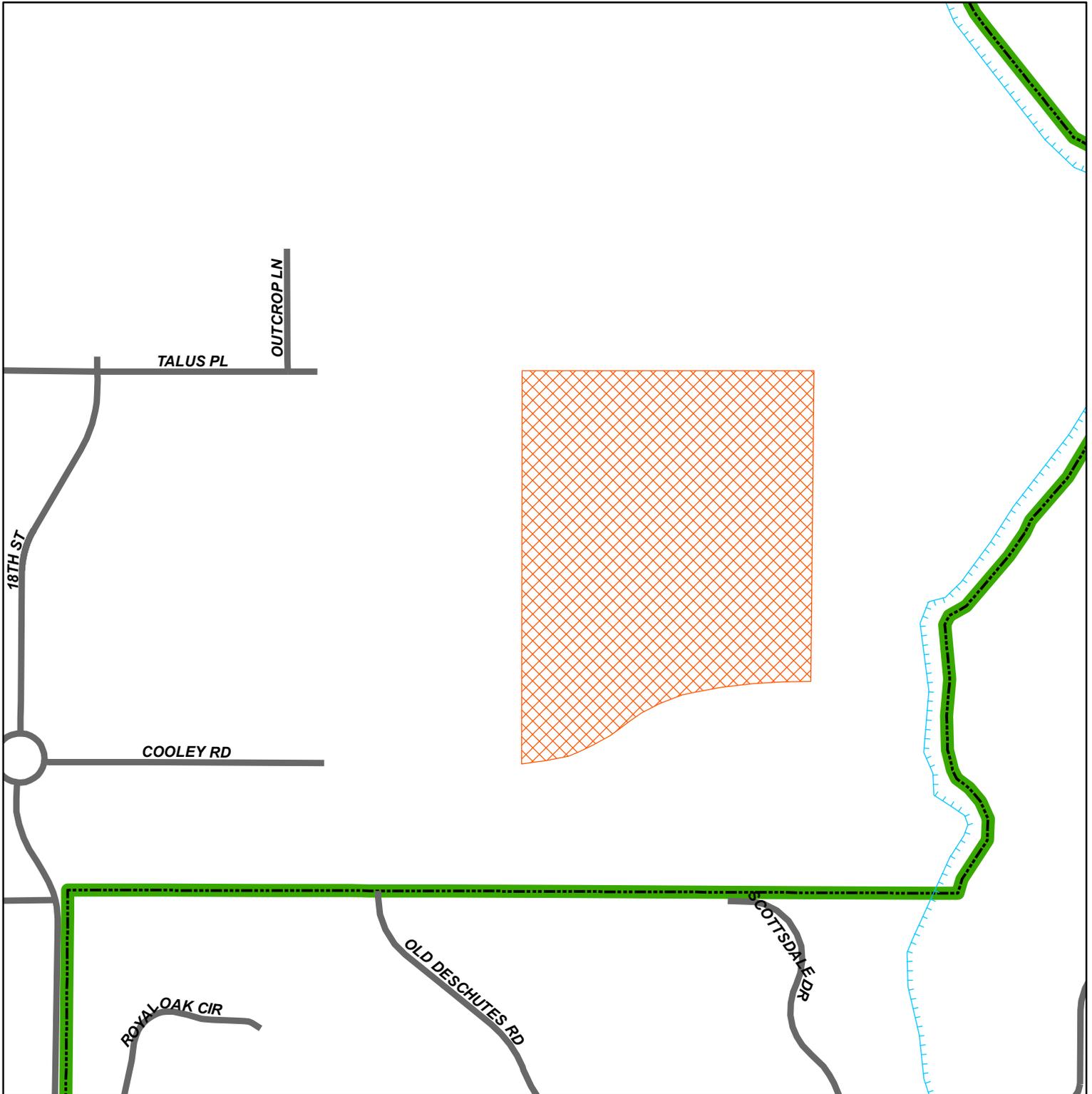
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 2,366,400	
Impact on Operating Budget: Minimal		

Method of Financing: Projects will be funded by issuance of long-term debt. Annual debt service payments will be made by operating departments at each site.

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 29,000	\$ 174,800	\$ 402,000	\$ 992,300	\$ 768,300	\$ -
Total Project Cost Estimate:						\$ 2,366,400*	

* Project costs reflect current estimates, and may vary from the 5-year CIP included in the budget and adopted by City Council in June 2021. A future budget adjustment and updated CIP will be presented to City Council in the biennium.



CITY OF BEND

Juniper Ridge Corporate Yard

Fuel Island



NOT TO SCALE



Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

FA24AX Juniper Ridge Corporate Yard Fleet Building

Fund: Facilities Management		
Project Manager: Jo Wells	Project Status: In process	Project Phase: Planning
Cost Estimate Classification: 5	Est. Start Date: 2022	Est. End Date: 2026

Description & Background

This project consists of design and construction of a fleet maintenance building and truck wash facility.

Need/Justification

This project consists of 1 of 9 programmed elements in the City of Bend Public Works Master Planning Report aimed to leverage existing assets to gain operational and organizational efficiencies.

Project related to: City of Bend Public Works Master Planning Report dated October 31st, 2018.

Financial Summary

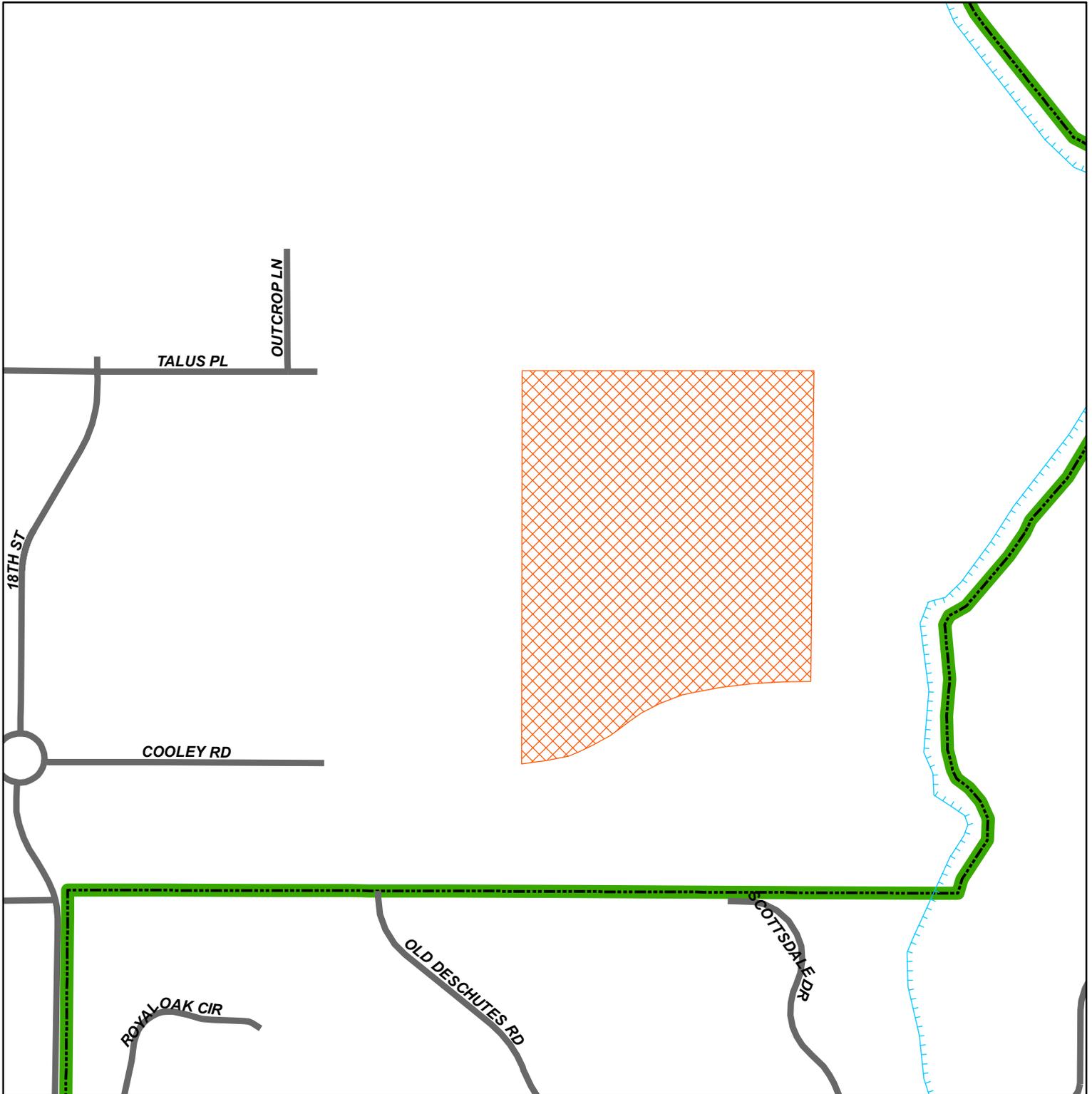
Total Project Spending by Fund		Consequence of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 16,029,400	
Impact on Operating Budget: Minimal		

Method of Financing: Projects will be funded by issuance of long-term debt. Annual debt service payments will be made by operating departments at each site.

Project Lifecycle Spending Projection

PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 196,600	\$ 1,184,200	\$ 2,722,700	\$ 6,721,400	\$ 5,204,500	\$ -
Total Project Cost Estimate:						\$ 16,029,400*	

* Project costs reflect current estimates, and may vary from the 5-year CIP included in the budget and adopted by City Council in June 2021. A future budget adjustment and updated CIP will be presented to City Council in the biennium.



CITY OF BEND

Juniper Ridge Corporate Yard

Fleet Building



NOT TO SCALE



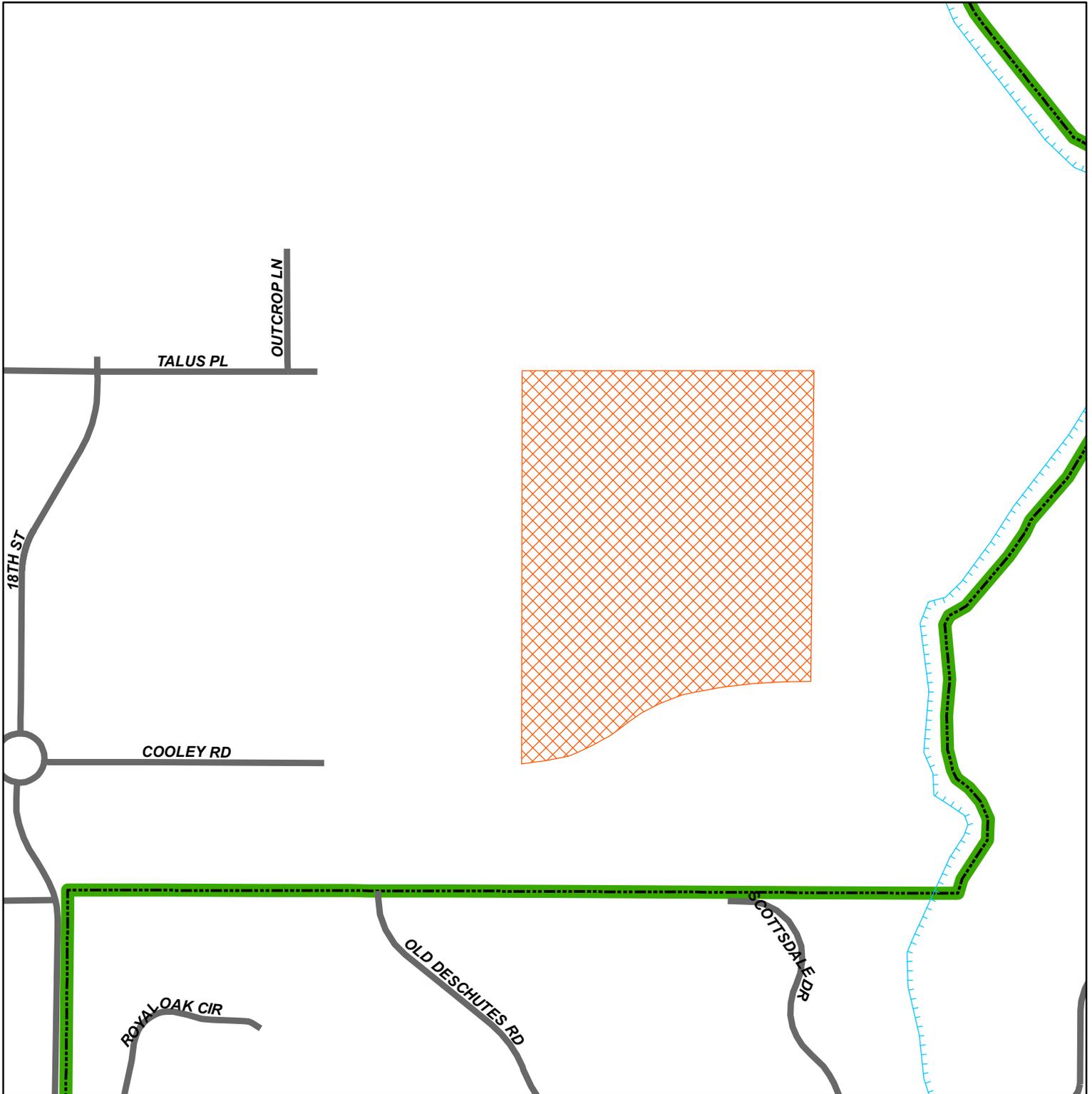
Engineering & Infrastructure Planning Department
Capital Improvement Program Project Summary
2022 – 2026 CIP | 2021 – 2023 Biennial Budget

FA25AX Juniper Ridge Public Works Administration, Lab, & Warehouse

Fund: Facilities Management		Project Manager: Jo Wells	Project Status: In process	Project Phase: Planning
Cost Estimate Classification: 5		Est. Start Date: 2022	Est. End Date: 2026	
Description & Background				
This project includes the remaining functions required to complete the Public Works Campus including the Public Works Administration, Lab, and Warehouse facilities.				
Need/Justification				
This project consists of 3 of 9 programmed elements in the City of Bend Public Works Master Planning Report aimed to leverage existing assets to gain operational and organizational efficiencies.				
Project related to: City of Bend Public Works Master Planning Report dated October 31 st , 2018.				
Financial Summary				
Total Project Spending by Fund			Consequence of Delaying or Eliminating	
Accessibility Construction	\$	-	Increased operational inefficiencies at both Pilot Butte and Boyd Acres campuses as departments continue to outgrow existing sites and the pending sale of the Boyd Acres site requiring exiting from that site.	
Transportation Construction	\$	-		
Water	\$	-		
Water Reclamation	\$	-		
Stormwater	\$	-		
General Obligation Bond	\$	-		
Other (see below)	\$	48,804,000		
Impact on Operating Budget: Minimal				
Method of Financing: Projects will be funded by issuance of long-term debt. Annual debt service payments will be made by operating departments at each site.				

Project Lifecycle Spending Projection							
PRIOR	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FUTURE
\$ -	\$ -	\$ 598,400	\$ 3,605,600	\$ 8,289,600	\$ 20,464,400	\$ 15,846,000	\$ -
Total Project Cost Estimate:						\$ 48,804,000*	

* Project costs reflect current estimates, and may vary from the 5-year CIP included in the budget and adopted by City Council in June 2021. A future budget adjustment and updated CIP will be presented to City Council in the biennium.



CITY OF BEND

Juniper Ridge Public Works Campus



NOT TO SCALE

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