



CITY OF BEND, OREGON

2025-2027 ADOPTED BIENNIAL BUDGET
For Budget Period July 1, 2025 – June 30, 2027



(This page intentionally left blank)



City of Bend and Bend Urban Renewal Agency (BURA)

2025-2027 Adopted Biennial Budget

Budget Committee

Kat Mastrangelo, Chair
Jerry Slominski, Vice Chair
Emilie Cortes, Community Member
Robert Savage, Community Member
Trever Campbell, Community Member
Babak Azad, Community Member
Charles Peters, Community Member

Melanie Kebler, Mayor
Megan Perkins, Mayor Pro Tem
Megan Norris, Councilor
Gina Franzosa, Councilor
Ariel Méndez, Councilor
Steve Platt, Councilor
Mike Riley, Councilor

(This page intentionally left blank)

Table of Contents

GFOA DISTINGUISHED BUDGET PRESENTATION AWARD.....	<u>9</u>
READER’S GUIDE	<u>11</u>
CITY OF BEND ORGANIZATIONAL CHART	<u>13</u>
CITY MANAGER’S BUDGET MESSAGE.....	<u>15</u>

Introductory Section

The City of Bend, Oregon	<u>21</u>
Statistical Information:	
<i>2024 Demographic Highlights</i>	<u>26</u>
<i>Housing Comparisons and Population Trends</i>	<u>27</u>
City Government.....	<u>28</u>
The Budget Process	<u>30</u>
2025-2027 Budget Development Calendar.....	<u>34</u>
Fiscal Year 2024-25 Fiscal Policies	<u>35</u>
Fund Accounting.....	<u>53</u>
2025-2027 Council Goal Setting and Framework	<u>63</u>
Performance Metrics.....	<u>69</u>

Financial Section

2025-2027 Proposed Biennial Budget Summary by Service Area.....	<u>73</u>
Combined Summary of Financial Sources and Uses.....	<u>75</u>
Resource and Requirement Summaries	<u>76</u>
Fund Balance Summary Years 2021-2027:	
<i>All Funds</i>	<u>77</u>
<i>Summary of Governmental Funds</i>	<u>78</u>
<i>Summary of Proprietary Funds</i>	<u>79</u>
Fund Balance Detail Years 2021-2027:	
<i>By Governmental Fund Type</i>	<u>80</u>
<i>By Proprietary Fund Type</i>	<u>85</u>
<i>Analysis of Changes in Fund Balance > 10% for Governmental Funds</i>	<u>87</u>
<i>Analysis of Changes in Fund Balance > 10% for Proprietary Funds</i>	<u>92</u>
Analysis of Revenue Sources:	
<i>Revenue Highlights</i>	<u>93</u>
<i>General Fund Property Taxes</i>	<u>98</u>
<i>Room Taxes</i>	<u>99</u>
<i>Franchise Fees</i>	<u>100</u>
<i>State Allocated Revenues</i>	<u>101</u>
<i>System Development Charges</i>	<u>102</u>

<i>Development Fees and Permits</i>	<u>103</u>
<i>Water Services Rate Revenues</i>	<u>104</u>
<i>General Fund Fines and Forfeitures</i>	<u>105</u>
<i>Transportation Fee</i>	<u>106</u>
Debt Overview and Analysis.....	<u>107</u>
Projected Statement of Indebtedness.....	<u>113</u>
Schedule of Future Debt Services as of June 30, 2025.....	<u>117</u>

Adopted Budgets

General Fund

<i>Service Area Structure</i>	<u>121</u>
<i>General Fund Budget Summary</i>	<u>123</u>
<i>General Fund Subsidies, Loans & Transfers Summary</i>	<u>125</u>
<i>General Fund Community Projects</i>	<u>127</u>
<i>General Fund Revenue Stabilization Fund</i>	<u>133</u>

Public Safety Service Area

<i>Service Area Structure</i>	<u>135</u>
<i>Police</i>	<u>137</u>
<i>Police Reserve</i>	<u>143</u>
<i>Fire/EMS</i>	<u>145</u>
<i>Fire Station Debt Service</i>	<u>151</u>
<i>Municipal Court</i>	<u>153</u>
<i>Helen Lorenz Estate</i>	<u>155</u>

Infrastructure Service Area

<i>Service Area Structure</i>	<u>157</u>
<i>Utility Department – One Water overview</i>	<u>159</u>
<i>Water</i>	<u>163</u>
<i>Water Reclamation</i>	<u>169</u>
<i>Stormwater</i>	<u>175</u>
<i>Water Quality Laboratory</i>	<u>181</u>
<i>Engineering</i>	<u>185</u>
<i>Streets & Operations</i>	<u>189</u>
<i>Transportation Construction</i>	<u>195</u>
<i>2011 General Obligation Bond</i>	<u>199</u>
<i>2020 General Obligation Bond</i>	<u>201</u>
<i>Accessibility Construction</i>	<u>207</u>
<i>Parking Services</i>	<u>211</u>
<i>Cemetery</i>	<u>215</u>
<i>Cemetery Permanent Maintenance</i>	<u>219</u>
<i>Airport</i>	<u>221</u>

<i>System Development Charges (SDC's)</i>	<u>227</u>
<i>Local Improvement District</i>	<u>229</u>
<i>Public Works Administration</i>	<u>231</u>
<i>Public Works Warehouse</i>	<u>233</u>

Community & Economic Development Service Area

<i>Service Area Structure</i>	<u>235</u>
<i>Community Development Department (CDD) Administration</i>	<u>237</u>
<i>Building</i>	<u>241</u>
<i>Planning</i>	<u>245</u>
<i>Private Development Engineering</i>	<u>249</u>
<i>Code Enforcement</i>	<u>253</u>
<i>Growth Management</i>	<u>255</u>
<i>Community Development Block Grant (CDBG)</i>	<u>259</u>
<i>Affordable Housing</i>	<u>263</u>
<i>Commercial and Industrial Construction Tax</i>	<u>265</u>
<i>Houseless</i>	<u>269</u>
<i>PRO Housing Grant Fund</i>	<u>275</u>
<i>Business Advocacy</i>	<u>277</u>
<i>Tourism</i>	<u>281</u>
<i>Economic Improvement District</i>	<u>283</u>
<i>Juniper Ridge City Owned Land</i>	<u>285</u>
<i>Bend Urban Renewal Area (BURA) Juniper Ridge</i>	<u>289</u>
<i>Bend Urban Renewal Area (BURA) Murphy Crossing</i>	<u>295</u>
<i>Bend Urban Renewal Area (BURA) Core Area</i>	<u>299</u>
<i>American Rescue Plan Act (ARPA)</i>	<u>305</u>

Administration & Central Services Service Area

<i>Service Area Structure</i>	<u>309</u>
<i>Administrative & Financial Services</i>	<u>311</u>
<i>Accessibility & Equity</i>	<u>339</u>
<i>Sustainability</i>	<u>343</u>
<i>Information Technology</i>	<u>347</u>
<i>Risk & Emergency Management</i>	<u>353</u>
<i>Facilities Management</i>	<u>357</u>
<i>Fleet Management</i>	<u>361</u>
<i>PERS Debt Service</i>	<u>365</u>
<i>Other Post-employment Benefits (OPEB) Fund</i>	<u>367</u>

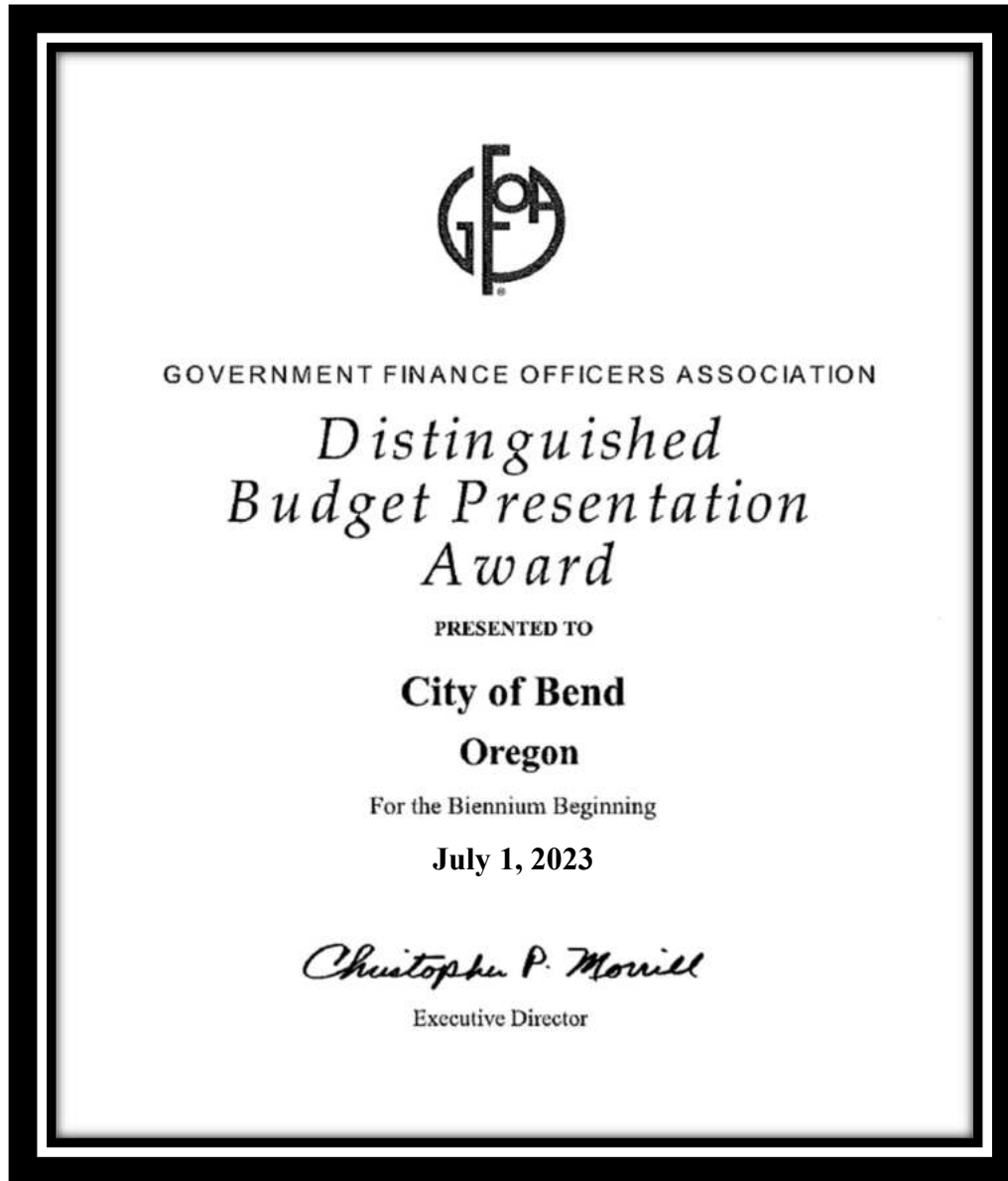
Supplemental Information

<i>Capital Improvement Program Overview</i>	<u>371</u>
<i>Summary of Infrastructure Capital Projects</i>	<u>376</u>

Detail of Capital Projects.....	<u>380</u>
Acronyms.....	<u>547</u>
Glossary.....	<u>551</u>
Staffing Schedule by Service Area.....	<u>561</u>
Descriptions of New Full-Time Equivalents.....	<u>562</u>
Resolutions and Tax Certifications:	
<i>City of Bend Resolution No. 3436 to Adopt 2025-2027 Biennial Budget.....</i>	<u>565</u>
<i>City of Bend Resolution No. 3439 to Levy Taxes for 2024-25</i>	<u>572</u>
<i>City of Bend Required Public Notices and Tax Certifications.....</i>	<u>574</u>
<i>BURA Resolution No. 165 to Adopt 2025-2027 Biennial Budget.....</i>	<u>577</u>
<i>BURA Resolution No. 167 to Levy Taxes for 2025-26.....</i>	<u>579</u>
<i>BURA Required Public Notices and Tax Certifications</i>	<u>580</u>

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

GFOA Distinguished Budget Presentation Award



The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the City of Bend, Oregon for its biennial budget for the biennium beginning July 1, 2023. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

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

(This page intentionally left blank)

Reader's Guide

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

1. **A Policy Document:** The City's biennial budget addresses two primary kinds of policies: policies that are under development (usually stated as goals to be accomplished) that may change how the City operates in the future, and policies that are already in place. The City Manager's Budget Message, found at the beginning of the document, provides the background, sets the stage for the specific work plan that will be accomplished during the coming budget period, and identifies the policy issues that are important in the community as identified by the City Council through their goal setting process. Each budget narrative will discuss how the 2025-2027 budget reflects implementation of Council's goals and policy direction set forth by the City Council.

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

- a. **The Budget by Service Area:** The budget document is organized into 5 Service Areas: General Fund, Public Safety, Infrastructure, Community & Economic Development, and Administration & Central Services. A financial summary by service area can be found at the beginning of the Financial Section. This document provides a brief summary of the more detailed financial data found later in the budget document. The beginning of each Proposed Budget section also indicates the funds included in each service area.
- b. **The Budget by Fund:** Summaries of the City's proposed budget by fund can be found in the Proposed Budgets section. Like other government entities, the City uses a fund structure as the primary method of accounting for financial operations. A fund can be thought of as a "business", with all revenues in the fund specifically associated with the expenditures in the fund. In most cases, there is a legal restriction on the use of the revenue in a fund. The General Fund is used as a "catch-all" fund, and is specifically defined as the fund used to account for the discretionary/non-restricted revenues of the City.

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

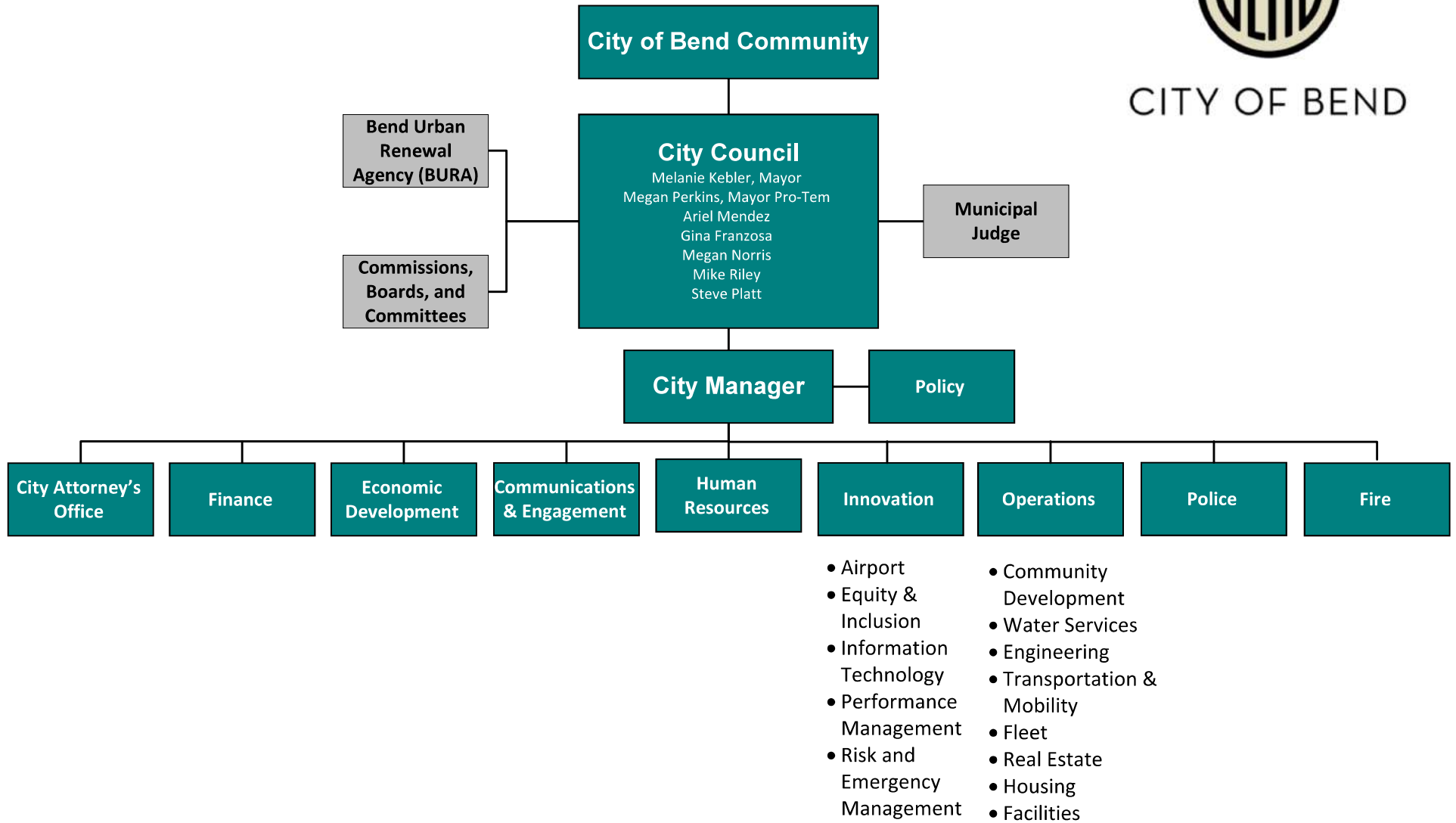
3. **An Operations Guide:** The City's operations are defined through the budget document in each program's narrative discussions. At the beginning of every service area section is a page showing the organizational structure within that service area. After every budget presentation by fund is a narrative for that program detailing major accomplishments for the prior biennial period, key objectives, goals and any significant changes for the upcoming biennial period. The Budget Message also ties operational services and initiatives back to community member needs and Council goals. The budget document as a whole is used by staff operationally as both a guide for the work plan to be accomplished and as a reference tool, serving as a comprehensive source of historical information and projections based on current assumptions.

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

City of Bend Organizational Chart



CITY OF BEND



(This page intentionally left blank)

2025-2027 Proposed Biennial Budget City Manager's Budget Message May 7, 2025

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

It is my honor to present the Proposed 2025-2027 Biennial Budget (FY 25-27). This budget reflects the City's commitment to innovation in times of uncertainty, maintaining key service levels, achieving City Council goals, and investing in the community of Bend within the City Council's guiding principles of Safety and Belonging, Inclusive Governance, Environment and Climate, Fiscal Stewardship, and Partnership.

Budget Summary and Looking Forward

The 2025-2027 budget reflects a total financial plan of \$1.48 billion, a 9% increase from the current biennium. Bend's growth brings exciting opportunities for innovation and progress. However, the current national, political, and economic climate presents unique challenges for developing this biennium's budget. The biggest hurdle is creating sustainable funding models and balancing increasing operating expenses with revenues. This proposed budget reflects the City Council's goals and priorities for the 2025-2027 biennium alongside providing core services with a focus on innovative solutions and cost-saving measures.

Uncertainties and Risk

The current economic climate is fraught with volatility and uncertainty at both state and federal levels, which poses significant risks. The City of Bend is ready to implement contingency plans if needed. Thanks to robust financial policies, ongoing financial modeling, and contingency planning, the City is well-positioned to adapt. Strategic revenue adjustments, conservative spending, debt management, and a strong focus on contingency and reserve balances have prepared the City to effectively navigate these uncertain times.

Financial Overview

The City of Bend continues to grow, albeit at a slower pace than in previous years. This slower growth impacts the revenue available to maintain or expand programs. Coupled with rising expenses, this creates a structural imbalance in the budget that requires close monitoring.

As structural gaps between revenue and expenses emerged last fiscal year, the City has been innovative in maximizing resource use. Continuous improvement projects over the last biennium have saved thousands of staff hours, streamlined processes for the community, and evaluated fee structures to ensure increases are minimal and targeted towards maintaining service levels. This proposed budget seeks innovative ways to deliver programs and achieve Council goals. Revenue and expense pressures will challenge the City through this biennium and beyond. Annual operating revenues are projected to increase by 12% (\$63 million), while expenses are forecast to rise by 19% (\$181 million), creating a \$118 million gap. Reserves and one-time revenues, such as grants and asset sales, will close most of this gap. However, relying on these funds is not sustainable long-term. The City has taken steps to limit expenditure increases while drawing down reserves and contingency levels where feasible and in compliance with City financial policies.

Revenue Highlights

The \$1.48 billion biennial budget includes \$591 million in operating revenues, interfund transfers, and one-time funding from debt proceeds, land sales, grants, and reserves. Of the operating revenues, \$162.5 million (27%) is discretionary revenue in the General Fund, where City Council has the maximum amount of discretion in allocating these resources during budget development. The remaining 73% of revenue is restricted, allocated to enterprise funds like development services, capital projects, water utilities, airport, and parking, and have restrictions in how they are used.

Revenue Assumptions and Key Highlights:

- **Property Taxes:** Expected to increase by 4.5% annually, they fund police, fire, and street services. This increase represents a lower than historical average growth in tax assessed value. Property taxes are a primary discretionary funding source for the General Fund.
- **Local Option Levy:** Approved in May 2023, provides fire and emergency medical services funding at \$0.76 per \$1,000 of assessed property value.
- **Transient Room Taxes (TRT):** Projected to remain flat in the first year and increase by 1% in the second year, impacting General Fund revenue.
- **Franchise Fees:** Expected to increase by 2% annually, these fees are derived from public and private use of the City's rights of way.
- **Utility Rates:** Proposed increases of 4.9% for water, 1.8% for sewer, and 8% for stormwater, leading to an average utility bill increase of 4%. These increases are necessary to meet operational and maintenance needs while planning for future requirements.
- **Development Fees:** Strategic increases will significantly improve the long-term financial sustainability of the Community Development Department. Building, Planning, and Engineering fees and efforts are underway to take a more strategic approach to aligning fees with service performed- which has recently been completed with Planning, with Engineering and Building to follow in FY 26 with average increases ranging from 5-15% per year.
- **Grant Funding:** The American Rescue Plan Act funds will be exhausted by December 2026, impacting houseless shelter operations, public safety, and other initiatives. Uncertainty in grant funding poses additional challenges for future planning.
- **Transportation and Mobility:** The second phase of the Transportation Fee targets \$10 million in revenue per fiscal year. The Streets and Operations Fund will receive a \$10 million General Fund subsidy for 2025-2027, demonstrating the need for both new Transportation Fee revenue and continued General Fund support to keep pace with inflationary expenses.
- **Airport Fund:** In alignment with City Council direction that airport operations should be self-sufficient, \$200,000 annually must be identified to support operations and facility improvements, with the source yet to be determined. The FY 25-27 Proposed Budget includes this revenue assumption, which will require new or increased user fees. The FY 25-27 Budget also includes new revenue from the Reversion Fee program. The City has also received an updated appraisal that will lead to increases in lease rates for certain areas of the Airport. These new rates are anticipated to be adopted on July 1, 2025.

Expenditure Highlights

During budget development, departments were asked to look internally for cost-saving measures and limit requests to essential expenses for operations and to meet Council goals.

Personnel Expenses: The FY 25-27 biennium budget allocates \$326 million for personnel expenses, covering 831.12 full-time equivalent staff (FTE), which includes an additional 14.5 FTE (or 1.7% increase) proposed with this budget. The overall staffing level reflects a general alignment with the City's population growth trends since 2010. As population growth is anticipated to slow down over the coming years, staffing additions were limited to key operational positions only. Health insurance premiums are budgeted to increase by 20% in the first year of the biennium and 20% the second year due to cost pressures and increased utilization rates, resulting in an additional \$10 million expense. Public Employee Retirement System (PERS) rates will increase by 33% and will add \$13.2 million across the biennium. To better align budgeted and actual expenses, a refined approach to personnel modeling has been implemented, including applying a vacancy factor for departments with historically higher turnover rates.

Labor Agreements: The City is negotiating new labor agreements with the City of Bend Employee Association (COBEA), Bend Police Association (BPA), and Bend Fire Association (BFA). Current agreements expire on June 30, 2025. The proposed budget includes a 2.0% cost-of-living adjustment (COLA) and appropriate step increases for all represented employee groups.

Capital Outlay: The proposed budget allocates \$285 million for capital outlay, including land acquisitions, vehicles, equipment, building improvements, and infrastructure upgrades and investments. This is \$78.9 million less than the current biennium primarily due to the completion of the major Public Works Campus projects. Proposed upgrades and investments in infrastructure improvements total \$209 million, covering complex, multi-year projects in water, sewer, stormwater, and transportation. Examples include improvements to the Southwest sewer basin, SE Area sewer, South Awbrey Butte drainage, Outback water filtration facility, Aune Street extension, Bend Bikeway construction, and various intersection improvements like Butler Market and Wells Acres. The City aims to align multiple projects to achieve economies of scale and minimize community impacts.

5-Year CIP: The 5-year Capital Improvement Program (CIP) includes \$494.8 million in total infrastructure investments. To fund these projects, the City will leverage fee and rate increases and issue long-term debt, ensuring both current and future generations share the costs of infrastructure investment and replacement. The proposed budget includes \$85.5 million in long-term debt for General Obligation Bond projects.

Materials and Services: Budgeted to increase by 1.7% (\$2.2 million) city-wide versus the prior biennium, departments have worked to identify cost-saving measures where feasible. Examples of these cost saving measures include modernizing the City phone system to reduce technical debt, consolidating and eliminating copiers where other options exist, and using staff expertise to conduct analysis versus contracting out the work to consultants where feasible.

Debt Service: Budgeted to increase by 29.4% (\$26.2 million) over the prior biennium, primarily due to the issuance of debt to fund the Public Works campus.

Contingency and Reserves

Given the current economic conditions, the City has chosen to draw down reserves for several funds as an alternative to raising revenue through new or increased fees. It's important to note that reserves are used for ongoing operations, not one-time events, and won't be replenished without new revenue or expense reductions. We will need to closely monitor spending levels in the short term and consider new revenue or further expense reductions as we look toward the 2027-2029 biennium.

In the FY 25-27 Proposed Budget, General Fund reserve levels are projected to decline but remain in line with the City Council's adopted Financial Policy of 16% of operating expenditures, projected to be over 18% by the end of the biennium. There is a similar story with development-related revenues. Reserve balances for Engineering and Building Funds will be eight and 15 months respectively at the end of the FY 25-27 Biennium, within acceptable policy ranges. For the Planning Fund, additional support from the General Fund is needed along with continued implementation of planned fee increases. With the economic uncertainty and volatility, Planning, Engineering and Building fund reserve levels need to be watched closely. Infrastructure service area reserves are decreasing as the City invests in multi-year water services capital projects extending beyond the 2025-2027 biennium. Administration and Central Services reserves are expected to remain relatively flat.

Implementation of the City Council Goal Framework

The City Council goal setting process aligns with the biennial budget development and is guided by input from advisory bodies, community partners, public engagement, and reports and surveys. Below is a summary of key initiatives in the proposed budget that reflect the allocation of resources toward achieving City Council's goals.

Housing

The City of Bend currently permits the most housing units per capita in the State of Oregon. However, it's still not enough to address our housing needs. More must be done to meet our goal of permitting nearly 4,000 housing units over the next two years, with two-thirds being affordable (120% AMI or less). To help achieve this goal, continued resources are being allocated toward:

- Dedication of staff support to facilitate the Housing Production Strategy Work Group that will broadly explore financing, funding, and policy options to help meet Council Goals.
- \$4,900,000 dedicated PRO-Housing grant funds to support staff administration, land acquisition, construction of new dwelling units, and efforts to improve permit efficiency and remove zoning code barriers, creating more opportunities for housing in more zones.
- Continued deployment of funds from Bend's local Affordable Housing fee to create deed-restricted housing.
- Deployment of site-specific tax increment financing programs to integrate deed-restricted affordable housing within market-rate projects.

Transportation and Infrastructure

To enhance travel safety and reliability, and to invest in infrastructure that supports Bend's rapid growth while addressing current shortcomings, this budget includes:

- Implementation of the second phase of the Transportation Fee that enables the hiring of 3 new FTE in the Transportation and Mobility Department dedicated to increased striping, winter operations, and other street maintenance services and 1 new FTE to support Transportation System Plan (TSP) bicycle, pedestrian, and travel demand management programs.

- \$15,953,100 of urban renewal, grant, general obligation bond, and transportation CIP funds to complete key projects, including Hawthorne Crossing, Franklin Avenue, and 2nd Street in the Bend Central District.
- \$23,171,100 of General Obligation Bond and Transportation Construction funds to complete the Bend Bikeway, improve intersections such as NE Butler Market and Wells Acres, enhance safety along Olney Avenue and various Neighborhood Street Safety projects.
- \$8,860,000 dedicated toward the critical neighborhood-driven septic to sewer program.

Climate Resiliency

This budget includes investments to advance actions in the recently updated Community Climate Action Plan (CCAP), and increases resources in wildfire prevention and water conservation efforts through:

- \$200,000 annually for CCAP related outreach and education programs.
- Supporting a work group, comprised of Council advisory bodies, that will inform and advance electrification policy options.
- 1 FTE in Fire and Rescue to coordinate and promote wildfire awareness, education, and hazard assessments.
- \$270,000 to analyze and expand current water conservation programs.

Public Safety

In response to community priorities, this budget invests in technology to enhance traffic enforcement and supports dedicated teams focused on addressing livability concerns, including:

- Revenue and expenditure assumptions through the implementation of Automated Traffic Enforcement (ATE), including full costing of the recent additional Police Department and Municipal Court positions that have been hired in the current biennium.
- 2.0 Police FTE to staff specialty teams that work across City Departments to solve livability issues.

Economic Prosperity

To strengthen the City's role as an economic leader, resource hub, and convener in advancing Council Goals, this budget allocates funding toward:

- Completion of a comprehensive Economic Development Strategic Plan.
- Reclassification of an existing vacant position to an Economic Development Officer.
- Consolidating existing economic development funds to be distributed through a competitive request for proposal process with a focus on recruitment and retention of traded sector businesses, entrepreneurial and small business support, and workforce development.
- \$900,000 for a City Hall Master Plan, financial analysis, and exploration of public private partnership models that leverage City real estate assets.

Accessible and Effective Government

In alignment with the goal of fostering a thriving, engaged and inclusive community by enhancing transparency, strengthening public participation and expanding engagement this budget reflects:

- Redirecting a vacant .50 FTE and a portion of existing sponsorship funds to consulting services to expand community outreach.
- \$150,000 to complete the City's website redesign, enhancing community engagement and awareness.
- Utilizing funding from the Pathway to Remove Obstacles (PRO) Housing Grant to hire a consultant to improve the Private Development Engineering Permit review process.

- Funding to support a 'One-City' strategic plan, improving the integration of work across departments and aligning it with the mission, vision, and values of the City.

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

This biennial budget is more than a financial plan—it is a roadmap for achieving the City Council's vision for Bend. It reflects a commitment to delivering core services while advancing bold goals in housing, transportation, climate resiliency, public safety, economic prosperity, and accessible government. Despite economic uncertainties, the City remains focused on innovation, efficiency, and long-term sustainability. Through strategic investments and community partnerships, we are laying the foundation for a resilient, inclusive, and thriving Bend.

Respectfully submitted,

A handwritten signature in black ink that reads "Eric King". The signature is written in a cursive, slightly slanted style.

Eric King
Budget Officer / City Manager

The City of Bend, Oregon



Wall Street

History

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

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

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

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

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



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

2024 Bend Principal Private & Public Employers ⁽¹⁾	Product or Services	Number of Employees	Percent of Total Employment ⁽²⁾
St. Charles Medical Center	Health Care	3,851	3.7%
Bend-La Pine School Dist. No. 1	Education	2,300	2.2%
Deschutes County	Government	1,243	1.2%
Mt. Bachelor Ski Resort	Resort	1,117	1.1%
City of Bend	Government	763	0.7%
COCC	Education	760	0.7%
Bend Park and Recreation District	Government	678	0.7%
Safeway	Grocery Retailer	646	0.6%
U.S. Forest Service	Government	480	0.5%
Epic Aircraft	Manufacturer	455	0.4%
	Total	12,293	11.9%

Notes:

⁽¹⁾ The above listing of principal employers represents major employers in Bend, Oregon. *Source:* Economic Development for Central Oregon

⁽²⁾ Percent of total employment represents percent of employer’s employees to total employment for the Bend Metropolitan Statistical Area. Total employment for Bend MSA was 103,570 as of June 2024. *Source:* Bureau of Labor Statistics, Bend, OR Economy at a Glance

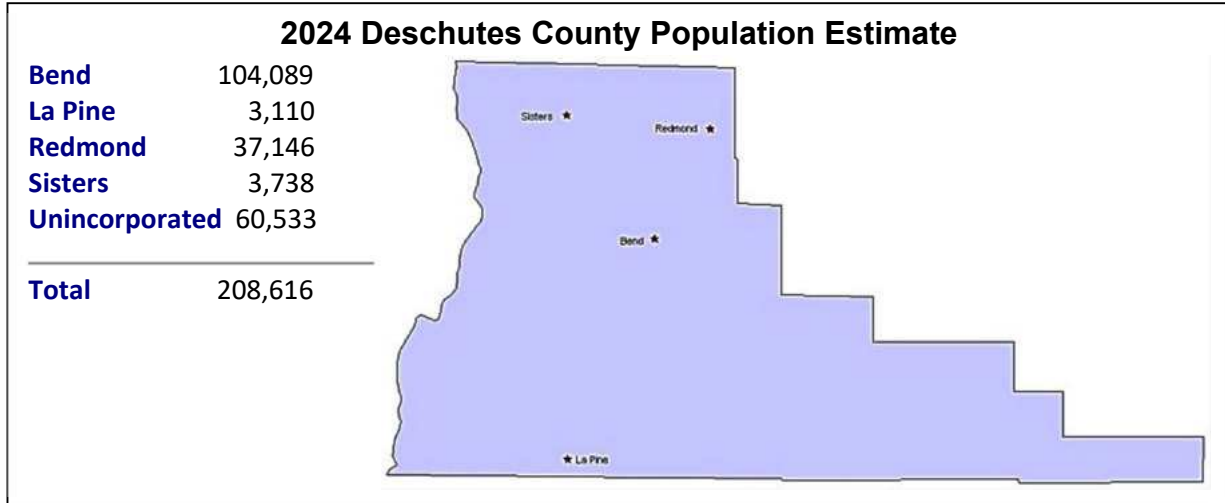


Bend Today

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



Source: GISGeography.com



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

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

Activities

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

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



Cascade mountains, Broken Top and South Sister

Local Attractions



Tumalo Falls

©2006 Dustin Mitsch / Alpen Exposure

Local attractions in Central Oregon include:

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

Statistical Information – 2024 Demographic Highlights *

General Facts		Infrastructure	
Date of incorporation	1905	Street lane miles	936
Form of government	Council/Manager	City owned traffic signals	34
Population**	104,089	Number of streetlights	2,958
Area in square miles	37.6	Miles of water mains	484
Number of Full Time Equivalents ***	816.62	Water service connections	28,105
		Total Reservoir Capacity (millions of gallons per day “mgd”)	30.5 mgd
Community Development		Maximum daily demand of water system (in millions of gallons)	26.4
Permits issued	10,959	Number of fire hydrants	5694
Building inspections performed	57,424	Miles of sanitary sewer lines	501
		Sewer service connections	36,486
Public Safety		Daily average treatment	6.2 mgd
Fire Responses	2,454	Maximum daily capacity of treatment plant	8.5 mgd
Ambulance Responses	11,459	Airport runway (in feet)	5,200
Number of physical arrests	3,506		
Number of traffic violations	9,790		
Number of calls for Police service	48,838		

* These statistics are compiled from the City of Bend 2023-24 Annual Comprehensive Financial Report unless otherwise noted.

** The Population estimate is based on estimates from the Portland State University Population Research Center

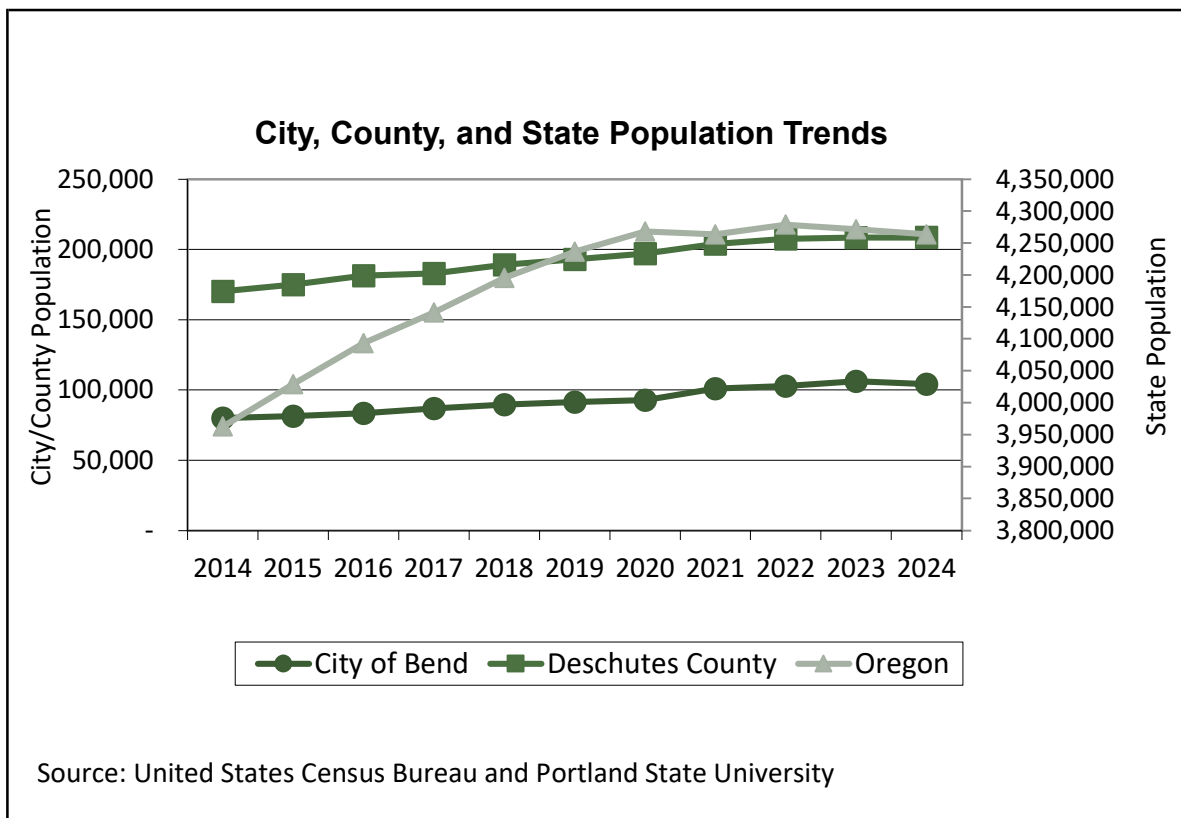
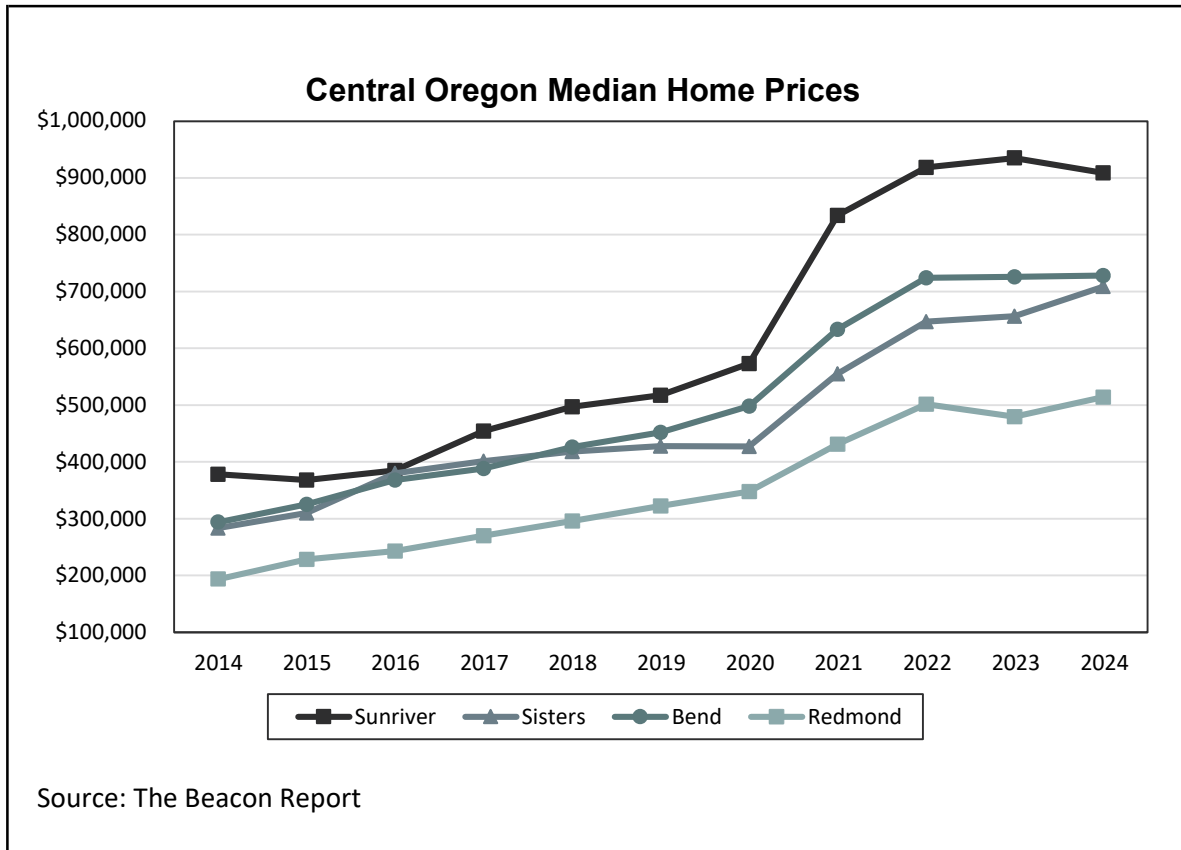
*** The number of Full Time Equivalents reflects the Council adopted staffing schedule for FY 2024-25

Statistical Information – 2023-24 Top 10 Taxpayers

Taxpayer	Type	Taxable Assessed Valuation (in 000's)	Percent of Total Valuation
Crowdstrike Inc	Cybersecurity technology	\$ 150,505	1.0%
TDS Baja Broadband LLC	Cable utility	83,564	0.5%
Pacificorp (PP&L)	Electric Utility	81,941	0.5%
Lonza Bend Inc	Biotech Services	65,870	0.4%
Deschutes Brewery Inc	Microbrew manufacturer	64,178	0.4%
Touchmark At Mt Bachelor Village SPE	Retirement community	56,328	0.4%
Suterra LLC	Biorational products	53,551	0.3%
CVSC LLC	Shopping center	49,981	0.3%
Cascade Natural Gas Corporation	Gas utility	50,992	0.3%
Forum Westside LLC	Shopping center	44,554	0.3%
TOTAL		\$701,464	4.6%

Total 2023-24 Taxable Assessed Valuation (Value Used to Compute Rate) for City of Bend was \$15.4 billion.
Source: Deschutes County Assessor's Office

Statistical Information - Housing Comparisons and Population Trends



City Government

Form of Government

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

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

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

Meetings

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

Council Agenda

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



City Hall

©2008 Dustin Mitsch / Alpen Exposure

The Process for Adopting Ordinances and Resolutions

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

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

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

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

Becoming a Law: The Final Step

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

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

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

Initiative and Referendum

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

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

The Budget Process

The City of Bend’s biennial budget process complies with Local Budget Law established by the State of Oregon which can be found in Oregon Revised Statutes (ORS) 294.305 to 294.565. Oregon’s Local Budget Law serves the following purposes:

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

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

Preparing the Budget

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

Budget Committee Approval of Proposed Budget

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

Advertising and Holding Hearings

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

City Council Adoption of the Budget

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

Procedures for Amending the Adopted Budget

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

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

Transfers of operating contingency appropriations which in aggregate during a budget period exceed 15% of the total original appropriations of the fund may only be made after adoption of a supplemental budget prepared for that purpose.

A supplemental budget less than 10% of the fund's original budget may be adopted at a regular meeting of the governing body. A supplemental budget greater than 10% of the fund's original budget requires a public hearing, publication in the local newspaper and approval by the Council.

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

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

Summary of Changes from Proposed to Adopted Budget

During deliberations on May 14, 2025, the Budget Committee approved the Budget with the following changes to the Proposed Budget:

- Reduced Personnel Services appropriations and increased contingency budgets in all Funds to reflect a lower health premium increase assumption. The Proposed Budget included an assumed 20% increase in health insurance premiums each year. The Approved and Adopted Budgets include a 12% increase in Fiscal Year 2025-26 and a 15% increase in Fiscal Year 2026-27.
- Reduced the General Fund subsidy to the Planning Fund by \$100,000 with a corresponding decrease in Contingency in that Fund.
- Reduced the General Fund subsidy to the Streets & Operations Fund by \$1,000,000 with a corresponding decrease in Contingency in that Fund.

There were no further changes from the Approved Budget to the Adopted Budget.

(This page intentionally left blank)

2025-2027 Budget Development Calendar

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

NOVEMBER

- Budget Kick-off – the budget calendar, process, instructions, and manual for the 2025-2027 Biennial Budget are reviewed
- Estimates for special I.T. and Facility projects and personnel requests are submitted

MARCH

- Budget office reviews budget, performs analyses and balances the budget
- Budget Officer (City Manager) reviews budget

DECEMBER

- Budget office reviews revenues, reserve requirements, and personnel expenditures with the departments
- 2025-2027 expenditure requests submitted by the departments

APRIL

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

JANUARY

- Preliminary revenue projections are completed (with final projections updated in February)
- 2025-2027 Personnel Services (salaries and benefits) budgets are completed
- 2025-2027 Overhead, Cost Allocation, Interfund Transfers, and Debt Service

MAY

- 2025-2027 Proposed Budget distributed to Budget Committee and made available for public review
- Budget Committee deliberates, receives public comments, and approves the 2025-2027 Biennial Budget

FEBRUARY

- FY 2024-2025 materials and services and capital outlay year end expenditure projections updated by the departments
- Five-year vehicle & equipment plans and Capital Improvement Programs are submitted to budget office
- Assistant City Managers review budgets

JUNE

- Notice of Budget Hearing and Budget Summary is published
- City Council holds a Public Hearing and adopts the 2025-2027 Biennial Budget
- The 2025-2027 Biennial Budget goes into effect July 1, 2025

Fiscal Year 2025-26 Fiscal Policies

The following fiscal policies were originally adopted by the City Council on November 18, 2009 and most recently revised by the City Council on June 18, 2025. The fiscal policies apply to both the City of Bend and the Bend Urban Renewal Agency.

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

1. Provide an adequate financial base to sustain a sufficient level of municipal services to maintain the social well-being and physical conditions of the City.
2. Deliver cost effective and efficient services to community members.
3. Provide and maintain essential public facilities, utilities, and capital equipment.
4. Protect and enhance the City's credit rating so as to obtain the lowest cost of borrowing and also to assure taxpayers and the financial community that the City is well managed and financially sound.
5. Provide the financial stability needed to navigate through economic downturns, adjust to changes in the service requirements of the community and respond to other changes as they affect the City's residents.
6. Adhere to the highest standards of financial management and reporting practices as set by the Government Finance Officers Association, the Governmental Accounting Standards Board and other related professional financial standards.
7. Fully comply with finance related legal mandates, laws and regulations.
8. Promote intergenerational equity for the City's taxpayers and ratepayers by spreading the cost of new or upgraded City infrastructure over time so that generations benefitting from such infrastructure contribute to its cost.

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

REVENUE POLICIES

1. The City will strive for and maintain a diversified and stable revenue system to prevent undue or unbalanced reliance on any one source of funds. This revenue diversity will shelter the City from short-run fluctuations in any one revenue source.
2. When evaluating new revenue sources, the following elements will be taken into consideration: sustainability of the revenues to the programs they are intended to support, administrative costs, operational and maintenance costs, acceptability to the community, and the impact on economic competitiveness relative to other communities.
3. One-time and non-recurring revenues will be used only for one-time expenditures. The City will avoid using temporary revenues to fund mainstream services or for budget balancing purposes.
4. User fees and charges will be established for services provided that benefit specific individuals or organizations. Cost of service analyses will be prepared so that user fees and charges can or will be set at a level sufficient to recover full cost of service whenever practical to minimize subsidization by taxpayers. The City will systematically review user fees and charges to take into account the number of customers served, changes in methods or levels of service delivery as well as changes in cost of living/inflationary increases.
5. Unless prohibited by law, certain fees may be deferred by Council action when it can be demonstrated that a direct public benefit will be obtained. In addition, the Council may direct that certain fees be paid on behalf of applicants and Council's action will include a determination of the source of funds to pay such fees.
6. All fees, charges or assessments that are deferred for later payment will be evidenced by a promissory note or agreement. The City may charge periodic interest, processing fees and additional interest and penalties for delinquencies as appropriate.
7. Water, Water Reclamation (Sewer) and Stormwater funds will be self-supporting through user fees. Fee adjustments will be based on long term financial plans that include a forecast period of no less than five years. The water and water reclamation utility rates should be set to yield a minimum 1.50 debt service coverage ratio or a debt service coverage ratio sufficient to maintain the credit rating of the Water and Water Reclamation systems.
8. To emphasize and facilitate long-range financial planning, the City will maintain current projections of revenues and expenditures in the General Fund and other major funds for the succeeding five years.
9. All potential grants shall be evaluated for matching requirements and on-going resource requirements and balanced with the benefits of the grant before acceptance. Grants may be rejected to avoid commitments beyond available funding. Grant applications must be internally reviewed by staff in the Finance Department prior to submission. Grant applications must also

be internally reviewed by the City Attorney's Office if the City will be required to accept the grant upon award. Lump sum grant awards in an amount \$250,000 or less may be accepted by the City Manager without City Council approval unless otherwise required by the grant's terms and conditions. Grant awards of more than \$250,000, multi-year grants, or grants that will fund additional staff, must be accepted by the City Council, regardless of amount.

10. The City will not respond to long-term revenue shortfalls with deficit financing and borrowing to support on-going operations. Expenses will be reduced to conform to the long-term revenue forecasts and/or revenue increases will be considered.
11. Revenues will be estimated realistically and prudently. Revenues of a volatile nature will be estimated conservatively; explanations of the underlying assumptions and risks to the forecast, including both upside and downside risks, will be provided. The City will estimate its revenues by an objective, analytical process using best practices as defined by the Government Finance Officers Association.
12. The cost of revenue collection efforts should not exceed the marginal additional revenue obtained and should not absorb a large percentage of the amount collected.
13. Non-restricted revenues are recorded in the General Fund and are used at the City Council's discretion and unless otherwise noted, discretionary revenues are not earmarked for specific purposes. Exceptions include:
 - a. Grants or other revenues that are legally restricted for specific purposes.
 - b. Water/Sewer Franchise Fees are dedicated to the Transportation Construction Fund and Accessibility Construction Fund.
14. Before the City sells any major asset or relinquishes any operating or capital arrangements that involved fixed revenue, the implications of such a sale or arrangements will be fully determined for impact on current and future year revenue estimates.

OPERATING BUDGET POLICIES

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

3. The budget process will allocate resources to achieve Council goals and city-wide strategic plans. Department goals and objectives will be identified and incorporated into the budget.
4. A cost allocation plan will be developed and incorporated into the City budget. The cost allocation plan will be the basis for distribution of general government and internal service costs to other funds and capital projects to reflect the full cost of providing services. If grant funding is available to cover the cost of indirect costs, the cost allocation plan will be submitted to the City's cognizant agency for review and approval when required by an outside party, including other government agencies.
5. A budget preparation calendar is crucial for successful budget preparation and execution. Finance department staff will prepare a detailed budget schedule for internal use that ensures the biennial budget is approved by the Budget Committee and adopted by the City Council no later than June 30 of odd numbered years. A summary of primary budget milestones by month will be included in the proposed and adopted budget documents.
6. The biennial budget will be constrained to the total amount approved by the Budget Committee and as adjusted, adopted, and amended by the City Council.
7. The City Council shall adopt the budget for each fund or program as required by budget law.
8. Performance measures will be used and reported in department budgets. The City will prepare trends, comparisons to other cities, and/or other financial management tools to monitor and improve service delivery in City programs.
9. Essential services will receive first priority for funding. The City will attempt to maintain current service levels for all essential services. The quality of existing core services will be maintained before the City adds new services unless there is an explicit decision to lower the quality of existing services in favor of providing a new service. Essential services for the City are defined as follows (based on ORS 221.760 which determines if a city is eligible to receive state shared revenues):
 - a. Police protection
 - b. Fire protection
 - c. Street construction, maintenance, and lighting
 - d. Sewer
 - e. Stormwater
 - f. Water utility
 - g. Planning, zoning, and subdivision control
10. The summary of full time equivalents (FTE), which includes regular and limited term employees (LTE) for each operating fund or department, shall be brought before City Council for adoption with the budget, and any mid-budget cycle increases to the total number of positions must be approved by City Council by resolution. The City Manager may reassign positions among

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

11. All supplemental appropriations for programs requested after the original budget is approved will be analyzed by the City Manager's Office and Finance Department and will only be presented to Council for approval after consideration of availability of revenues.
12. Oregon budget law provides a means to adjust the budget for emergency expenditures or unforeseen circumstances. All resolutions adjusting the budget will be prepared by the Finance Department, at the direction of the City Manager's Office, for Council approval to ensure compliance with budget laws.
13. A mid-biennial review process will be conducted by the City Manager in order to make any necessary adjustments to the adopted biennial budget.
14. The City will submit the Adopted Budget Document to obtain the Award for Distinguished Budget Presentation from the Government Finance Officers Association (GFOA).
15. Monthly reports comparing actual to budgeted expenditures will be prepared by the Finance Department and distributed to the City Manager and City Council. Significant budget to actual variances will be investigated and explained.

EXPENDITURE CONTROL POLICIES

1. Expenditures will be controlled through appropriate internal controls and procedures. Management must ensure expenditures comply with the legally adopted budget. Each Department or Division Manager or Director will be responsible for the administration of his/her department/division/program budget. This includes accomplishing the goals and objectives incorporated into the budget and monitoring each department/division/program budget for compliance with spending limitations. Internal controls over payment requests include a review by the Finance Department. Payment requests are not considered approved and authorized for payment until the Chief Financial Officer or their designee has approved the disbursement.
2. The City Council will adopt the budget by fund at the category or program level. Expenditures anticipated to be in excess of these levels require approval of a Council resolution.
3. All purchases of goods and services must comply with the City's Purchasing Policies, guidelines and procedures and with State and Federal laws and regulations.
4. Before the City purchases any major asset or undertakes any operating or capital arrangements that create fixed costs or ongoing operational expenses, the implications of such purchases or arrangements will be fully determined for current and future years.

5. All compensation planning and collective bargaining will include analyses of total cost of compensation which includes analysis of salary increases, health benefits, pension contributions, fringe benefits and other personnel costs. The City will only propose operating personnel costs which can be supported by on-going operating revenues.
6. The City will make every effort to control expenditures to ensure City services and programs provided to its community members and taxpayers are cost effective and efficient.

CAPITAL IMPROVEMENT POLICIES

1. A five year Capital Improvement Program (CIP) encompassing all City facilities shall be prepared and updated annually. A public hearing will be held to provide for public input on the CIP. The five year CIP will be incorporated into the City's budget and long range financial planning processes. The CIP will be balanced; estimated resources will be available for capital spending identified in the five year plan.
2. Projects included in the CIP shall have complete information on the need for the project, description and scope of work, total cost estimates, future operating and maintenance costs and how the project will be funded.
3. An objective process for evaluating CIP projects with respect to the overall needs of the City will be established through a ranking of CIP projects. The ranking of projects will be used to allocate resources to ensure priority projects are completed effectively and efficiently. CIP master plans will be created consistent with Oregon Land Use Laws. Twenty year master plans will be prepared for the water, sewer and stormwater utilities as well as the transportation system. The priorities and timelines established in those master plans will guide updates of the five year CIP. Public involvement is encouraged during project prioritization and at a minimum, is required during the master planning process.
4. Changes to the CIP such as addition of new projects, project goals, changes in scope and costs of a project or reprioritization of projects will require City Council or City Manager approval. Furthermore, City staff will provide master plan and CIP updates to Council annually at a minimum with information about new projects that have emerged as well as changes to scope, estimated costs and/or schedule of projects already on the list with estimated impacts on user charges and fees.
5. Every CIP project will have a project manager who will prepare the project proposals, coordinate as necessary with operations and maintenance staff, ensure that required phases are completed on schedule, authorize project expenditures, ensure that all regulations and laws are observed, and periodically report project status.
6. The City will maintain its physical assets at a level adequate to protect the City's capital investment, meet any and all regulatory requirements and minimize future operating

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

7. If project costs at the time of the bid award for construction are less than the budgeted amount the balance will be unappropriated and returned to reserves for future capital projects or allocated to another project. If project costs at the time of bid award are greater than budgeted amounts, the following options will be considered:
 - a. Re-scope or change the phasing of the project to come within existing budget amounts
 - b. Transfer funding from another, lower priority project
 - c. Decrease reserves for future capital projects to provide for an increase in budget appropriations
 - d. Defer the project to the next biennial budget period
 - e. Eliminate the project
8. The City will determine the least costly funding method for its capital projects and will obtain grants, contributions and low cost state or federal loans whenever possible.
9. The City will establish capital equipment reserves to provide for funding of vehicles and equipment. The City will also establish major repairs and replacement (R&R) reserves to provide for funding of major repairs and replacements. R&R reserves will be used for significant system or facility repairs, replacement or maintenance costs that are unanticipated and exceed ongoing repair and maintenance expenditures in the fund's operating budget. Long term forecasts will be used to determine available capacity to fund repair and replacement of capital assets and infrastructure and avoid a significant unfunded liability from deferred maintenance. If resources are not sufficient to fully fund R&R reserves without program impacts, alternatives will be presented to the City Council during the budget process.
10. The City will utilize "pay-as-you-go" funding for capital improvement expenditures considered recurring, operating or maintenance in nature. The City may also utilize "pay-as-you-go" funding for capital improvements when current revenues and adequate fund balances are available, when issuing debt would unduly affect the City's credit rating, or when market conditions are unstable or suggest difficulties in marketing a debt.
11. The City will consider the use of debt financing for capital projects under the following circumstances:
 - a. When the project's expected useful life is sufficient to warrant long term debt financing and comply with the internal revenue code requirements for tax-exempt financing
 - b. When projected annual revenues are deemed sufficient and reliable to service the long-term debt
 - c. When market conditions present favorable interest rates for City financing

- d. When the issuance of debt will not unduly affect the City's credit rating and debt service coverage ratios
- e. When a project is mandated by state or federal government and current revenues or fund balances are insufficient to pay project costs

FINANCIAL PLANNING POLICIES

1. The City will prepare a long term financial plan to promote responsible planning for the use of resources. The long term financial plan will include projected revenues, expenditures and reserve balances for a minimum of the next five years. Financial plans will extend beyond five years when specific issues call for a longer time horizon. Financial challenges and possible solutions will be identified, if not implemented, with structural balance as a goal.
2. The City's financial plan should be strategic, meeting regulatory requirements and reflecting the Council's and the community's priorities for service while providing resources that realistically fund routine operations.

ECONOMIC DEVELOPMENT FUNDING POLICIES

1. The City may employ economic development incentives to encourage value-added development and accrue public benefits to the City of Bend. Public benefits may include but not limited to, the following:
 - a. A benefit that increases the City's employment base or materially enhances the financial position of the City by increasing assessed valuation.
 - b. A contribution to the basic infrastructure of the City that is greater than that which would be required of the development alone
 - c. A benefit that increases access to other public services
2. Economic development incentives may include formation of improvement or redevelopment districts, reimbursement, exemption or deferral of certain fees and charges, use of discount lease rates or other forms of financial incentives. All such incentives will be fully evaluated by the Finance Department and Economic Development Department as to the costs, risks and level of benefit as well as the financial impact of such incentives on the City's operating and capital budgets.
3. The fiscal impact evaluation will be presented to Council along with City Manager's recommendation. The City Council shall make the final decision concerning proposed economic development incentives including any repayment of incentives if performance requirements are not met.
4. Funding for economic development incentives must be identified before approval of all such

incentives.

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

PENSION AND RETIREMENT FUNDING POLICIES

1. The City is an employer-participant in the State of Oregon Public Employees Retirement System (PERS). Actuarial valuations of PERS are performed for the Public Employees Retirement Board (PERB) to evaluate PERS' assets and liabilities and indicate its current and prospective financial condition. The PERB determines employer-participant contribution rates, which are then used to calculate each employer-participant's annual required contribution. It is the City's policy to make contributions at no less than the rate established by PERB and required by ORS 238.225. All current pension liabilities shall be funded on an annual basis.
2. In addition to providing pension benefits, the City provides certain health and dental care benefits for retired employees. Funding the liability for future retiree benefits will be determined by City Council action.

CASH MANAGEMENT AND INVESTMENT POLICIES

1. The Chief Financial Officer or designee shall invest all City funds according to four criteria, in order of their importance: (1) legality, (2) safety, (3) liquidity, and (4) yield.
2. The City shall maintain and comply with a written Investment Policy that has been approved by City Council. The Investment Policy is a standalone document from these fiscal policies.
3. The City will consolidate or pool cash balances from various funds for investment purposes and will allocate investment earnings to each participating fund.
4. The City's investment securities will be held by a third party for custodial safekeeping.
5. Quarterly investment reports summarizing investment holdings and compliance with the City's Investment Policy will be provided to City Council.

ACCOUNTING, AUDITING, AND FINANCIAL REPORTING POLICIES

1. The City will comply with the following accounting and reporting standards:
 - a. Generally Accepted Accounting Principles (GAAP) developed by Governmental

- Accounting Standards Board,
- b. Government Accounting, Auditing and Financial Reporting standards prescribed by the Government Finance Officers Association (GFOA),
 - c. Government Accounting Standards, issued by the Comptroller General of the United States,
 - d. Oregon Revised Statutes relating to Municipal finance and
 - e. U.S. Office of Management and Budget (OMB) Circular A-133.
2. The primary responsibility for the City's financial reporting and internal controls rests with senior management as overseen by the City Council. The Council shall appoint three members to serve on an Audit Committee. The purpose of the Audit Committee is to provide oversight of the City's audit functions as well as other investigations. The Audit Committee's authority includes retention of the City's external auditors, investigation of any matter brought to its attention with complete and unrestricted access to all books, records, documents, facilities, and personnel of the City, and retention of outside counsel, auditors, investigators, or other experts in the fulfillment of its responsibilities.
 3. Monthly financial reports summarizing financial activity by fund will be presented to the City Manager and City Council.
 4. A system of internal controls and procedures will be maintained to provide reasonable assurance of the safeguarding of assets and proper recording of financial transactions and compliance with applicable laws and regulations.
 5. In accordance with State law, a comprehensive financial audit including an audit of federal grants will be performed annually by an independent public accounting firm with the objective of expressing an opinion on the City's financial statements and assessing the accounting principles used and evaluating the internal controls in place.
 6. The City will prepare its financial statements and maintain its accounting and internal control systems in accordance with applicable standards with the goal of obtaining an unqualified opinion from its auditors.
 7. The Finance Department will prepare an Annual Comprehensive Financial Report (ACFR) and submit the report to the GFOA's "Certificate of Achievement for Excellence in Financial Reporting" program.
 8. All departments will provide notice of all significant events and financial and related matters to the Chief Financial Officer for the City's annual disclosures to the municipal markets as required by SEC Regulation 15-C-2-12. Full disclosure will be provided in the financial statements and bond representations. Significant events include delinquencies and defaults related to the City's bonds, adverse tax opinions or events affecting the tax exempt status of bonds, the release, substitutions or sale of property securing repayment of bonds and other events having a significant impact on the City's finances and outstanding bonds. The Chief Financial Officer will notify the Municipal

Securities Rulemaking Board's Electronic Municipal Market Access (EMMA) database of these significant events.

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

DEBT MANAGEMENT POLICIES

1. The debt management policy sets forth comprehensive guidelines for the financing of capital expenditures. It is the objective of the policies that:
 - a. The City obtain financing only when prudent,
 - b. The process for identifying the timing and amount of debt or other financing be as efficient as possible,
 - c. The most favorable interest rate and other related costs be obtained,
 - d. When appropriate, future financial flexibility be maintained.
2. In conjunction with the City's debt financing team including but not limited to bond counsel and financial advisors, the Chief Financial Officer structures and recommends to the City Manager and City Council all debt issuances and oversees the on-going management of all City debt. Debt includes voter approved general obligation bonds, tax increment financing, full faith and credit bonds, lease purchase obligations, revenue bonds, special assessment obligations, promissory notes, lines and letter of credit, interfund borrowings, variable rate debt, equipment financing agreements and any other contractual arrangements that obligate the City to make future principal and interest payments.
3. No debt shall be issued for which the City is not confident that a sufficient specifically identified revenue source is available for repayment. The Chief Financial Officer shall prepare an analysis of the source of repayment prior to issuance of any debt.
4. The City will not use long-term debt to fund current operations, to balance the budget or to fund projects that are more appropriately funded from current resources.
5. The City will issue advance refunding bonds (as defined by federal tax law) when advantageous, legally permissible, prudent and when the net present value savings is a minimum of three percent of the purchase price of the refunding bonds (defined as the par amount of the refunding bonds, plus net original issue premium, or less net original issue discount). The City will issue current refunding bonds (as defined by federal tax law) when advantageous, legally permissible, prudent and when the net present value savings exceed \$100,000. Refundings may also be undertaken for other reasons when legally permissible, prudent and when in the best interests of the City.

6. The City may utilize short-term debt or interfund loans as permitted, to cover temporary shortage due to timing of cash flows which may result from delay in receiving grant proceeds or other revenues and delay in issuance of long term debt.
7. When issuing long-term debt, the City will ensure that the debt is soundly financed by:
 - a. Incurring debt only when necessary for capital improvements not appropriate to be financed from current available resources
 - b. Insuring that capital projects financed through long term debt shall be financed for a period not to exceed the useful life of the project. This precludes future generations of rate payers or taxpayers from paying debt service on an asset that no longer provides benefit and prevents debt capacity from being tied up servicing a defunct asset in the event the asset needs replacing.
 - c. Determining that the benefits of financing exceeds the cost of financing
 - d. Analyzing source of repayment, debt service coverage ratios and the impact of debt service on annual fixed costs prior to issuance of long term debt.
 - e. Amortizing debt on a level payment plan to the extent practical considering the forecasted available pledged revenues and impact on the City's aggregate overall debt payment schedules.
8. The City may issue debt on either a competitive or negotiated basis. Bank placements and other private offerings are authorized under circumstances such as interim financings or to avoid the cost of a public sale for smaller issuances. The Chief Financial Officer will recommend the most appropriate method of sale in light of financial, market, transaction specific, and issuer-related conditions. If a negotiated public sale is determined to be in the City's best interest, the underwriter should typically be selected through a request for proposal (RFP) process.
9. All bond issuances and promissory notes will be authorized by resolution of the City Council.
10. The City will comply with all statutory debt limitations imposed by the Oregon Revised Statutes.
11. ORS 287A.050 establishes a limitation on the amount of general obligation bonds the City may issue. This limitation is 3% of the City's Real Market Value as certified by the Deschutes County Assessor. "General obligation bonds" are defined by ORS 287A.010(10) to mean exempt bonded indebtedness, as defined in ORS 310.140, that is secured by a commitment to levy ad valorem taxes outside the limits of sections 11 and 11b, Article XI, of the Oregon Constitution (i.e., voter approved, unlimited tax general obligation bonds). Additionally, ORS 287A.050(3) excludes certain types of general obligation bonded indebtedness from being included in the limitation, including for example general obligation bonds issued for water supply, treatment or distribution or sanitary or storm sewage collection or treatment. The City is not required to include full faith and credit obligations when computing its statutory general obligation bond debt limit. However the City's policy is to limit full faith and credit obligations to 3% of Real Market Value as certified by the Deschutes County Assessor.

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

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

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

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

a. Post Debt Issuance Tax Compliance

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

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

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

- ii. Arbitrage Rebate and Yield—Unless the Tax Certificate documents that arbitrage rebate will not be applicable to an issue of Bonds, the Chief Financial Officer, or persons reporting to the Chief Financial Officer shall be responsible for:
 - either (a) engaging the services of a Rebate Service Provider and, prior to each rebate calculation date, causing the trustee or other financial institution to deliver periodic statements concerning the investment of Bond proceeds to the Rebate Service Provider, or (b) undertaking rebate calculations itself and retaining or obtaining periodic statements concerning the investment of Bond proceeds;
 - providing to the Rebate Service Provider additional documents and information reasonably requested by the Rebate Service Provider;
 - monitoring efforts of the Rebate Service Provider;
 - assuring payment of required rebate amounts, if any, no later than 60 days after each 5-year anniversary of the issue date of the Bonds, and no later than 60 days after the last Bond of each issue is redeemed;
 - during the construction period of each capital project financed in whole or in part by Bonds, monitoring the investment and expenditure of Bond proceeds and consulting with the Rebate Service Provider to determine compliance with any applicable exceptions from the arbitrage rebate requirements during each 6-month spending period up to 6 months or 18 months, as applicable, following the issue date of the Bonds; and
 - retaining copies of all arbitrage reports, investment records and trustee statements.

- iii. Use of Bond Proceeds and Bond-Financed or Refinanced Assets—The City’s Chief Financial Officer, or persons under the supervision of the Chief Financial Officer, shall be responsible for:
 - monitoring the use of Bond proceeds (including investment earnings and including reimbursement of expenditures made before bond issuance) and the use of the financed asset throughout the term of the Bonds to ensure compliance with covenants and restrictions set forth in the Tax Certificate relating to the Bonds;
 - maintaining records identifying the assets or portion of assets that are financed or refinanced with proceeds of each issue of Bonds (including investment earnings and including reimbursement of expenditures made before bond issuance), including a final allocation of Bond;
 - consulting with bond counsel, City’s counsel and other legal counsel and advisers in the review of any change in use or transfer of Bond-financed or refinanced assets to ensure compliance with all covenants and restrictions set forth in the Tax Certificate relating to the Bonds;
 - to the extent that the City discovers that any applicable tax restrictions regarding use of Bond proceeds and Bond-financed or refinanced assets will

or may be violated, consulting promptly with bond counsel and other legal counsel and advisers to determine a course of action to preserve the tax-exempt status of the bonds.

b. Continuing Disclosure Policies

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

RESERVE POLICIES

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

- i. Meet requirements for debt service reserves
 - j. Maintain good standing with rating agencies
2. General Fund Reserves – the City will maintain General Fund unassigned reserves of at least 16% of the operating budget of the General Fund. Reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. Funding of General Fund reserves will generally come from excess revenues over expenditures or one-time revenues. Ending reserve levels will be evaluated annually.
3. Development Funds – The City will strive to maintain undesignated reserves for each of the funds as specified below. For any fund receiving General Fund support, such support will only be provided if the General Fund is able to comply with its own reserve level policy.
 - a) The Planning Fund shall strive to maintain a minimum reserve of six months. If reserves fall short at the end of a fiscal year, the General Fund will provide support until the target is met. If reserves exceed eight months, surplus funds will be transferred to the General Fund to maintain an eight-month reserve cap.
 - b) The Building Safety Fund will strive to maintain at least 18 months of reserves.
 - c) The Private Development Engineering Fund will strive to maintain at least 18 months of reserves.
4. Insurance Fund – The City will maintain reserves in its Insurance Fund for self-insurance and major accidents, disasters and catastrophic events. Use of such reserves will be limited to significant expenditures not covered by the City’s insurance and that are too large to be absorbed in the department or fund’s operating budget or reserves.
5. Water, Water Reclamation and Stormwater Funds – The City will maintain undesignated reserves of at least 25% (or 3 months) of the operating budget for its utility funds. The Water and Water Reclamation Funds will also have rate stabilization reserves no less than \$1.5 million and \$1 million respectively to protect against volatility of revenues. Ending fund balance and reserves in the Water and Water Reclamation utility funds will be prioritized as follows:
 - a. Required debt service reserves
 - b. Operating reserves
 - c. Rate stabilization reserves
 - d. Repair & replacement (R&R) reserves which have been identified as a minimum of \$5 million for both the Water and Water Reclamation funds. Refer to the Capital Improvement Policies section for more information on R&R reserves.
6. All Other Operating Funds – The City will maintain undesignated reserves of at least 16% (or 2 months) of the operating budget in all other operating funds unless it can be demonstrated that less than 16% is adequate to meet the needs of the operation.
7. The City will use reserves on a one-time or temporary basis for purposes described above. In the event that reserve funds decrease to levels below the levels established by this policy, the City

will develop a plan to restore reserves to the required levels. If feasible, minimum reserve balances shall be replenished in the following year of use and no longer than within five years.

GENERAL FUND STABILIZATION FUND POLICY

1. The City will maintain and manage a General Fund Stabilization Fund in accordance with this policy.
2. The purpose of the General Fund Stabilization Fund will be to provide for severe economic downturns or major unforeseen events (as determined by Council action) where a significant portion of revenues supporting critical basic operations are projected to decline for more than 2 years or permanently, and such decline cannot be absorbed by the department or fund. In these events, the City will need time to affect reductions, consolidate operations, reprioritize critical programs or implement an alternate revenue source. The General Fund Stabilization Fund will provide temporary support to minimize the impacts to community members who rely on these critical operations.
3. The General Fund Stabilization Fund will also be maintained to protect and enhance the City's credit rating. In the event that the City's General Fund Reserves temporarily fall below desired levels, the General Fund Stabilization Fund will serve to ensure that the City's credit rating is not adversely affected.
4. The General Fund Stabilization Fund will be funded annually as follows:
 - a. 50% of investment earnings of the General Fund
 - b. 50% of investment earnings of all other funds except as prohibited by law or by internal policy
 - c. Excess revenues and/or additional allocations from the General Fund as recommended by the Chief Financial Officer and/or City Manager and approved by City Council. Examples of excess revenues include one-time payments from franchisees as a result of an audit, refunds or other one-time discretionary payments not anticipated to be needed for current operations.
5. The General Fund Stabilization Fund will only be used to provide temporary support for critical basic services and operations meeting the criteria established by this policy. In no event will the General Fund Stabilization Fund be used to fund new programs or to fund expenditures that should otherwise be funded with operating revenues, contingencies and reserves.
6. All request for use of the General Fund Stabilization Fund will include the following:
 - a. Projection of revenues indicating decline for more than 2 years or permanent decline as a result of economic downturn or unforeseen event
 - b. Analysis that revenue decline is so significant that it cannot be absorbed in the

- department or fund's operating budget through increases in other revenues or reduction of current expenditures
 - c. Determination that critical basic services and operations will be affected and community members will be negatively impacted
 - d. Determination that request meets any other criteria determined by Council
 - e. Plan of action and long term financial solution to address the revenue shortfall
7. All requests for use of the General Fund Stabilization Fund will be presented to Council along with City Manager's recommendation. The City Council shall make the final decisions concerning appropriation of funds from the General Fund Stabilization Fund.

Fund Accounting

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

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

Governmental Funds (Governmental Activities)

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

Proprietary Funds (Business-Type Activities)

6. Enterprise
7. Internal Service

Fiduciary Funds (Fiduciary Activities)

8. Custodial

The fund descriptions in this section only include those funds with a 2025-2027 biennial budget. Funds that are no longer active are not included in this section.

Governmental Funds - Governmental Activities

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

General Fund

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

Special Revenue Funds

The Special Revenue fund type is used when certain revenues have been earmarked or are legally restricted for specific purposes. The general requirement is that dedicated revenues must be used for the specific purpose authorized.

General Fund Revenue Stabilization Fund

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

Police Reserve Fund

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

Fire/EMS Fund

Activities within this fund include fire suppression, fire prevention and education, fire investigation services and emergency medical services. Revenues earmarked for Fire/EMS operations include allocation of General Fund discretionary revenues and property taxes from the Deschutes County Rural Fire Protection District #2 as the City partners with the district to provide fire protection in the district's boundaries, and the Fire Operating Levy approved by voters in 2023 which will be in effect from 2024-2029. Revenues also include billings for ambulance and emergency medical services.

Streets & Operations Fund

This fund accounts for the Street Operations of the City. The funding sources include state highway apportionment revenues, transportation fee revenues, internal billings, solid waste franchise fees, grants and allocation of general discretionary revenues from the General Fund.

System Development Charge (SDC) Fund

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

Helen Lorenz Estate Fund

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

Building Fund

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

Planning Fund

This fund is used to account for the expenditures of the City's Planning Department which provides current and long-range planning services. Funding for this department is provided through planning fees.

Private Development Engineering Fund

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

Community Development Block Grant (CDBG) Fund

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

Affordable Housing Fund

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

Commercial and Industrial Construction Tax Fund

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

Houseless Fund

This fund accounts for all of the revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum.

Business Advocacy Fund

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

Tourism Fund

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

Economic Improvement District (EID) Fund

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

American Rescue Plan Act (ARPA) Fund

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

PRO Housing Grant Fund

This fund accounts for funds received from the US Department of Housing and Urban Development (HUD) through the Pathways to Removing Obstacles to Housing (PRO Housing) grant award.

Debt Service Funds

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

2011 General Obligation Bond Debt Service Fund

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

2020 General Obligation Bond Debt Service Fund

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

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

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

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

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

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

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

PERS Debt Service Fund

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

Capital Project Funds

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

Transportation Construction Fund

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

2020 General Obligation Bond Construction Fund

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

Accessibility Construction Fund

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

Local Improvement District (LID) Construction Fund

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

BURA - Juniper Ridge Construction Fund

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

BURA – Murphy Crossing Construction Fund

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

BURA – Core Area Construction Fund

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

Permanent Fund

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

Cemetery Permanent Maintenance Fund

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

Proprietary Funds – Business-Type Activities

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

Enterprise Funds

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

Water Fund

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

Water Reclamation Fund

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

Stormwater Fund

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

Airport Fund

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

Parking Services Fund

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

Cemetery Fund

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

Internal Service Funds

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

Internal Service Fund – City Wide Administration

Administrative and Financial Services Division

This division accounts for the operations of the City Council, City Manager's Office, City Attorney's Office, Communications & Engagement, Human Resources, Real Estate, Office of Performance Management, Project Management Office, Procurement & Public Contracts, and Financial Services departments. Revenues are generated from overhead allocation through the City's Cost Allocation Plan to the departments or funds receiving service.

Accessibility & Equity Division

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

Sustainability Division

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

Information Technology Division

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

Facilities Management Division

This division accounts for the facilities personnel and the operation and maintenance of the following City owned or leased buildings: City Hall campus, Wall Street, Bond and Franklin Annexes, 15th Street Campus, Utilities Campus at Boyd Acres, the Police facility, Public Works Campus, shelter facilities, and other city owned property. Revenues are generated from rent charges developed through the City's Cost Allocation Plan to the departments occupying the buildings, transfers from the Houseless Fund for the operating costs of shelter facilities and General Fund dollars to pay the annual debt service on properties acquired in the Bend Central District.

Risk and Emergency Management Division

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

Other Post-employment Benefits (OPEB)

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

Internal Service Fund – Departmental Administration

Fleet Management Division

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

Public Works Administration Division

This division is added with the 2025-27 Proposed Budget and accounts for the support services to the operational departments within Public Works: Engineering, Fleet, Transportation & Mobility, and Water Services.

Public Works Warehouse Division

This division is added with the 2025-27 Proposed Budget and accounts for the receiving, storage, issuing, and consumption data of critical supplies for operating and central services departments at the Public Works Warehouse at the Public Works Campus.

Water Quality Laboratory Division

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

Engineering Department

The Engineering Department provides infrastructure and planning services. Revenue is mainly generated by user charges to other funds.

Community & Economic Development Department Administration Division

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

Fiduciary Funds – Fiduciary Activities

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

Custodial Fund

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

Basis of Budgeting

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

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

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

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

(This page intentionally left blank)

Council Goals for the 2025-2027 Biennial Budget

The City Council identified the following focus areas as goals for the 2025-2027 biennium and adopted them on March 19, 2025.

GOAL: HOUSING

Develop and implement strategies to meet community housing needs, reduce homelessness, and create complete, walkable neighborhoods through data-driven policies, reliable funding, and innovative development codes.

Strategy: Target efforts for housing production based on community needs

- Create a housing production strategies committee to develop policies, incentives and other funding tools to increase the supply of affordable and missing middle housing in alignment with the Oregon Housing Needs Analysis
- Collect data on the current housing and rental market to find gaps and key areas to improve housing production in alignment with state and regional plans
- Develop outreach programs and public/private partnerships to promote the uptake of policy changes towards increasing the supply of missing middle-income housing and small infill development

Strategy: Target efforts for homelessness based on community needs

- Advocate for a reliable, ongoing funding program for shelters (for capital and operations) and supportive services
- Develop additional safe parking sites
- Set goals and metrics for reducing homelessness that meet the needs in Bend while aligning with state and regional plans and funding sources

Strategy: Accelerate complete neighborhoods

- Adopt elements of a 20-year plan for housing and jobs (Bend's growth plan), emphasizing policies that create walkable and complete neighborhoods and transition Bend to form based development codes
- Adopt development code and entitlement process improvements that remove barriers and speed up missing middle-income, affordable housing and infill development
- Promote more affordable home ownership and rental opportunities that recognize the diversity of housing types and sizes needed to support a growing and changing community

GOAL: TRANSPORTATION & INFRASTRUCTURE

Make travel safer and more reliable for everyone, ensure water and wastewater systems meet growth, housing, and economic prosperity needs, and improve transportation projects with sustainable funding and planning.

Strategy: Enhance safety, accessibility and increased options for all modes of travel

- Create and begin implementation of Pedestrian and Bike Master Plans that address system gaps, costs, and priorities and are aligned to the Transportation System and Climate Friendly and Equitable Communities plans and policies
- Develop project and funding solutions to improve safety, reliability, maintenance, and capital needs, aligning revenue options with planning and performance metrics and goals
- Update transportation design standards and specifications for all users, aiming for zero fatalities

Strategy: Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth

- Finish the Sewer Collection System and Stormwater Master Plans, prioritizing infill development
- Acquire property and apply for grants to meet the long-term water supply and resiliency needs
- Finish updating plans for the Water Reclamation and Filtration Facilities, focusing on environmental stewardship, wildfire resiliency and clean energy opportunities

Strategy: Improve and deliver the City's transportation projects and plans and prioritize future investments

- Work proactively with Cascades East Transit to increase transit service, secure sustainable transit funding and establish two mobility hubs
- Deliver key transportation infrastructure projects that prioritize housing production and economic prosperity as well as address community priorities such as the Bend Bikeway and Neighborhood Street Safety Program
- Improve governance and oversight of transportation policy and project delivery that increases efficiency
- Develop a stable, self-sustaining funding plan for airport operations

GOAL: ECONOMIC PROSPERITY

Develop and implement strategies that increase community prosperity through job growth, workforce development and livable wages.

Strategy: Create a comprehensive economic development plan and vision

- Incorporate inputs from the Targeted Sector Analysis, Urban Renewal Investment Strategy, and Industry Cluster Analysis to guide the Economic Development Plan
- Identify target sector land capacity and infrastructure needs that inform Bend's Growth Plan
- Connect Bend's Economic Development plan with local, regional and state partners such as Economic Development of Central Oregon (EDCO), Bend Chamber of Commerce, OSU-Cascades, COCC, Central Oregon Intergovernmental council (COIC) and Business Oregon

Strategy: Lead an effort to strengthen economic prosperity by enhancing strategic partnerships

- Leverage public-private partnerships that catalyze investment in the Bend Central District, including the development of a new City Hall and investments in the Drake to Juniper Park connection
- Identify and contract with partners that provide specialized business and employment services, including childcare aligned to the economic development plan
- Establish an internal economic development program that coordinates and facilitates the urban renewal, real estate, housing, equity and policy teams that execute the economic development plan
- Implement a Supplier Diversity Program with a focus on outreach and education

Strategy: Implement the Urban Renewal Investment Strategy as a local tool to support economic growth

- Expand the roles and responsibilities of the Core Area Advisory Board to include citywide urban renewal strategies and investment
- Promote and ensure the urban design framework of the Core Area meets job and housing goals
- Leverage urban renewal funds, including site-specific opportunities, for housing, neighborhood commercial, entrepreneurial development, infrastructure, business and land development and beautification

GOAL: CLIMATE RESILIENCY

Promote a sustainable and resilient community by advancing climate action- recognizing affordability and availability of clean energy, protecting natural resources, and building wildfire resiliency

Strategy: Advance the community climate action plan (CCAP) and encourage sustainable development

- Implement the recently updated Community Climate Action Plan (CCAP) to meet greenhouse gas emission reduction targets, including priority items (these will be identified in April), and policies and programs that advance electrification
- Contract with community partners through a new grant program that facilitates CCAP action implementation
- Identify sustainable funding to implement the CCAP and sustainability initiatives
- Adopt a plan for the future of the Urban Tree Canopy
- Explore improvements to Bend’s outdoor lighting standards, informed by principles from the ‘Dark Sky’ initiative

Strategy: Protect our watershed through water conservation and stewardship

- Update the city’s water rate structure to further incentivize water conservation.
- Analyze and expand existing conservation measures to achieve no net increase in water demand and explore use of graywater

- Collaborate with Tribal partners on water resources in the Deschutes Basin
- Continue participation with the Deschutes Basin Water Collaborative and complete the *Water Management Plan*

Strategy: Build wildfire resiliency through awareness, education and actions that reduce risks

- Evaluate and update codes to reflect best practices for wildfire resiliency
- Coordinate and expand community wildfire resiliency outreach and education

GOAL: PUBLIC SAFETY

Enhance community safety and resilience through data-driven decision-making, responsible financial stewardship, and sustained investment in public safety services, while engaging in emergency preparedness and proactive crime prevention.

Strategy: Maintain high quality Fire/EMS service levels

- Maintain response times with a continued emphasis on survivability of cardiovascular emergencies
- Identify long-term funding and governance options in partnership with the Rural Fire District
- Analyze response data to ensure the appropriate resources are responding to calls for service

Strategy: Enhance emergency planning while increasing community preparedness

- Increase participation in community education, prevention, and preparedness programs through collaboration with partners
- Refine resiliency planning including natural hazard mitigation and continuity of operations
- Refine emergency planning to address City operations and response functions, and community evacuation plans

Strategy: Develop and use preventative and proactive measures to reduce crime and increase community safety

- Prioritize engagement and trust building with the community
- Collaborate with all City Departments and local partner agencies to intervene in criminal activity and increase livability, including implementation of automated traffic enforcement
- Reduce calls for service through partnerships and alternative response
- Identify long-term funding options to match community needs and expectations

GOAL: ACCESSIBLE AND EFFECTIVE GOVERNMENT

Foster a thriving, engaged, and inclusive community by enhancing transparency, strengthening public participation, and expanding engagement with new voices while ensuring responsible stewardship of resources.

Strategy: Advance the City’s commitment to equity and community prosperity

- Expand language access and accessibility to ensure all residents can access City of Bend resources and decision-making processes
- Incorporate the equity framework into the City’s decision-making processes
- Support and collaborate with community partners to address hate incidents and discrimination
- Explore ways to improve transparency of worker pay on private construction projects, including through existing regulatory structures, disclosure agreements, or other local mechanisms

Strategy: Engage community members, prioritizing outreach to new voices, to ensure continuous and meaningful community participation in decision-making processes

- Cultivate community partnerships to engage youth and other new voices, and implement stakeholder specific engagement, through events and creative initiatives
- Incorporate an engagement framework, with a strong feedback loop, to ensure stakeholder involvement and collaboration
- Continue to improve communication and collaboration between Council and Council advisory groups

Strategy: Implement process improvements to meet the needs of a growing City

- Foster community awareness and understanding of city projects by prioritizing a community-centric approach to project planning and communication
- Review and refresh Council Rules
- Improve permitting processes and reduce review times to support housing and economic development
- Complete and implement the One City strategic plan that aligns organizational priorities and initiatives with an updated mission, vision and values

Long-range Planning and Strategic Goals

Long-range financial plans are essential for the City of Bend to align its resources with strategic goals such as infrastructure investment, public safety, and sustainable growth. These plans provide a fiscal roadmap that anticipates future revenue and expenditure trends, enabling the city to prioritize funding for key initiatives like transportation upgrades, housing development, and climate resilience. By forecasting needs over a multi-year horizon, Bend can make informed decisions that support its strategic goals vision of complete communities and ensure long-term financial stability while meeting the demands of a growing population

(This page intentionally left blank)

Performance Measures

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

	2021-22 Actuals	2022-23 Actuals	2023-24 Actuals	2024-25 Estimate	2025-26 Estimate	2026-27 Estimate
Public Safety						
Police						
Number of incidents dispatched calls for service	50,787	51,401	48,840	47,360	46,633	45,905
Number of officer-initiated calls for service	23,752	26,866	26,190	28,948	29,700	30,452
<i>Total calls for service</i>	<i>74,539</i>	<i>78,267</i>	<i>75,030</i>	<i>76,308</i>	<i>76,333</i>	<i>76,357</i>
Number of total calls for service per sworn staff ¹	707	721	673	666	650	634
Number of mental health and suicidal subject calls ¹	2,128	1,661	1,125	999	726	453
Number of citizen online reports	1,486	1,555	1,542	1,477	1,473	1,468
Number of crimes against persons per 1,000 residents ¹	27	15	17	20	22	23
Number of crimes against property per 1,000 residents ¹	40	39	37	38	38	37
Number of crimes against society per 1,000 residents ¹	24	22	26	30	31	33
Number of vehicle collisions per 1,000 residents ¹	16	17	16	17	15	16
Number of force incidents	72	74	81	65	70	70
Percentage of residents who have confidence in the Bend Police Department ²	78%		76%		78%	
Fire						
Incident Count ³	13,036	13,527	13,918	14,083	14,505	14,941
Average Response Time: City Limits	0:06:02	0:05:50	0:05:46	0:05:35	0:05:35	0:05:35
Average Response Time: Rural Fire Protection District	0:09:04	0:09:24	0:08:54	0:08:58	0:08:58	0:08:58
Cardiac Survivability Rate	40%	56%	37%	40%	40%	40%
Municipal Court						
Number of cases closed (dismissed, paid in full or written off as uncollectable) per new case filed	1.06	1.00	1.16	1.21	1.50	1.50
Total Cases	4,045	4,500	4,366	5,814	13,000	20,500
Cases filed per court clerk	1,011	1,125	1,455	1,938	3,250	5,125
Infrastructure						
Water Services						
Water						
Surface/groundwater produced (million gallons/annually)	4,437	4,500	4,719	4,861	5,000	5,100
Peak day usage (million gallons per day)	26.0	27.0	26.4	26.7	26.8	26.9
Percent of annual water produced from Surface Water	62%	62%	59%	62%	63%	62%
Number of breaks/leaks per hundred miles pipe	1.1	1.5	1.8	1.8	1.7	1.5
Sprinkler Inspection Program - Number of inspections	211	198	138	225	200	200
Operating cost of Potable Water Services (cost per million gallons)	\$ 2,780	\$ 2,879	\$ 2,440	\$ 2,723	\$ 2,903	\$ 3,058
Water Reclamation						
Average daily flow (million gallons per day)	6.2	6.3	6.2	6.3	6.3	6.4
Annual dry tons of biosolids produced	2,002	2,035	2,100	2,150	2,200	2,200
Number of odor complaints	15	25	14	15	15	15
Number of sanitary sewer overflows (SSOs) per year	4	4	6	4	5	5
Operating cost of Wastewater Treatment Services (cost per million gallons)	\$ 1,916	\$ 1,979	\$ 2,201	\$ 2,360	\$ 2,837	\$ 2,656

¹ Historical actual amounts have been adjusted to align with currently collected data for comparison purposes

² Portland State University, *Community Attitudes Regarding Public Safety in Bend, Oregon* (2021)

³ An 'incident' is any call received that results in a dispatch to assist the public including fire, EMS, rescue, hazardous materials, or other calls for assistance

Performance Measures

	2021-22 Actuals	2022-23 Actuals	2023-24 Actuals	2024-25 Estimate	2025-26 Estimate	2026-27 Estimate
Infrastructure (continued)						
Water Services (continued)						
Stormwater						
Yards of debris removed from catch basins	467	300	1,341	946	800	800
Storm drains cleaned/inspected	12,309	12,000	17,466	10,153	6,500	6,800
Underground Injection Control wells (UIC) cleaned/inspected ¹	1,835	2,000	8,432	5,235	4,500	4,500
Number of swales maintained	556	600	751	364	700	700
Water Services Laboratory						
Number of Drinking Water Tests	2,697	2,687	3,193	3,358	3,400	3,500
Number of Wastewater Tests	16,778	15,872	13,834	14,868	16,100	19,200
Number of Stormwater Tests	1,449	1,200	1,384	1,397	1,400	1,400
NELAC Accreditation	Yes	Yes	Yes	Yes	Yes	Yes
Total Tests per year	21,266	20,175	18,611	19,823	21,100	24,300
Engineering & Infrastructure Planning¹						
Total number of EIPD-managed Capital Improvement Plan (CIP) Projects Budgeted	46	45	49	50	49	45
Total amount budgeted for EIPD-managed CIP Projects (millions)	\$ 68.2	\$ 80.2	\$ 53.5	\$ 80.5	\$ 91.2	\$ 94.3
Total amount spent on EIPD-managed CIP Projects (millions)	\$ 48.2	\$ 72.4	\$ 52.8	\$ 59.4	\$ 74.3	\$ 76.9
Transportation & Mobility						
Streets & Operations						
Miles of street cleaned / sweeping	28,334	28,000	23,935	20,426	25,000	25,000
Number of self-performed curb ramps constructed	197	200	56	102	200	200
Number of Community Service Requests (CSR) received	2,334	2,500	3,591	4,405	4,500	4,500
Overall Pavement Condition Index (PCI)	75	76	76	76	77	77
Parking Services						
Parking permits issued	22,057	22,498	30,438	29,292	32,220	33,800
Parking transactions	176,204	190,300	198,699	193,403	212,700	223,000
Parking utilization	87%	92%	100%	100%	100%	100%
Operating cost of parking system	68%	73%	100%	100%	100%	100%
Cemetery						
Number of total burials	53	50	57	54	52	52
Years of cemetery capacity available at full build out	22	21	20	21	21	21
Community & Economic Development						
Community & Economic Development Department						
Building						
Building permit average review times (in days)						
Commercial building	110	55	60	50	50	50
Single family	41	50	32	32	35	35

¹ Engineering & Infrastructure Planning focus on Capital Improvement Plan projects in the Water, Water Reclamation, Stormwater, Transportation Construction, 2011 General Obligation Bond Construction, 2020 General Obligation Bond Construction, Parking, and the Accessibility Construction Funds.

Performance Measures

	2021-22 Actuals	2022-23 Actuals	2023-24 Actuals	2024-25 Estimate	2025-26 Estimate	2026-27 Estimate
Community & Economic Development (continued)						
Community & Economic Development Department						
Building (continued)						
Permits Issued						
Single Family New Construction	718	520	546	715	700	700
Multi Family New Construcion (Duplex and up)	53	80	35	77	75	75
Commercial New Construction	60	45	70	57	50	50
New Commercial with Residences	1	15	2	1	1	1
Average number of Inspections per day	164	165	157	166	160	160
Planning						
Number of applications received	765	630	609	587	580	580
Number of sign permits issued (Includes temporary signs)	202	160	229	211	200	200
Private Development Engineering						
Number of applications received	942	900	848	1,028	900	925
Number of inspections	8,858	9,200	9,976	13,323	12,000	12,500
Engineering - Tier 3 Infrastructure Plans average review times	33	51	46	35	35	35
Code Enforcement						
Number of Cases	1,089	1,140	1,621	1,233	1,600	1,760
Development Services Administration						
Short Term Rental Land Use Approvals	155	131	73	42	85	50
Economic Development						
Affordable housing units developed	300	100	101	55	142	250
Number of households that benefitted from Affordable Housing Program Funds to attain home ownership	10	8	29	22	87	122
Total shelter beds in the City of Bend (number of city-supported shelter beds)	372 (142)	505 (248)	523	550	550	550
Total City-supported shelter nights provided	data not available	58,000+	81,007	86,258	86,632	86,832
Active Business Licenses	6,000	5,700	4,981	5,000	5,250	5,500
Airport						
Number of annual airport operations (takeoffs & landings)	141,175	143,800	147,241	150,774	154,392	158,251
Administration & Central Services						
Administration & Financial Services						
Communications						
Average City of Bend website visits per month	71,661	78,631	74,514	70,965	73,804	76,756
Average social media engagements per month	10,175	11,175	2,922	2,896	N/A	N/A
Social Media Engagement Rate ¹	data not available			6.94%	6.20%	6.20%
Number of Social Media followers	31,059	34,220	37,176	41,715	45,267	48,819
Human Resources						
One-year turnover count	13.3%	10.0%	9.4%	9.8%	9.7%	9.6%
Number of voluntary resignations	62	53	61	57	57	58
Number of involuntary resignations	3	3	10	15	9	11
Number of retirements	7	7	10	15	11	12

¹ Engagement rate reflects the extent to which residents interact with and respond to posts. Engagement percentage rate normalizes engagement across accounts and provides an understanding of how engaged the audience is, not just how big the audience is. Monthly averages don't reflect consistent performance (numbers maybe high due to one well-performing post)

Performance Measures

	2021-22 Actuals	2022-23 Actuals	2023-24 Actuals	2024-25 Estimate	2025-26 Estimate	2026-27 Estimate
Administration & Central Services (continued)						
Financial Services						
Receive the Distinguished Budget Presentation Award from the Government Finance Officers Association	Yes		Yes		Yes	
Receive the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association	Yes	Yes	Yes	Yes	Yes	Yes
Performance Management						
Data sets prepared and published for public use, download, and redistribution	23	26	9	4	4	4
Information Technology						
Wireless network uptime (outside of maintenance windows, planned downtime)	99.99%	99.99%	99.99%	99.00%	99.99%	99.99%
Percent of support request survey response rated 'satisfied'	99%	99%	100%	97%	99%	99%
Percent of support request survey responses rated 'resolved' and 'timely'	98%	98%	100%	97%	98%	98%
Percent of support requests resolved on the first customer call (15 minutes)	14%	16%	16%	15%	16%	16%
Facilities						
Operating cost per square foot of facility maintained	\$ 16.58	\$ 20.64	\$ 18.32	\$ 18.07	\$ 24.24	\$ 23.98
Fleet Management						
Overdue preventative maintenance rate ¹	12%	13%	15%	7%	5%	5%
Fleet age for passenger and non-specialty vehicles (years)	9	8	7	7	7	7

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

**2025-2027 Adopted Biennial Budget
Summary by Service Area**

2025-2027 Resources

	General Fund	Public Safety	Infrastructure	Community & Economic Development	Administration & Central Services	Total Biennial Budget City and BURA
	(Includes General Fund Revenue Stabilization Fund)					
RESOURCES						
Beginning working capital	\$ 43,411,900	\$ 14,199,200	\$ 296,156,300	\$ 40,281,600	\$ 65,733,800	\$ 459,782,800
Property taxes	92,184,800	25,700,200	17,755,800	9,821,300	-	145,462,100
Room tax	18,463,600	589,900	-	10,441,100	-	29,494,600
Franchise fees	23,964,700	-	11,981,400	-	-	35,946,100
Local marijuana tax	2,230,100	-	-	-	-	2,230,100
Commercial/Industrial construction tax	786,400	-	-	-	-	786,400
Licenses and permits	162,400	-	2,143,200	23,012,700	-	25,318,300
Intergovernmental revenues	7,576,200	18,562,800	31,611,600	11,875,800	35,700	69,662,100
Charges for services	1,574,100	13,251,600	173,441,300	28,283,500	3,590,000	220,140,500
System development charges (SDC's)	-	-	36,688,900	-	-	36,688,900
Fines and forfeitures	3,059,900	-	1,210,000	-	-	4,269,900
Juniper Ridge city owned land sales	5,250,000	-	6,500,000	-	-	11,750,000
Miscellaneous	1,920,900	632,900	14,254,800	3,333,500	1,877,900	22,020,000
Long-term debt proceeds	-	-	124,974,600	12,240,000	3,978,000	141,192,600
Interfund loan repayments	10,944,900	-	2,500,000	7,744,900	-	21,189,800
Interfund activity:						
Interfund / Interagency transfers	1,485,800	875,000	78,027,100	12,045,200	111,704,800	204,137,900
General fund subsidy	-	40,984,600	9,997,800	1,616,200	-	52,598,600
General fund revenues allocated to:						
Police	(96,849,000)	96,849,000	-	-	-	-
Municipal court	(2,703,700)	2,703,700	-	-	-	-
Code enforcement	(1,706,500)	-	-	1,706,500	-	-
Growth management	(4,907,900)	-	-	4,907,900	-	-
Community projects	(2,739,500)	-	-	2,739,500	-	-
General fund houseless	(1,338,700)	-	-	1,338,700	-	-
Juniper Ridge city owned land	(465,400)	-	-	465,400	-	-
TOTAL RESOURCES	\$ 102,305,000	\$ 214,348,900	\$ 807,242,800	\$ 171,853,800	\$ 186,920,200	\$ 1,482,670,700

**2025-2027 Adopted Biennial Budget
 Summary by Service Area**

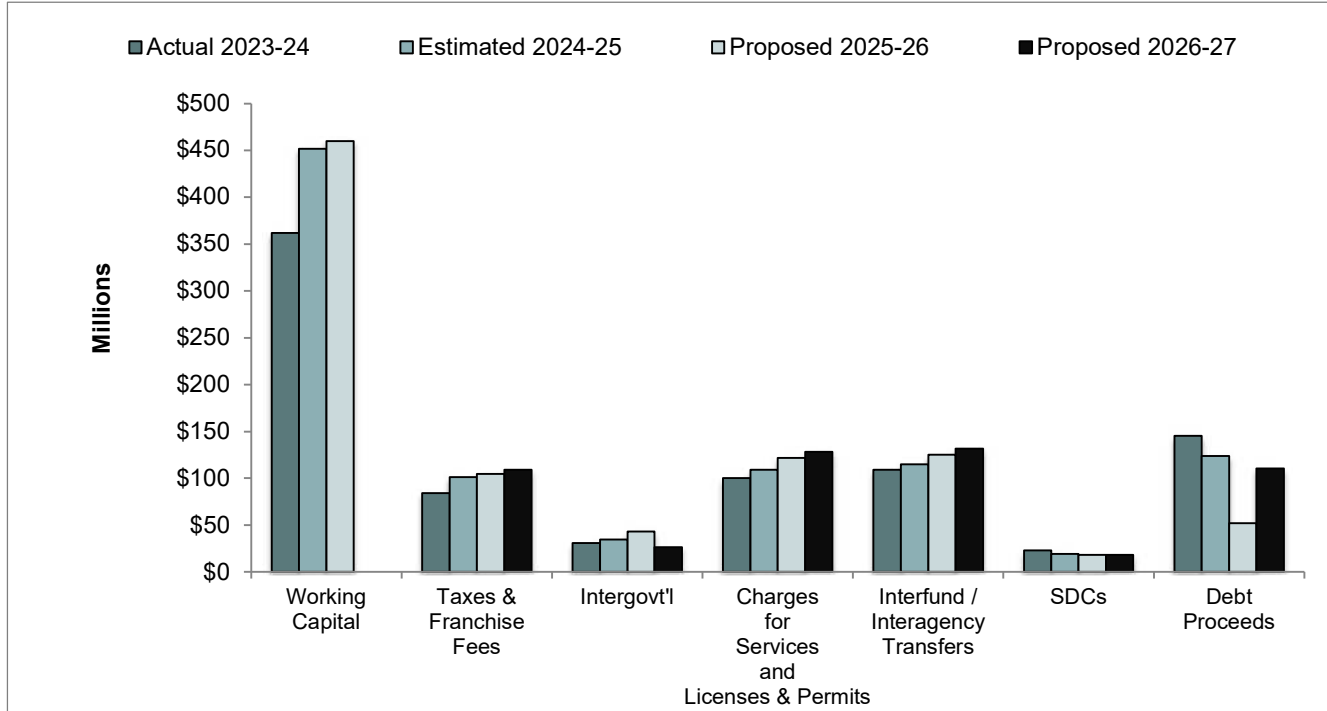
2025-2027 Requirements

	General Fund	Public Safety	Infrastructure	Community & Economic Development	Administration & Central Services	Total Biennial Budget City and BURA
	(Includes General Fund Revenue Stabilization Fund)					
REQUIREMENTS						
Personnel services	\$ -	\$ 145,712,000	\$ 83,982,400	\$ 42,662,400	\$ 51,049,000	\$ 323,405,800
Materials & services	-	18,091,100	40,160,900	43,732,500	33,001,900	134,986,400
Capital outlay	-	8,218,900	222,601,800	11,675,000	42,694,500	285,190,200
Total	-	172,022,000	346,745,100	98,069,900	126,745,400	743,582,400
Debt service	-	1,451,000	74,609,800	11,575,900	27,925,700	115,562,400
Interfund activity:						
Interfund / Interagency transfers	16,027,100	29,453,600	126,479,300	26,356,200	8,329,300	206,645,500
General fund subsidies	52,598,600	-	-	-	-	52,598,600
Contingency	7,992,100	9,866,900	24,912,000	25,991,900	3,054,600	71,817,500
Reserves	25,687,200	1,555,400	234,496,600	9,859,900	20,865,200	292,464,300
TOTAL REQUIREMENTS	\$ 102,305,000	\$ 214,348,900	\$ 807,242,800	\$ 171,853,800	\$ 186,920,200	\$ 1,482,670,700

Combined Summary of Financial Sources and Uses

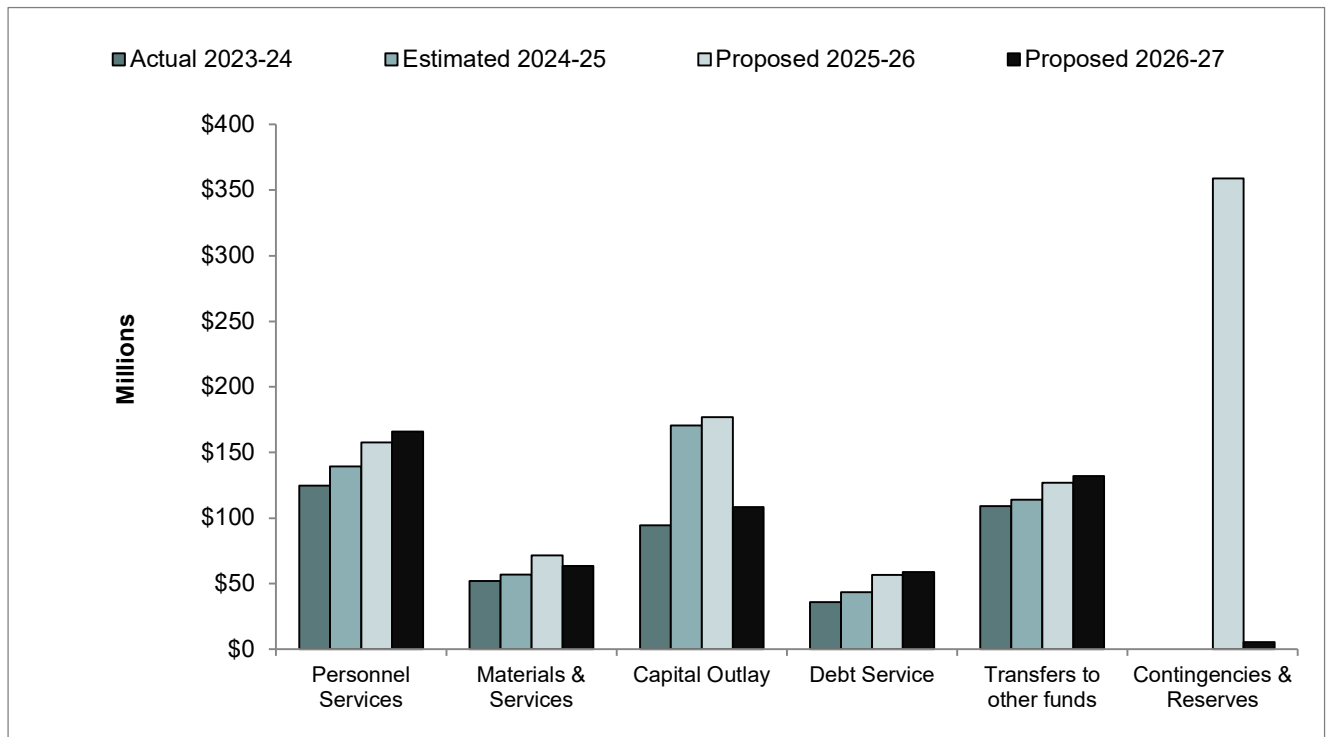
2025-2027 Resources

All Funds - \$1,482.7 Million



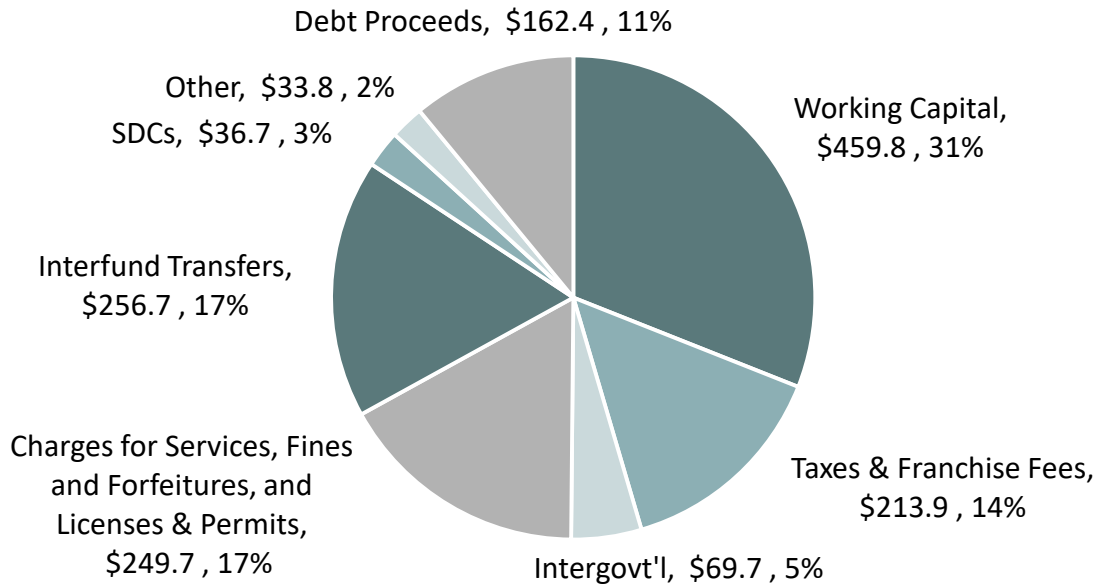
2025-2027 Requirements

All Funds - \$1,482.7 Million

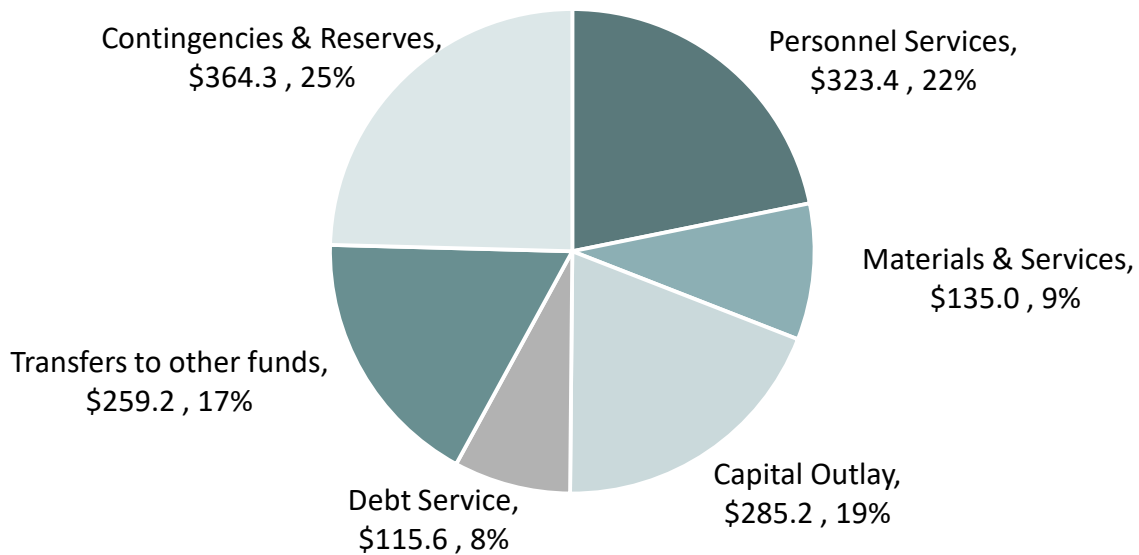


Resource and Requirement Summaries

2025-2027 Resources By Type (in millions)

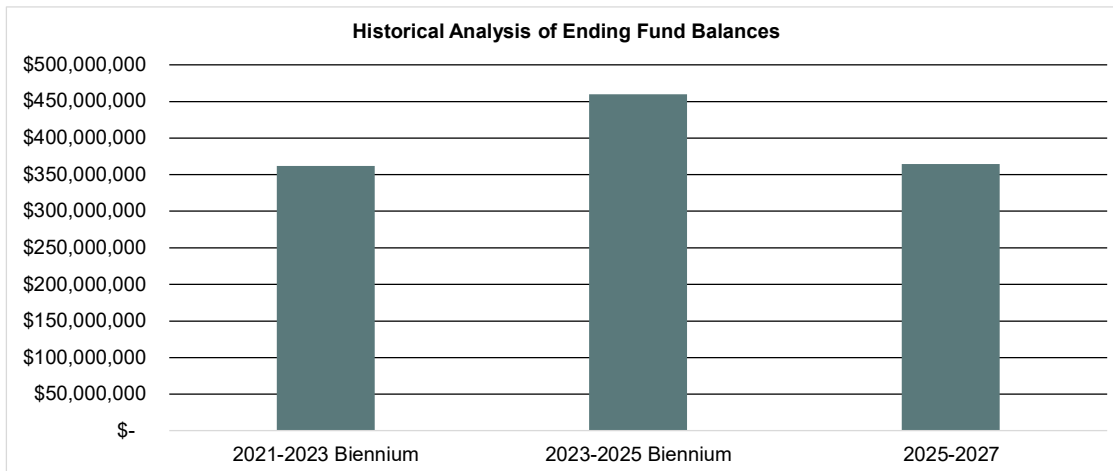


2025-2027 Requirements By Category (in millions)



Fund Balance Summary Years 2021 - 2027
All Funds

	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
Total Governmental Funds						
Beginning Fund Balance	\$ 117,579,440	\$ 155,632,422	\$ 220,226,900	\$ -	\$ 220,226,900	
Revenues	455,177,908	568,059,321	282,530,100	349,454,800	631,984,900	
Expenditures	417,124,973	503,464,777	326,796,800	321,466,900	648,263,700	
Net Change	38,052,935	64,594,544	(44,266,700)	27,987,900	(16,278,800)	
Ending Fund Balance	\$ 155,632,375	\$ 220,226,966	\$ 175,960,200	\$ 27,987,900	\$ 203,948,100	-7%
Total Proprietary Funds						
Beginning Fund Balance	\$ 174,648,618	\$ 206,206,688	\$ 239,555,900	\$ -	\$ 239,555,900	
Revenues	308,305,283	470,635,985	206,324,200	184,578,800	390,903,000	
Expenditures	276,747,245	437,285,735	262,982,300	207,142,900	470,125,200	
Net Change	31,558,038	33,350,250	(56,658,100)	(22,564,100)	(79,222,200)	
Ending Fund Balance	\$ 206,206,656	\$ 239,556,938	\$ 182,897,800	\$ (22,564,100)	\$ 160,333,700	-33%
TOTAL CITY OF BEND AND BEND URBAN RENEWAL AGENCY						
Beginning Fund Balance	\$ 292,228,058	\$ 361,839,110	\$ 459,782,800	\$ -	\$ 459,782,800	
Revenues	763,483,191	1,038,695,306	488,854,300	534,033,600	1,022,887,900	
Expenditures	693,872,218	940,750,512	589,779,100	528,609,800	1,118,388,900	
Net Change	69,610,973	97,944,794	(100,924,800)	5,423,800	(95,501,000)	
Ending Fund Balance	\$ 361,839,031	\$ 459,783,904	\$ 358,858,000	\$ 5,423,800	\$ 364,281,800	-21%



The adopted budget is the biennial total amount showing in the 2025-2027 column. For clarity, the new biennial budget is presented along side the individual fiscal years comprising the biennium. There is no Beginning Fund Balance for the second fiscal year of the period. Beginning Fund Balance is a resource available at the start of a budget period that represents unspent resources of the prior period. In this 2025-2027 Biennial Budget period, there is one Beginning Fund Balance amount - the amount at July 1, 2025. (To also provide the estimate at July 1, 2026 would be a duplication of resources within the biennial period.)

Fund Balance Summary Years 2021 - 2027
Summary of Governmental Funds

FUND	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
City of Bend General Fund						
Beginning Fund Balance	\$ 16,662,850	\$ 33,141,241	\$ 34,359,300	\$ -	\$ 34,359,300	
Revenues	139,131,061	157,147,646	85,421,500	82,607,700	168,029,200	
Expenditures	122,652,693	155,929,536	91,077,900	88,258,500	179,336,400	
Net Change	16,478,368	1,218,110	(5,656,400)	(5,650,800)	(11,307,200)	
Ending Fund Balance	\$ 33,141,218	\$ 34,359,351	\$ 28,702,900	\$ (5,650,800)	\$ 23,052,100	-33%
Special Revenue Funds						
Beginning Fund Balance	\$ 65,390,036	\$ 73,503,878	\$ 76,338,200	\$ -	\$ 76,338,200	
Revenues	208,409,088	257,099,276	140,177,900	135,808,100	275,986,000	
Expenditures	200,295,272	254,264,615	148,785,500	147,803,400	296,588,900	
Net Change	8,113,816	2,834,661	(8,607,600)	(11,995,300)	(20,602,900)	
Ending Fund Balance	\$ 73,503,852	\$ 76,338,539	\$ 67,730,600	\$ (11,995,300)	\$ 55,735,300	-27%
Debt Service Funds						
Beginning Fund Balance	\$ 7,235,354	\$ 10,799,885	\$ 13,657,700	\$ -	\$ 13,657,700	
Revenues	31,935,354	24,730,711	15,458,500	16,487,200	31,945,700	
Expenditures	28,370,818	21,873,101	15,773,900	16,586,900	32,360,800	
Net Change	3,564,536	2,857,610	(315,400)	(99,700)	(415,100)	
Ending Fund Balance	\$ 10,799,890	\$ 13,657,495	\$ 13,342,300	\$ (99,700)	\$ 13,242,600	-3%
Capital Project Funds						
Beginning Fund Balance	\$ 27,638,646	\$ 37,509,563	\$ 95,193,000	\$ -	\$ 95,193,000	
Revenues	75,631,917	129,010,788	41,430,500	114,510,100	155,940,600	
Expenditures	65,761,003	71,327,434	71,116,800	68,775,400	139,892,200	
Net Change	9,870,914	57,683,354	(29,686,300)	45,734,700	16,048,400	
Ending Fund Balance	\$ 37,509,560	\$ 95,192,917	\$ 65,506,700	\$ 45,734,700	\$ 111,241,400	17%
Permanent Funds						
Beginning Fund Balance	\$ 652,554	\$ 677,855	\$ 678,700	\$ -	\$ 678,700	
Revenues	70,488	70,900	41,700	41,700	83,400	
Expenditures	45,187	70,091	42,700	42,700	85,400	
Net Change	25,301	809	(1,000)	(1,000)	(2,000)	
Ending Fund Balance	\$ 677,855	\$ 678,664	\$ 677,700	\$ (1,000)	\$ 676,700	0%
TOTAL GOVERNMENTAL FUNDS						
Beginning Fund Balance	\$ 117,579,440	\$ 155,632,422	\$ 220,226,900	\$ -	\$ 220,226,900	
Revenues	455,177,908	568,059,321	282,530,100	349,454,800	631,984,900	
Expenditures	417,124,973	503,464,777	326,796,800	321,466,900	648,263,700	
Net Change	38,052,935	64,594,544	(44,266,700)	27,987,900	(16,278,800)	
Ending Fund Balance	\$ 155,632,375	\$ 220,226,966	\$ 175,960,200	\$ 27,987,900	\$ 203,948,100	-7%

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

Fund Balance Summary Years 2021 - 2027
Summary of Proprietary Funds

FUND	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
Internal Service Funds						
Beginning Fund Balance	\$ 20,733,178	\$ 29,060,558	\$ 67,115,000	\$ -	\$ 67,115,000	
Revenues	116,555,464	237,777,707	77,746,500	74,129,500	151,876,000	
Expenditures	108,228,088	199,722,509	116,956,800	78,284,000	195,240,800	
Net Change	8,327,376	38,055,198	(39,210,300)	(4,154,500)	(43,364,800)	
Ending Fund Balance	\$ 29,060,554	\$ 67,115,756	\$ 27,904,700	\$ (4,154,500)	\$ 23,750,200	-65%
Enterprise Funds						
Beginning Fund Balance	\$ 153,915,440	\$ 177,146,130	\$ 172,440,900	\$ -	\$ 172,440,900	
Revenues	191,749,819	232,858,278	128,577,700	110,449,300	239,027,000	
Expenditures	168,519,157	237,563,226	146,025,500	128,858,900	274,884,400	
Net Change	23,230,662	(4,704,948)	(17,447,800)	(18,409,600)	(35,857,400)	
Ending Fund Balance	\$ 177,146,102	\$ 172,441,182	\$ 154,993,100	\$ (18,409,600)	\$ 136,583,500	-21%
TOTAL PROPRIETARY FUNDS						
Beginning Fund Balance	\$ 174,648,618	\$ 206,206,688	\$ 239,555,900	\$ -	\$ 239,555,900	
Revenues	308,305,283	470,635,985	206,324,200	184,578,800	390,903,000	
Expenditures	276,747,245	437,285,735	262,982,300	207,142,900	470,125,200	
Net Change	31,558,038	33,350,250	(56,658,100)	(22,564,100)	(79,222,200)	
Ending Fund Balance	\$ 206,206,656	\$ 239,556,938	\$ 182,897,800	\$ (22,564,100)	\$ 160,333,700	-33%

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

Fund Balance Detail Years 2021 - 2027
By Governmental Fund Type
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS		ADOPTED BUDGET			2025-2027 % Change From Prior Period
	2021-2023	ESTIMATE 2023-2025	2025-26	2026-27	2025-2027	
SPECIAL REVENUE FUNDS						
General Fund Revenue Stabilization Fund						
Beginning Fund Balance	\$ 4,310,400	\$ 5,746,646	\$ 9,052,600	\$ -	\$ 9,052,600	
Revenues	1,436,246	3,305,880	845,200	729,400	1,574,600	
Expenditures	-	-	-	-	-	
Net Change	1,436,246	3,305,880	845,200	729,400	1,574,600	
Ending Fund Balance	\$ 5,746,646	\$ 9,052,526	\$ 9,897,800	\$ 729,400	\$ 10,627,200	17%
Police Reserve Fund						
Beginning Fund Balance	\$ 589,328	\$ 353,886	\$ 580,800	\$ -	\$ 580,800	
Revenues	14,559	227,006	111,300	113,300	224,600	
Expenditures	250,000	-	-	-	-	
Net Change	(235,441)	227,006	111,300	113,300	224,600	
Ending Fund Balance	\$ 353,887	\$ 580,892	\$ 692,100	\$ 113,300	\$ 805,400	39%
Fire/EMS Fund						
Beginning Fund Balance	\$ 6,678,398	\$ 10,545,529	\$ 13,618,400	\$ -	\$ 13,618,400	
Revenues	68,741,330	89,286,614	49,104,300	51,108,100	100,212,400	
Expenditures	64,874,197	86,213,702	51,323,900	51,890,000	103,213,900	
Net Change	3,867,133	3,072,912	(2,219,600)	(781,900)	(3,001,500)	
Ending Fund Balance	\$ 10,545,531	\$ 13,618,441	\$ 11,398,800	\$ (781,900)	\$ 10,616,900	-22%
Helen E. Lorenz Estate Fund						
Beginning Fund Balance	\$ -	\$ 23,000	\$ -	\$ -	\$ -	
Revenues	117,826	156,514	80,000	80,000	160,000	
Expenditures	94,826	179,514	80,000	80,000	160,000	
Net Change	23,000	(23,000)	-	-	-	
Ending Fund Balance	\$ 23,000	\$ -	\$ -	\$ -	\$ -	0%
Streets & Operations						
Beginning Fund Balance	\$ 5,246,645	\$ 2,375,497	\$ 4,288,000	\$ -	\$ 4,288,000	
Revenues	31,008,409	43,880,627	28,320,300	26,618,600	54,938,900	
Expenditures	33,879,567	41,968,103	30,030,100	28,635,600	58,665,700	
Net Change	(2,871,158)	1,912,524	(1,709,800)	(2,017,000)	(3,726,800)	
Ending Fund Balance	\$ 2,375,487	\$ 4,288,021	\$ 2,578,200	\$ (2,017,000)	\$ 561,200	-87%
System Development Charge Fund						
Beginning Fund Balance	\$ 21,158,431	\$ 24,918,840	\$ 21,590,100	\$ -	\$ 21,590,100	
Revenues	41,590,377	44,696,189	18,607,400	18,719,500	37,326,900	
Expenditures	37,829,969	48,024,904	21,924,100	29,751,400	51,675,500	
Net Change	3,760,408	(3,328,715)	(3,316,700)	(11,031,900)	(14,348,600)	
Ending Fund Balance	\$ 24,918,839	\$ 21,590,125	\$ 18,273,400	\$ (11,031,900)	\$ 7,241,500	-66%
Building Fund						
Beginning Fund Balance	\$ 12,455,177	\$ 12,467,234	\$ 13,379,400	\$ -	\$ 13,379,400	
Revenues	17,553,506	22,729,737	13,971,500	15,040,200	29,011,700	
Expenditures	17,541,462	21,817,603	12,487,500	12,883,300	25,370,800	
Net Change	12,044	912,134	1,484,000	2,156,900	3,640,900	
Ending Fund Balance	\$ 12,467,221	\$ 13,379,368	\$ 14,863,400	\$ 2,156,900	\$ 17,020,300	27%
Planning Fund						
Beginning Fund Balance	\$ 3,802,822	\$ 3,174,231	\$ 1,131,000	\$ -	\$ 1,131,000	
Revenues	7,518,583	7,263,870	4,114,100	4,534,600	8,648,700	
Expenditures	8,147,174	9,307,080	4,823,700	4,940,600	9,764,300	
Net Change	(628,591)	(2,043,210)	(709,600)	(406,000)	(1,115,600)	
Ending Fund Balance	\$ 3,174,231	\$ 1,131,021	\$ 421,400	\$ (406,000)	\$ 15,400	-99%

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

Fund Balance Detail Years 2021 - 2027
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
Private Development Engineering Fund						
Beginning Fund Balance	\$ 4,594,639	\$ 4,731,804	\$ 4,262,700	\$ -	\$ 4,262,700	
Revenues	7,371,488	8,266,912	4,928,900	5,270,600	10,199,500	
Expenditures	7,234,325	8,735,986	5,212,400	5,399,100	10,611,500	
Net Change	137,163	(469,074)	(283,500)	(128,500)	(412,000)	
Ending Fund Balance	\$ 4,731,802	\$ 4,262,730	\$ 3,979,200	\$ (128,500)	\$ 3,850,700	-10%
Affordable Housing Fund						
Beginning Fund Balance	\$ 4,980,028	\$ 3,899,073	\$ 4,100,500	\$ -	\$ 4,100,500	
Revenues	4,773,458	6,808,489	2,525,100	2,548,700	5,073,800	
Expenditures	5,854,413	6,607,084	3,865,000	2,189,000	6,054,000	
Net Change	(1,080,955)	201,405	(1,339,900)	359,700	(980,200)	
Ending Fund Balance	\$ 3,899,073	\$ 4,100,478	\$ 2,760,600	\$ 359,700	\$ 3,120,300	-24%
Commercial & Industrial Construction Tax Fund						
Beginning Fund Balance	\$ -	\$ 295,199	\$ 592,500	\$ -	\$ 592,500	
Revenues	372,422	776,146	401,800	398,200	800,000	
Expenditures	77,224	478,819	597,200	398,100	995,300	
Net Change	295,198	297,327	(195,400)	100	(195,300)	
Ending Fund Balance	\$ 295,198	\$ 592,526	\$ 397,100	\$ 100	\$ 397,200	-33%
Community Development Block Grant Fund						
Beginning Fund Balance	\$ 17,953	\$ 15,113	\$ 863,700	\$ -	\$ 863,700	
Revenues	2,298,704	3,268,095	796,300	796,300	1,592,600	
Expenditures	2,301,548	2,419,452	855,600	869,000	1,724,600	
Net Change	(2,844)	848,643	(59,300)	(72,700)	(132,000)	
Ending Fund Balance	\$ 15,109	\$ 863,756	\$ 804,400	\$ (72,700)	\$ 731,700	-15%
Houseless Fund						
Beginning Fund Balance	\$ -	\$ 3,801,130	\$ 2,093,700	\$ -	\$ 2,093,700	
Revenues	9,315,740	7,749,969	3,284,100	2,481,800	5,765,900	
Expenditures	5,514,611	9,457,326	4,552,700	3,301,300	7,854,000	
Net Change	3,801,129	(1,707,357)	(1,268,600)	(819,500)	(2,088,100)	
Ending Fund Balance	\$ 3,801,129	\$ 2,093,773	\$ 825,100	\$ (819,500)	\$ 5,600	-100%
Tourism Fund						
Beginning Fund Balance	\$ 1,432,917	\$ 639,427	\$ 644,800	\$ -	\$ 644,800	
Revenues	9,795,929	10,338,107	5,208,500	5,260,400	10,468,900	
Expenditures	10,589,418	10,332,702	5,853,300	5,260,400	11,113,700	
Net Change	(793,489)	5,405	(644,800)	-	(644,800)	
Ending Fund Balance	\$ 639,428	\$ 644,832	\$ -	\$ -	\$ -	-100%
Business Advocacy Fund						
Beginning Fund Balance	\$ 123,298	\$ 208,348	\$ 40,000	\$ -	\$ 40,000	
Revenues	981,698	1,109,466	689,700	799,600	1,489,300	
Expenditures	896,648	1,277,835	771,500	741,900	1,513,400	
Net Change	85,050	(168,369)	(81,800)	57,700	(24,100)	
Ending Fund Balance	\$ 208,348	\$ 39,979	\$ (41,800)	\$ 57,700	\$ 15,900	-60%
Economic Improvement District Fund						
Beginning Fund Balance	\$ -	\$ 3	\$ -	\$ -	\$ -	
Revenues	521,969	560,668	309,600	325,000	634,600	
Expenditures	521,966	560,664	309,600	325,000	634,600	
Net Change	3	4	-	-	-	
Ending Fund Balance	\$ 3	\$ 7	\$ -	\$ -	\$ -	N/A

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

Fund Balance Detail Years 2021 - 2027
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
American Rescue Plan Act Fund						
Beginning Fund Balance	\$ -	\$ 308,918	\$ -	\$ -	\$ -	
Revenues	4,996,844	6,480,687	1,874,100	883,800	2,757,900	
Expenditures	4,687,924	6,789,522	1,874,100	883,800	2,757,900	
Net Change	308,920	(308,835)	-	-	-	
Ending Fund Balance	\$ 308,920	\$ 83	\$ -	\$ -	\$ -	-100%
PRO Housing Fund						
Beginning Fund Balance	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	
Revenues	-	194,300	5,005,700	100,000	5,105,700	
Expenditures	-	94,300	4,224,800	254,900	4,479,700	
Net Change	-	100,000	780,900	(154,900)	626,000	
Ending Fund Balance	\$ -	\$ 100,000	\$ 880,900	\$ (154,900)	\$ 726,000	626%
TOTAL SPECIAL REVENUE FUNDS						
Beginning Fund Balance	\$ 65,390,036	\$ 73,503,878	\$ 76,338,200	\$ -	\$ 76,338,200	
Revenues	208,409,088	257,099,276	140,177,900	135,808,100	275,986,000	
Expenditures	200,295,272	254,264,596	148,785,500	147,803,400	296,588,900	
Net Change	8,113,816	2,834,680	(8,607,600)	(11,995,300)	(20,602,900)	
Ending Fund Balance	\$ 73,503,852	\$ 76,338,558	\$ 67,730,600	\$ (11,995,300)	\$ 55,735,300	-27%
DEBT SERVICE FUNDS						
Fire Station Debt Service Fund						
Beginning Fund Balance	\$ 7,012	\$ 8,062	\$ -	\$ -	\$ -	
Revenues	497,457	256,868	-	-	-	
Expenditures	496,407	264,964	-	-	-	
Net Change	1,050	(8,096)	-	-	-	
Ending Fund Balance	\$ 8,062	\$ (34)	\$ -	\$ -	\$ -	-100%
PERS Debt Service Fund						
Beginning Fund Balance	\$ 249,829	\$ 530,844	\$ 778,100	\$ -	\$ 778,100	
Revenues	3,358,219	3,608,343	1,653,200	1,715,200	3,368,400	
Expenditures	3,077,203	3,361,132	1,778,600	1,850,200	3,628,800	
Net Change	281,016	247,211	(125,400)	(135,000)	(260,400)	
Ending Fund Balance	\$ 530,845	\$ 778,055	\$ 652,700	\$ (135,000)	\$ 517,700	-33%
2011 GO Bond Debt Service Fund						
Beginning Fund Balance	\$ 1,781,873	\$ 2,051,673	\$ 2,017,300	\$ -	\$ 2,017,300	
Revenues	19,584,064	3,469,647	1,675,500	1,673,200	3,348,700	
Expenditures	19,314,264	3,504,050	1,752,000	1,754,800	3,506,800	
Net Change	269,800	(34,403)	(76,500)	(81,600)	(158,100)	
Ending Fund Balance	\$ 2,051,673	\$ 2,017,270	\$ 1,940,800	\$ (81,600)	\$ 1,859,200	-8%
2020 GO Bond Debt Service Fund						
Beginning Fund Balance	\$ -	\$ 106,037	\$ 547,200	\$ -	\$ 547,200	
Revenues	2,426,207	9,779,542	7,251,800	7,256,100	14,507,900	
Expenditures	2,320,168	9,338,400	7,026,900	7,022,400	14,049,300	
Net Change	106,039	441,142	224,900	233,700	458,600	
Ending Fund Balance	\$ 106,039	\$ 547,179	\$ 772,100	\$ 233,700	\$ 1,005,800	84%

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

Fund Balance Detail Years 2021 - 2027
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
BURA Juniper Ridge Debt Service Fund						
Beginning Fund Balance	\$ 3,747,248	\$ 5,527,187	\$ 5,617,800	\$ -	\$ 5,617,800	
Revenues	3,346,030	3,974,408	2,761,000	3,554,000	6,315,000	
Expenditures	1,566,091	3,883,844	3,798,500	4,093,200	7,891,700	
Net Change	1,779,939	90,564	(1,037,500)	(539,200)	(1,576,700)	
Ending Fund Balance	\$ 5,527,187	\$ 5,617,751	\$ 4,580,300	\$ (539,200)	\$ 4,041,100	-28%
BURA Murphy Crossing Debt Service Fund						
Beginning Fund Balance	\$ 1,449,392	\$ 1,771,784	\$ 2,640,200	\$ -	\$ 2,640,200	
Revenues	1,353,218	1,742,213	951,300	1,034,200	1,985,500	
Expenditures	1,030,825	873,780	482,600	484,200	966,800	
Net Change	322,393	868,433	468,700	550,000	1,018,700	
Ending Fund Balance	\$ 1,771,785	\$ 2,640,217	\$ 3,108,900	\$ 550,000	\$ 3,658,900	39%
BURA Core Area Debt Service Fund						
Beginning Fund Balance	\$ -	\$ 804,298	\$ 2,057,100	\$ -	\$ 2,057,100	
Revenues	1,370,159	1,899,690	1,165,700	1,254,500	2,420,200	
Expenditures	565,860	646,931	935,300	1,382,100	2,317,400	
Net Change	804,299	1,252,759	230,400	(127,600)	102,800	
Ending Fund Balance	\$ 804,299	\$ 2,057,057	\$ 2,287,500	\$ (127,600)	\$ 2,159,900	5%
TOTAL DEBT SERVICE FUNDS						
Beginning Fund Balance	\$ 7,235,354	\$ 10,799,885	\$ 13,657,700	\$ -	\$ 13,657,700	
Revenues	31,935,354	24,730,711	15,458,500	16,487,200	31,945,700	
Expenditures	28,370,818	21,873,101	15,773,900	16,586,900	32,360,800	
Net Change	3,564,536	2,857,610	(315,400)	(99,700)	(415,100)	
Ending Fund Balance	\$ 10,799,890	\$ 13,657,495	\$ 13,342,300	\$ (99,700)	\$ 13,242,600	-3%
CAPITAL PROJECTS FUNDS						
Transportation Construction Fund						
Beginning Fund Balance	\$ 26,126,855	\$ 16,834,783	\$ 28,540,300	\$ -	\$ 28,540,300	
Revenues	33,336,321	46,285,056	23,767,600	23,673,500	47,441,100	
Expenditures	42,628,396	34,579,555	20,235,700	21,158,700	41,394,400	
Net Change	(9,292,075)	11,705,501	3,531,900	2,514,800	6,046,700	
Ending Fund Balance	\$ 16,834,780	\$ 28,540,284	\$ 32,072,200	\$ 2,514,800	\$ 34,587,000	21%
Accessibility Construction Fund						
Beginning Fund Balance	\$ 878,604	\$ 1,270,874	\$ 1,304,700	\$ -	\$ 1,304,700	
Revenues	1,870,653	1,652,162	1,059,700	1,082,700	2,142,400	
Expenditures	1,478,382	1,618,382	1,506,100	960,200	2,466,300	
Net Change	392,271	33,780	(446,400)	122,500	(323,900)	
Ending Fund Balance	\$ 1,270,875	\$ 1,304,654	\$ 858,300	\$ 122,500	\$ 980,800	-25%
2020 GO Bond Construction Fund						
Beginning Fund Balance	\$ -	\$ 18,518,078	\$ 63,152,600	\$ -	\$ 63,152,600	
Revenues	36,088,605	71,041,321	514,500	86,232,400	86,746,900	
Expenditures	17,570,528	26,406,774	33,014,400	41,892,100	74,906,500	
Net Change	18,518,077	44,634,547	(32,499,900)	44,340,300	11,840,400	
Ending Fund Balance	\$ 18,518,077	\$ 63,152,625	\$ 30,652,700	\$ 44,340,300	\$ 74,993,000	19%
Local Improvement District Construction Fund						
Beginning Fund Balance	\$ 633,187	\$ 643,662	\$ 666,500	\$ -	\$ 666,500	
Revenues	20,951	42,745	12,700	12,600	25,300	
Expenditures	10,475	19,900	6,400	6,300	12,700	
Net Change	10,476	22,845	6,300	6,300	12,600	
Ending Fund Balance	\$ 643,663	\$ 666,507	\$ 672,800	\$ 6,300	\$ 679,100	2%

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

Fund Balance Detail Years 2021 - 2027
By Governmental Fund Type - Continued
(Special Revenue, Debt Service, Capital Projects and Permanent Funds)

FUND	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
BURA Juniper Ridge Construction Fund						
Beginning Fund Balance	\$ -	\$ 242,166	\$ 39,100	\$ -	\$ 39,100	
Revenues	3,439,094	2,760,233	10,454,500	2,983,900	13,438,400	
Expenditures	3,196,925	2,963,324	10,493,400	2,983,600	13,477,000	
Net Change	242,169	(203,091)	(38,900)	300	(38,600)	
Ending Fund Balance	\$ 242,169	\$ 39,075	200	300	500	-99%
BURA Murphy Crossing Construction Fund						
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	
Revenues	306,433	149,340	120,200	121,900	242,100	
Expenditures	306,432	149,340	120,000	121,600	241,600	
Net Change	1	-	200	300	500	
Ending Fund Balance	\$ 1	\$ -	200	300	500	N/A
BURA Core Area Construction Fund						
Beginning Fund Balance	\$ -	\$ -	\$ 1,489,800	\$ -	\$ 1,489,800	
Revenues	569,860	7,079,931	5,501,300	403,100	5,904,400	
Expenditures	569,865	5,590,159	5,740,800	1,652,900	7,393,700	
Net Change	(5)	1,489,772	(239,500)	(1,249,800)	(1,489,300)	
Ending Fund Balance	\$ (5)	\$ 1,489,772	\$ 1,250,300	\$ (1,249,800)	\$ 500	-100%
TOTAL CAPITAL PROJECTS FUNDS						
Beginning Fund Balance	\$ 27,638,646	\$ 37,509,563	\$ 95,193,000	\$ -	\$ 95,193,000	
Revenues	75,631,917	129,010,788	41,430,500	114,510,100	155,940,600	
Expenditures	65,761,003	71,327,434	71,116,800	68,775,400	139,892,200	
Net Change	9,870,914	57,683,355	(29,686,300)	45,734,700	16,048,400	
Ending Fund Balance	\$ 37,509,560	\$ 95,192,918	\$ 65,506,700	\$ 45,734,700	\$ 111,241,400	17%
PERMANENT FUNDS						
Cemetery Permanent Maintenance Fund						
Beginning Fund Balance	\$ 652,554	\$ 677,855	\$ 678,700	\$ -	\$ 678,700	
Revenues	70,488	70,900	41,700	41,700	83,400	
Expenditures	45,187	70,091	42,700	42,700	85,400	
Net Change	25,301	809	(1,000)	(1,000)	(2,000)	
Ending Fund Balance	\$ 677,855	\$ 678,664	\$ 677,700	\$ (1,000)	\$ 676,700	0%

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

**Fund Balance Detail Years 2021 - 2027
By Proprietary Fund Type**

FUND	ACTUALS 2021-2023	ESTIMATE 2023-2025	ADOPTED BUDGET			2025-2027 % Change From Prior Period
			2025-26	2026-27	2025-2027	
INTERNAL SERVICE FUNDS						
Internal Service Fund						
Beginning Fund Balance	\$ 20,733,178	\$ 29,060,558	\$ 67,115,000	\$ -	\$ 67,115,000	
Revenues	116,555,464	237,777,707	77,746,500	74,129,500	151,876,000	
Expenditures	108,228,088	199,722,509	116,956,800	78,284,000	195,240,800	
Net Change	8,327,376	38,055,198	(39,210,300)	(4,154,500)	(43,364,800)	
Ending Fund Balance	\$ 29,060,554	\$ 67,115,756	\$ 27,904,700	\$ (4,154,500)	\$ 23,750,200	-65%
ENTERPRISE FUNDS						
Airport Fund						
Beginning Fund Balance	\$ 282,029	\$ 326,761	\$ 1,774,100	\$ -	\$ 1,774,100	
Revenues	4,118,565	12,569,987	14,901,600	2,850,400	17,752,000	
Expenditures	4,073,829	11,122,640	15,510,000	3,598,100	19,108,100	
Net Change	44,736	1,447,347	(608,400)	(747,700)	(1,356,100)	
Ending Fund Balance	\$ 326,765	\$ 1,774,108	\$ 1,165,700	\$ (747,700)	\$ 418,000	-76%
Cemetery Fund						
Beginning Fund Balance	\$ 32,478	\$ 60,999	\$ 24,000	\$ -	\$ 24,000	
Revenues	665,776	1,123,936	710,000	635,600	1,345,600	
Expenditures	637,254	1,160,935	706,500	629,000	1,335,500	
Net Change	28,522	(36,999)	3,500	6,600	10,100	
Ending Fund Balance	\$ 61,000	\$ 24,000	\$ 27,500	\$ 6,600	\$ 34,100	42%
Water Fund						
Beginning Fund Balance	\$ 64,753,545	\$ 71,076,195	\$ 43,958,700	\$ -	\$ 43,958,700	
Revenues	54,175,181	60,562,858	33,558,000	32,797,400	66,355,400	
Expenditures	47,852,542	87,680,274	44,327,300	44,621,300	88,948,600	
Net Change	6,322,639	(27,117,416)	(10,769,300)	(11,823,900)	(22,593,200)	
Ending Fund Balance	\$ 71,076,184	\$ 43,958,779	\$ 33,189,400	\$ (11,823,900)	\$ 21,365,500	-51%
Water Reclamation Fund						
Beginning Fund Balance	\$ 80,883,262	\$ 102,795,225	\$ 107,545,800	\$ -	\$ 107,545,800	
Revenues	118,492,735	121,717,252	65,989,300	57,877,100	123,866,400	
Expenditures	96,580,798	116,966,595	67,789,300	62,167,600	129,956,900	
Net Change	21,911,937	4,750,657	(1,800,000)	(4,290,500)	(6,090,500)	
Ending Fund Balance	\$ 102,795,199	\$ 107,545,882	\$ 105,745,800	\$ (4,290,500)	\$ 101,455,300	-6%
Stormwater Fund						
Beginning Fund Balance	\$ 5,826,915	\$ 27,015	\$ 15,779,300	\$ -	\$ 15,779,300	
Revenues	10,357,576	32,428,966	11,366,900	14,286,000	25,652,900	
Expenditures	16,157,474	16,676,608	15,332,900	15,545,500	30,878,400	
Net Change	(5,799,898)	15,752,358	(3,966,000)	(1,259,500)	(5,225,500)	
Ending Fund Balance	\$ 27,017	\$ 15,779,373	\$ 11,813,300	\$ (1,259,500)	\$ 10,553,800	-33%
Parking Services Fund						
Beginning Fund Balance	\$ 2,137,211	\$ 2,859,935	\$ 3,359,000	\$ -	\$ 3,359,000	
Revenues	3,939,986	4,455,279	2,051,900	2,002,800	4,054,700	
Expenditures	3,217,260	3,956,174	2,359,500	2,297,400	4,656,900	
Net Change	722,726	499,105	(307,600)	(294,600)	(602,200)	
Ending Fund Balance	\$ 2,859,937	\$ 3,359,040	\$ 3,051,400	\$ (294,600)	\$ 2,756,800	-18%
TOTAL ENTERPRISE FUNDS						
Beginning Fund Balance	\$ 153,915,440	\$ 177,146,130	\$ 172,440,900	\$ -	\$ 172,440,900	
Revenues	191,749,819	232,858,278	128,577,700	110,449,300	239,027,000	
Expenditures	168,519,157	237,563,226	146,025,500	128,858,900	274,884,400	
Net Change	23,230,662	(4,704,948)	(17,447,800)	(18,409,600)	(35,857,400)	
Ending Fund Balance	\$ 177,146,102	\$ 172,441,182	\$ 154,993,100	\$ (18,409,600)	\$ 136,583,500	-21%

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

(This page intentionally left blank)

Fund Balance Detail Years 2021-2027
Analysis of Changes in Fund Balance \geq 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

CITY OF BEND GENERAL FUND

During the 2023-2025 biennium General Fund ending fund balance increased primarily due to operational and personnel savings driven by the Police Department contributed to overall expenditure savings. The 2025-2027 decrease in fund balance results from increased personnel costs as well as an increase in total General Fund subsidies to other programs including approximately \$9.0 million and \$1.3 million dollars in General Fund subsidy to the Streets and Operations Fund and the Planning Fund respectively. More information about these allocations can be found in the General Fund narrative in the Adopted Budgets section of this budget document.

SPECIAL REVENUE FUNDS

General Fund Revenue Stabilization Fund

The General Fund Revenue Stabilization Fund was created to ensure the continued delivery of City services. These funds will be available for emergency situations, temporary revenue shortfalls or to provide stability during economic cycles. Reserves will continue to be built up and no expenditures are planned out of this fund during the 2025-2027 biennium.

Police Reserve Fund

The Police Reserve Fund was established in June 2010 to set aside operating reserves for the Police Department to be used to absorb unanticipated operating needs. The 2023-2025 biennium and the 2025-2027 budget reflect the continuation of interfund transfers of \$200,000 each biennium from the Police Department budget to save for a mobile command post to be purchased using the Police Reserve Fund in 2028.

Fire/EMS Fund

The decrease in fund balance in the Fire/EMS fund is primarily driven by increased expenditures in personnel services and capital outlay for the 2025-2027 biennium. The new levy rate came into effect in fiscal year 2025, as a result, expenditures will increase throughout the 2025-2027 biennium as the Fire/EMS fund utilizes the levy revenue received in fiscal year 2025. Approximately \$5.1 million in capital outlay expenditures are included for replacements of aging vehicles, engines, ladder trucks, equipment, and building and structure improvements.

Streets & Operations Fund

The decrease in fund balance is driven by the General Fund subsidy estimate in fiscal year 2024-25. Historically, the subsidy has been calculated to cover the annual fund shortfall. The fiscal year 2024-25 subsidy is anticipated to be greater than the shortfall to bolster the ending fund balance and carry the fund through the 2025-2027 biennium while City Council explores alternative funding solutions.

Fund Balance Detail Years 2021-2027
Analysis of Changes in Fund Balance \geq 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

System Development Charges (SDC) Fund

The System Development Charges fund balance decrease is due to the increase in planned Capital Improvement Program (CIP) projects in the Transportation Construction Fund that will use reserves. SDC eligibility is determined by the SDC Project List, which is periodically amended and approved by City Council. An update to the SDC list and methodology was completed in fiscal year 2023-2024. The use of SDC revenues is accounted for as a transfer out from the SDC fund to the Transportation Construction, Water and Water Reclamation Funds, respectively. This results in an increase in interfund transfer expenditure appropriations from the SDC fund, therefore decreasing the fund balance.

Building Fund

The increase in fund balance in the Building Fund is driven by an increase in revenues over the 2023-2025 biennium combined with additional fee increases intended to build reserve balances to achieve reserve targets. The adopted budget includes a 15% fee increase in the first year and a 5% fee increase in the second year of the biennium to move towards aligning fees with the cost-of-service delivery and to support plan review work that has become more complex with increased housing density and demands of redevelopment. Council adopted a 10% fee increase as part of the FY25-26 fee resolution. Current discussions are taking place to phase in additional increases over time to ensure rates and fees reflect operating costs of the Building department. The Building Fund's ending reserve levels are in compliance with the City's fiscal policies.

Planning Fund

The decrease in fund balance in the Planning Fund is driven primarily by a decrease in revenue in the 2023-2025 biennium followed by a conservative revenue projection into the 2025-2027 biennium. The adopted budget includes a 15% fee increase in the first year and a 10% fee increase in the second year of the biennium to move towards aligning fees with the cost of service delivery and to support Planning work that has become more complex with increased housing density and demands of redevelopment. Council adopted a combination of 8% fee increases as well as targeted fee increases as part of the FY25-26 fee resolution intended to recalibrate fees to align with cost of service.

Private Development Engineering Fund

The decrease in fund balance in the Private Development Engineering Fund is driven by an increase in expenditures in support services and personnel and a conservative revenue projection. The adopted budget includes a 15% fee increase in the first year and a 5% fee increase in the second year of the biennium to move towards aligning fees with the cost-of-service delivery. Council adopted a 10% fee increase as part of the FY25-26 fee resolution. Current discussions are taking place to phase in additional increases over time to ensure rates and fees reflect operating costs of the Private Development Engineering department. The Fund's ending reserve levels are in compliance with the City's fiscal policies.

Fund Balance Detail Years 2021-2027
Analysis of Changes in Fund Balance \geq 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

Affordable Housing Fund

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

Commercial & Industrial Construction Tax Fund

The decrease in fund balance is due to reserves being utilized to increase the availability of funds for projects in the 2025-2027 biennium.

Community Development Block Grant Fund

The decrease in fund balance is due to timing of grant awards to projects and reimbursement-based grant revenue between biennium.

Houseless Fund

The Houseless Fund was created during the 2021-2023 biennium and was primarily funded by large grants with spending planned for multiple years. As a result the fund ended the 2021-2023 biennium with a significant ending fund balance. The decrease in ending fund balance for the 2025-2027 budget is a result of spending these grant monies during the biennium.

Tourism Fund

The decrease in fund balance in the Tourism Fund is a result of timing. The 2023-2025 ending fund balance is budgeted to be remitted to Visit Bend in the 2025-2027 biennium.

Business Advocacy Fund

The decrease in fund balance is driven by increased expenditure in personnel services resulting from the reallocation of Economic Development staff to this fund. This additional cost is largely offset by projected increases in business registration fees. The higher ending fund balance in the 2021-2023 biennium was the result of one-time funding from The American Rescue Plan Act Fund to support home-based childcare and childcare workforce development efforts.

American Rescue Plan Act Fund

The American Rescue Plan Act Fund is funded by a large governmental award with spending planned for multiple years. As a result the fund ended the 2021-2023 biennium with a significant ending fund balance. When the grant is finalized during 2025-2027 biennium, total revenues will match total expenditures and ending fund balance will be zero.

PRO Housing Fund

The increase in fund balance reflected in the summary is due to the timing of expenditures and grant revenues received.

Fund Balance Detail Years 2021-2027
Analysis of Changes in Fund Balance \geq 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

DEBT SERVICE FUNDS

Fire Station Debt Service Fund

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

PERS Debt Service Fund

The decrease in fund balance in the PERS Debt Service Fund is due to personnel services expenditure savings in the 2023-2025 biennium, estimated at \$18.4 million. The City contributes to the debt service fund at a rate applied as a percentage of all eligible employee wages. Payroll contribution rates are continuously evaluated and adjusted to ensure sufficient coverage of annual liability.

2020 GO Bond Debt Service Fund

The \$190 million of G.O. bond proceeds will fund project design and construction, bond issuance costs, and costs to administer the projects. The bonds will be issued in a series, over time, to provide money in multiple years for completion of the projects. The first series of bonds was issued during the 2021-2023 biennium, the second series issued in 2023-2025, with a third issuance anticipated in the 2025-2027 biennium. The bonds are repaid by annual assessment of real property. As new series of bonds are issued, Reserves for Debt Service are increased to reduce risk. The increase in Reserves results in an increased fund balance.

BURA Juniper Ridge Debt Service Fund

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

BURA Murphy Crossing Debt Service Fund

Property tax revenues generated in the Murphy Crossing Urban Renewal area exceed required debt service payments for the current biennium resulting in an increase in reserves.

Fund Balance Detail Years 2021-2027
Analysis of Changes in Fund Balance \geq 10% for Governmental Funds
(Special Revenue, Debt Service, Capital Projects, and Permanent Funds)

CAPITAL PROJECTS FUNDS

Transportation Construction Fund

The increase in fund balance is primarily due to additional System Development Charge (SDC) revenue. SDC revenue is projected to exceed budget in the 2023-2025 biennium by \$7.86 million, largely due to one-time revenues from major development projects. Availability of additional SDC funding allows the Transportation Construction Fund to increase Reserves for Future Construction. These Reserves will be used to fund the 5-year Capital Improvement Program (CIP) Schedule beyond the 2025-2027 biennium.

Accessibility Construction Fund

The decrease in the Accessibility Construction Fund ending balance is due to increased capital outlay expenditures. The fund Capital Improvement Program (CIP) was evaluated over the previous biennium and project spending will begin in the 2025-2027 biennium.

2020 GO Bond Construction Fund

The third series of bonds will be issued during the 2025-2027 biennium. Revenues from the third debt issuance will fund projects beyond the 2025-2027 biennium, so will exceed expenditures. This results in an increase in the fund balance.

BURA Juniper Ridge Construction Fund

The declining ending fund balance in the BURA Juniper Ridge Construction Fund is related to the planned use of all funds on plan activities. The ending fund balance for the construction fund will generally be zero as all projects and expenditures will be funded by short-term debt from the City's General Fund.

BURA Murphy Crossing Construction Fund

The near-zero ending fund balance in the BURA Murphy Crossing Construction Fund is related to the planned use of all funds on plan activities. The ending fund balance for the construction fund will generally be zero as all projects and expenditures will be funded by short-term debt from the City's General Fund.

BURA Core Area Construction Fund

The BURA Core Area Construction Fund fund balance in the 2023-2025 biennium is due to revenues from bond issuances received in those years that exceeded expected project costs for the biennium. The remaining funds are expected to be spent in the 2025-2027 biennium.

Fund Balance Detail Years 2021-2027
Analysis of Changes in Fund Balance > 10% for Proprietary Funds

INTERNAL SERVICE FUND

Internal Service Fund

The decrease in fund balance in the Internal Service Fund is primarily driven by the expenditure of previously issued debt proceeds for the Juniper Ridge Public Works Campus capital project in the 2025-2027 biennium. This fund is paid for by interfund transfers from operating departments, and in each biennium the fund budgets to collect only enough revenue to support expenditures and maintain required reserve levels.

ENTERPRISE FUNDS

Airport Fund

The decrease in fund balance in the Airport Fund is primarily due to an increase in capital project spending budgeted in the 2025-2027 biennium driven largely by the Air Traffic Control Tower project and spending down of associated grant funds.

Cemetery Fund

The increase in fund balance in the Cemetery Fund is primarily due to an adjustment during budget deliberations. The Budget Committee directed staff to decrease the health premium annual increase assumption, resulting in a decrease in Infrastructure Program expenditures in personnel services. The reduction was offset by an increase in Contingency, resulting in an increased in fund balance.

Water Fund

The decrease in fund balance in the Water Fund is primarily due to an increase in capital project spending budgeted in the 2025-2027 biennium driven largely by the Outback Facility Improvements project and spending down of beginning working capital that resulted from lower than budgeted capital spending in the 2021-2023 and 2023-2025 biennium. The Water Fund's ending reserve levels are in compliance with the City's fiscal policies.

Stormwater Fund

The decrease in fund balance in the Stormwater Fund is primarily due to an increase in capital project spending budgeted in the 2025-2027 biennium as well as spending down debt proceeds received in the 2023-2025 biennium. The Stormwater Fund's ending reserve levels are in compliance with the City's fiscal policies.

Parking Services Fund

The decrease in fund balance in the Parking Services Fund is primarily due to cost escalation in personnel services and materials & services. Expenditure growth is anticipated to outpace revenues, resulting in a draw down on Beginning Working Capital and a decreased fund balance.

Analysis of Revenue Sources **Revenue Highlights**

Overview

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

Revenue assumptions for the 2025-2027 biennial budget are based on current or historical revenue trends and analyses, as well as projections from the State of Oregon Office of Economic Analysis, Oregon Department of Transportation, and Portland State University Population Research Center.

Development of the 2025-2027 biennial budget reflects revenue pressures associated with modest revenue growth forecasts and headwinds associated with an uncertain economy. Coupled with pressures on expenses, there is an imbalance of operating inflows and outflows across most funds. Either funding increases will be needed to keep operations at the current level or service levels may need to be reduced.

New Revenues, Fee Increases and Notable Changes to Revenues

New revenues and fee increases included in the 2025-2027 biennial budget are as follows:

- Water rate/revenue increases of 4.9% per year, water reclamation (sewer) increases of 1.8% per year and stormwater increases of 8.0% per year. Account activity increases of 1.8% are assumed for water, 1.8% for sewer, and 1% for stormwater, which is consistent with the 30-year utility rate forecasting models. These increases are projected to result in an overall 4% increase to the average customer bill.
- System development charge (SDC) revenue projections include a 1.8% projected Engineering News Record (ENR) increase across water, sewer and transportation. The actual increase in ENR as of May 2025 was 2.3% which should result in higher than budgeted revenues. The adopted budget assumes flat development activity for transportation, water and sewer SDC's. The City updated all three SDC methodologies in the 2023-2025 biennium.
- Development fee increases included in the budget are based on phased increases at 6-month increments based on financial modeling intended to support staffing levels necessary to maintain permit turnaround times and maintain reserves to ensure sustainable staffing levels into the future. The budgeted increases are based on the plan that was presented to the Bend Economic Development Advisory Board (BEDAB) on November 4th, 2024. Building and Private Development Engineering activity is projected to remain flat in both years of the biennium. Planning activity is projected to decrease 15% in fiscal year 2025-26 and remain flat in fiscal year 2026-27. The adopted budget reflects fee increases ranging from 5-15%. The most recent fee increases, as adopted by Council in June 2025, include increases in Building and Private Development Engineering fees

consistent with the budgeted plan. In contrast, adopted Planning fees underwent a recalibration process which included targeted one-time fee increases with no anticipated 6-month increases.

- The Streets & Operations budget reflects projected revenues from the second phase of the transportation fee with a target of \$10 million per fiscal year. On April 4, 2024, the Bend City Council adopted Ordinance 2494 adopting Bend Municipal Code Chapter 3.110, which established the structure and implementation plan for the transportation fee. Phase 1 of the transportation fee became effective on July 1, 2024 with a revenue target of \$5 million. Phase 2 of the fee is projected to be implemented on July 1, 2025 with a revenue target of \$10 million.

Property Taxes

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

1. Measure 5 introduced limits, starting in 1991-1992, on the taxes paid by individual properties. The limits of \$5 per \$1,000 real market value for school taxes and \$10 per \$1,000 real market value for general government taxes apply only to operating taxes, not bonds. If either the school or general government taxes exceeded its limit, then each corresponding taxing district has its tax rate reduced proportionately until the tax limit is reached. This reduction in taxes to the limits is called "compression." In 2024-25 there was no compression loss of the City's permanent rate due to the tax rate limitation.
2. Measure 50 reduced property taxes in 1997-98 and controlled their future growth. It achieved these goals by making three changes: switching to permanent rates, reducing assessed values, and limiting annual growth of assessed value to 3%. Measure 50 changed the concepts of both assessed values and tax rates. Assessed value is no longer equal to real market value. For existing property, Measure 50 limited the annual growth in assessed value to 3 percent. For new property (e.g., newly constructed homes), assessed value is calculated by multiplying the new property's real market value by the ratio of assessed value to real market value of similar property. This approach to assigning values to a new property assures that it is taxed consistently with similar existing properties. Measure 50 also stipulates that assessed value may not exceed real market value. As a result, if the real market value of a property falls below its assessed value, the taxable value will be set at the real market value.

City of Bend Permanent Tax Levy

Property taxes from the City's operating levy comprise approximately 55% of the City's General Fund revenues and support police, fire, and other essential services. The City's permanent rate is \$2.8035 per \$1,000 taxable assessed value (TAV). Total City TAV for 2024-25 is \$15.8 billion. The City's TAV is projected to increase 4.5% per year in each year of the biennium due to the rise in property values and new construction. The collection rate for the 2025-2027 biennium is projected to be 96%.

	<u>2025-26</u>	<u>2026-27</u>	<u>2025-27 Biennium</u>
Projected TAV	\$ 16,534,492,000	\$ 17,278,545,000	\$ 33,813,037,000
Change in TAV from prior yr.	4.5%	4.5%	
Tax Rate (per \$1,000 TAV)	\$2.8035	\$2.8035	
Tax levy	\$46,354,400	\$48,440,400	\$94,794,800
Collection rate	96.0%	96.0%	

	<u>2025-26</u>	<u>2026-27</u>	<u>2025-27 Biennium</u>
Current tax revenues	\$ 44,519,700	\$ 46,543,300	\$ 91,063,000
Delinquent taxes	525,800	549,700	1,075,500
Interest and property sales	26,200	20,100	46,300
Total tax revenues - City	<u>\$ 45,132,800</u>	<u>\$ 47,160,300</u>	<u>\$ 92,184,800</u>

2011 General Obligation Bond Levy

The \$30 million General Obligation (G.O.) Bond for Transportation Safety & Capacity Improvements was approved by voters in May 2011. State law requires property taxes for G.O. Bonds to be levied as a dollar amount, not a rate per thousand of TAV, as these levies are based on the amount of annual debt service and reserves required to service the debt issued for the bonded improvements. The amount of taxes levied each year may fluctuate based on the amount of scheduled principal and interest payments. The debt is anticipated to mature in fiscal year 2032.

	<u>2025-26</u>	<u>2026-27</u>	<u>2025-27 Biennium</u>
Current tax revenues	\$ 1,615,000	\$ 1,615,000	\$ 3,230,000
Delinquent taxes and interest	24,400	24,400	48,800
Total tax revenues – 2011 Bond	<u>\$ 1,639,400</u>	<u>\$ 1,639,400</u>	<u>\$ 3,278,800</u>

2020 General Obligation Bond Levy

The \$190 million General Obligation (G.O.) Bond for Safe Travel & Traffic Improvements was approved by voters in November 2020. State law requires property taxes for G.O. Bonds to be levied as a dollar amount, not a rate per thousand of TAV, as these levies are based on the amount of annual debt service and reserves required to service the debt issued for the bonded improvements. Bonds to fund the November 2020 G.O. Bond will be issued over time, as projects are completed. The biennial budget reflects debt service payments from the first series of bonds that were issued in March 2022, as well as the second series of bonds that were issued in June 2024. The issuances to date are based on 20-year terms.

	<u>2025-26</u>	<u>2026-27</u>	<u>2025-27 Biennium</u>
Current tax revenues	\$ 7,220,000	\$ 7,220,000	\$ 14,440,000
Delinquent taxes and interest	18,500	18,500	37,000
Total tax revenues – 2020 Bond	<u>\$ 7,238,500</u>	<u>\$ 7,238,500</u>	<u>\$ 14,477,000</u>

City of Bend Local Option Levy

A 5-year Local Option Operating Levy (LOL) for Fire and Emergency Medical Services was approved by voters in May 2023. The levy was approved at a rate of \$0.76 per \$1,000 TAV. The operating levy is assessed on properties within the City limits as well as residents of the Deschutes Rural Fire Protection District #2. The current operating levy expires on June 30, 2029.

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

	<u>2025-26</u>	<u>2026-27</u>	<u>2025-27 Biennium</u>
Current tax revenues	\$ 12,324,300	\$ 12,909,700	\$ 25,234,000
Delinquent taxes and interest	228,600	237,600	466,200
Total tax revenues - LOL	<u>\$ 12,552,900</u>	<u>\$ 13,147,300</u>	<u>\$ 25,700,200</u>

Urban Renewal Tax Levies

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

Juniper Ridge Urban Renewal Area

The Juniper Ridge URA was adopted in 2005. Property tax estimates include the incremental assessed values from properties that were developed after the URA was adopted. The URA’s TAV is projected to increase 7.5% in both 2025-26 and 2026-27.

	<u>2025-26</u>	<u>2026-27</u>	<u>2025-27 Biennium</u>
Current tax revenues	\$ 2,429,400	\$ 3,170,300	\$ 5,671,200
Delinquent taxes and interest	32,700	42,700	75,400
Total tax revenues - Juniper Ridge	<u>\$ 2,462,100</u>	<u>\$ 3,213,000</u>	<u>\$ 5,675,100</u>

Murphy Crossing Urban Renewal Area

The Murphy Crossing URA was adopted in August 2008. Property tax estimates include the incremental assessed values from properties that were developed after the URA was adopted. The URA’s TAV is projected to increase 4% in both 2025-26 and 2026-27.

	<u>2025-26</u>		<u>2026-27</u>		<u>2025-27 Biennium</u>
Current tax revenues	\$ 878,200	\$	948,300	\$	1,826,500
Delinquent taxes and interest	9,700		10,500		20,200
Total tax revenues – Murphy Crossing	<u>\$ 887,900</u>	<u>\$</u>	<u>958,800</u>	<u>\$</u>	<u>1,846,700</u>

Core Area Tax Increment Financing (TIF) District

The Core Area TIF District was adopted in August 2020. Property tax estimates include the estimated incremental assessed values from properties that were developed after the TIF District was adopted. The URA’s TAV is projected to increase 1.25% in both 2025-26 and 2026-27.

	<u>2025-26</u>		<u>2026-27</u>		<u>2025-27 Biennium</u>
Current tax revenues	\$ 1,095,200	\$	1,178,900	\$	2,274,100
Delinquent taxes and interest	12,300		13,100		25,400
Total tax revenues - Core Area	<u>\$ 1,107,500</u>	<u>\$</u>	<u>1,192,000</u>	<u>\$</u>	<u>2,299,500</u>

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

General Fund Property Taxes

Allocation of Revenues	10 Year Trend of Permanent Tax Levy		
	Year	Amount	% Change
The City's permanent operating tax rate is \$2.8035 per \$1,000 of Taxable Assessed Value (TAV). Property taxes collected are allocated to the General Fund as discretionary revenues to support public safety and other General Fund operations.	2026-27 *	\$ 48,440	4.5%
	2025-26 *	46,354	4.5%
	2024-25 *	44,358	4.5%
	2023-24	42,430	5.7%
	2022-23	40,128	5.9%
	2021-22	37,880	5.1%
	2020-21	36,051	5.3%
	2019-20	34,248	5.3%
	2018-19	32,520	6.0%
	2017-18	30,676	5.9%

(in 000's)

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

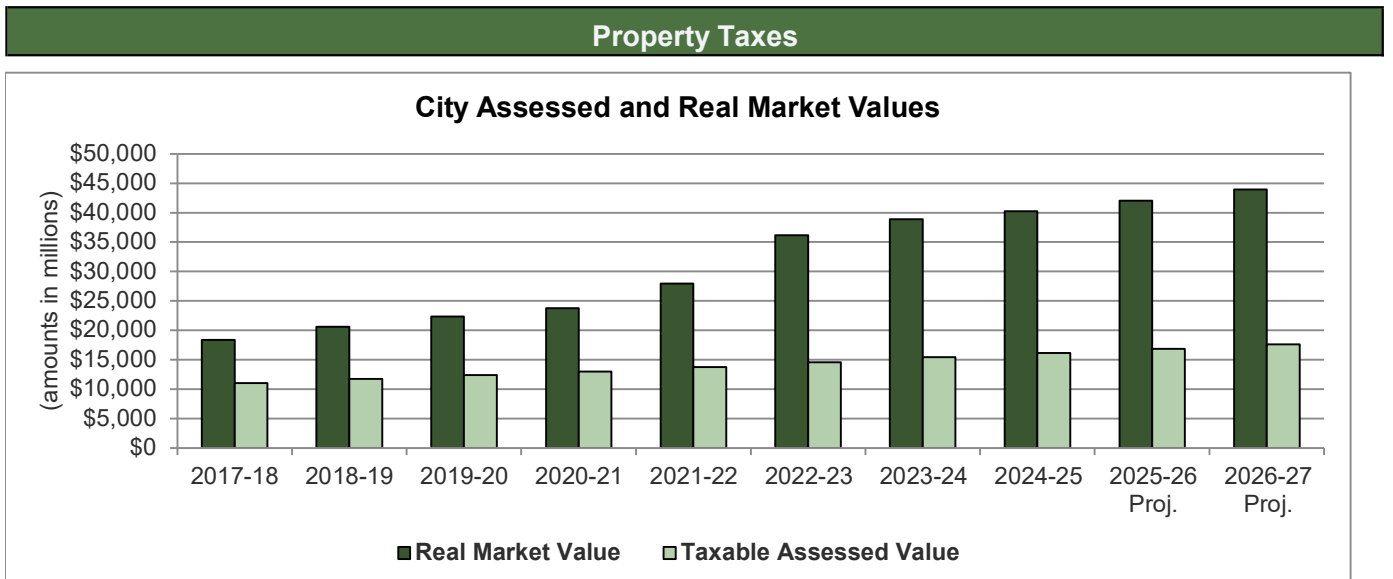
This table only reflect the Property Taxes associated with the City's permanent rate and recorded in the General Fund. Refer to the preceding Revenue Highlights document for additional details on voter approved General Obligation Bonds and 5-year Local Option Levies that support transportation capital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

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions			
	Taxable Assessed Valuation ** (in 000's)	Gross Property Tax Levy (in 000's)	Collection Rate
2025-2027 Biennial Budget projections for 2026-27	\$ 17,278,545 *	\$ 48,440	96.0%
2025-2027 Biennial Budget projections for 2025-26	16,534,492 *	46,354	96.0%
2023-2025 Biennial Budget estimate for 2024-25	14,313,449	44,358	96.0%
2023-2025 Biennial Budget actuals for 2023-24	13,511,551	42,430	96.0%

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

The City's TAV is projected to increase by 4.5% in 2025-26 and 4.5% in 2026-27. The collection rate is projected to be 96.0% in both years of the biennium.



Room Taxes

Allocation of Revenues 10 Year Trend of Revenues

The 2025-2027 biennial budget reflects a 10.4% tax rate levied upon lodging properties within the City of Bend. In November 2013, voters approved an increase in the room tax rate to 10.4%. Prior to this increase, the room tax rate was 9%.

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

Year	Amount	% Change
(in 000's)		
2026-27 *	\$ 14,821	1.0%
2025-26 *	14,674	0.0%
2024-25 *	14,674	1.5%
2023-24	14,464	-2.2%
2022-23	14,796	1.5%
2021-22	14,578	29.8%
2020-21	11,233	27.6%
2019-20	8,801	-14.0%
2018-19	10,239	5.6%
2017-18	9,700	7.9%

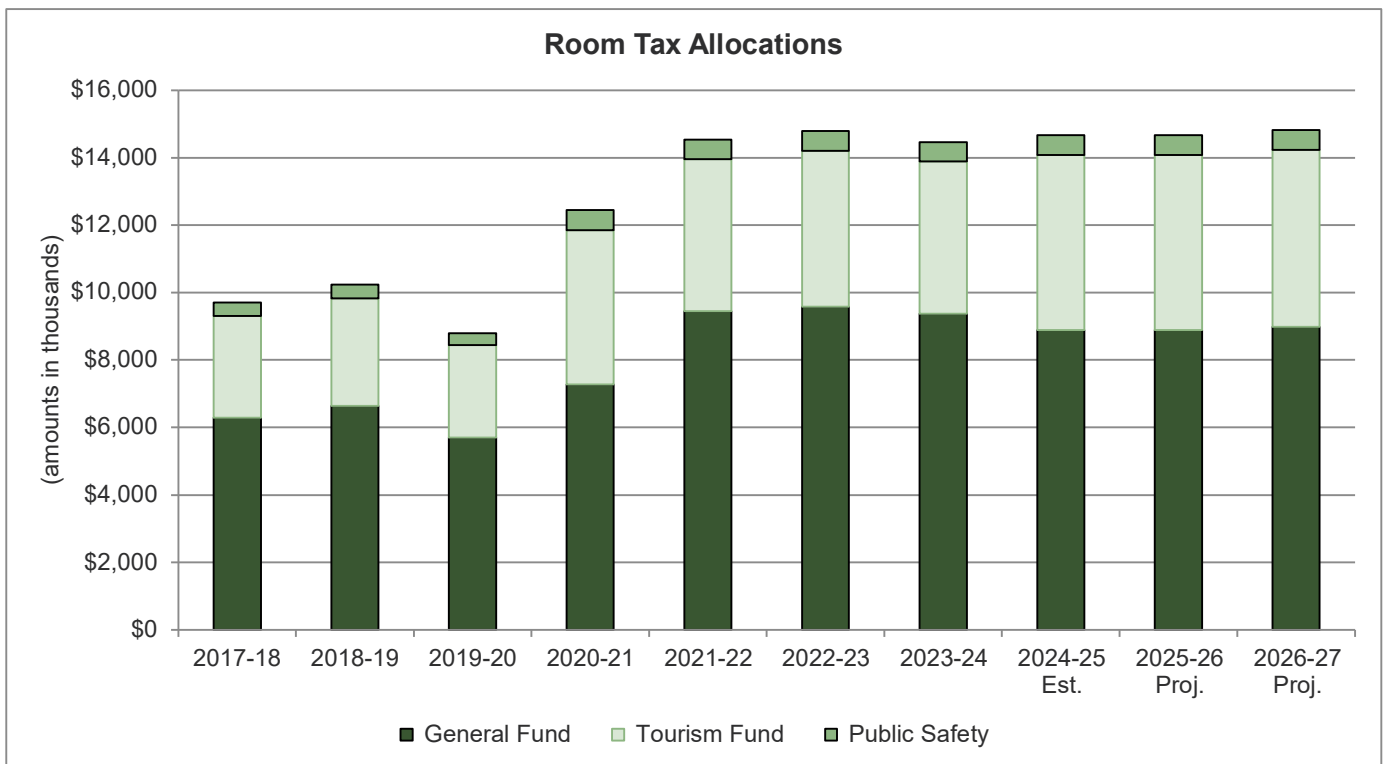
The Tourism Fund is used to account for the promotion of tourism, with much of the funds allocated to Visit Bend on a contracted basis.

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions

Revenue projections included in the 2025-2027 biennial budget are based on current trends and discussions with Visit Bend, an organization contracted for marketing and promoting tourism in Bend. Lodging property owners retain 0.5% of tax revenues collected for administration expenses, as allowed by Bend Code.

Room Taxes



Franchise Fees

Allocation of Revenues	10 Year Trend of Revenues		
	Year	Amount	% Change
		(in 000's)	
Franchise fees are charged to utility companies for use of the public right of way. These fees are typically passed on to the utility customers. The primary use of franchise fee revenues is to support street and transportation activities. The majority of franchise fee revenues are accounted for in the General Fund, with portions also allocated directly to the Street & Operations, Transportation Construction, and Accessibility Construction Funds.	2026-27 *	\$ 18,151	2.0%
	2025-26 *	17,795	2.0%
	2024-25 *	17,446	5.0%
	2023-24	16,617	8.8%
	2022-23	15,272	6.5%
	2021-22	14,335	7.8%
	2020-21	13,293	12.7%
	2019-20	11,791	22.2%
	2018-19	9,650	6.8%
	2017-18	9,035	2.7%

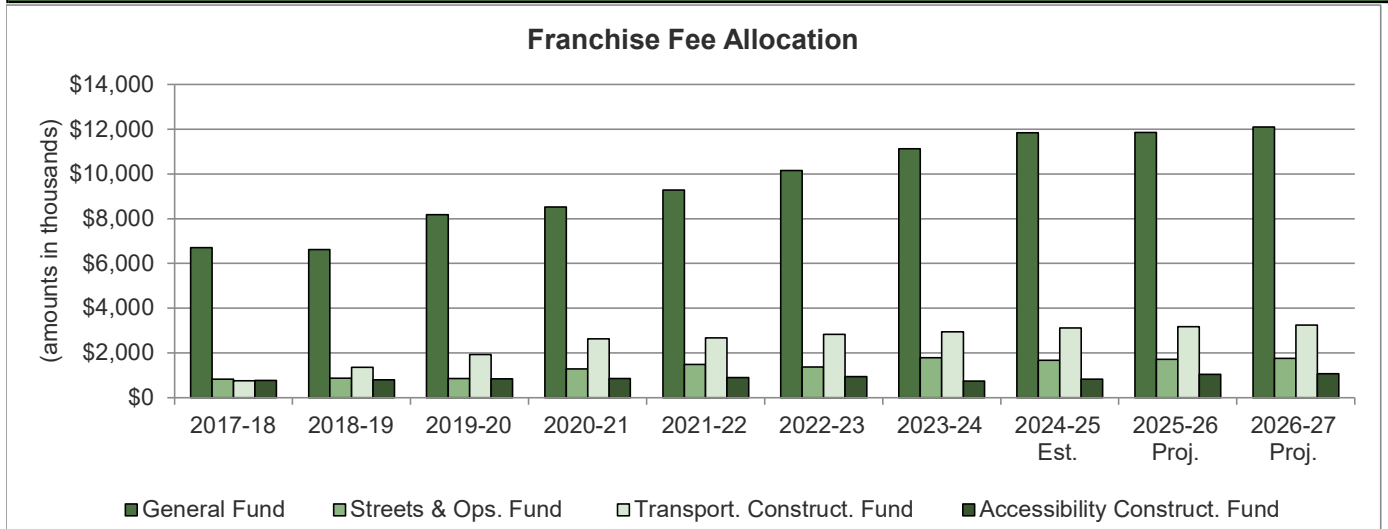
Franchise rates for the major franchisees are as follows as of 6/30/25:	
Pacific Power	7.00%
Central Electric Co-op	5.00%
Cascade Gas	7.00%
CenturyLink	7.00%
TDS Baja (formerly Bend Broadband)	5.00%
Garbage Haulers	7.00%
Water/Water Reclamation	6.00%

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions

Various factors such as utility rate changes, economic factors, population growth, and service changes, are considered when projecting future franchise fee collections. For the 2025-2027 biennium, franchise fee revenues are increasing slightly due to anticipated population growth.

Franchise Fees



State Allocated Revenues

Allocation of Revenues	Year	10 Year Trend of Revenues					% Change Total
		Amount	Amount	Amount	Amount	Amount	
		(in 000's)					
		Highway Tax	Liquor Tax	Cigarette Tax	Marijuana Tax	State Shared	Total State Allocated
State Highway Gas Taxes are allocated 100% to the Street & Operations Fund for street maintenance. The use of all State Highway Trust Fund dollars is restricted to road-related purposes according to Section 3 of Article IX of the Oregon Constitution.	2026-27 *	\$ 8,650	\$ 1,853	\$ 62	\$ 165	\$ 1,297	2.1%
	2025-26 *	8,629	1,721	64	162	1,205	0.8%
	2024-25 *	8,536	1,718	66	220	1,144	0.0%
	2023-24	8,213	1,939	66	209	1,261	1.0%
	2022-23	8,012	2,004	74	187	1,298	4.2%
Liquor Tax, Cigarette Tax, Marijuana Tax and State Shared revenues are allocated to the General Fund as discretionary revenues as they may be used for general government services without restrictions. Note that marijuana tax revenues in this analysis are specific to the allocation of the State tax to local governments. The City of Bend has a separate 3% local marijuana tax that is projected to generate approximately \$1.1M in additional revenue per year in the upcoming biennium.	2021-22	7,821	1,829	86	184	1,188	7.1%
	2020-21	6,860	1,800	88	427	1,195	9.5%
	2019-20	6,208	1,613	98	483	1,068	1.7%
	2018-19	6,459	1,473	101	296	981	9.5%
	2017-18	5,512	1,363	105	604	917	18.2%

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

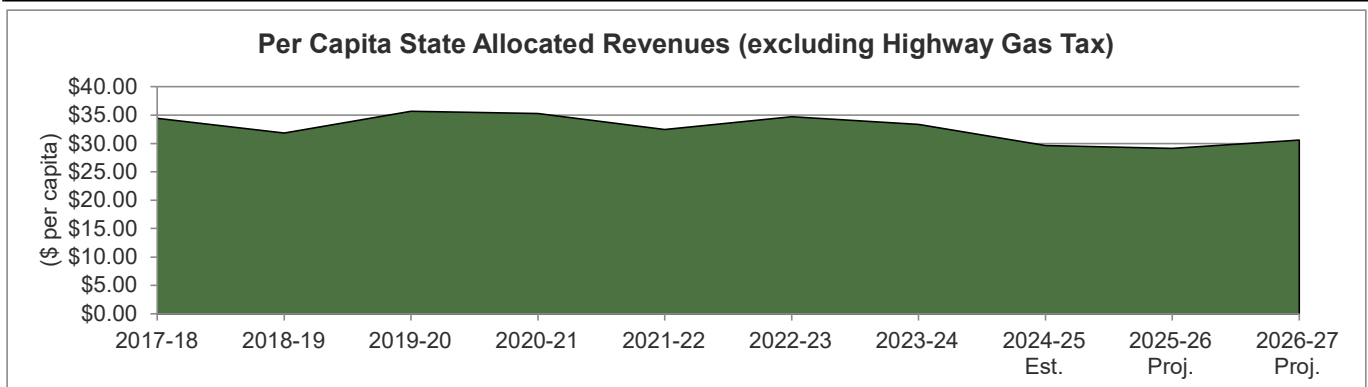
Assumptions

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

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

The revenue estimates in the biennial budget were developed using the December 2024 *Oregon Economic and Revenue Forecast* prepared by the State of Oregon Office of Economic Analysis, estimates provided by the League of Oregon Cities (LOC), and the Oregon Department of Transportation's *State Highway Revenue Forecast* (released October 2024).

State Allocated Revenues



System Development Charges

Allocation of Revenues	Year	10 Year Trend of Revenues			%
		Amount	Amount	Amount	Change Total
		(in 000's)			
		Transportation	Water	Water Reclamation	Total SDCs
System Development Charges (SDC) are restricted by ORS for capital improvement projects. A special revenue fund, the SDC fund, has been established to account for SDC revenue collections. The use of these revenues is shown as a transfer out of the SDC fund to the Transportation Construction Fund, the Water and Water Reclamation Funds respectively.	2026-27 *	\$ 8,833	\$ 3,778	\$ 5,897	1.8%
	2025-26 *	8,677	3,711	5,793	-5.1%
	2024-25 *	9,551	3,801	5,802	-16.6%
	2023-24	12,686	3,626	6,661	1.3%
	2022-23	10,957	3,741	7,976	27.8%
	2021-22	7,721	4,069	5,950	-5.1%
	2020-21	8,374	4,190	6,123	1.0%
	2019-20	9,062	3,152	6,288	13.1%
	2018-19	6,430	3,566	6,369	7.5%
	2017-18	6,794	3,238	5,189	-9.4%

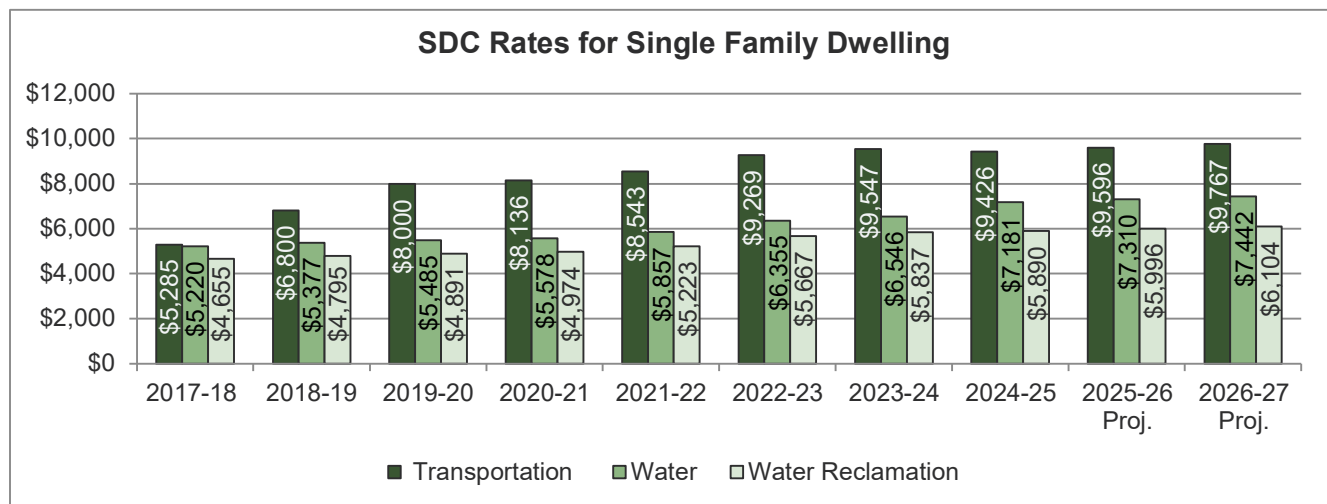
* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions

System Development Charges (SDCs) are established through methodology studies and the current SDCs are collected at 100% of the allowed fee plus annual increases based on Engineering News Record (ENR), a construction cost index. The City last updated the methodology for Transportation, Water, and Water Reclamation SDCs in 2023-24.

The ENR increase included in the 2025-2027 biennial budget for Water, Water Reclamation and Transportation SDC's is 1.8%, based on the March 2025 report. The actual increase in ENR as of May 2025 was 2.3% which should result in higher than budgeted revenues. SDC revenues based on activity are projected to remain flat in both fiscal year 2025-26 and 2026-27 based on on developer activity.

System Development Charges



Development Fees and Permits

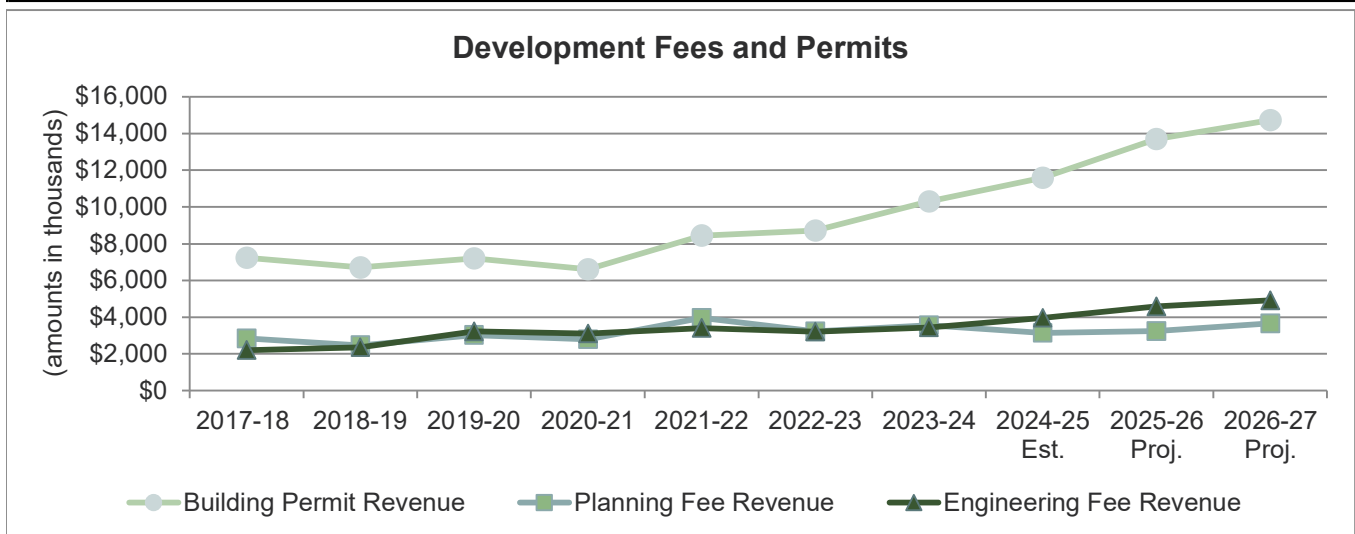
Allocation of Revenues	Year	10 Year Trend of Revenues							
		Amount		% Change		Amount		% Change	
						(in 000's)			
		Building		Planning		Engineering			
Building, Planning and Private Development Engineering fee and permit revenues are allocated to their respective funds within the Community and Economic Development Department (CEDD). Planning and Engineering fees do not have specific restrictions on their uses, but per State of Oregon requirements, Building permit fees may only be used to support the operation of the Building Division.	2026-27 *	\$ 14,725	7.6%	\$ 3,665	13.0%	\$ 4,922	7.6%		
	2025-26 *	13,691	18.1%	3,244	3.0%	4,575	15.5%		
	2024-25 *	11,591	12.4%	3,150	-11.4%	3,961	15.2%		
	2023-24	10,308	18.3%	3,557	10.5%	3,437	7.3%		
	2022-23	8,715	3.2%	3,220	-18.8%	3,202	-6.2%		
	2021-22	8,441	27.8%	3,964	42.2%	3,414	9.7%		
	2020-21	6,604	-8.3%	2,787	-7.7%	3,111	-3.5%		
	2019-20	7,204	7.5%	3,018	22.3%	3,223	36.9%		
	2018-19	6,703	-7.5%	2,468	-13.0%	2,354	6.6%		
	2017-18	7,245	6.5%	2,836	7.5%	2,208	4.6%		

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions

As a result of an external fee study, increases to development fees are budgeted to better align with the cost of service delivery. In the first year of the biennium budget, Building, Planning and Engineering fees reflect increases of 15%. In the second year of the biennium budget, Building, Planning and Engineering fees reflect increases of 5%, 10%, and 5%, respectively. Current discussions are taking place with a group of stakeholders to phase in the increases over time. CEDD anticipates that Building and Private Development Engineering activity levels will remain flat across both years of the biennium. Planning activity levels are being projected to decrease 15% in fiscal year 2025-26 and remain flat into fiscal year 2026-27.

Development Fees and Permits



Water Services Rate Revenues

Allocation of Revenues	Year	10 Year Trend of Revenues					
		Amount	% Change	Amount	% Change	Amount	Change
		(in 000's)					
Water Services rate revenues are used to provide for the on-going operation and maintenance of the Water, Water Reclamation and Stormwater Systems as well as to pay for capital projects and debt service used to finance capital construction. Water Services rate revenues are allocated and restricted to the respective Water, Water Reclamation and Stormwater funds.				Water	Water		
				Water	Reclamation	Stormwater	
	2026-27 *	\$ 27,279	5.8%	\$ 39,328	3.4%	\$ 7,431	9.1%
	2025-26 *	25,784	5.9%	38,028	3.4%	6,813	9.1%
	2024-25 *	24,344	6.2%	36,774	2.7%	6,246	9.5%
	2023-24	22,933	6.4%	35,821	4.9%	5,705	8.4%
	2022-23	21,554	5.6%	34,136	6.0%	5,261	8.7%
	2021-22	20,414	-6.7%	32,201	-1.5%	4,841	6.6%
	2020-21	21,872	13.7%	32,696	9.0%	4,542	8.8%
	2019-20	19,244	-4.8%	29,987	4.9%	4,175	2.6%
The City utilizes 30-year rate and financial forecasting models to project revenue requirements and rates needed.	2018-19	20,216	7.0%	28,584	10.0%	4,070	8.3%
	2017-18	18,897	3.6%	25,990	11.1%	3,759	8.2%

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions

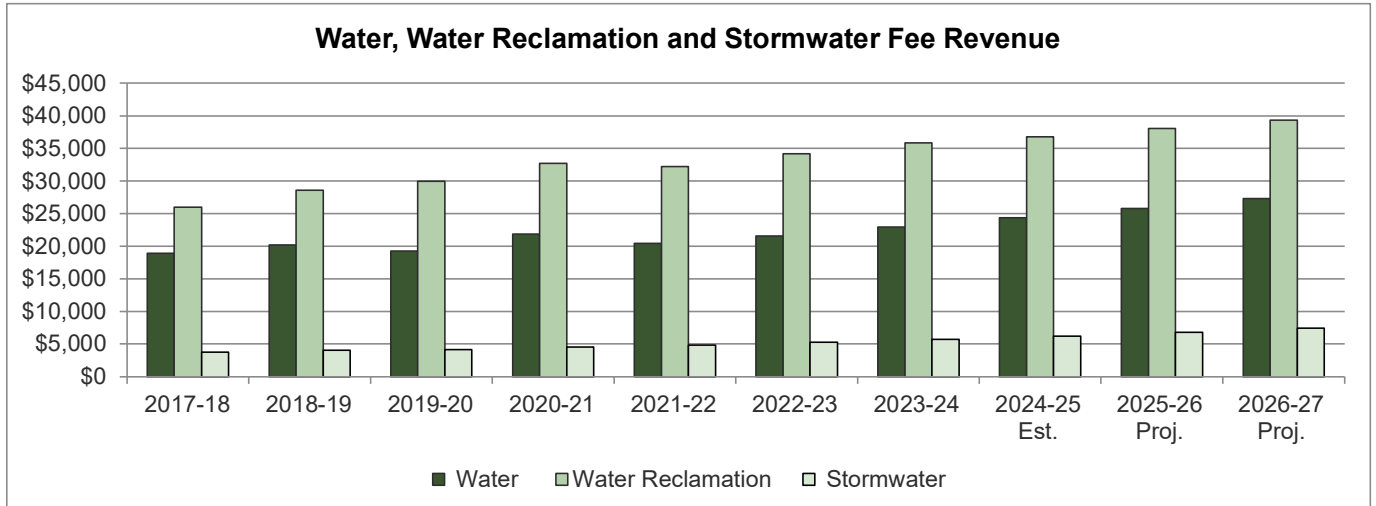
The City has contracted with FCS Group to assist the City in developing 30-year financial plans for the water, water reclamation (sewer) and stormwater utilities. Rate models are updated annually to ensure projected rate increases are adequate to cover operations & maintenance and capital expenditures,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

The 2025-2027 biennial budget reflects revenue increases of 4.9% per year for water, 1.8% per year for water reclamation, and 8% per year for stormwater. Account activity increases of 1.8% are assumed for water, 1.8% for sewer, and 1% for stormwater, which are consistent with the 30-year water services rate forecasting models.

	Rate / Revenue Adjustments		
		Water	Storm
		Water	Reclamation
2026-27 *	4.9%	1.8%	8.0%
2025-26 *	4.9%	1.8%	8.0%
2024-25	3.8%	2.5%	7.0%
2023-24	3.8%	2.5%	7.0%
2022-23	3.0%	2.5%	7.0%
2021-22	3.0%	2.5%	7.0%
2020-21	0.0%	3.0%	3.0%
2019-20	1.0%	6.0%	3.0%
2018-19	2.0%	6.0%	3.0%
2017-18	2.0%	6.0%	3.0%

* projected revenue adjustment

Water Services User Fees



General Fund Fines and Forfeitures

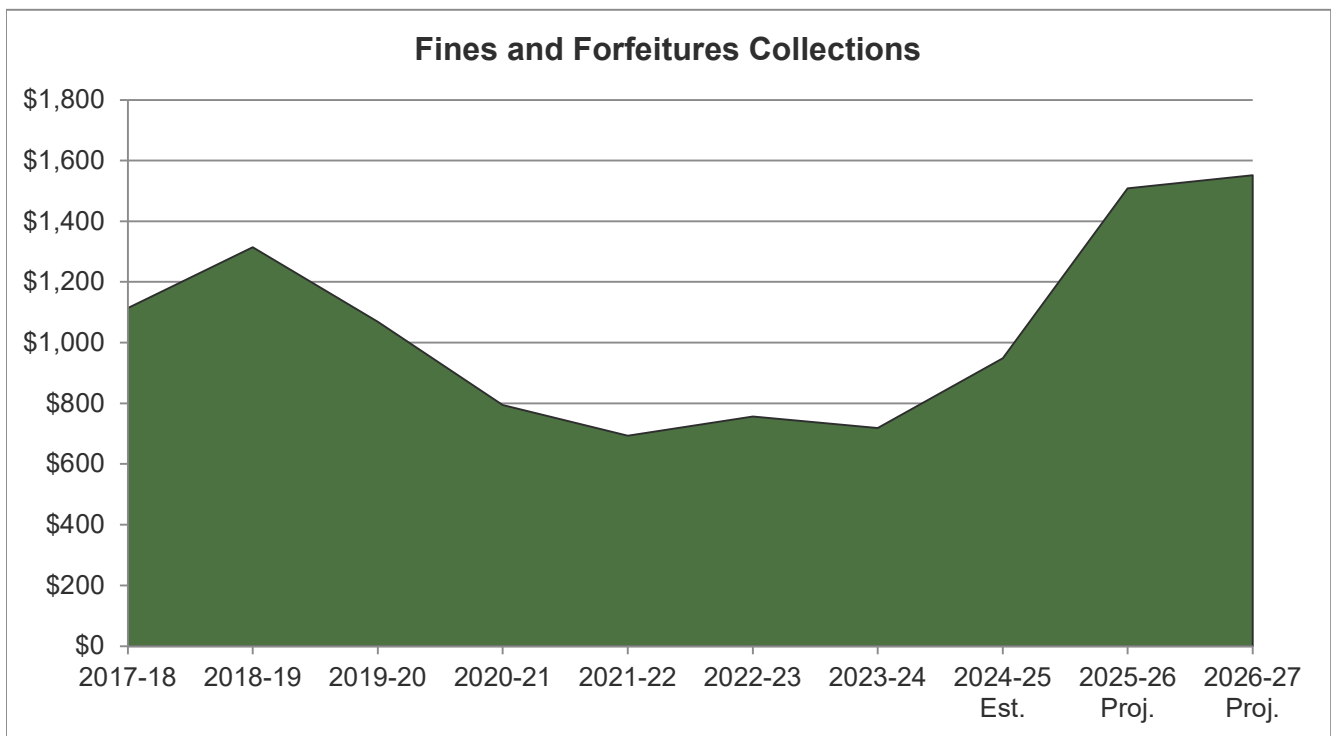
Allocations of Revenues	10 Year Trend of Revenues		
	Year	Amount	% Change
		(in 000's)	
Fines and Forfeitures are collected by the Bend Municipal Court for traffic violations, parking citations and other municipal code violations. All of the revenues are allocated to the General Fund as discretionary revenues that support public safety, municipal court and other General Fund operations.	2026-27 *	\$ 1,552	2.9%
	2025-26 *	1,508	59.1%
	2024-25 *	948	31.8%
	2023-24	719	-5.0%
	2022-23	757	9.2%
	2021-22	693	-12.8%
	2020-21	795	-25.6%
	2019-20	1,069	-18.6%
	2018-19	1,314	18.0%
	2017-18	1,114	-1.3%

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions

The base fine and forfeiture revenues for the 2025-2027 biennium are projected to increase by 1% in each year of the biennium. Beginning in fiscal year 2025-26, the budget also reflects an increase in revenue tied to the planned implementation of automated traffic enforcement in the new biennium.

Fines and Forfeitures



Transportation Fee

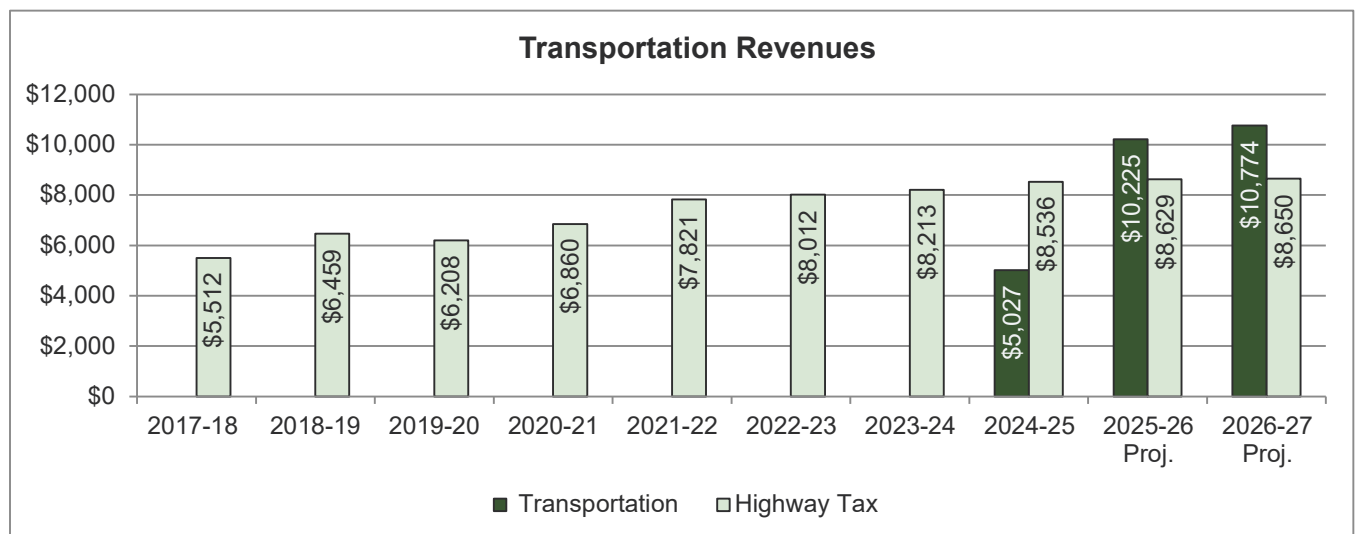
Allocation of Revenues	Year	10 Year Trend of Revenues			
		Amount	% Change	Amount	% Change
		(in 000's)			
		Transportation Fee		Highway Tax	
The State Highway Gas Taxes and the Transportation Fee are allocated 100% to the Street & Operations Fund for operations and maintenance of the City transportation system, which may include pavement restoration, street preservation, signs, striping, sidewalk and other concrete work, bicycle and multi-modal system enhancement, street sweeping and cleaning, winter operations such as snow removal and implementation of programs identified in the Transportation System Plan.	2026-27 *	\$ 10,774	5.4%	\$ 8,650	0.2%
	2025-26 *	10,225	103.4%	8,629	1.1%
	2024-25 *	5,027	-	8,536	3.9%
	2023-24	-	-	8,213	2.5%
	2022-23	-	-	8,012	2.4%
	2021-22	-	-	7,821	14.0%
	2020-21	-	-	6,860	10.5%
	2019-20	-	-	6,208	-3.9%
	2018-19	-	-	6,459	17.2%
	2017-18	-	-	5,512	11.6%

* estimates of 2024-25 year end projections and 2025-2027 biennial budget amounts

Assumptions

The Streets & Operations budget reflects projected revenues from the second phase of the transportation fee with a target of \$10 million per fiscal year. On April 4, 2024, the Bend City Council adopted Ordinance 2494 adopting Bend Municipal Code Chapter 3.110, which established the structure and implementation plan for the transportation fee. Phase 1 of the transportation fee became effective on July 1, 2024 with a revenue target of \$5 million. Phase 2 of the fee is projected to be implemented on July 1, 2025 with a revenue target of \$10 million in fiscal year 2026. The budget projects a 5% increase in Transportation Fee revenue in fiscal year 2027 to account for changes in development activity and inflationary factors.

Transportation Revenues



Debt Overview and Analysis

Overview

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

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

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

AAA: An obligor has an extremely strong capacity to meet its financial commitments. It is the highest credit rating assigned by S&P.

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

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

Debt Policies

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

Types of Debt Currently Outstanding

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

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

	<u>Est. Outstanding Balance at 6/30/25</u>
Water revenue bonds (2016 series)	\$ 35,530,000
Sewer revenue bonds (2020 series)	35,260,000
	\$ 70,790,000

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

	Est. Outstanding Balance at 6/30/25	Repayment Source
Pension obligation bonds (2004 series)	\$ 4,090,000	Department budgets
Police facility refinance (2012 series)	749,800	General fund
Murphy Crossing urban renewal bonds (2015 series)	1,043,000	Urban renewal taxes
Refinance of Police facility expansion / ambulances / Juniper Ridge transportation / land purchase and purchase of Real Estate (series 2016)	3,542,000	General fund / Fire/EMS revenues / urban renewal taxes / Interfund Transfers from Department budgets
Enterprise Resource Planning software - Phase 1 (series 2018)	4,089,983	Interfund Transfers from Departments
Street equipment (series 2018)	389,230	Street revenues
Stormwater equipment (series 2018)	259,487	Stormwater revenues
Transportation improvements (series 2020)	41,861,990	Transportation SDCs
Accessibility improvements (series 2020)	188,010	Water/Sewer Franchise
Fire equipment, energy projects (series 2020)	858,524	Fire/EMS revenues
Water energy projects (series 2020)	957,266	Water revenues
Parking improvements, energy projects (series 2020)	467,459	Parking revenues
Street energy projects (series 2020)	1,300,223	Street revenues
Police energy projects (series 2020)	206,528	General fund
Water/Sewer Improvements 2010 refinance (series 2021)	4,953,600	Water/Sewer revenues
Stormwater infrastructure improvements (series 2021)	2,839,000	Stormwater revenues
Fire equipment (series 2021)	1,116,300	Fire/EMS revenues
Street & operations equipment (series 2021)	652,900	Street revenues
Airport vehicles and equipment (series 2021)	64,100	Airport revenues
Cemetery vehicles and equipment (series 2021)	5,700	Cemetery revenues
Enterprise resource planning software – Phase II (series 2021)	1,174,700	Interfund Transfers from Departments
Shelter projects/renovation (series 2022)**	4,068,511	General Fund
Transportation improvements (series 2023)	6,778,878	Transportation SDCs

Fire equipment and vehicles (series 2023)	1,155,500	Fire/EMS revenues
Street operations equipment (series 2023)	1,055,400	Street revenues
Airport vehicles (series 2023)	21,400	Airport revenues
Information Technology equipment (series 2023)	373,800	Interfund Transfers from Departments
Juniper Ridge Urban renewal projects (series 2023)	2,604,622	Urban renewal taxes
Design of future Public Works Campus (series 2023)	11,755,400	Interfund Transfers from Departments
Fire equipment and vehicles (series 2024)	3,593,181	Fire/EMS revenues
Street operations equipment (series 2024)	156,819	Street revenues
Transportation Improvements (series 2024)	7,635,000	Transportation SDC's
Juniper Ridge Public Works Campus (series 2024)	27,375,000	Interfund Transfers from Departments
Property Acquisitions (series 2024)	11,020,000	General Fund
Juniper Ridge Public Works Campus (series 2025)	77,205,000	Interfund Transfers from Departments
Stormwater Projects (series 2025)	6,070,000	Stormwater revenues
Core Area Debt Svc (series 2025)	5,690,000	Urban renewal taxes
Transportation Improvements (series 2025)	8,070,000	Transportation SDCs
Total Full Faith and Credit	\$ 245,438,311	

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

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

- General Obligation (GO) Bonds – These bonds are secured by the unlimited ad valorem property taxing authority of a municipality. In Oregon GO bonds must be approved by the voters and municipalities are authorized to issue GO bonds only to finance capital improvements. In 2011, City of Bend voters approved a \$30 million GO bond for specific transportation infrastructure improvements. Voters also approved a \$190 million GO Bond for transportation improvements in November 2020. The first series of debt for the 2020 Bond was issued in Spring 2022, and a second series was issued in Spring 2024. A third series is planned to be issued in Spring 2027. Debt payments on these bonds are derived from a levy of property taxes.

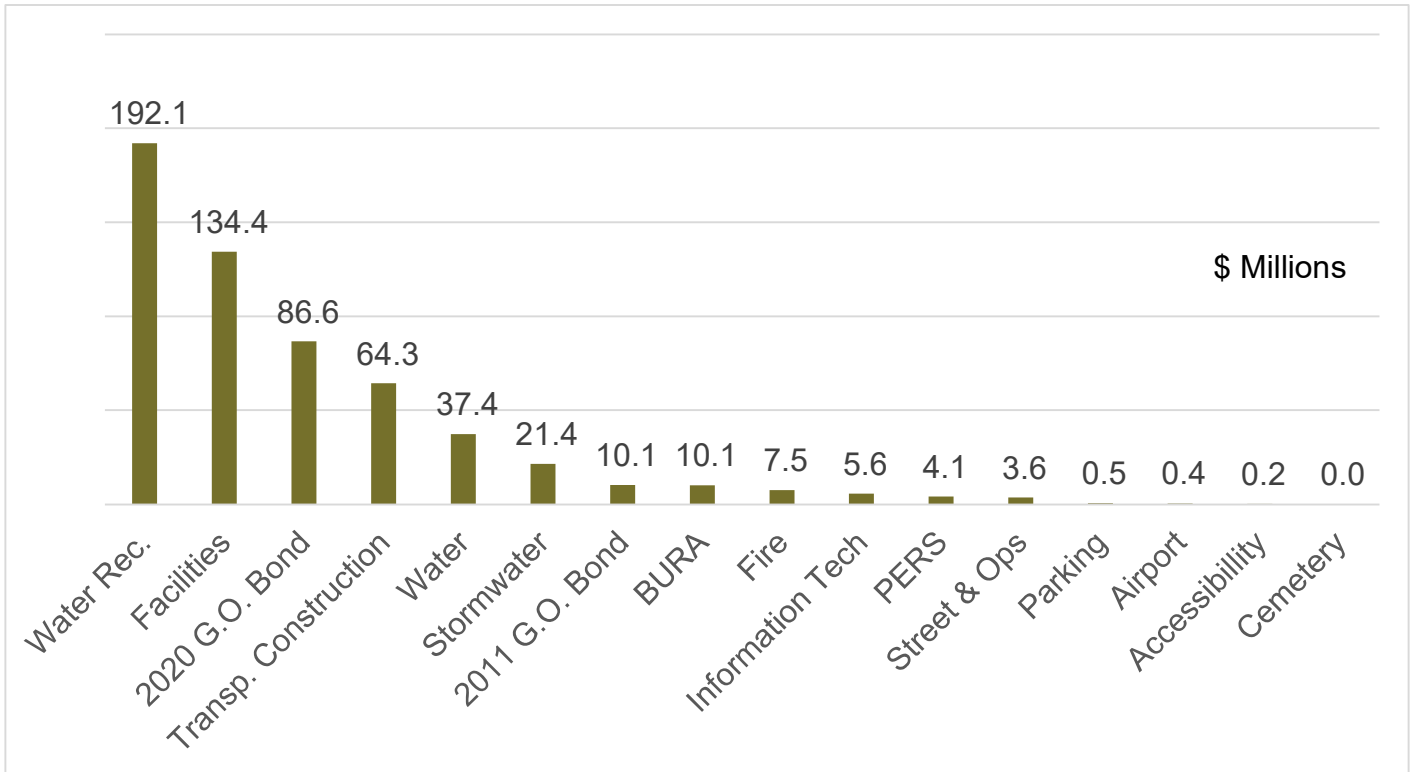
	<u>Est. Outstanding Balance at 6/30/25</u>
Transportation Improvements (2011 GO Bond)	\$ 10,140,000
Transportation Improvements (2020 GO Bond, issued in 2022)	29,745,000
Transportation improvements (2020 GO Bond, issued in 2024)	56,900,000
	<u>\$ 96,785,000</u>

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

	<u>Est. Outstanding Balance at 6/30/25</u>
Business Oregon Eastside airport improvements (2007)	\$ 303,619
DEQ-CWSRF #R14510-14 Secondary Expansion	45,382,650
DEQ-CWSRF #R14515 Colorado Lift Station	9,229,869
DEQ-CWSRF #R14516 SE Interceptor	34,014,635
DEQ-CWSRF #R14517 Plant Interceptor Project	5,563,672
DEQ-CWSRF #R14518 North Area Force Main	5,563,406
DEQ-CWSRF #R14519 Pump Station Decommission	8,837,827
DEQ-CWSRF #R14520 Amethyst Mahogany	1,105,933
DEQ-CWSRF #R14521 Bend Septic Solutions	8,673,766
DEQ-CWSRF #R14522 Drake Pump Station	1,643,398
DEQ-CWSRF #R14523 Newport Drainage - Water Rec.	4,493,659
DEQ-CWSRF #R14523 Newport Drainage - Storm	11,465,462
DEQ-CWSRF #R14524 Via Sandia	2,299,229
DEQ-CWSRF #R14525 SW Water Rec. Basin	4,866,995
DEQ-CWSRF #R14526 Solids Handling	6,321,356
DEQ-CWSRF #R14527 Septic Solutions Phase 1	3,197,211
DEQ-CWSRF #R14528 Admiral and King Jehu	2,585,952
DEQ-CWSRF #R14529 Water Recl. Facility Plan	286,238
DEQ-CWSRF #R14530 Collection System Master Plan	406,314
DEQ-CWSRF #R14531 Neff and Purcell - Water Rec	1,033,119
DEQ-CWSRF #R14531 Neff and Purcell - Storm	766,881
DEQ-CWSRF #R14532 Pettigrew and Bayou	1,090,043
DEQ-CWSRF #R14533 AwbreyGlen & Westside Pump St	1,598,153
DEQ-CWSRF #R14534 WRF Clarifier	1,191,153
DEQ-CWSRF #R14535 Pinehaven & Woodhaven	928,869
DEQ-CWSRF #R14536 Silver Sage	2,432,092
DEQ-CWSRF #R14537 Westview Newberry Parkwood	303,619
DEQ-CWSRF #R14538 Stormwater Master Plan	45,382,650
Total Notes Payable	\$ 165,281,501

Current Debt by Fund

Estimated outstanding debt by fund as of 6/30/25 is as follows:



Budgeted Debt Issues for the 2025-2027 Biennium

The following new long-term debt issuances are anticipated in the 2025-2027 Biennial Budget:

2025-2027 New Debt Issuances	2025-2026	2026-2027	2025-2027 Biennium
Water Reclamation capital projects	\$ 13,206,400	\$ 8,250,000	\$ 21,456,400
Stormwater capital projects	3,025,000	6,500,000	9,525,000
Streets & Operations equipment	462,700	-	462,700
Transportation Construction capital projects	7,344,000	-	7,344,000
2020 General Obligation Bond capital projects	-	85,549,000	85,549,000
Airport project	637,500	-	637,500
Bend Urban Renewal Agency - Juniper Ridge	7,140,000	-	7,140,000
Bend Urban Renewal Agency - Core Area	5,100,000	-	5,100,000
Facilities Juniper Ridge Public Works Campus	3,978,000	-	3,978,000
Total Debt	\$ 40,893,600	\$ 100,299,000	\$ 141,192,600

Legal Debt Limitation

Oregon Revised Statutes (ORS) 287A.050 provides that a city may not issue or have outstanding at the time of issuance general obligation bonds in a principal amount that exceeds 3% of the real market value of the taxable property within its boundaries. This statute also excludes certain types of general obligation bonded indebtedness from being included in the limitation, including general obligation bonds issued for water supply, treatment or distribution. The City's Measure 5 Real Market Value for 2024-2025 is \$40,164,524,884, providing for a legal debt margin of \$1,204,935,747. The City is in compliance with its legal debt limitation.

Debt Capacity and Coverage Ratios

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

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

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2026^{1,2}

	Principal Balance June 30, 2025	Budgeted New Issues 2025-26	Principal Amount Due 2025-26	Interest Amount Due 2025-26	Principal Balance June 30, 2026
<i>City of Bend</i>					
<u>General Obligation Bonds (Transportation)</u>					
General Obligation Bond 2022 (refunding 2011)	\$ 10,140,000	\$ -	\$ 1,245,000	\$ 507,000	\$ 8,895,000
General Obligation Bond 2020 (1st series issued in 2022)	29,745,000	-	1,225,000	1,091,900	28,520,000
General Obligation Bond 2020 (2nd series issued in 2024)	56,900,000	-	1,865,000	2,845,000	55,035,000
	96,785,000	-	4,335,000	4,443,900	92,450,000
<u>Other Indebtedness</u>					
Accessibility Construction Fund					
Full Faith & Credit Obligations 2020	188,010	-	4,000	9,500	184,010
	188,010	-	4,000	9,500	184,010
Fire/EMS Fund					
Full Faith & Credit Obligations 2020 Equipment	557,777	-	25,800	27,900	531,977
Full Faith & Credit Obligations 2020 Ameresco	300,747	-	13,900	15,100	286,847
Full Faith & Credit Obligations 2021 Refund 2016	800,100	-	112,400	15,200	687,700
Full Faith & Credit Obligations 2021	1,116,300	-	62,900	10,200	1,053,400
Full Faith & Credit Obligations 2023	1,155,500	-	53,600	57,800	1,101,900
Full Faith & Credit Obligations 2024	3,593,181	-	153,400	179,700	3,439,781
	7,523,605	-	422,000	305,900	7,101,605
Streets & Operations Fund					
Full Faith & Credit Obligations 2020	1,300,223	-	60,100	65,100	1,240,123
Full Faith & Credit Obligations 2021 Refund 2018	389,230	-	127,700	5,300	261,530
Full Faith & Credit Obligations 2021	652,900	-	109,500	9,000	543,400
Full Faith & Credit Obligations 2023	1,055,400	-	155,200	52,800	900,200
Full Faith & Credit Obligations 2024	156,819	-	6,700	7,900	150,119
Full Faith & Credit Obligations 2026	-	462,700	-	-	462,700
	3,554,572	462,700	459,200	140,100	3,558,072
Debt Service Funds					
Pension Obligation Bonds 2004					
	4,090,000	-	1,515,000	249,300	2,575,000
	4,090,000	-	1,515,000	249,300	2,575,000
Transportation Construction Fund					
Full Faith & Credit Obligations 2020	41,861,990	-	876,100	2,093,100	40,985,890
Full Faith & Credit Obligations 2023	6,778,878	-	241,100	339,000	6,537,778
Full Faith & Credit Obligations 2024	7,635,000	-	250,000	381,800	7,385,000
Full Faith & Credit Obligations 2025	8,070,000	-	45,000	98,000	8,025,000
Full Faith & Credit Obligations 2026	-	7,344,000	-	-	7,344,000
	64,345,867	7,344,000	1,412,200	2,911,900	70,277,667
Airport Fund					
Ore. Econ. Dev. - Eastside Development					
Full Faith & Credit Obligations 2021	303,619	-	36,800	14,900	266,819
Full Faith & Credit Obligations 2021	64,100	-	10,400	900	53,700
Full Faith & Credit Obligations 2023	21,400	-	6,800	1,100	14,600
Full Faith & Credit Obligations 2026	-	637,500	-	-	637,500
	389,119	637,500	54,000	16,900	972,619
Cemetery Fund					
Full Faith & Credit Obligations 2021	5,700	-	5,700	100	-
	5,700	-	5,700	100	-
Water Fund					
Economic Development RZB 2010 Refund 2021	874,388	-	142,000	11,100	732,388
Revenue Bonds 2016	35,530,000	-	2,215,000	1,721,200	33,315,000
Full Faith & Credit Obligations 2020 Ameresco	957,266	-	44,300	47,900	912,966
	37,361,654	-	2,401,300	1,780,200	34,960,354

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

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

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2026^{1, 2, 3}

	Principal Balance June 30, 2025	Budgeted New Issues 2025-26	Principal Amount Due 2025-26	Interest Amount Due 2025-26	Principal Balance June 30, 2026
Water Reclamation Fund					
Revenue Bonds 2020	35,260,000	-	750,000	1,745,300	34,510,000
Economic Development RZB 2010 Refund 2021	4,079,212	-	662,300	51,400	3,416,912
Oregon DEQ Loan R14510 - Secondary Expansion	2,842,560	-	292,200	106,200	2,550,360
Oregon DEQ Loan R14511 - Secondary Expansion	10,743,210	-	679,100	316,000	10,064,110
Oregon DEQ Loan R14512 - Secondary Expansion	13,070,545	-	906,100	378,800	12,164,445
Oregon DEQ Loan R14514 - Secondary Expansion ⁴	18,726,335	-	940,500	448,200	17,785,835
Oregon DEQ Loan R14515 - Colorado Lift Station	9,229,869	-	628,400	226,100	8,601,469
Oregon DEQ Loan R14516 - Southeast Interceptor	34,014,635	-	2,365,600	504,400	31,649,035
Oregon DEQ Loan R14517 - North Area Force Main	5,563,672	-	331,000	114,700	5,232,672
Oregon DEQ Loan R14518 - Plant Interceptor Project	5,563,406	-	297,200	115,700	5,266,206
Oregon DEQ Loan R14519 - Pump Station Decommissioning ⁵	8,837,827	-	414,100	154,100	8,423,727
Oregon DEQ Loan R14520 - Amethyst Mahogany Diversion	1,105,933	-	59,300	27,300	1,046,633
Oregon DEQ Loan R14521 - Septic Solutions	8,673,766	-	457,800	193,200	8,215,966
Oregon DEQ Loan R14522 - Drake Lift Station	1,643,398	-	86,500	30,400	1,556,898
Oregon DEQ Loan R14523 - Newport Pipe Replacement ⁵	4,493,659	-	231,200	86,300	4,262,459
Oregon DEQ Loan R14524 - Via Sandia ³	2,299,229	-	118,700	39,200	2,180,529
Oregon DEQ Loan R14525 - Southwest Sewer Basin ⁵	4,866,995	-	236,100	83,000	4,630,895
Oregon DEQ Loan R14526 - Solids Handling ⁵	6,321,356	-	289,100	107,900	6,032,256
Oregon DEQ Loan R14527 - Septic Solutions ⁵	3,197,211	-	165,000	54,500	3,032,211
Oregon DEQ Loan R14528 - Admiral and King Jehu ⁵	2,585,952	-	130,000	42,300	2,455,952
Oregon DEQ Loan R14529 - Water Reclamation Facility Plan ⁵	286,238	800,000	-	-	1,086,238
Oregon DEQ Loan R14530 - Collection System Master Plan ⁵	406,314	880,000	-	-	1,286,314
Oregon DEQ Loan R14531 - Neff and Purcell ⁵	1,033,119	-	46,900	18,600	986,219
Oregon DEQ Loan R14532 - Pettigrew and Bayou ⁵	1,090,043	-	47,900	26,500	1,042,143
Oregon DEQ Loan R14533 - Awbrey Glen and Westside Pump Stations	1,598,153	5,095,000	-	-	6,693,153
Oregon DEQ Loan R14534 - WRF Clarifier ⁵	1,191,153	-	55,400	36,800	1,135,753
Oregon DEQ Loan R14535 - Pinehaven and Woodhaven ³	928,869	-	36,100	24,000	892,769
Oregon DEQ Loan R14536 - Silver Sage ³	2,432,092	-	106,900	61,600	2,325,192
Oregon DEQ Loan R14537 - Westview, Newberry and Parkwood ³	-	1,966,400	72,700	51,900	1,893,700
Oregon DEQ Loan - Azalia and Windsor ³	-	1,700,000	-	-	1,700,000
Oregon DEQ Loan - King Hezekiah and Fargo ³	-	1,440,000	-	-	1,440,000
Oregon DEQ Loan - Southwest Sewer Basin Phase 3 ³	-	1,325,000	-	-	1,325,000
	192,084,751	13,206,400	10,406,100	5,044,400	194,885,051
Stormwater Fund					
Full Faith & Credit Obligations 2021 Refund 2018	259,487	-	85,100	3,600	174,387
Full Faith & Credit Obligations 2021	2,839,000	-	160,000	38,700	2,679,000
Full Faith & Credit Obligations 2025	6,070,000	-	191,000	423,000	5,879,000
Oregon DEQ Loan R14523 - Newport Pipe Replacement ⁵	11,465,462	-	315,900	515,600	11,149,562
Oregon DEQ Loan R14531 - Neff and Purcell ⁵	766,881	-	-	-	766,881
Oregon DEQ Loan - South Awbrey ⁵	-	3,025,000	-	-	3,025,000
	21,400,830	3,025,000	752,000	980,900	23,673,830
Parking Services Fund					
Full Faith & Credit Obligations 2020 Ameresco	142,459	-	6,600	7,200	135,859
Full Faith & Credit Obligations 2020 Mirror Pond	325,000	-	60,000	16,300	265,000
	467,459	-	66,600	23,500	400,859
Internal Service Fund: City-wide Administration					
Full Faith & Credit Obligations 2020 Ameresco	206,528	-	9,600	10,400	196,928
Full Faith & Credit Obligations 2021 Refund 2012	749,800	-	371,100	5,200	378,700
Full Faith & Credit Obligations 2021 Refund 2016	1,971,400	-	292,200	24,900	1,679,200
Full Faith & Credit Obligations 2021 Refund 2018 LEAP note	2,468,300	-	397,600	33,600	2,070,700
Full Faith & Credit Obligations 2021 Refund 2018 LEAP bonds	1,621,683	-	531,700	22,100	1,089,983
Full Faith & Credit Obligations 2021	1,174,700	-	189,200	16,000	985,500
Full Faith & Credit Obligations 2022	4,068,511	-	180,000	140,400	3,888,511
Full Faith & Credit Obligations 2023	12,129,200	-	285,800	606,500	11,843,400
Full Faith & Credit Obligations 2024	11,020,000	-	301,100	750,700	10,718,900
Full Faith & Credit Obligations 2024	27,375,000	-	440,000	1,368,800	26,935,000
Full Faith & Credit Obligations 2025	77,205,000	-	1,051,000	4,986,000	76,154,000
Full Faith & Credit Obligations 2026	-	3,978,000	-	-	3,978,000
	139,990,122	3,978,000	4,049,300	7,964,600	139,918,822
Bend Urban Renewal Agency (BURA)					
Full Faith & Credit Obligations 2020 Refund 2015	787,600	-	222,700	10,800	564,900
Full Faith & Credit Obligations 2021 Refund 2016	770,500	-	252,300	8,800	518,200
Full Faith & Credit Obligations 2021	255,400	-	127,100	1,800	128,300
Full Faith & Credit Obligations 2023	2,604,622	-	92,600	130,300	2,512,022
Full Faith & Credit Obligations 2025	5,690,000	-	166,000	368,000	5,524,000
Full Faith & Credit Obligations 2026	-	12,240,000	-	-	12,240,000
	10,108,122	12,240,000	860,700	519,700	21,487,422
Total Other Indebtedness Outstanding	\$ 481,509,812	\$ 40,893,600	\$ 22,408,100	\$ 19,947,000	\$ 499,995,312
TOTAL INDEBTEDNESS - CITY OF BEND AND BURA	\$ 578,294,812	\$ 40,893,600	\$ 26,743,100	\$ 24,390,900	\$ 592,445,312

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

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

³ Oregon DEQ loans are drawn on a reimbursement-basis. Amount outstanding at June 30, 2025 reflects the amount the City has drawn to that date or the amount included in the Fiscal Year 2025 year-end projection.

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2027^{1,2}

	Principal Balance June 30, 2026	Budgeted New Issues 2026-2027	Principal Amount Due 2026-2027	Interest Amount Due 2026-2027	Principal Balance June 30, 2027
<i>City of Bend</i>					
<u>General Obligation Bonds (Transportation)</u>					
General Obligation Bond 2011	\$ 8,895,000	\$ -	\$ 1,310,000	\$ 444,800	\$ 7,585,000
General Obligation Bond 2020 (1st series issued in 2022)	28,520,000	-	1,285,000	1,030,600	27,235,000
General Obligation Bond 2020 (2nd series issued in 2024)	55,035,000	-	1,955,000	2,751,800	53,080,000
General Obligation Bond 2020 (3rd series projected in 2027)	-	85,549,000	-	-	85,549,000
	92,450,000	85,549,000	4,550,000	4,227,200	173,449,000
<u>Other Indebtedness</u>					
Accessibility Construction Fund					
Full Faith & Credit Obligations 2020	184,010	-	4,200	9,300	179,810
	184,010	-	4,200	9,300	179,810
Fire/EMS Fund					
Full Faith & Credit Obligations 2020 Equipment	531,977	-	27,400	26,700	504,577
Full Faith & Credit Obligations 2020 Ameresco	286,847	-	14,800	14,400	272,047
Full Faith & Credit Obligations 2021 Refund 2016	687,700	-	111,600	14,400	576,100
Full Faith & Credit Obligations 2021	1,053,400	-	63,800	8,600	989,600
Full Faith & Credit Obligations 2023	1,101,900	-	56,200	55,100	1,045,700
Full Faith & Credit Obligations 2024	3,439,781	-	158,100	172,000	3,281,681
	7,101,605	-	431,900	291,200	6,669,705
Streets & Operations Fund					
Full Faith & Credit Obligations 2020	1,240,123	-	63,800	62,100	1,176,323
Full Faith & Credit Obligations 2021 Refund 2018	261,530	-	129,800	3,600	131,730
Full Faith & Credit Obligations 2021	543,400	-	110,900	7,500	432,500
Full Faith & Credit Obligations 2023	900,200	-	162,900	45,100	737,300
Full Faith & Credit Obligations 2024	150,119	-	7,000	7,600	143,119
Full Faith & Credit Obligations 2026	462,700	-	47,000	28,000	415,700
	3,558,072	-	521,400	153,900	3,036,672
Debt Service/Construction Funds					
Pension Obligation Bonds 2004					
	2,575,000	-	1,680,000	157,000	895,000
	2,575,000	-	1,680,000	157,000	895,000
Transportation Construction Fund					
Full Faith & Credit Obligations 2020	40,985,890	-	920,900	2,049,300	40,064,990
Full Faith & Credit Obligations 2023	6,537,778	-	253,000	326,900	6,284,778
Full Faith & Credit Obligations 2024	7,385,000	-	265,000	369,300	7,120,000
Full Faith & Credit Obligations 2025	8,025,000	-	45,000	98,000	7,980,000
Full Faith & Credit Obligations 2026	7,344,000	-	200,000	441,000	7,144,000
	70,277,667	-	1,683,900	3,284,500	68,593,767
Airport Fund					
Ore. Econ. Dev. - Eastside Development					
Full Faith & Credit Obligations 2021	53,700	-	10,600	800	43,100
Full Faith & Credit Obligations 2023	14,600	-	7,100	800	7,500
Full Faith & Credit Obligations 2026	637,500	-	17,000	39,000	620,500
	972,619	-	76,800	53,700	895,819
Water Fund					
Economic Development RZB 2010 Refund 2021	732,388	-	143,700	9,300	588,688
Revenue Bonds 2016	33,315,000	-	2,330,000	1,607,500	30,985,000
Full Faith & Credit Obligations 2020 Ameresco	912,966	-	47,000	45,700	865,966
	34,960,354	-	2,520,700	1,662,500	32,439,654

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

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

Projected Statement of Indebtedness
Long-Term Debt Outstanding Fiscal Year 2027^{1, 2, 3}

	Principal Balance June 30, 2026	Budgeted New Issues 2026-2027	Principal Amount Due 2026-2027	Interest Amount Due 2026-2027	Principal Balance June 30, 2027
Water Reclamation Fund					
Revenue Bonds 2020	34,510,000	-	790,000	1,707,800	33,720,000
Economic Development RZB 2010 Refund 2021	3,416,912	-	670,200	43,100	2,746,712
Oregon DEQ Loan R14510 - Secondary Expansion	2,550,360	-	302,000	95,000	2,248,360
Oregon DEQ Loan R14511 - Secondary Expansion	10,064,110	-	696,100	295,700	9,368,010
Oregon DEQ Loan R14512 - Secondary Expansion	12,164,445	-	928,400	352,100	11,236,045
Oregon DEQ Loan R14514 - Secondary Expansion	17,785,835	-	958,800	425,300	16,827,035
Oregon DEQ Loan R14515 - Colorado Lift Station	8,601,469	-	641,000	210,300	7,960,469
Oregon DEQ Loan R14516 - Southeast Interceptor	31,649,035	-	2,389,300	468,800	29,259,735
Oregon DEQ Loan R14517 - North Area Force Main	5,232,672	-	336,300	107,800	4,896,372
Oregon DEQ Loan R14518 - Plant Interceptor Project	5,266,206	-	302,000	109,400	4,964,206
Oregon DEQ Loan R14519 - Pump Station Decommissioning ³	8,423,727	-	419,400	146,800	8,004,327
Oregon DEQ Loan R14520 - Amethyst Mahogany Diversion	1,046,633	-	60,500	25,800	986,133
Oregon DEQ Loan R14521 - Septic Solutions	8,215,966	-	465,800	182,900	7,750,166
Oregon DEQ Loan R14522 - Drake Lift Station	1,556,898	-	87,600	28,800	1,469,298
Oregon DEQ Loan R14523 - Newport Pipe Replacement ³	4,262,459	-	234,000	82,300	4,028,459
Oregon DEQ Loan R14524 - Via Sandia ³	2,180,529	-	120,100	37,200	2,060,429
Oregon DEQ Loan R14525 - Southwest Sewer Basin ³	4,630,895	-	239,000	79,000	4,391,895
Oregon DEQ Loan R14526 - Solids Handling ³	6,032,256	-	292,600	102,900	5,739,656
Oregon DEQ Loan R14527 - Septic Solutions ³	3,032,211	-	167,000	51,700	2,865,211
Oregon DEQ Loan R14528 - Admiral and King Jehu ³	2,455,952	-	131,500	40,100	2,324,452
Oregon DEQ Loan R14529 - Water Reclamation Facility Plan ³	1,086,238	-	93,100	4,900	993,138
Oregon DEQ Loan R14530 - Collection System Master Plan ³	1,286,314	-	342,900	18,100	943,414
Oregon DEQ Loan R14531 - Neff and Purcell ³	986,219	-	47,500	17,700	938,719
Oregon DEQ Loan R14532 - Pettigrew and Bayou ³	1,042,143	-	48,900	25,300	993,243
Oregon DEQ Loan R14533 - Awbrey Glen and Westside Pump Stations	6,693,153	280,000	-	-	6,973,153
Oregon DEQ Loan R14534 - WRF Clarifier ³	1,135,753	-	56,800	35,400	1,078,953
Oregon DEQ Loan R14535 - Pinehaven and Woodhaven ³	892,769	-	37,100	23,100	855,669
Oregon DEQ Loan R14536 - Silver Sage ³	2,325,192	-	109,400	59,100	2,215,792
Oregon DEQ Loan R14537 - Westview, Newberry and Parkwood ³	1,893,700	-	74,700	49,900	1,819,000
Oregon DEQ Loan - Azalia and Windsor ³	1,700,000	1,610,000	-	-	3,310,000
Oregon DEQ Loan - King Hezekiah and Fargo ³	1,440,000	1,260,000	-	-	2,700,000
Oregon DEQ Loan - Southwest Sewer Basin Phase 3 ³	1,325,000	5,100,000	-	-	6,425,000
	194,885,051	8,250,000	11,042,000	4,826,300	192,093,051
Stormwater Fund					
Full Faith & Credit Obligations 2021 Refund 2018	174,387	-	86,500	2,400	87,887
Full Faith & Credit Obligations 2021	2,679,000	-	162,200	36,500	2,516,800
Full Faith & Credit Obligations 2025	5,879,000	-	191,000	423,000	5,688,000
Oregon DEQ Loan R14523 - Newport Pipe Replacement ³	11,149,562	-	217,100	540,100	10,932,462
Oregon DEQ Loan R14531 - Neff and Purcell ³	766,881	-	-	-	766,881
Oregon DEQ Loan - South Awbrey ³	3,025,000	6,500,000	-	-	9,525,000
	23,673,830	6,500,000	656,800	1,002,000	29,517,030
Parking Services Fund					
Full Faith & Credit Obligations 2020 Ameresco	135,859	-	7,000	6,800	128,859
Full Faith & Credit Obligations 2020 Mirror Pond	265,000	-	60,000	13,300	205,000
	400,859	-	67,000	20,100	333,859
Internal Service Fund: City-wide Administration					
Full Faith & Credit Obligations 2020 Ameresco	196,928	-	10,200	9,900	186,728
Full Faith & Credit Obligations 2021 Refund 2012	378,700	-	378,900	1,800	(200)
Full Faith & Credit Obligations 2021 Refund 2016	1,679,200	-	296,300	20,900	1,382,900
Full Faith & Credit Obligations 2021 Refund 2018 LEAP note	2,070,700	-	403,000	28,200	1,667,700
Full Faith & Credit Obligations 2021 Refund 2018 LEAP bonds	1,089,983	-	540,500	14,900	549,483
Full Faith & Credit Obligations 2021	985,500	-	191,800	13,500	793,700
Full Faith & Credit Obligations 2022	3,888,511	-	186,200	134,200	3,702,311
Full Faith & Credit Obligations 2023	11,843,400	-	303,600	592,300	11,539,800
Full Faith & Credit Obligations 2024	10,718,900	-	321,300	730,200	10,397,600
Full Faith & Credit Obligations 2024	26,935,000	-	460,000	1,346,800	26,475,000
Full Faith & Credit Obligations 2025	76,154,000	-	1,051,000	4,986,000	75,103,000
Full Faith & Credit Obligations 2026	3,978,000	-	50,000	239,000	3,928,000
	139,918,822	-	4,192,800	8,117,700	135,726,022
Bend Urban Renewal Agency (BURA)					
Full Faith & Credit Obligations 2020 Refund 2015	564,900	-	225,700	7,700	339,200
Full Faith & Credit Obligations 2021 Refund 2016	518,200	-	258,000	5,300	260,200
Full Faith & Credit Obligations 2021	128,300	-	128,300	600	-
Full Faith & Credit Obligations 2023	2,512,022	-	97,300	125,700	2,414,722
Full Faith & Credit Obligations 2025	5,524,000	-	166,000	368,000	5,358,000
Full Faith & Credit Obligations 2026	12,240,000	-	333,000	735,000	11,907,000
	21,487,422	-	1,208,300	1,242,300	20,279,122
Total Other Indebtedness Outstanding	\$ 499,995,312	\$ 14,750,000	\$ 24,085,800	\$ 20,820,500	\$ 490,659,512
TOTAL INDEBTEDNESS - CITY OF BEND AND BURA	\$ 592,445,312	\$ 100,299,000	\$ 28,635,800	\$ 25,047,700	\$ 664,108,512

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

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

³ Oregon DEQ loans are drawn on a reimbursement-basis. Amount outstanding at June 30, 2025 reflects the amount the City has drawn to that date or the amount included in the Fiscal Year 2025 year-end projection.

Schedule of Future Debt Service as of June 30, 2025 ^{1, 2, 3, 4}

Fiscal Year	Revenue		General		Total Annual Payments		
	Supported Bonds ³		Bonded Debt ⁴		Principal	Interest	Total Debt Service
	Principal	Interest	Principal	Interest			
2025-26	\$ 2,965,000	\$ 3,466,375	\$ 24,356,808	\$ 19,760,020	\$ 27,321,808	\$ 23,226,395	\$ 50,548,203
2026-27	3,120,000	3,315,250	25,635,376	18,976,278	\$ 28,755,376	22,291,528	51,046,904
2027-28	3,280,000	3,156,250	25,056,578	18,113,778	\$ 28,336,578	21,270,028	49,606,606
2028-29	3,445,000	2,989,125	23,624,366	17,287,037	\$ 27,069,366	20,276,162	47,345,528
2029-30	3,610,000	2,822,325	23,938,172	16,499,563	\$ 27,548,172	19,321,888	46,870,060
2030-31	3,785,000	2,647,375	24,372,094	15,689,207	\$ 28,157,094	18,336,582	46,493,676
2031-32	3,980,000	2,454,500	23,398,993	14,850,833	\$ 27,378,993	17,305,333	44,684,326
2032-33	4,180,000	2,251,625	21,978,719	14,011,662	\$ 26,158,719	16,263,287	42,422,006
2033-34	4,395,000	2,038,625	22,427,925	13,264,845	\$ 26,822,925	15,303,470	42,126,395
2034-35	4,620,000	1,814,625	22,929,670	12,500,483	\$ 27,549,670	14,315,108	41,864,778
2035-36	4,855,000	1,579,125	23,663,990	11,710,492	\$ 28,518,990	13,289,617	41,808,607
2036-37	5,100,000	1,331,750	24,418,963	10,889,330	\$ 29,518,963	12,221,080	41,740,043
2037-38	1,325,000	1,172,750	24,616,778	10,036,016	\$ 25,941,778	11,208,766	37,150,544
2038-39	1,390,000	1,106,500	22,173,614	9,179,570	\$ 23,563,614	10,286,070	33,849,684
2039-40	1,460,000	1,037,000	21,133,457	8,360,325	\$ 22,593,457	9,397,325	31,990,782
2040-41	1,530,000	964,000	21,097,145	7,530,640	\$ 22,627,145	8,494,640	31,121,786
2041-42	1,610,000	887,500	20,669,912	6,692,764	\$ 22,279,912	7,580,264	29,860,176
2042-43	1,690,000	807,000	16,764,840	5,866,086	\$ 18,454,840	6,673,086	25,127,925
2043-44	1,775,000	722,500	16,203,099	5,117,345	\$ 17,978,099	5,839,845	23,817,944
2044-45	1,865,000	633,750	8,878,629	4,383,195	\$ 10,743,629	5,016,945	15,760,574
2045-46	1,955,000	540,500	8,214,538	3,985,050	\$ 10,169,538	4,525,550	14,695,088
2046-47	2,055,000	442,750	8,315,000	3,585,500	\$ 10,370,000	4,028,250	14,398,250
2047-48	2,155,000	340,000	8,730,000	3,169,750	\$ 10,885,000	3,509,750	14,394,750
2048-49	2,265,000	232,250	9,165,000	2,733,250	\$ 11,430,000	2,965,500	14,395,500
2049-50	2,380,000	119,000	9,615,000	2,275,000	\$ 11,995,000	2,394,000	14,389,000
2050-51	-	-	7,110,000	1,794,250	\$ 7,110,000	1,794,250	8,904,250
2051-52	-	-	7,470,000	1,438,750	\$ 7,470,000	1,438,750	8,908,750
2052-53	-	-	7,845,000	1,065,250	\$ 7,845,000	1,065,250	8,910,250
2053-54	-	-	7,445,000	673,000	\$ 7,445,000	673,000	8,118,000
2054-55	-	-	6,015,000	300,750	\$ 6,015,000	300,750	6,315,750
TOTAL	\$ 70,790,000	\$ 38,872,450	\$ 517,263,666	\$ 261,740,020	\$ 588,053,666	\$ 300,612,470	\$ 888,666,136

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

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

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

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

Schedule of Future Debt Service as of June 30, 2025 ^{1, 2}

Fiscal Year	1110 - Fire/EMS		1410 - Streets & Operations		2200 - PERS Debt Service		2310 - BURA Murphy Crossing Debt Service		2320 - BURA Juniper Ridge Debt Service	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2025-26	\$ 421,852	\$ 305,659	\$ 459,031	\$ 139,795	\$ 1,515,000	\$ 249,286	\$ 349,800	\$ 12,438	\$ 344,899	\$ 138,994
2026-27	431,821	290,953	474,218	125,474	1,680,000	156,946	354,000	8,260	355,207	130,894
2027-28	450,242	275,720	488,490	110,522	895,000	54,553	228,800	4,613	362,264	122,510
2028-29	462,601	259,791	319,157	94,994	-	-	110,400	1,501	107,172	115,638
2029-30	482,261	243,097	333,027	81,307	-	-	-	-	112,529	110,279
2030-31	492,629	225,616	347,289	66,953	-	-	-	-	118,164	104,653
2031-32	512,889	207,580	154,259	51,918	-	-	-	-	124,076	98,744
2032-33	411,048	189,533	159,330	46,564	-	-	-	-	130,266	92,541
2033-34	432,599	171,499	98,010	40,989	-	-	-	-	136,789	86,027
2034-35	450,897	152,421	104,057	36,088	-	-	-	-	143,645	79,188
2035-36	472,747	132,464	108,436	30,885	-	-	-	-	150,806	72,006
2036-37	491,446	111,447	114,483	25,463	-	-	-	-	158,356	64,465
2037-38	515,135	89,532	120,739	19,739	-	-	-	-	166,267	56,548
2038-39	539,024	66,469	126,995	13,702	-	-	-	-	174,594	48,234
2039-40	563,114	42,248	133,251	7,353	-	-	-	-	183,310	39,504
2040-41	423,204	17,204	13,800	690	-	-	-	-	192,470	30,339
2041-42	-	-	-	-	-	-	-	-	202,102	20,715
2042-43	-	-	-	-	-	-	-	-	212,206	10,610
TOTAL	\$ 7,553,509	\$ 2,781,231	\$ 3,554,572	\$ 892,436	\$ 4,090,000	\$ 460,785	\$ 1,043,000	\$ 26,813	\$ 3,375,122	\$ 1,421,890

Fiscal Year	2330 - BURA Core Area Debt Service		2410 - 2011 GO Bond Debt Service		2420 - 2020 GO Bond Debt Service		3400 - Transportation Construction		3500 - Accessibility Construction	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2025-26	\$ 85,000	\$ 286,081	\$ 1,245,000	\$ 507,000	\$ 3,090,000	\$ 3,936,850	\$ 1,487,067	\$ 3,219,535	\$ 3,935	\$ 9,401
2026-27	90,000	280,250	1,310,000	444,750	3,240,000	3,782,350	1,568,858	3,142,940	4,136	9,204
2027-28	95,000	275,750	1,370,000	379,250	3,405,000	3,620,350	1,641,299	3,064,497	4,337	8,997
2028-29	100,000	271,000	1,445,000	310,750	3,575,000	3,450,100	1,724,368	2,982,432	4,561	8,780
2029-30	105,000	266,000	1,510,000	238,500	3,755,000	3,271,350	1,813,087	2,896,214	4,784	8,552
2030-31	110,000	260,750	1,590,000	163,000	3,945,000	3,083,600	1,902,506	2,805,559	5,030	8,313
2031-32	115,000	255,250	1,670,000	83,500	4,135,000	2,886,350	1,992,648	2,710,434	5,276	8,061
2032-33	120,000	249,500	-	-	4,345,000	2,679,600	2,093,490	2,610,802	5,544	7,798
2033-34	125,000	243,500	-	-	4,530,000	2,496,850	2,200,199	2,506,127	5,812	7,520
2034-35	135,000	237,250	-	-	4,720,000	2,305,850	2,312,752	2,396,117	6,103	7,230
2035-36	140,000	230,500	-	-	4,920,000	2,106,450	2,426,078	2,280,480	6,416	6,925
2036-37	145,000	223,500	-	-	5,125,000	1,898,150	2,550,392	2,159,176	6,751	6,604
2037-38	155,000	216,250	-	-	5,345,000	1,680,700	2,680,646	2,031,656	7,087	6,266
2038-39	160,000	208,500	-	-	5,575,000	1,453,450	2,806,983	1,897,624	7,422	5,912
2039-40	170,000	200,500	-	-	5,810,000	1,215,900	2,949,288	1,757,275	7,802	5,541
2040-41	180,000	192,000	-	-	6,060,000	967,800	3,092,748	1,609,810	8,182	5,151
2041-42	185,000	183,000	-	-	6,315,000	708,500	3,252,391	1,455,173	8,607	4,742
2042-43	195,000	173,750	-	-	4,270,000	437,750	3,418,263	1,292,553	9,032	4,311
2043-44	205,000	164,000	-	-	4,485,000	224,250	3,000,521	1,121,640	9,479	3,860
2044-45	215,000	153,750	-	-	-	-	2,520,052	971,614	9,948	3,386
2045-46	225,000	143,000	-	-	-	-	2,649,538	845,612	10,462	2,888
2046-47	240,000	131,750	-	-	-	-	2,784,023	713,135	10,977	2,365
2047-48	250,000	119,750	-	-	-	-	2,923,465	573,934	11,535	1,816
2048-49	265,000	107,250	-	-	-	-	3,067,906	427,760	12,094	1,240
2049-50	275,000	94,000	-	-	-	-	3,217,302	274,365	12,698	635
2050-51	290,000	80,250	-	-	-	-	410,000	113,500	-	-
2051-52	305,000	65,750	-	-	-	-	430,000	93,000	-	-
2052-53	320,000	50,500	-	-	-	-	455,000	71,500	-	-
2053-54	335,000	34,500	-	-	-	-	475,000	48,750	-	-
2054-55	355,000	17,750	-	-	-	-	500,000	25,000	-	-
TOTAL	\$ 5,690,000	\$ 5,415,581	\$ 10,140,000	\$ 2,126,750	\$ 86,645,000	\$ 42,206,200	\$ 64,345,868	\$ 48,098,216	\$ 188,010	\$ 145,497

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

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

Schedule of Future Debt Service as of June 30, 2025 ^{1, 2}

Fiscal Year	4000 - Airport		4100 - Cemetery		4200 - Water		4300 - Water Reclamation ³		4400 - Stormwater ³	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2025-26	\$ 53,911	\$ 16,788	\$ 5,700	\$ 78	\$ 2,401,157	\$ 1,780,006	\$ 10,755,971	\$ 5,184,856	\$ 893,984	\$ 556,697
2026-27	59,706	14,513	-	-	2,520,614	1,662,382	11,379,070	4,990,249	909,472	537,511
2027-28	60,612	11,957	-	-	2,643,407	1,538,665	11,617,776	4,720,710	925,079	519,595
2028-29	48,932	9,365	-	-	2,772,317	1,408,853	11,828,511	4,457,006	851,485	501,258
2029-30	49,366	7,196	-	-	2,906,863	1,272,456	11,843,298	4,196,058	865,813	483,714
2030-31	54,814	5,010	-	-	3,051,161	1,129,147	11,805,212	3,931,140	880,328	465,768
2031-32	55,178	2,558	-	-	3,049,397	978,557	11,276,712	3,652,188	899,933	447,414
2032-33	6,600	90	-	-	3,207,160	822,212	11,497,314	3,375,489	914,726	428,404
2033-34	-	-	-	-	3,369,923	657,854	11,563,162	3,091,874	929,611	408,983
2034-35	-	-	-	-	3,544,067	485,108	11,575,787	2,811,604	944,587	389,150
2035-36	-	-	-	-	3,726,829	303,404	11,803,612	2,529,199	964,758	368,902
2036-37	-	-	-	-	3,915,973	112,438	12,039,605	2,240,011	980,022	347,989
2037-38	-	-	-	-	80,117	12,639	11,674,044	1,943,710	1,000,382	326,657
2038-39	-	-	-	-	84,261	8,633	8,654,997	1,671,499	1,015,938	304,655
2039-40	-	-	-	-	88,405	4,420	7,005,637	1,464,363	1,036,492	282,230
2040-41	-	-	-	-	-	-	6,745,485	1,276,031	1,057,346	259,131
2041-42	-	-	-	-	-	-	6,332,676	1,088,976	879,600	235,355
2042-43	-	-	-	-	-	-	4,400,885	922,753	897,955	213,602
2043-44	-	-	-	-	-	-	4,042,686	786,381	916,413	191,204
2044-45	-	-	-	-	-	-	2,862,233	655,285	581,396	168,160
2045-46	-	-	-	-	-	-	2,254,538	544,300	245,000	152,750
2046-47	-	-	-	-	-	-	2,055,000	442,750	255,000	140,500
2047-48	-	-	-	-	-	-	2,155,000	340,000	270,000	127,750
2048-49	-	-	-	-	-	-	2,265,000	232,250	280,000	114,250
2049-50	-	-	-	-	-	-	2,380,000	119,000	295,000	100,250
2050-51	-	-	-	-	-	-	-	-	310,000	85,500
2051-52	-	-	-	-	-	-	-	-	325,000	70,000
2052-53	-	-	-	-	-	-	-	-	340,000	53,750
2053-54	-	-	-	-	-	-	-	-	360,000	36,750
2054-55	-	-	-	-	-	-	-	-	375,000	18,750
TOTAL	\$ 389,119	\$ 67,475	\$ 5,700	\$ 78	\$ 37,361,654	\$ 12,176,774	\$ 201,814,211	\$ 56,667,683	\$ 21,400,319	\$ 8,336,627

Fiscal Year	4500 - Parking Services		5000 - Internal Service Fund - City Wide Administration	
	Principal	Interest	Principal	Interest
2025-26	\$ 66,578	\$ 23,373	\$ 4,142,924	\$ 6,859,560
2026-27	66,989	20,044	4,311,285	6,694,809
2027-28	72,195	16,695	4,077,077	6,545,643
2028-29	77,606	13,085	3,642,257	6,391,609
2029-30	78,017	9,205	3,689,127	6,237,961
2030-31	8,428	5,304	3,846,533	6,081,770
2031-32	8,839	4,882	3,379,785	5,917,898
2032-33	9,251	4,440	3,258,991	5,756,316
2033-34	9,662	3,978	3,422,159	5,588,270
2034-35	10,278	3,495	3,602,497	5,411,608
2035-36	10,690	2,981	3,788,617	5,225,422
2036-37	11,306	2,446	3,980,627	5,029,390
2037-38	11,923	1,881	4,185,437	4,823,188
2038-39	12,540	1,285	4,405,858	4,606,106
2039-40	13,156	658	4,633,001	4,377,333
2040-41	-	-	4,853,910	4,136,484
2041-42	-	-	5,104,536	3,883,803
2042-43	-	-	5,051,500	3,617,756
2043-44	-	-	5,319,000	3,348,510
2044-45	-	-	4,555,000	3,064,750
2045-46	-	-	4,785,000	2,837,000
2046-47	-	-	5,025,000	2,597,750
2047-48	-	-	5,275,000	2,346,500
2048-49	-	-	5,540,000	2,082,750
2049-50	-	-	5,815,000	1,805,750
2050-51	-	-	6,100,000	1,515,000
2051-52	-	-	6,410,000	1,210,000
2052-53	-	-	6,730,000	889,500
2053-54	-	-	6,275,000	553,000
2054-55	-	-	4,785,000	239,250
TOTAL	\$ 467,459	\$ 113,750	\$ 139,990,122	\$ 119,674,687

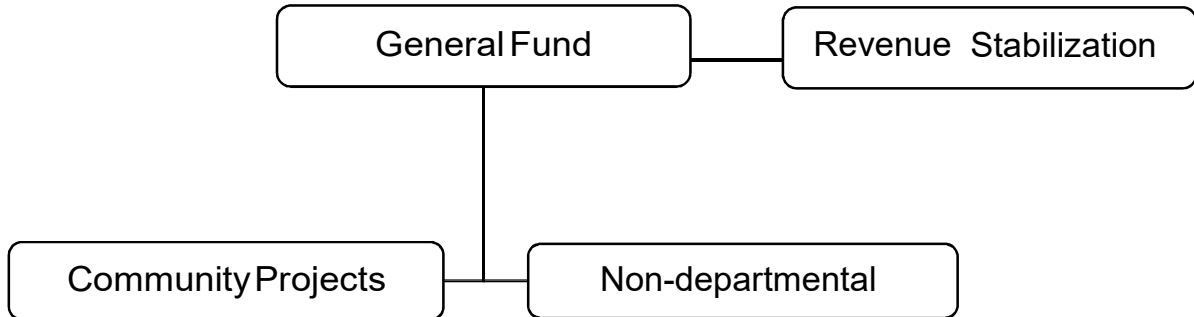
¹ Amounts in this schedule are preliminary, and do not include debt associated with interfund loan repayment or principal and interest payments on proposed debt that has not been issued.

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

³ Includes loans from the Oregon Department of Environmental Quality

(This page intentionally left blank)

GENERAL FUND SERVICE AREA



General Fund Operational Divisions

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

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

General Fund - Non-departmental Division

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

General Fund Revenue Stabilization Fund

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

(This page intentionally left blank)

General Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 16,662,850	\$ 29,196,600	\$ 33,141,218	\$ 34,359,300	\$ 34,359,300	\$ 34,359,300
Property taxes	76,094,666	84,530,500	84,389,007	92,184,800	92,184,800	92,184,800
Room tax	18,998,041	18,909,800	18,240,223	18,463,600	18,463,600	18,463,600
Franchise Fees	19,426,005	16,437,400	22,973,480	23,964,700	23,964,700	23,964,700
Local marijuana tax	2,765,608	2,415,600	2,352,668	2,230,100	2,230,100	2,230,100
Licenses and permits	157,573	163,100	170,929	162,400	162,400	162,400
Intergovernmental revenues	8,720,159	8,257,300	7,697,909	7,576,200	7,576,200	7,576,200
Commercial and industrial construction tax	304,577	1,180,000	725,310	786,400	786,400	786,400
Charges for services	1,393,224	1,909,600	1,103,994	1,574,100	1,574,100	1,574,100
Fines and forfeitures	1,449,863	1,339,700	1,666,910	3,059,900	3,059,900	3,059,900
Miscellaneous	1,709,750	891,200	3,463,289	1,642,100	1,642,100	1,642,100
Juniper Ridge city owned land sales	3,879,685	9,200,000	8,207,625	5,250,000	5,250,000	5,250,000
Interfund loan repayments	1,340,063	6,963,500	4,099,804	10,944,900	10,944,900	10,944,900
Interfund transfers	2,891,847	1,671,600	2,056,498	190,000	190,000	190,000
TOTAL RESOURCES	\$ 155,793,911	\$ 183,065,900	\$ 190,288,864	\$ 202,388,500	\$ 202,388,500	\$ 202,388,500
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Program:</i>						
Public Safety Program						
Police	\$ 54,393,496	\$ 71,233,000	\$ 67,308,046	\$ 82,018,200	\$ 81,387,200	\$ 81,387,200
Municipal court	1,205,147	1,493,400	1,373,595	2,029,700	2,011,900	2,011,900
Total Public Safety Program	55,598,643	72,726,400	68,681,641	84,047,900	83,399,100	83,399,100
Community & Econ Dev. Program						
Growth management	\$ 1,171,153	\$ 1,887,900	\$ 1,441,195	\$ 4,328,300	\$ 4,308,300	\$ 4,308,300
Code enforcement	1,216,118	1,425,000	1,211,662	1,215,300	1,205,700	1,205,700
Juniper Ridge city owned land	329,515	115,500	92,343	-	-	-
Houseless services	376,883	-	357,270	915,300	911,300	911,300
Community projects	2,493,745	3,873,000	3,302,694	2,526,500	2,526,500	2,526,500
Total Community & Econ Dev. Program	5,587,414	7,301,400	6,405,164	8,985,400	8,951,800	8,951,800
Interfund Transfers	61,466,636	81,678,200	80,842,731	88,085,500	86,985,500	86,985,500
Contingency	-	7,029,500	-	6,209,700	7,992,100	7,992,100
Reserves Room Tax	-	-	-	2,123,000	2,123,000	2,123,000
Reserves Juniper Ridge land sales	-	14,330,400	-	12,937,000	12,937,000	12,937,000
TOTAL REQUIREMENTS	\$ 122,652,693	\$ 183,065,900	\$ 155,929,536	\$ 202,388,500	\$ 202,388,500	\$ 202,388,500
REQUIREMENTS						
<i>By Category:</i>						
Personnel services	\$ 49,971,267	\$ 64,631,100	\$ 61,010,148	\$ 76,313,800	\$ 75,631,400	\$ 75,631,400
Materials & services	8,753,411	12,296,300	11,004,949	14,164,100	14,164,100	14,164,100
Capital outlay	2,461,379	3,100,400	3,071,708	2,555,400	2,555,400	2,555,400
	61,186,057	80,027,800	75,086,805	93,033,300	92,350,900	92,350,900
Interfund Transfers	61,466,636	81,678,200	80,842,731	88,085,500	86,985,500	86,985,500
Contingency	-	7,029,500	-	6,209,700	7,992,100	7,992,100
Reserves Room Tax	-	-	-	2,123,000	2,123,000	2,123,000
Reserves Juniper Ridge land sales	-	14,330,400	-	12,937,000	12,937,000	12,937,000
TOTAL REQUIREMENTS	\$ 122,652,693	\$ 183,065,900	\$ 155,929,536	\$ 202,388,500	\$ 202,388,500	\$ 202,388,500

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

Note: The City's fiscal policies require that the General Fund maintain unassigned reserves of at least 16% of the operating budget, and that reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. The proposed 2025-2027 budget is in compliance with this policy requirement.

(This page intentionally left blank)

**General Fund
Subsidies, Loans & Transfers**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>General Fund Subsidies:</i>						
Fire/EMS	\$ 35,798,377	\$ 39,040,200	\$ 39,264,513	\$ 40,984,600	\$ 40,984,600	\$ 40,984,600
Streets & Operations	6,882,910	11,913,500	13,253,473	10,000,000	9,000,000	9,000,000
Planning	-	-	-	1,440,000	1,340,000	1,340,000
Business Advocacy	62,800	177,000	177,000	276,200	276,200	276,200
Cemetery	425,373	869,900	774,273	997,800	997,800	997,800
	43,169,460	52,000,600	53,469,259	53,698,600	52,598,600	52,598,600
<i>General Fund Year End Loans:</i>						
Metropolitan Planning Organization	\$ 92,000	\$ 200,000	\$ 116,000	\$ 200,000	\$ 200,000	\$ 200,000
Community Development Block Grant	104,000	200,000	117,000	200,000	200,000	200,000
PRO Housing Grant	-	-	100,000	200,000	200,000	200,000
Airport Fund	-	-	2,001,000	2,500,000	2,500,000	2,500,000
Murphy Crossing Urban Renewal Area	306,433	268,500	149,340	242,100	242,100	242,100
Juniper Ridge Urban Renewal Area	236,769	4,468,100	2,717,533	6,298,400	6,298,400	6,298,400
Core Area Urban Renewal Area	565,860	1,826,900	959,931	804,400	804,400	804,400
	\$ 1,305,062	\$ 6,963,500	\$ 6,160,804	\$ 10,444,900	\$ 10,444,900	\$ 10,444,900
<i>General Fund Transfer:</i>						
Internal Service - Overhead	\$ 11,823,400	\$ 13,610,400	\$ 13,398,800	\$ 16,551,600	\$ 16,551,600	\$ 16,551,600
Interfund Charges	1,378,449	1,996,400	1,850,071	1,051,600	1,051,600	1,051,600
Special Purpose to Commercial & Industri	369,616	1,180,000	735,343	796,400	796,400	796,400
Special Purpose to Fire	-	15,000	9,465	615,000	615,000	615,000
Special Purpose to Planning	196,069	400,000	400,000	400,000	400,000	400,000
Special Purpose to Houseless	1,244,900	1,000,000	1,000,000	98,000	98,000	98,000
Special Purpose to Facilities Management	68,800	1,221,900	1,593,741	3,049,900	3,049,900	3,049,900
Special Purpose - all other	1,334,208	2,869,700	904,691	797,600	797,600	797,600
GF Revenue Stabilization Fund	576,672	420,700	1,320,557	581,900	581,900	581,900
	\$ 16,992,114	\$ 22,714,100	\$ 21,212,668	\$ 23,942,000	\$ 23,942,000	\$ 23,942,000
TOTAL REQUIREMENTS	\$ 61,466,636	\$ 81,678,200	\$ 80,842,731	\$ 88,085,500	\$ 86,985,500	\$ 86,985,500

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

(This page intentionally left blank)

**General Fund
Community Projects**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Materials & services - Transit	\$ 2,014,500	\$ 3,021,800	\$ 3,021,750	\$ 2,293,000	\$ 2,293,000	\$ 2,293,000
Materials & services	483,370	851,200	280,944	233,500	233,500	233,500
Capital outlay	(4,125)	-	-	-	-	-
	2,493,745	3,873,000	3,302,694	2,526,500	2,526,500	2,526,500
Interfund Transfers	427,200	291,800	277,465	213,000	213,000	213,000
TOTAL REQUIREMENTS	\$ 2,920,945	\$ 4,164,800	\$ 3,580,159	\$ 2,739,500	\$ 2,739,500	\$ 2,739,500

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

Note: The City's fiscal policies require that the General Fund maintain unassigned reserves of at least 16% of the operating budget, and that reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. The proposed 2025-2027 budget is in compliance with this policy requirement.

GENERAL FUND

Overview

The City's General Fund (GF) is the primary operating fund of the City, accounting for operations of the Police department, Municipal Court, Growth Management, Code Enforcement and other activities not accounted for in any other fund. The General Fund also allocates monies to the following Funds and Service Areas: Fire/EMS Fund, Streets & Operations Fund, Community & Economic Development Service Area and Infrastructure Service Area. Details of these allocations can be found on the Subsidies, Loans & Transfers financial summary earlier in this section. In the 2025-2027 Biennial Budget, General Fund expenditures are allocated 79% to public safety (Police, Fire and Municipal Court), 6% to the Streets & Operations Fund and the remaining 15% to community and economic development and other general city funding needs. The City's goal is to ensure the financial stability of the General Fund and to provide long term funding for public safety and transportation operation needs.

The City's fiscal policies require that the General Fund maintain unassigned reserves of at least 16% of the operating budget, and reserve balances in the General Fund Stabilization Fund will be considered when evaluating total General Fund reserve levels. The 2025-2027 budget is in compliance with this policy requirement.

General Fund Programs

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

- Police
 - In this budget, General Fund support of the Police Department is \$96.8 million for the biennium. The allocation of discretionary revenues to the Police Department continues to be a City Council priority as noted in Council Goals and Actions to keep pace with a growing demand in calls for service. The Police Department budget and program details are presented under the City's "Public Safety Service Area".

- Municipal Court
 - The Bend Municipal Court provides resolution and collection services for minor traffic infractions, parking citations, and city ordinance violations. The Municipal Court with a budget of \$2.7 million, is accounted for as a program of the General Fund as it is funded solely by General Fund discretionary revenues. The budget and program details are presented under the City's "Public Safety Service Area".

- Growth Management
 - The Growth Management Program was created to bring together the City's long-range planning and transportation planning staff to identify and manage projects of a long-term nature including land use, public facility and transportation planning. The Growth Management division of the General Fund has a budget of approximately \$4.9 million in this biennium and is presented under the City's "Community & Economic Development Service Area".
- Code Enforcement
 - The City's Code Enforcement Program ensures compliance with Bend's land use, environmental, building, and city code. The Code Enforcement division of the General Fund has a budget of approximately \$1.7 million this biennium and is presented under the City's "Community & Economic Development Service Area".
- General Fund Houseless Services
 - The General Fund Houseless Services program accounts for expenditures related to managing the right of way and related services at Juniper Ridge. The biennial budget of approximately \$1.3 million this biennium is presented under the City's "Community & Economic Development Service Area".
- Juniper Ridge City Owned Land
 - The Juniper Ridge City Owned Land division accounts for land sale proceeds and development and maintenance costs for city-owned land in Juniper Ridge. The biennial budget of approximately \$0.5 million is presented under the City's "Community & Economic Development Service Area". The reserves associated with the net sales of city-owned land in Juniper Ridge included in the General Fund are \$12.9 million at the end of the 2025-2027 biennium.

Subsidies, Loans & Transfers

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

General Fund subsidies and loans are described below:

- Fire/EMS Fund
 - The General Fund supports 47% of the Fire/EMS operating budget in the biennial budget. The City provides fire protection and emergency medical services in partnership with the Deschutes County Rural Fire Protection District #2 (DCRFPD#2). Through a contract between the City and DCRFPD#2, each entity contributes to the partnership. The funding rate in each

year of the biennial budget is \$1.185 base rate. Total allocation to Fire/EMS over the 2025-2027 biennium is \$41.0 million. Budget and program details of the City's Fire/EMS program are presented under the City's "Public Safety Service Area".

- **Streets & Operations Fund**
 - Street operations are primarily funded by an allocation of General Fund revenues, State Highway apportionment (i.e. allocation of State gas taxes), transportation fee revenue, garbage franchise fees and grants. In order to support the overlay and street preservation work needed to maintain the Pavement Condition Index (PCI) and other programs to support mobility options and related programming, the 2025-2027 biennial budget includes a General Fund subsidy of \$9.0 million. In the biennium budget, the Streets & Operations Fund assumes the implementation of the second phase of the transportation fee with a projected revenue of \$10.0 million. Street operations are accounted for in the Streets & Operations Fund, which is presented under the City's "Infrastructure Service Area".

- **Planning Fund**
 - The Planning program establishes and maintains the land use framework within which businesses and residents conduct their daily activities. It is responsible for implementing state-mandated requirements for comprehensive planning and zoning, public facilities planning and development review. The Planning Fund is primarily funded by program fees associated with the development application process. The program is actively reviewing and implementing fee increases at six-month intervals of the biennium to move towards aligning fees with the cost-of-service delivery and to support Planning work that has become more complex with increased housing density, additional state mandates, and demands of redevelopment. The biennial budget includes a \$1.3 million contribution to the Planning Fund to support the program as program fees are reevaluated and realigned with cost-of-service delivery. The Planning Fund is presented under the "Community & Economic Development Service Area".

- **Business Advocacy Fund**
 - The biennial budget includes a \$276,200 contribution to the Business Advocacy program for support of staffing and Economic Development of Central Oregon (EDCO). The Business Advocacy program is presented under the "Community & Economic Development Service Area".

- **Cemetery Fund**
 - Included in the biennial budget is General Fund support of \$1.0 million for operation of the City-owned Cemetery. This funding is necessary to support the operation and maintenance costs of the cemetery that are not covered by lot sales and burial fee operating revenues. The Cemetery program is presented under the City's "Infrastructure Service Area".

- **General Fund Loans**
 - The biennial budget includes the following short term, year-end operating loans that are necessary to provide cash flow for operations before grant funds are received on a reimbursement basis:
 - \$200,000 to the Bend Metropolitan Planning Organization (MPO)
 - \$200,000 to the Community Development Block Grant (CDBG) Fund
 - \$200,000 to the PRO Housing Grant Fund
 - \$2,500,000 to the Airport Fund
 - The 2025-2027 Biennial Budget also includes operating loans totaling \$7.3 million to the Bend Urban Renewal Agency for work related to the Juniper Ridge, Murphy Crossing and Core Area urban renewal plans that is eligible for funding from property tax revenues generated in each respective urban renewal area (also referred to as TIF – Tax Increment Financing). TIF can only be used to pay debt service, so the City General Fund will loan funds to each urban renewal agency and the loan will be repaid with TIF.
- **Internal Service – Overhead**
 - The biennial budget includes \$16.6 million in overhead transfers to the Internal Service Funds. These transfers support departments like Human Resources, Administration, Finance, and Procurement which are presented in the “Administration & Central Services Service Area.” The transfer expenses are assigned to the General Fund programs listed above and to the Community Projects division of the General Fund based on allocation drivers that represent usage. For more details on the transfer expenditures please refer to each General Fund program individually.
- **Interfund Charges**
 - The biennial budget includes \$1.1 million in interfund charges that pay for billable maintenance and repair work performed by other City departments. The majority of the charges in the General Fund relate to work performed by the Fleet Management program. For more details on the transfer expenditures please refer to each General Fund program individually.
- **Special Purpose Transfer to the Commercial and Industrial Construction Tax Fund**
 - Revenue from the City’s Commercial and Industrial Construction Tax (CICT) is required to be deposited into the City’s General Fund and transferred to the CICT Fund to implement and administer the tax. The CICT fund uses revenue collected to support creation of additional housing units and expansion of existing services for the houseless and formerly houseless populations. The biennial budget includes \$796,400 in interfund transfers to the CICT fund. The CICT fund is presented under the City’s “Community & Economic Development Service Area”.
- **Special Purpose Transfer to the Fire/EMS Fund**
 - The biennial budget includes a \$615,000 transfer to the City’s Fire/EMS Fund. The funding is intended to support the addition of a new Fire Hazard Mitigation position in the biennium to

address the City's fire preparedness and risk management. The Fire/EMS Fund is presented under the City's "Public Safety Service Area".

- Special Purpose Transfer to the Planning Fund
 - The biennial budget includes a \$400,000 transfer to the City's Planning Fund. The funding is intended to support legislative work and code updates performed by Planning Staff support. The Planning Fund is presented under the City's "Community & Economic Development Service Area".
- Special Purpose Transfer to Houseless Fund
 - The biennial budget includes a \$98,000 transfer to the City's Houseless Fund. The funding is intended to supplement restrictive funding and offset administrative costs in the Houseless Fund. The Houseless Fund is presented under the City's "Community & Economic Development Service Area".
- Special Purpose Transfer to Facilities Management
 - The biennial budget includes a \$3.0 million transfer to the City's Facilities Management for costs associated with city-owned property that is being funded from the General Fund. Facilities Management is presented under the City's "Administration & Central Services Service Area".
- Transfer to the General Fund Revenue Stabilization Fund
 - The City created a General Fund Revenue Stabilization Fund in 2009-2010 to provide reserves for future unanticipated events. The stabilization fund is funded by half of the interest earnings in the General Fund and other funds. For the biennial budget, \$581,900 is expected to be transferred from the General Fund to the Revenue Stabilization Fund.

Community Projects Division

The 2025-2027 General Fund budget also includes the following expenditures not accounted for in any other fund:

- \$2.3 million paid to Central Oregon Intergovernmental Council (COIC) for operation of the Cascades East Transit system
- \$0.2 million for the maintenance of public art, miscellaneous audits, studies, analysis and contributions

General Fund Revenue Stabilization Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 4,310,400	\$ 5,613,100	\$ 5,746,646	\$ 9,052,600	\$ 9,052,600	\$ 9,052,600
Miscellaneous	150,812	97,500	416,011	278,800	278,800	278,800
Interfund transfers	1,285,434	918,900	2,889,869	1,295,800	1,295,800	1,295,800
TOTAL RESOURCES	\$ 5,746,646	\$ 6,629,500	\$ 9,052,526	\$ 10,627,200	\$ 10,627,200	\$ 10,627,200
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Reserves Operations	\$ -	\$ 6,629,500	\$ -	\$ 10,627,200	\$ 10,627,200	\$ 10,627,200
TOTAL REQUIREMENTS	\$ -	\$ 6,629,500	\$ -	\$ 10,627,200	\$ 10,627,200	\$ 10,627,200

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

GENERAL FUND

General Fund Revenue Stabilization Fund

Overview

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

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

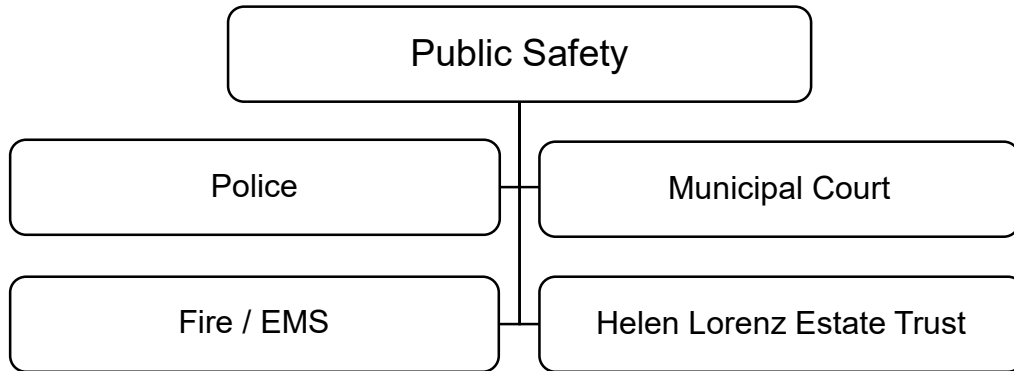
Goals for the 2025-2027 Biennial Budget

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

Major Accomplishments during the 2023-2025 Biennium

- Increased the General Fund Stabilization Fund balance to approximately \$9.0 million

PUBLIC SAFETY SERVICE AREA



Police

Police

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

Police Reserve Fund

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

Fire / Emergency Medical Services (EMS) Funds

Fire/EMS Fund

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

Fire Station Debt Service Fund.

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

Municipal Court

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

Helen Lorenz Estate Trust

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

(This page intentionally left blank)

**General Fund
 Police**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Public Safety Program						
Personnel services	\$ 46,919,913	\$ 60,985,900	\$ 57,322,887	\$ 70,852,700	\$ 70,221,700	\$ 70,221,700
Materials & services	5,204,668	7,146,700	6,913,451	8,610,100	8,610,100	8,610,100
Capital outlay	2,268,915	3,100,400	3,071,708	2,555,400	2,555,400	2,555,400
Total Public Safety Program	54,393,496	71,233,000	67,308,046	82,018,200	81,387,200	81,387,200
Interfund Transfers	10,863,860	13,294,200	12,982,605	15,461,800	15,461,800	15,461,800
TOTAL REQUIREMENTS	\$ 65,257,356	\$ 84,527,200	\$ 80,290,651	\$ 97,480,000	\$ 96,849,000	\$ 96,849,000

Authorized Full Time Equivalents	162.50	166.50
Allocated Full Time Equivalents	162.50	166.50

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

PUBLIC SAFETY

Police

Overview

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

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

Goals & Objectives for the 2025-2027 Biennial Budget

- Continue to implement the 10-year staffing plan of the Police Department to meet service level demands of the growing City
- Through collaboration with the City's Information Technology Department, use current technology as well as new technology advancements and innovations to provide premier public safety services, and enhance our workforce capabilities and efficiencies
- Identify, evaluate, and implement alternative response models to service needs when law enforcement is not the best provider, or there are more efficient methods of service delivery
- Continue to support alternative crisis response models that reduce the need for law enforcement to respond and resolve, including coordination with Deschutes County
- Enhance current facilities to support ongoing mandated training and certification needs, as well as the continued growth of the Department as identified in the 10-year strategic growth plan
- Implement automated traffic enforcement to improve traffic safety
- Provide support to and assist in ongoing efforts to address neighborhood livability concerns or issues within the City

Major Accomplishments during the 2023-2025 Biennium

- Despite record low staffing numbers in 2020-2022, through intense recruiting and retention efforts the Department was able to hire more than 26 new staff members during the 2023-2025 biennium and retain current staff
- The Department focused the use of the opioid settlement money toward partnerships with Deschutes County for alternative crisis response support
- The Department assisted in creating and using a county-wide drug deflection program and received authority to staff a police officer position with opioid settlement money as a deflection liaison officer
- The Department evaluated and analyzed an automated traffic enforcement system and received direction to implement that program
- The Department fully invested in using current and new technology to provide more efficient service to increase public safety and meet community needs
- Through the measures above, the Department effectively reduced reported crime in the City of Bend when adjusting for population increase
- Through the ongoing implementation of partnerships and alternative response models, the growth of the calls for service to the Bend Police Department remained near steady year over year in the 2023-2025 biennium, which is a reduction when adjusting for population increase

Additional accomplishments include:

- The Department forged partnerships with multiple agencies and organizations focused on developing alternative response models for calls for service, reducing the need for law enforcement to respond, and providing the right resources for the situation
- While maintaining continuous recruitment efforts for long-term sustainability, achieved work force demographics that closely resemble the Bend community
- Maintained a standard of a very low reliance on the use of force through ongoing training in scenario-based de-escalation and communications

Significant Changes from the 2023-2025 Biennial Budget

- Five (5) new Officers and One (1) new Traffic Sergeant were approved by Council in December 2024 to meet increased service needs. The full cost of these positions is reflected in the biennial budget
- One (1) new Training Management Analyst to expand the training division's capacity and ensure compliance with required training standards
- One (1) new Forensic Detective to enhance digital investigations and keep up with the increasing use of technology in criminal cases
- Two (2) new Traffic Enforcement Agents assigned to the new automated enforcement program
- Significant increases to technology budget due to new Police Data and Hardware Provider contract with expanded services, new e-Ticketing software implementation, and scheduled equipment replacement for radios and in-vehicle technology systems

Patrol Program

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

Community Response Program

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

Criminal Investigation Program

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

Administrative Services Program

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

Public Safety
POLICE

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
Two (2) Patrol SUV Hybrid	\$ 219,800	\$ -	\$ -	\$ -	\$ -
One (1) CRU SUV Hybrid	109,900	-	-	-	-
One (1) Traffic Sgt SUV Hybrid	109,900	-	-	-	-
One (1) Training F-150 Responder	111,600	-	-	-	-
Seven (7) Patrol SUV Hybrid replacement	735,700	-	-	-	-
Three (3) Traffic BMW replacements	158,700	-	-	-	-
Two (2) K9 F-150 replacement	224,200	-	-	-	-
Two (2) CSO F-150 Responder replacements	203,800	-	-	-	-
One (1) Command 3 Lt. Expedition replacement	103,000	-	-	-	-
One (1) Detective 1/2 Ton Truck replacement	88,800	-	-	-	-
One (1) Patrol Cpt Expedition replacement	103,000	-	-	-	-
One (1) Admin Lt. Expedition replacement	103,000	-	-	-	-
One (1) Traffic BMW replacement	-	-	55,600	-	-
One (1) CERT SUV Hybrid replacement	-	-	121,500	-	-
Six (6) Patrol SUV Hybrid replacements	-	-	669,000	-	-
Two (2) Traffic SUV Hybrid replacements	-	-	223,000	-	-
One (1) Patrol Expedition	-	-	-	-	116,900
Three (3) Patrol SUV Hybrid replacements	-	-	-	-	353,700
Two (2) Patrol CERT SUV Hybrid replacements	-	-	-	-	255,800
One (1) K9 F-150 Responder replacement	-	-	-	-	123,900
Subtotal Vehicles	\$ 2,271,400	\$ -	\$ 3,169,100	\$ -	\$ 850,300
Equipment:					
TruNarc tester replacement	\$ -	\$ -	\$ -	\$ 25,900	\$ -
K9 (dog) replacement	-	-	39,900	-	39,900
Traffic / crime scene reconstruction replacement	-	-	105,000	-	-
Traffic / crime scene reconstruction rover	-	-	11,900	-	-
Drone BVLOS Launch Site	-	-	80,000	-	80,000
Drone replacement	99,000	115,000	99,000	115,000	99,000
Camera System	20,000	50,000	-	200,000	-
Subtotal Equipment	\$ 119,000	\$ 165,000	\$ 335,800	\$ 340,900	\$ 218,900
Total	\$ 2,390,400	\$ 165,000	\$ 3,504,900	\$ 340,900	\$ 1,069,200

(This page intentionally left blank)

Police Reserve Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 589,328	\$ 353,400	\$ 353,887	\$ 580,800	\$ 580,800	\$ 580,800
Miscellaneous	14,559	13,600	27,006	24,600	24,600	24,600
Interfund transfers	-	200,000	200,000	200,000	200,000	200,000
TOTAL RESOURCES	\$ 603,887	\$ 567,000	\$ 580,893	\$ 805,400	\$ 805,400	\$ 805,400
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Interfund Transfers	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Reserves Operations	-	567,000	-	805,400	805,400	805,400
TOTAL REQUIREMENTS	\$ 250,000	\$ 567,000	\$ -	\$ 805,400	\$ 805,400	\$ 805,400

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

PUBLIC SAFETY

Police Reserve Fund

Overview

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

Significant Changes from the 2023-2025 Biennial Budget

- The budget reflects a continued transfer of \$200,000 per biennium from the Police Department budget to save for a mobile command post to be purchased using the Police Reserve Fund in 2028

Fire/EMS Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 6,678,398	\$ 9,277,400	\$ 10,545,531	\$ 13,618,400	\$ 13,618,400	\$ 13,618,400
Property taxes	5,518,771	14,890,700	14,971,330	25,700,200	25,700,200	25,700,200
Room tax	587,469	604,100	582,775	589,900	589,900	589,900
Intergovernmental revenues	12,076,865	15,830,500	15,892,622	18,562,800	18,562,800	18,562,800
Charges for services	12,913,064	10,126,000	13,617,015	13,251,600	13,251,600	13,251,600
Miscellaneous	347,229	622,900	658,548	448,300	448,300	448,300
Debt proceeds	1,449,721	3,457,800	4,193,620	-	-	-
Interfund transfers	49,834	83,300	106,191	675,000	675,000	675,000
General fund subsidy	35,798,377	39,040,200	39,264,513	40,984,600	40,984,600	40,984,600
TOTAL RESOURCES	\$ 75,419,728	\$ 93,932,900	\$ 99,832,145	\$ 113,830,800	\$ 113,830,800	\$ 113,830,800
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Public Safety Program						
Personnel services	\$ 47,109,562	\$ 60,927,200	\$ 60,028,545	\$ 74,296,700	\$ 73,728,600	\$ 73,728,600
Materials & services	6,592,728	8,383,000	8,229,406	9,230,800	9,230,800	9,230,800
Capital outlay	2,259,277	6,508,500	6,053,498	5,663,500	5,663,500	5,663,500
Total Public Safety Program	55,961,567	75,818,700	74,311,449	89,191,000	88,622,900	88,622,900
Interfund Transfers	7,525,660	10,296,000	10,043,702	13,140,000	13,140,000	13,140,000
Debt Service	1,386,970	1,989,500	1,858,551	1,451,000	1,451,000	1,451,000
Contingency	-	5,828,700	-	9,298,800	9,866,900	9,866,900
Reserves Major Maintenance	-	-	-	250,000	250,000	250,000
Reserves Debt Service	-	-	-	500,000	500,000	500,000
TOTAL REQUIREMENTS	\$ 64,874,197	\$ 93,932,900	\$ 86,213,702	\$ 113,830,800	\$ 113,830,800	\$ 113,830,800

Authorized Full Time Equivalents	150.62	152.12
Allocated Full Time Equivalents	155.12	156.12

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

PUBLIC SAFETY

Fire/EMS Fund

Overview

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

Goals and Objectives for the 2025-2027 Biennial Budget

- Protect and improve the health and safety of residents and businesses by maintaining emergency response times in the city of Bend under six minutes, nine minutes or less within the District, and continue to be an industry leader in the prehospital treatment of cardiovascular emergencies, with a focus on cardiac arrest and stroke care
- Implement a regular community feedback survey to maintain awareness of service quality, assess and improve customer service experience and community access to services, and evaluate non-English language options for inclusivity
- Conduct a Community Risk Assessment to understand and plan for future risks, establish a pre-incident plan system for emergency preparedness, and develop a Community Risk Reduction Program to mitigate community risks
- Conduct a Standards of Cover analysis to ensure that our service level keeps pace with the needs of the community
- Create a comprehensive communications plan for operations, prevention, and administration, strengthen community partnerships, and identify communication gaps
- Ensure employee development programs align with the future needs of the department by strengthening succession planning, leadership training, and skill development

Major Accomplishments during the 2023-2025 Biennium

- Maintained emergency response times in the city of Bend under six minutes, nine minutes or less within the District, decreasing emergency response times in the city of Bend by 13 seconds and 17 seconds in the District
- Developed long-term facilities asset maintenance plan and partnered with the District to begin addressing the needs of aging buildings
- Enhanced our operational response to meet the needs of our growing community by adding six firefighter-paramedic positions to staff a fourth Advanced Life Support (ALS) ambulance, updating our deployment model, improving resource management, and optimizing incident response to ensure responsible resource management
- Maintained sufficient apparatus for first line response capabilities by placing orders for the following new and replacement apparatus: two water tenders, six type 1 engines, one ladder

truck, two ambulance remounts, and one new ambulance. Build time for the type 1 engines and ladder truck is 4-5 years and delivery of all apparatus is anticipated by fiscal year 2029-2030.

- Enhanced processes across all divisions to boost quality and efficiency, focusing on developing logistics and communications support. This was achieved by adding a facilities position, establishing a position share with the City communications team, and reclassifying a position to a Battalion Chief of Support Services
- Collaborated with the City's Information Technology Department to create redundancies in emergency communications, ensuring continued response to emergencies even if systems go down
- Renewed the intergovernmental agreement and master lease with the District, streamlining administrative processes and clarifying the roles and responsibilities between the two agencies for more efficient operation
- Secured funding and equipment through multiple grants, including the Naloxone Leave Behind Program from Central Oregon Health Council, the Wildfire Risk Reduction grant from Oregon State Fire Marshal (secured by the District and managed by the City), and a Type 6 engine from Oregon State Fire Marshal
- Completed a five-year department strategic plan that will help guide hiring and purchasing decisions, capital project prioritization, and department succession planning
- In partnership with the Office of Performance Management, developed a public-facing Data Hub that is accessible on our website

Significant Changes from the 2023-2025 Biennial Budget

- Replacement of aging equipment to ensure reliability, firefighter safety, and operational effectiveness
- The upcoming biennium includes major station repairs and maintenance to extend their lifespan and improve working conditions
- The upcoming biennium will include a new negotiated contract with the Bend Fire Association union, which may impact personnel costs and department operations
- Two new reserve funds are established to ensure financial stability: a station maintenance reserve to fund future facility repairs and a debt service reserve to support long-term financial obligations related to apparatus replacements, including those that are currently "on order"
- One new part-time Community Relations Manager (0.50 FTE) position to enhance public communication, support community engagement efforts, and to help ensure transparency in fire operations
- One new Wildfire Hazard Mitigation (1.0 FTE) position to build community wildfire resilience by promoting awareness, education and risk management

Fire/EMS Operations Program

The Fire/EMS Operations Program includes structural fire suppression, EMS response and transport, technical rescue operations, hazardous materials initial response, highway and roadway crash response,

and wildland fire suppression. The fire department maintains a series of cooperative agreements with adjoining jurisdictions and cooperating agencies to maximize efficiency and service delivery.

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

Fire Prevention Program

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

- Community awareness and educational programs aimed at changing behaviors and attitudes to promote fire and home safety
- Review of development plans for commercial buildings and residential subdivisions to ensure conformity with fire prevention codes and local fire protection ordinances
- Periodic fire safety inspections are conducted to meet the minimum requirements of the Oregon Fire Code
- Investigation of all uncontrolled fires to determine their origin and cause

Support Services Program

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

INFRASTRUCTURE
Fire/EMS Fund

FIVE YEAR VEHICLE, EQUIPMENT, IMPROVEMENTS & INTANGIBLES PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
Two (2) Medic replacements	\$ 650,000	\$ 650,000	\$ -	\$ -	\$ -
One (1) Medic replacement	-	-	350,000	350,000	-
Two (2) Type 1 Engine replacements	-	-	-	2,673,300	2,744,000
Two (2) Type 1 Engine upfitting	-	320,000	-	320,000	320,000
Two (2) Type 3 Engine replacements	-	-	800,000	-	-
Two (2) Type 3 Engine replacements - upfitting	-	-	200,000	-	-
Two (2) Water Tender replacement - upfitting	40,000	-	-	-	-
One (1) Fire Marshal staff vehicle	55,000	-	-	-	-
One (1) Staff vehicle replacement	-	-	55,000	55,000	-
One (1) Staff vehicle new	75,000	-	-	-	-
One (1) Staff vehicle - upfitting	20,000	-	20,000	20,000	-
One (1) Command vehicle	55,000	-	-	-	55,000
One (1) Command vehicle - upfitting	75,000	-	-	-	75,000
One (1) EMS Logistics van	-	-	60,000	-	-
One (1) EMS Logistics van - upfitting	-	-	20,000	-	-
One (1) Ladder Truck	-	-	-	2,416,000	-
One (1) Heavy Rescue Engine rechassis	-	800,000	-	-	-
One (1) Light Rescue Engine replacement	400,000	-	-	-	-
Subtotal Vehicles	\$ 1,370,000	\$ 1,770,000	\$ 1,505,000	\$ 5,834,300	\$ 3,194,000
Equipment:					
Three (3) Stryker Medic Cots	\$ 90,000	\$ -	\$ 90,000	\$ -	\$ -
Two (2) Stryker Medic Trolley replacements	89,000	97,900	51,200	53,400	-
One (1) SCBA Compressor	-	130,000	-	-	-
Two (2) Warehouse Forklifts	25,000	-	-	-	-
Glide Scope full fleet replacement	100,000	-	-	-	-
Radios full fleet replacement	850,000	-	-	-	-
SCBA Air Packs and Bottles full fleet replacement	-	-	-	-	1,420,000
Subtotal Equipment	\$ 1,154,000	\$ 227,900	\$ 141,200	\$ 53,400	\$ 1,420,000
Buildings & Structure Tenant Improvements					
One (1) Generator replacement	\$ 65,000	\$ -	\$ 65,000	\$ -	\$ 65,000
Station interior paint and flooring	100,000	100,000	-	-	-
Station window replacements	50,700	25,900	75,000	-	-
Station roof replacements	-	-	150,000	175,000	200,000
Station bathroom remodels	-	-	20,000	20,000	20,000
Station tube heater replacements	-	-	-	-	60,000
Station deck replacements	-	-	-	150,000	150,000
One (1) HVAC replacement	750,000	-	-	-	-
Subtotal Buildings & Structures	\$ 965,700	\$ 125,900	\$ 310,000	\$ 345,000	\$ 495,000
Intangibles:					
Data Analytics and Predictive Modeling Software	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Subtotal Intangibles	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 3,539,700	\$ 2,123,800	\$ 1,956,200	\$ 6,232,700	\$ 5,109,000

(This page intentionally left blank)

Fire Station Debt Service Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 7,012	\$ 7,900	\$ 8,062	\$ -	\$ -	\$ -
Intergovernmental revenues	485,356	250,000	249,864	-	-	-
Miscellaneous	2,101	2,500	2,004	-	-	-
Interfund transfers	10,000	5,000	5,000	-	-	-
TOTAL RESOURCES	\$ 504,469	\$ 265,400	\$ 264,930	\$ -	\$ -	\$ -
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Interfund Transfers	\$ 11,050	\$ 15,400	\$ 15,100	\$ -	\$ -	\$ -
Debt Service	485,357	250,000	249,864	-	-	-
TOTAL REQUIREMENTS	\$ 496,407	\$ 265,400	\$ 264,964	\$ -	\$ -	\$ -

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

PUBLIC SAFETY

Fire Station Debt Service Fund

Overview

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

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

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



(C) 2006 Dustin Mitsch / Alpen Exposure

City of Bend Fire Station Number 301

Significant Changes from the 2023-2025 Biennial Budget

- The final debt payment was made in fiscal year 2023-24 and the fund was closed in fiscal year 2024-25. Per Oregon Budget Law, the City will continue to report this fund for three years past its closure

**General Fund
Municipal Court**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Public Safety Program						
Personnel services	\$ 1,035,137	\$ 1,243,600	\$ 1,155,138	\$ 1,779,500	\$ 1,761,700	\$ 1,761,700
Materials & services	170,010	249,800	218,457	250,200	250,200	250,200
Total Public Safety Program	1,205,147	1,493,400	1,373,595	2,029,700	2,011,900	2,011,900
Interfund Transfers	569,600	597,400	591,500	691,800	691,800	691,800
TOTAL REQUIREMENTS	\$ 1,774,747	\$ 2,090,800	\$ 1,965,095	\$ 2,721,500	\$ 2,703,700	\$ 2,703,700

Authorized Full Time Equivalents	5.00	5.00
Allocated Full Time Equivalents	5.00	5.00

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

PUBLIC SAFETY

Municipal Court

Overview

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

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete the configuration, testing, and implementation of an Online Records Search product for public access to court records
- Continue to enhance existing court programs to promote compliance, increase collection rates of fines and ensure appropriate and equitable access to the court for all members of the public
- Continue to develop and expand Spanish language court materials
- Explore and develop alternative sentencing programs and guidelines
- Collaborate on the implementation of photo enforcement program
- Implement court processes in compliance with updated parking code

Major Accomplishments during the 2023-2025 Biennium

- Hired a Court Manager to advance and expand court processes
- Successfully completed implementation of “Other Language Court” to serve the broader community
- Implemented virtual court as an option to ensure continuity of services and to increase the flexibility of the court to serve the community

Significant Changes from the 2023-2025 Biennial Budget

- Increased personnel budget to support One (1) new position, the Court Manager, which was hired during the final months of the 2023–2025 biennium, to operate as efficiently as possible and implement new programs

Helen Lorenz Estate Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ -	\$ 23,000	\$ -	\$ -	\$ -
Miscellaneous	117,826	195,300	156,514	160,000	160,000	160,000
TOTAL RESOURCES	\$ 117,826	\$ 195,300	\$ 179,514	\$ 160,000	\$ 160,000	\$ 160,000
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Interfund Transfers	\$ 94,826	\$ 195,300	\$ 179,514	\$ 160,000	\$ 160,000	\$ 160,000
TOTAL REQUIREMENTS	\$ 94,826	\$ 195,300	\$ 179,514	\$ 160,000	\$ 160,000	\$ 160,000

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

PUBLIC SAFETY

Helen Lorenz Estate Fund

Overview

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

Police and Fire Department approved uses

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

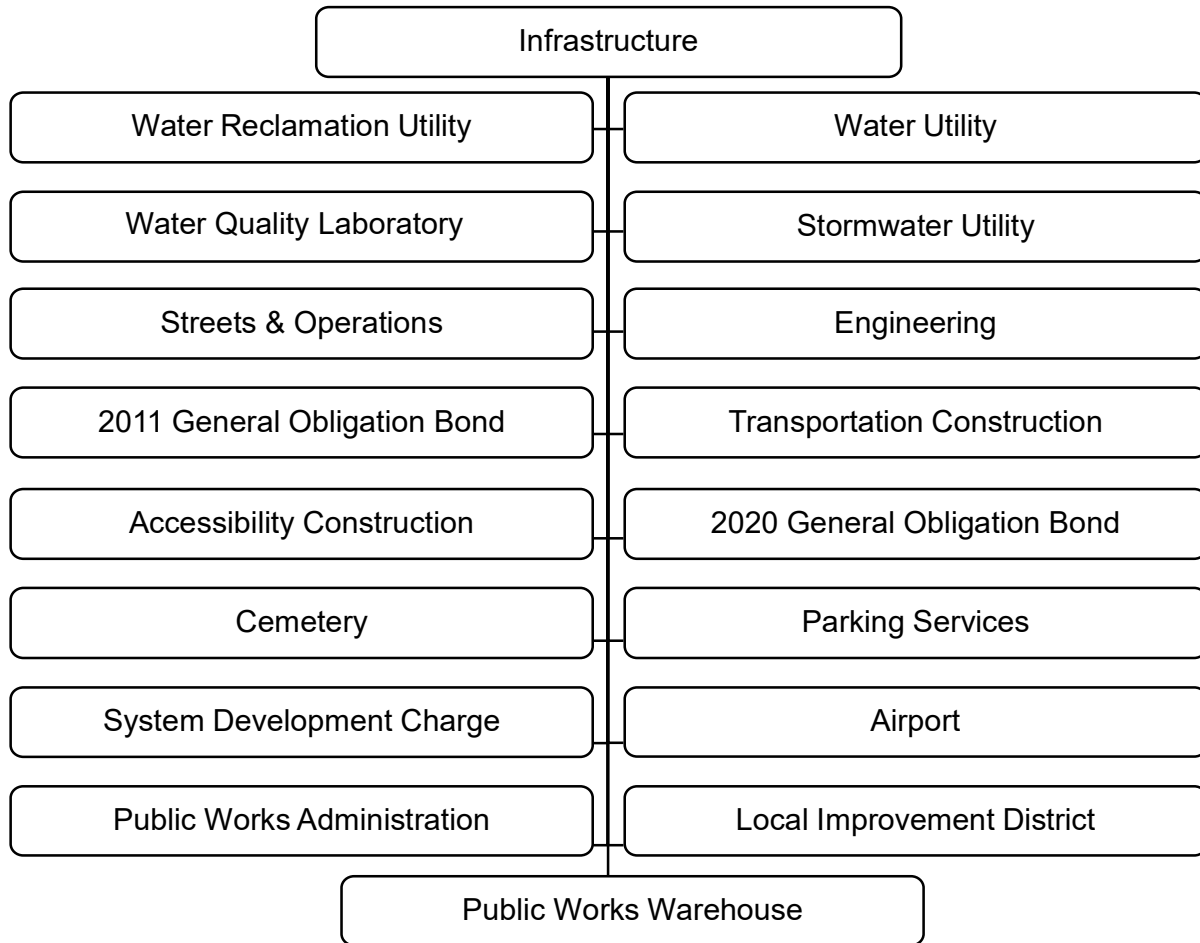
Police Department specific approved uses

- Fund an annual awards banquet or similar event to honor and recognize employees and/or volunteers of the Bend Police Department
- Fund equipment and technology that goes beyond normal operations to enhance the overall well-being, efficiency, and performance of the Bend Police Department

Fire Department specific approved uses

- Contribute to funding land and buildings for Fire/EMS public education, historical archives, and related museums and exhibits
- Reimburse employee travel and lodging for courses beyond state requirements, fund national-level Fire/EMS expert speakers and trainers, and cover expenses for additional Fire/EMS equipment and supplies
- Contribute to the annual awards banquet to honor and recognize Bend Fire Department employees and volunteers

INFRASTRUCTURE SERVICE AREA



Water, Water Reclamation and Stormwater Utilities

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

Water Quality Laboratory and Engineering

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

Streets & Operations

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

Continued on the next page

Transportation Construction

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

2011 General Obligation Bond

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

2020 General Obligation Bond

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

Accessibility Construction

This program accounts for construction activity and capital accessibility improvements.

Parking Services

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

Cemetery

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

Airport

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

System Development Charge (SDC)

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

Local Improvement District (LID)

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

Public Works Administration

This program accounts for support services to the operational departments within Public Works. This centralized administration allows these departments to work as one coordinated group, while allowing each department to focus on its specific regulatory areas of authority and expertise.

Public Works Warehouse

This program provides receiving, storage, issuing, and consumption data of critical supplies for operating and central services departments.

INFRASTRUCTURE

Water Services Department

ONE WATER

The Water Services Department is the largest operations department in the City, responsible for delivering more than twenty programs across multiple divisions, operational facilities and enterprise funds. Dedicated to managing the city's water resources through a unified and forward-thinking approach, Water Services ensures the efficient and effective delivery of services for all customers. Embracing the One Water approach, the Department is a leader in ensuring that plans for water resource sustainability and infrastructure strategy and performance align with community priorities and anticipated growth, thereby ensuring current and future customer, community, and environmental water-related needs are met.

Programs in the Water Fund ensure the treatment and delivery of top-quality water from pristine sources to Bend's residents, businesses, and visitors ensuring sustainable water management and long-term viability for the community and watershed.

Programs in the Water Reclamation Fund treat wastewater as a renewable resource. Safe conveyance and treatment processes, combined with strong operational objectives, make wastewater management a key component of the City's environmental stewardship efforts.

Programs in the Stormwater Fund mitigate localized flooding and ensure compliance with NPDES permit requirements. They also prioritize protecting water quality in both surface and groundwater systems, contributing to a healthier community ecosystem.

Programs in the Laboratory Fund ensure compliance with regulatory requirements by providing essential water quality testing, field sampling, and monitoring. These programs support the safety and reliability of the water supply, contributing to the overall health of the community.

Operational Facilities and Programs

There are three operational facilities in the Water Services Department:

- The Water Reclamation Facility (WRF) operates and maintains the wastewater treatment facility, ensuring reliable treatment and compliance with Oregon DEQ permits. The Industrial Pretreatment program operates out of the WRF and oversees monitored dischargers, resource recovery, and reuse efforts, protecting the City's infrastructure and the biological process at the facility
- The Water Operations program operates two facilities: the Heidi Lansdowne Intake facility and the Outback Water Filtration Facility, as well as the entire water distribution system, groundwater wells, disinfection, reservoirs, pump stations and pressure regulating systems to deliver water throughout the City

Business Operations Division

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

- The Business Management program oversees all policy, legal, budget, and financial activities
- The Support Services program handles outreach, communication, training, education, general administrative process oversight, and human resources coordination
- The Customer Service and Billing program manages all functions related to customer service, billing for water, sewer, and stormwater accounts, general billing, sewer dump fees, property damage fees, industrial pretreatment, and all non-rate related fees and charges
- The Safety program conducts safety-related activities, including operational program analysis, site inspections, audits and investigations, and hazardous conditions evaluations

Field Operations Division

The Field Operations includes five programs, including Engineering Services:

- The Engineering Services program performs small to mid-sized repair and maintenance projects not delivered by the Engineering Department. These projects address operational deficiencies and system optimization
- The Repair and Replacement program is responsible for the operations, maintenance and emergency repairs of the City's water and wastewater systems. This includes rehabilitation of sewer manholes, water valves, hydrants and other water system appurtenances. They are also responsible for leak detection of water mains
- The Stormwater Operations and Maintenance program provides for the operations, maintenance, and repair of stormwater infrastructure, including pipe and catch basin repair, drill hole reconditioning, water quality controls, system cleaning and emergency flood response
- The Collection System program performs the operation and general maintenance functions of the collection system. This program is responsible for inspecting and cleaning wastewater piping, lift station operations, CCTV camera inspections and collection system odor control activities
- The Customer Service & Meter Backflow program responds to internal and external customer needs, performs underground utility locates, water meter turn on/off activity and the Safe Drinking Water program that prevents cross contamination of the City's water system

Environmental Compliance Division

The Environmental Compliance Division includes four programs:

- The Environmental Resources program provides long term planning, acquisition, management, and compliance for the City's water rights including the legislative policy work and coordination with key water stakeholders such as local irrigation districts, US Forest Service, US Geological Service, Water Resources Department, and the Deschutes Basin Water Collaborative
- The Water Conservation Program promotes efficient water use through public education, incentive programs, and regulatory measures. It collaborates with residents, businesses, and

community organizations to implement water-saving practices and technologies, ensuring sustainable water resources for the future

- The Stormwater Compliance Program ensures the City meets all federal, state, and local regulations related to stormwater management. It involves the development and implementation of stormwater management plans, permits, and best practices to prevent pollution and protect water quality. The program collaborates with various stakeholders, including residents, businesses, and environmental organizations, to promote sustainable stormwater practices and compliance with regulatory requirements
- The Water Quality Environmental Services Program includes the Water Quality Laboratory and the Field Sampling and Measurement Program. The laboratory provides environmental laboratory analysis, regulatory reporting, and technical support for various City programs and external customers. The Field Sampling and Measurement Program provides field sampling and measurement services for various City programs and departments

Capital Improvement Program (CIP)

The Capital Improvement Program, administered by the Engineering Department, implements projects identified in various City-adopted long-range plans and from operational needs. For program goals and objectives, please see the Engineering Department budget in the infrastructure section.

(This page intentionally left blank)

Water Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 64,753,545	\$ 71,076,100	\$ 71,076,184	\$ 43,958,700	\$ 43,958,700	\$ 43,958,700
Intergovernmental revenues	9,692	-	-	-	-	-
Charges for services	43,958,252	50,608,600	49,084,223	54,704,400	54,704,400	54,704,400
Miscellaneous	2,352,319	1,671,100	4,161,038	4,287,900	4,287,900	4,287,900
Interfund transfers	7,854,918	6,113,800	7,317,597	7,363,100	7,363,100	7,363,100
TOTAL RESOURCES	\$ 118,928,726	\$ 129,469,600	\$ 131,639,042	\$ 110,314,100	\$ 110,314,100	\$ 110,314,100
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 12,094,149	\$ 15,631,100	\$ 14,736,966	\$ 17,528,100	\$ 17,332,500	\$ 17,332,500
Materials & services	7,428,243	11,341,000	10,319,230	12,551,700	12,551,700	12,551,700
Capital outlay	12,973,513	52,275,000	44,380,131	34,918,100	34,918,100	34,918,100
Total Infrastructure Program	32,495,905	79,247,100	69,436,327	64,997,900	64,802,300	64,802,300
Interfund Transfers	6,992,460	10,076,700	9,876,141	15,781,600	15,781,600	15,781,600
Debt Service	8,364,177	8,368,100	8,367,806	8,364,700	8,364,700	8,364,700
Contingency	-	6,807,100	-	8,064,000	8,259,600	8,259,600
Reserves Future Construction	-	18,470,600	-	6,605,900	6,605,900	6,605,900
Reserves Major Maintenance	-	5,000,000	-	5,000,000	5,000,000	5,000,000
Reserves Rate Stabilization	-	1,500,000	-	1,500,000	1,500,000	1,500,000
TOTAL REQUIREMENTS	\$ 47,852,542	\$ 129,469,600	\$ 87,680,274	\$ 110,314,100	\$ 110,314,100	\$ 110,314,100

Authorized Full Time Equivalents	41.00	42.00
Allocated Full Time Equivalents	52.23	53.93

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

INFRASTRUCTURE

Water Fund

Overview

The City's potable water comes from both the pristine, spring-fed Bend Municipal Watershed and groundwater from the Deschutes Regional Aquifer, making it unique due to its dual-source system that enhances reliability and resilience. The City currently operates 21 wells, 16 reservoirs and nine pump stations and delivers water to over 28,200 customer accounts through 485 miles of water mains. The core function of the potable water system is to provide safe and reliable drinking water and fire protection for the Bend community. As part of this comprehensive system, the Outback Water Filtration Facility plays a crucial role in ensuring access to clean and safe drinking water.

Located one mile northwest of Bend, the Outback Water Filtration Facility sources surface water from Bridge Creek and uses advanced membrane treatment to filter up to 11.8 million gallons of water per day. To ensure the facility continues to meet the growing needs of the community, strategic planning and improvements are essential. The 2021 Integrated Water System Master Plan highlights key improvements needed to boost Bend's water system capacity and resilience for future demands and environmental challenges. Key recommendations include expanding the facility's infrastructure by incorporating a pre-sedimentation pond and in-conduit hydroelectric power to optimize performance and ensure a reliable water supply for the growing community. The City continues to work with outside agencies, such as the US Forest Service and the National Environmental Protection Agency, on opportunities for improvements at the Outback Facility.

The City uses a 30-year water rate model to ensure the financial stability of the Water Fund while keeping rates affordable for residents and meeting regulatory and environmental commitments. This approach establishes predictable and equitable rates that reflect the full life-cycle cost of utility operations and the value of water resources. Additionally, it balances long-term debt, capital, operations, and maintenance expenses with revenues and continues to expand and diversify customer assistance programs in support of disadvantaged households.

The most significant challenge facing the Water Fund within this budget cycle will be maintaining service levels while balancing rising inflation, increased costs and sustaining capital project delivery schedules. This is further complicated by the need to accommodate evolving federal Per- and Polyfluoroalkyl Substances (PFAS) drinking water standards, which could require significant investment in advanced treatment technologies. Additionally, chemical and electricity costs continue to be higher due to increased demand and rising prices in the energy and raw materials markets. Recent changes in federal water regulations have introduced uncertainties, making it challenging to plan and budget effectively. The evolving regulatory landscape will require the City to stay proactive in addressing these uncertainties while ensuring compliance, as well as securing adequate funding and support from federal and state levels to meet regulatory requirements and maintain infrastructure.

Goals & Objectives for the 2025-2027 Biennial Budget

- Acquire property and apply for grants to meet the long-term water supply and resiliency needs.
- Finish updating plans for the Water Filtration Facility focusing on environmental stewardship, wildfire resiliency and clean energy opportunities
- Analyze and expand existing conservation measures and programs to meet per capita water reduction goals of no or reduced demand, minimizing need for additional water supply as well as exploration of expanded use of graywater
- Explore a new water rate structure to further incentivize water conservation
- Complete supervisory control and data acquisition (SCADA) systems replacement project

Major Accomplishments during the 2023-2025 Biennium

- Delivered Utility Department Capital Repair and Replacement projects as planned on scope, schedule, and budget including the Reservoir Recoating Project, NE Quimby Water Main Replacement and the Meter Box Replacement (Phase 14 of 21)
- Effectively implemented several water rebate program water efficiency and conservation measures identified in the 2021 Water Management and Conservation Plan, including indoor and outdoor rebates and the highly successful turf removal rebate
- Conducted the water cost of service analysis (COSA) in accordance with industry guidelines to assess how well utility rates align with the cost of providing services to different customer classes. The COSA will inform future work on new water rate structures
- Improved the City's Standard and Poors (S&P Global) Water Revenue Bond rating from AA to AA+ by effectively managing the water system to meet financial commitments, adhering to established policies and internal controls to ensure proper management and deployment of water fund financial resources
- Implemented the Effective Utility Management strategic planning framework in alignment with the future move to the Public Works Campus, improving operational efficiency and service delivery, with a strong focus on employee workforce development

Significant Changes from the 2023-2025 Biennial Budget

- One (1) new Water Operations Supervisor for the Water Filtration Facility to ensure long-term workforce succession planning needs for critical positions are met
- One (1) new Utility Worker Apprentice for Utility Field Operations to meet service level standards in the Water Meter Program
- One (1) new Management Analyst for reviewing and updating Water Service Policies that will be authorized to City Manager's Office but allocated to the Water Service Funds
- Reallocation of employee labor costs between funds to reflect actual work performed.
- Expansion of the water rebate program to meet Council Goal Strategy to protect our watershed through conservation and water stewardship

- One-time purchase of microwave communications equipment to support SCADA systems by providing long-range connectivity between remote sites and central control systems at the new Public Works Campus
- Higher electricity and chemical costs are included in the materials and supplies expense due to increased demand and rising prices in the energy and raw materials markets

INFRASTRUCTURE Water Fund

FIVE YEAR VEHICLE, EQUIPMENT, & INTANGIBLES PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) vehicle replacement - F150	\$ -	\$ -	\$ 57,000	\$ -	\$ -
One (1) vehicle replacement - F150	-	-	60,000	-	-
One (1) vehicle replacement - Ranger	-	-	42,000	-	-
Four (4) vehicle upgrades - Service body	-	-	35,000	-	-
One (1) new vehicle - Ranger	-	-	42,000	-	-
One (1) vehicle replacement - F250 (snow plow truck	-	-	-	70,000	-
One (1) vehicle replacement - F350	-	-	-	70,000	-
One (1) vehicle replacement - F150/Ranger	-	-	45,000	-	-
One (1) vehicle replacement - F350	-	-	85,000	-	-
One (1) vehicle replacement - F150	-	-	-	50,000	-
One (1) vehicle replacement - F150	-	-	-	50,000	-
One (1) vehicle replacement - F650 Dump Truck	-	-	-	-	250,000
Subtotal Vehicles	\$ -	\$ -	\$ 366,000	\$ 240,000	\$ 250,000
Equipment:					
Two (2) Emergency Water Stations	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Two (2) Snowmobiles	-	31,000	-	-	-
One (1) Mini excavator	-	-	100,000	-	-
Subtotal Equipment	\$ 30,000	\$ 31,000	\$ 100,000	\$ -	\$ -
Intangibles:					
SCADA System Replacement Project	\$ 875,000	\$ -	\$ -	\$ -	\$ -
Subtotal Intangibles	\$ 875,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 905,000	\$ 31,000	\$ 466,000	\$ 240,000	\$ 250,000

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Water Rights Mitigation	\$ 250,000	\$ 50,000	\$ -	\$ -	\$ -
Water Line replacement Projects	2,400,000	1,000,000	1,000,000	1,000,000	1,000,000
Meter Box Replacement Program	450,000	475,000	500,000	500,000	600,000
Reservoir Maintenance	890,000	320,000	2,000,000	-	2,000,000
Water Operations - Well Projects	315,000	100,000	-	-	-
Pump Station Maintenance	300,000	250,000	-	-	-
Intake Maintenance	50,000	25,000	-	-	-
Total	\$ 4,655,000	\$ 2,220,000	\$ 3,500,000	\$ 1,500,000	\$ 3,600,000

Water Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1GB27 - Bear Creek Rd and 27th Street Improvements	2	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
1GOPB - Olney Pedestrian and Bike Improvements	1	1,200,000	-	-	-	-	1,200,000
1RFGU - Franklin & Greenwood Underpass	3	1,700,000	2,700,000	-	-	-	4,400,000
1RSAB - South Awbrey Butte Drainage Improvements	4	500,000	1,000,000	500,000	-	-	2,000,000
1TABB - Archie Briggs Bridge Replacement	5	-	500,000	450,000	50,000	-	1,000,000
1WAHD - Awbrey In-Conduit Hydropower	5	500,000	500,000	-	-	-	1,000,000
1WFRB - Fire Rock Bridge	5	70,000	287,100	-	-	-	357,100
1WFRR - Water Capital Repair and Replacement Program	5	1,500,000	-	-	-	1,350,000	2,850,000
1WLWC - Lafayette Waterline Connection	5	-	480,000	1,650,000	1,650,000	-	3,780,000
1WMCP - Water Management Conservation Plan Update	5	-	-	-	-	200,000	200,000
1WOFI - Outback Facility Improvements	5	1,800,000	9,500,000	16,250,000	15,100,000	19,850,000	62,500,000
1WOFI - Outback Facility Plan	4	144,000	-	-	-	-	144,000
1WWCM - Well Capital Maintenance	5	4,676,000	-	-	-	-	4,676,000
1WWMP - Water Master Plan Update	5	-	-	-	-	500,000	500,000
Total		\$ 12,140,000	\$ 14,967,100	\$ 18,850,000	\$ 16,800,000	\$ 21,900,000	\$ 84,657,100

*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		

Water Reclamation Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 80,883,262	\$ 102,795,200	\$ 102,795,199	\$ 107,545,800	\$ 107,545,800	\$ 107,545,800
Charges for services	69,393,372	76,178,700	75,249,196	79,999,900	79,999,900	79,999,900
Miscellaneous	3,052,515	2,109,600	7,063,461	10,790,300	10,790,300	10,790,300
Debt proceeds	31,830,410	7,025,000	27,010,843	21,456,400	21,456,400	21,456,400
Interfund transfers	14,216,438	10,588,500	12,393,752	11,619,800	11,619,800	11,619,800
TOTAL RESOURCES	\$ 199,375,997	\$ 198,697,000	\$ 224,512,451	\$ 231,412,200	\$ 231,412,200	\$ 231,412,200
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 14,254,537	\$ 18,777,000	\$ 16,012,599	\$ 17,420,500	\$ 17,228,700	\$ 17,228,700
Materials & services	8,181,775	10,854,600	9,688,035	12,192,200	12,192,200	12,192,200
Capital outlay	32,809,251	59,566,000	47,105,754	46,483,000	46,483,000	46,483,000
Total Infrastructure Program	55,245,563	89,197,600	72,806,388	76,095,700	75,903,900	75,903,900
Interfund Transfers	15,988,450	16,682,300	16,352,234	22,734,200	22,734,200	22,734,200
Debt Service	25,346,785	28,881,500	27,807,973	31,318,800	31,318,800	31,318,800
Contingency	-	6,299,900	-	10,940,000	11,131,800	11,131,800
Reserves Future Construction	-	40,118,500	-	75,207,100	75,207,100	75,207,100
Reserves Major Maintenance	-	5,000,000	-	5,000,000	5,000,000	5,000,000
Reserves Debt Service	-	11,517,200	-	9,116,400	9,116,400	9,116,400
Reserves Rate Stabilization	-	1,000,000	-	1,000,000	1,000,000	1,000,000
TOTAL REQUIREMENTS	\$ 96,580,798	\$ 198,697,000	\$ 116,966,595	\$ 231,412,200	\$ 231,412,200	\$ 231,412,200

Authorized Full Time Equivalents	35.00	35.00
Allocated Full Time Equivalents	55.98	53.33

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

INFRASTRUCTURE

Water Reclamation Fund

Overview

The City's sewer collection system transports wastewater from over 36,400 customer accounts to the treatment plant approximately eight miles northeast of Bend. This well-maintained network includes over 500 miles of wastewater pipes and 389 pumping lift stations, which help move wastewater from areas without gravity sewer lines to those with them. Additionally, the city has approximately five miles of purple pipe, which is specifically designed to deliver reclaimed water (treated wastewater) for irrigation during the peak summer watering season. This reuse water effort is part of the city's sustainable water management practices to protect the environment and conserve regional potable water resources.

The Water Reclamation Facility (WRF) is an advanced treatment plant that has been serving the community since 1980. The facility includes one main treatment building for the Integrated Fixed Activated Sludge (IFAS) system, along with several maintenance and support buildings, administrative offices, and a water quality laboratory for testing and monitoring. With an average daily capacity of 8.5 million gallons, it is the only facility that treats wastewater in Bend. The WRF operates under a permit from the Department of Environmental Quality (DEQ), which sets requirements for wastewater treatment, disposal, and equipment maintenance.

The City uses a 30-year sewer rate model to ensure the financial stability of the Water Reclamation Fund while keeping rates affordable for residents and meeting regulatory and environmental commitments. This approach establishes predictable and equitable rates that reflect the full life-cycle cost of utility operations and the value of water resources. Additionally, it balances long-term debt, capital, operations, and maintenance expenses with revenues and continues to expand and diversify customer assistance programs in support of disadvantaged households.

The most significant challenge facing the Water Reclamation Fund in this budget cycle will be addressing ongoing operational needs at the WRF. This includes preparing for the facility plan update, optimizing IFAS processes, and maintaining and cleaning WRF Digester 3, which is a complex, labor-intensive process requiring strict adherence to safety and regulatory compliance. Uncertainties such as residue buildup, equipment malfunctions, and varying regulations can affect overall expenses, making it challenging to budget effectively for these operations. Chemical and electricity costs continue to rise, and the evolving regulatory landscape will require the City to stay proactive in addressing these uncertainties while also ensuring regulatory compliance.

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete the Collection System Master Plan and Water Reclamation Facility Plan update that includes an Electronic Operations and Maintenance (EOM) manual for the facility
- Plan for additional flows to the Septage Receiving station by optimizing waste treatment methods, evaluating cost and beneficial reuse options, analyzing past and projected waste flows, and implementing continuous reporting

- Implement small process control optimization projects to enhance waste treatment efficiency and automate regulatory monitoring and reporting systems to reduce operational cost
- Complete supervisory control and data acquisition (SCADA) systems replacement project

Major Accomplishments during the 2023-2025 Biennium

- Delivered Utility Department Capital Repair and Replacement projects as planned on scope, schedule, and budget including the sewer work on NE Quimby Water Main Replacement Project and Roosevelt Phase III Project
- Completed performance testing and implemented recommended optimization measures for digester and aeration basin operations at the WRF to minimize resource use and losses from day-to-day operations. Recommendations considered planned versus reactive maintenance and reliability to achieve asset performance standards
- Conserved regional potable water resources and promoted long-term water supply resiliency by restarting a program to deliver reclaimed water for limited irrigation use
- Implemented the Effective Utility Management strategic planning framework in alignment with the future move to the Public Works Campus, improving operational efficiency and service delivery, with a strong focus on employee workforce development

Significant Changes from the 2023-2025 Biennial Budget

- Increased maintenance and cleaning costs for WRF Digester 3 including complex, specialized equipment and labor-intensive processes to remove and dispose of sludge waste, with environmental regulations and variations in residue buildup
- Higher electricity and chemical costs due to increased demand and rising prices in the energy and raw materials markets
- One-time purchase of microwave communications equipment to support SCADA systems by providing long-range connectivity between remote sites and central control systems at the new Public Works Campus
- One (1) new Vactor replacement will be utilized for routine maintenance and emergency responses within the sewer system to remove debris, sediment, and blockages to ensure optimal functionality and compliance with environmental regulations
- One (1) new closed-circuit television (CCTV) van equipped with cameras and inspection equipment used to monitor and assess the condition of sewer pipes to prevent the need for excavation
- Restarted cured-in-place pipe (CIPP) program to repair existing pipelines with trenchless technology that enables efficient, cost-effective repairs without excavation, disruption or environmental impact

INFRASTRUCTURE
Water Reclamation Fund

FIVE YEAR VEHICLE, EQUIPMENT, & INTANGIBLE PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) vehicle replacement - Ranger	\$ 42,000	\$ -	\$ -	\$ -	\$ -
One (1) vehicle replacement - Transit Van (CCTV)	-	375,000	-	-	-
One (1) vehicle replacement - Ranger	-	51,000	-	-	-
One (1) vehicle replacement - Ranger	-	-	45,000	-	-
One (1) vehicle replacement - Ranger	-	-	45,000	-	-
One (1) vehicle replacement - RAM 5500	-	-	150,000	-	-
One (1) vehicle replacement - Ranger	-	-	-	-	52,000
One (1) vehicle replacement - Ranger	-	-	-	-	52,000
Subtotal Vehicles	\$ 42,000	\$ 426,000	\$ 240,000	\$ -	\$ 104,000
Equipment:					
One (1) Vactor replacement	\$ 640,000	\$ -	\$ -	\$ -	\$ -
One (1) emergency backup generator replacement	60,000	-	-	-	-
One (1) emergency backup generator replacement	-	60,000	-	-	-
Two (2) emergency backup generator replacement	-	-	90,000	-	-
Subtotal Equipment	\$ 700,000	\$ 60,000	\$ 90,000	\$ -	\$ -
Intangibles:					
SCADA Replacement Project	\$ 700,000	\$ -	\$ -	\$ -	\$ -
Subtotal Intangibles	\$ 700,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,442,000	\$ 486,000	\$ 330,000	\$ -	\$ 104,000

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Cured-in-Place Piping (CIPP) Sewerline Rehabilitation	\$ 600,000	\$ 600,000	\$ 650,000	\$ 650,000	\$ 700,000
Water Reclamation Facility Ops & Maintenance Proje	150,000	280,000	-	-	-
Total	\$ 750,000	\$ 880,000	\$ 650,000	\$ 650,000	\$ 700,000

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

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1GB27 - Bear Creek Rd and 27th Street Improvements	2	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
1GOPB - Olney Pedestrian and Bike Improvements	1	1,190,000	-	-	-	-	1,190,000
1SAAI - Addison & Butler Markt Gravity Improvement	5	-	360,000	1,720,000	1,600,000	-	3,680,000
1SECS - Emerging Contaminants Study - WRF	5	-	500,000	-	-	-	500,000
1SEMP - SE Area Master Plan	1	3,915,000	-	-	-	-	3,915,000
1SFPU - WRF Facilities Plan Update	1	800,000	-	-	-	-	800,000
1SIP1 - Future Interceptor Project (Central or East)	5	-	-	2,000,000	10,000,000	10,000,000	22,000,000
1SMP1 - Collection System Master Plan Update	1	880,000	-	-	-	-	880,000
1SN07 - Westview Newberry Parkwood	1	1,900,000	-	-	-	-	1,900,000
1SN08 - Azalia and Windsor Sewer Project	3	1,700,000	1,610,000	-	-	-	3,310,000
1SN09 - King Hezekiah and Fargo Sewer Project	3	1,440,000	1,310,000	-	-	-	2,750,000
1SNEP - Bend Sewer Neighborhood Extension Program	5	150,000	750,000	3,500,000	3,500,000	3,500,000	11,400,000
1SPGA - Large Gravity Pipe Condition Assessment	5	-	200,000	200,000	-	-	400,000
1SPS1 - Awbrey Glen and Westside Pump Station	1	5,095,000	280,000	-	-	-	5,375,000
1SPS2 - Phoenix Pump Station Decommissioning	5	300,000	2,000,000	-	-	-	2,300,000
1SPSX - Pump Station Program Funding	5	-	220,000	2,500,000	2,500,000	2,500,000	7,720,000
1SRRR - Water Reclamation Capital Repair and Replacement Projects	5	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000
1SSFU - Support Facilities Upgrade	5	-	500,000	500,000	-	-	1,000,000
1SSW3 - SW Sewer Basin Improvements Phase 3	5	1,325,000	5,100,000	1,700,000	-	-	8,125,000
1SWGR - WRF Grit Removal	5	750,000	3,000,000	2,000,000	-	-	5,750,000
1TABB - Archie Briggs Bridge Replacement	5	-	500,000	950,000	50,000	-	1,500,000
1TBMW - Butler Market & Wells Acres Improvements	2	2,100,000	-	-	-	-	2,100,000
Total		\$ 24,095,000	\$ 18,830,000	\$ 17,570,000	\$ 20,150,000	\$ 18,500,000	\$ 99,145,000

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

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

(This page intentionally left blank)

Stormwater Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 5,826,915	\$ 9,682,500	\$ 27,017	\$ 15,779,300	\$ 15,779,300	\$ 15,779,300
Charges for services	10,197,035	12,256,600	11,981,528	14,247,700	14,247,700	14,247,700
Miscellaneous	76,278	30,500	446,186	1,880,200	1,880,200	1,880,200
Debt proceeds	-	9,127,500	20,001,252	9,525,000	9,525,000	9,525,000
Interfund transfers	84,263	-	-	-	-	-
TOTAL RESOURCES	\$ 16,184,491	\$ 31,097,100	\$ 32,455,983	\$ 41,432,200	\$ 41,432,200	\$ 41,432,200
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 2,551,325	\$ 3,806,700	\$ 3,395,407	\$ 4,137,500	\$ 4,063,900	\$ 4,063,900
Materials & services	594,346	1,846,400	933,534	1,285,600	1,285,600	1,285,600
Capital outlay	9,698,802	12,062,000	8,081,554	16,639,500	16,639,500	16,639,500
Total Infrastructure Program	12,844,473	17,715,100	12,410,495	22,062,600	21,989,000	21,989,000
Interfund Transfers	2,737,020	3,764,100	3,687,825	5,497,700	5,497,700	5,497,700
Debt Service	575,981	1,451,500	578,288	3,391,700	3,391,700	3,391,700
Contingency	-	1,290,900	-	2,173,000	2,246,600	2,246,600
Reserves Future Construction	-	5,677,500	-	6,465,700	6,465,700	6,465,700
Reserves Debt Service	-	1,198,000	-	1,841,500	1,841,500	1,841,500
TOTAL REQUIREMENTS	\$ 16,157,474	\$ 31,097,100	\$ 16,676,608	\$ 41,432,200	\$ 41,432,200	\$ 41,432,200

Authorized Full Time Equivalents	8.00	8.00
Allocated Full Time Equivalents	13.70	13.34

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

INFRASTRUCTURE

Stormwater Fund

Overview

The City of Bend’s stormwater system includes approximately 80 miles of stormwater pipes, 14,000 catch basins, 300 swales, and 7,600 underground injection control wells to serve 38,800 accounts. The primary responsibility of the Stormwater Program is to protect water quality and prevent flooding through the maintenance, repair, and expansion of the stormwater system in compliance with federal and state regulations. Unlike some communities, Bend’s stormwater system and sewer collection systems are separate, not combined. Keeping these systems separate allows the City to more effectively manage water quality and reduce the risk of overflows during heavy rain events.

Effective stormwater management requires collaboration across various departments to ensure comprehensive planning, resource sharing, consistent enforcement, and public engagement. Stormwater activities are coordinated with the Transportation and Mobility Department, Growth Management, Planning, Engineering, and Building divisions of the Community and Economic Development Department. Illicit discharges and spill responses are managed in coordination with the Bend Police and Fire and Rescue departments.

The City maintains a 30-year stormwater rate model to project the financial needs of the Stormwater Fund while keeping rates affordable for residents and meeting regulatory and environmental commitments. This approach establishes predictable and equitable rates that reflect the full life-cycle cost of utility operations. Additionally, it balances long-term debt, capital, operations, and maintenance expenses with revenues and continues to expand and diversify customer assistance programs in support of disadvantaged households.

The City is conducting long-range master planning for the stormwater system, including a comprehensive level of service analysis to ensure the rate structure can fund long-term operational, maintenance, and capital improvement needs. The most significant challenge facing the Stormwater Fund in this budget cycle is maintaining service levels while accounting for rising inflation, increased costs, and capital project delivery schedules given the current low rates, competing resource demands across multiple City departments and the anticipated increase in projects and needs for the Stormwater Fund.

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete long-range master planning efforts for the stormwater system, incorporating a comprehensive level of service analysis to ensure the rate structure is adequate to fund long-term operational, maintenance, and capital improvement costs
- Execute demonstration projects and educational outreach initiatives to pilot technologies that comply with stormwater permit requirements, including the expansion of business certification programs and the new pilot projects such as private stormwater facility maintenance assistance

- Continue to ensure the City consistently meets increasing state regulatory requirements on time and within established deadlines, including the expanding demands of the Construction Site Erosion Control and Private Stormwater Facility Inspection/Enforcement Programs
- Deliver an Integrated Stormwater Management Plan to address the needs of reissued National Pollutant Discharge Elimination System (NPDES) and Water Pollution Control Facility Underground Injection Controls (WPCF-UIC) permits
- Collaborate with regional stakeholders to develop standards and update resources that include the Central Oregon Stormwater Manual

Major Accomplishments during the 2023-2025 Biennium

- Delivered Utility Department Capital Repair and Replacement projects as planned on scope, schedule, and budget including the SE Armor Rd Pretreatment Project and Bridgeford & Textron Drive Drill Hole Pretreatment Project
- Inspected 97% of public stormwater catch basins and removed sediment and debris from 70%, ensuring system performance and reliability, resulting in 1,341 cubic yards of sediment, debris, and pollutants removed from the stormwater system
- Investigated and resolved 55 illicit discharge complaints related to potential pollutant discharges to the City stormwater system, in support of Council Goals to protect our watershed, the environment and public health
- Completed installation of the Stormwater Walking Tour adjacent to the river and along Newport Avenue, featuring stormwater systems and water quality interpretive displays, with 130 students participating in Spring 2024 as part of the new OneWater Education Program
- Promoted pollution prevention and enforcement activities that included updating erosion control codes and standards and inspected 184 active construction sites

Significant Changes from the 2023-2025 Biennial Budget

- Increase consulting efforts to update the Central Oregon Stormwater Manual, perform an environmental spill assessment, conduct water quality analysis, and carry out a systemwide assessment for underground injection control (UIC) wells
- One (1) new Vactor replacement will be purchased and utilized for routine maintenance and emergency responses within the stormwater system to remove debris, sediment, and blockages to ensure optimal functionality and compliance with environmental regulations
- Carryforward funding in the Five-Year Repair and Replacement Project Plan for the SW Knoll Stormwater Drainage Improvement Project

INFRASTRUCTURE
Stormwater Fund

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) New Truck	\$ 42,000	\$ -	\$ -	\$ -	
Subtotal Vehicles	\$ 42,000	\$ -	\$ -	\$ -	\$ -
Equipment:					
One (1) Vactor replacement	\$ 610,000	\$ -	\$ -	\$ -	\$ -
Subtotal Equipment	\$ 610,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 652,000	\$ -	\$ -	\$ -	\$ -

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Stormwater Drainage Improvements Projects	\$ 585,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Stormwater Synergy Opportunity Projects	215,000	-	-	-	-
Drillhole Pretreatment Retrofit Program	150,000	150,000	150,000	150,000	150,000
Total	\$ 950,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000

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

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1GOPB - Olney Pedestrian and Bike Improvements	1	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ 62,500
1RCAP - Stormwater Capital Repair and Replacement Program	5	500,000	1,000,000	2,000,000	2,000,000	2,000,000	7,500,000
1RDHD - Drill Hole Decommissioning	5	-	-	-	500,000	500,000	1,000,000
1RFGU - Franklin & Greenwood Underpass	3	3,000,000	-	-	-	-	3,000,000
1RMP1 - Stormwater Master Plan Update	1	25,000	-	-	-	-	25,000
1ROTI - Outfall Improvements	5	-	-	-	1,500,000	1,500,000	3,000,000
1RSAB - South Awbrey Butte Drainage Improvements	4	3,000,000	6,500,000	5,000,000	1,000,000	-	15,500,000
1SSW3 - SW Sewer Basin Improvements Phase 3	5	100,000	400,000	-	-	-	500,000
Total		\$ 6,687,500	\$ 7,900,000	\$ 7,000,000	\$ 5,000,000	\$ 4,000,000	\$ 30,587,500

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

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

(This page intentionally left blank)

**Internal Service Fund - Departmental Administration
Water Quality Laboratory**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 834,121	\$ 364,000	\$ 360,488	\$ 487,300	\$ 487,300	\$ 487,300
Miscellaneous	9,008	-	2,760	-	-	-
Interfund transfers	2,999,200	4,743,800	4,743,800	5,270,800	5,270,800	5,270,800
TOTAL RESOURCES	\$ 3,842,329	\$ 5,107,800	\$ 5,107,048	\$ 5,758,100	\$ 5,758,100	\$ 5,758,100
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 2,340,880	\$ 3,205,900	\$ 2,819,308	\$ 3,853,100	\$ 3,816,600	\$ 3,816,600
Materials & services	463,498	783,800	740,636	1,110,300	1,110,300	1,110,300
Capital outlay	203,063	82,000	82,000	275,000	275,000	275,000
Total Infrastructure Program	3,007,441	4,071,700	3,641,944	5,238,400	5,201,900	5,201,900
Interfund Transfers	474,400	987,200	977,795	499,800	499,800	499,800
Contingency	-	48,900	-	19,900	56,400	56,400
TOTAL REQUIREMENTS	\$ 3,481,841	\$ 5,107,800	\$ 4,619,739	\$ 5,758,100	\$ 5,758,100	\$ 5,758,100
Authorized Full Time Equivalents			9.00			10.00
Allocated Full Time Equivalents			9.00			10.00

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

INFRASTRUCTURE

Water Quality Laboratory

Overview

The City of Bend Water Quality Laboratory is part of the Water Services Environmental Services Division. Its purpose is to help the City plan for, monitor, and respond to public health and environmental issues. This internal service fund is cost-allocated to the Water, Water Reclamation, and Stormwater Funds based on the testing, sampling, and analysis required for each system. Other City departments and the public utilize laboratory services at a direct cost for analytical testing and related services. The lab is accredited by the Oregon Environmental Laboratory Accreditation Program (ORELAP) to standards set by The NELAC Institute (TNI). Accreditation enables the lab to conduct analyses in compliance with regulations from the Oregon Health Authority and Oregon Department of Environmental Quality, ensuring the production of reliable and high-quality data.

The main function of the Lab is to analyze drinking water, wastewater, reuse water, and biosolids for regulatory compliance, special projects, and process control at the City of Bend treatment facilities. Specifically, data from the Water Quality Lab supports industrial pretreatment monitoring/permitted dischargers, daily operations at the Water Reclamation Facility, and water quality monitoring on the Deschutes River, Tumalo Creek, and Bridge Creek. Lab analyses also support capital improvement projects, identify unknown substances in illicit discharges, ensure drinking water quality, comply with EPA-mandated lead and copper regulations, address Per- and Polyfluoroalkyl Substances (PFAS) regulations for drinking water, wastewater, and biosolids, and involve data analysis and modeling.

The most significant challenges facing the Laboratory in this budget cycle include increasing demand for public health protection, stricter regulatory and operating requirements for sampling and analysis and building a new laboratory at the Public Works Facility. To successfully meet these challenges, the Laboratory is focusing on improving resiliency by increasing analytical capacity, enhancing staffing levels, and modernizing data handling and administrative processes. Addressing these issues will be important for the Laboratory to navigate the current budget cycle and future demands effectively.

Goals & Objectives for the 2025-2027 Biennial Budget

- Maintain TNI accreditation for microbiology and metals to achieve compliance with Environmental Protection Agency revised Lead and Copper Rule requirements, allow for the routine analysis of drinking water for compliance monitoring, and better support Industrial Pretreatment Program permit monitoring and rate payer calculations. And support ongoing drinking water compliance monitoring
- Meet the growing demands of water, wastewater, and stormwater regulatory compliance through continuous process improvement and efficient functioning to increase analytical capacity and resiliency
- Develop two new analyses, modernize laboratory equipment and cross train analysts to increase analytical capacity, reduce the need for contract lab services, reduce reporting time to clients and meet the growing demands of larger, short-term projects

- Increase staffing levels to include three (3) Lab Technicians and two (2) Analytical Chemists. This will be vital when ensuring adequate staffing to cover multiple Laboratory locations and a schedule that includes required analytical work 365 days each year

Major Accomplishments during the 2023-2025 Biennium

- Maintained ORELAP / TNI accreditation for microbiology, retaining the Laboratory's ability to analyze drinking water for regulatory compliance and to protect public health
- Expand TNI accreditation to include metals to achieve compliance with EPA revised Lead and Copper Rule requirements, allow for the routine analysis of drinking water for compliance monitoring, and better support Industrial Pretreatment permit monitoring and rate payer calculations
- Received an average of 6,000 unique samples and performed an average of 19,000 unique analyses each year

Significant Changes from the 2023-2025 Biennial Budget

- One (1) new Laboratory Technician to meet new Environmental Protection Agency lead and copper regulatory compliance, and ongoing PFAS testing for drinking water and wastewater
- Increase in equipment, purchasing services and external testing services related to supporting both an existing laboratory at the WRF and new laboratory at the Public Works Campus. These materials and services create redundancy and resiliency in operations, enhancing water and biosolids analysis capabilities
- Higher electricity and chemical costs due to increased demand and rising prices in the energy and raw materials markets

INFRASTRUCTURE
Water Quality Laboratory
FIVE YEAR EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Equipment:					
One (1) YSI ExO Multi-parameter Sonde	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -
One (1) New Digestion Block	25,000	-	-	-	-
One (1) New Cold Vapor Mercury Analyzer	40,000	-	-	-	-
One (1) Replacement SEAL AQ300	-	105,000	-	-	-
One (1) Replacement SEAL AA1200	-	55,000	-	-	-
One (1) Replacement ICP-MS	-	-	-	150,000	-
Subtotal Equipment	\$ 90,000	\$ 185,000	\$ -	\$ 150,000	\$ -
Total	\$ 90,000	\$ 185,000	\$ -	\$ 150,000	\$ -

**Internal Service Fund - Departmental Administration
Engineering Department**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 837,444	\$ 1,781,300	\$ 1,830,705	\$ 442,700	\$ 442,700	\$ 442,700
Miscellaneous	-	-	200	-	-	-
Interfund transfers	11,564,400	11,539,200	11,539,200	17,054,000	17,054,000	17,054,000
TOTAL RESOURCES	\$ 12,401,844	\$ 13,320,500	\$ 13,370,105	\$ 17,496,700	\$ 17,496,700	\$ 17,496,700
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 8,083,341	\$ 9,960,800	\$ 10,004,742	\$ 12,542,200	\$ 12,419,500	\$ 12,419,500
Materials & services	549,277	765,800	417,021	717,000	717,000	717,000
Capital outlay	-	50,000	50,000	100,000	100,000	100,000
Total Infrastructure Program	8,632,618	10,776,600	10,471,763	13,359,200	13,236,500	13,236,500
Interfund Transfers	1,938,521	2,493,800	2,455,653	4,111,000	4,111,000	4,111,000
Contingency	-	50,100	-	26,500	149,200	149,200
TOTAL REQUIREMENTS	\$ 10,571,139	\$ 13,320,500	\$ 12,927,416	\$ 17,496,700	\$ 17,496,700	\$ 17,496,700

Authorized Full Time Equivalents	37.00	37.00
Allocated Full Time Equivalents	31.13	31.50

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

INFRASTRUCTURE **Engineering Department**

Overview

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

Engineering professional, technical and support staff are trained in a wide array of duties. These include professionally licensed engineers, state certified inspectors, and numerous other federally certified skills such as alternative delivery and construction management. The department's project management practices are based on Project Management Institute (PMI) standards. These standards drive the department's primary objective: To responsibly plan and deliver infrastructure for the community.

Goals & Objectives for the 2025-2027 Biennial Budget

- Deliver the 2020 GO Bond projects as identified in the adopted CIP with a focus on at least one complete north-south and one complete east-west key route in addition to portions of the Midtown Crossings Project area
- Deliver updated Wastewater and Stormwater Master Plans that address current operations of these systems as well as provide a basis for future system planning
- Deliver Water Filtration Facility and Water Reclamation Facility plans that address current operations of these facilities as well as provide a basis for future facility planning
- Develop initiatives that incorporate Council adopted climate action goals and the Strategic Energy Management Plan

Major Accomplishments during the 2023-2025 Biennium

- Delivered over \$100 million in infrastructure improvements on 50 projects
- Updated the City's Standards and Specifications, including special provisions, to provide a standard set of procedures for managing projects. This improved the quality of design and construction and reduced the cost of maintenance for City infrastructure
- Delivered multiple projects underneath the City Neighborhood Extension Program, commonly known as the Septic to Sewer Program, that provided the opportunity for homes on failing septic systems to connect to the City system
- Completed design and initiated construction of the Southeast Area Plan Regional Pump Station that will provide reliable water reclamation services to an estimated 3,400 equivalent dwelling units

- Completed construction of the Awbrey Butte Waterline Improvement Project highlighted by the installation of 8,600 feet of new 30” distribution main and 13,800 feet of replacement/upsizing various sizes of existing distribution water lines
- Worked as part of a multidepartment team to efficiently design and initiate construction of an Air Traffic Control Tower at the Bend Municipal Airport as part of the Federal Contract Tower Program
- Created the City’s first 2020 GO Bond CIP and initiated multiple projects in alignment with the CIP

Significant Changes from the 2023-2025 Biennial Budget

- The Engineering and Infrastructure Planning Department (EIPD) was renamed: Engineering Department
- Establishment of city-wide engineering services on-call contracts; the Engineering Department is responsible for delivering a significant portion of the City’s Capital Improvement Program (CIP). Additionally, Water Services, the Transportation and Mobility Department, the Airport, and Facilities, among other divisions of the City, are responsible for delivering projects within their respective specialties and need to procure a varied array of engineering services
- Influx of over \$60 million in grant funding for several projects highlighted by the Hawthorne Pedestrian Bridge and the Reed Market Bridge

INFRASTRUCTURE
Engineering Department

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) Electric staff vehicle	\$ -	\$ -	\$ 56,500	\$ 61,500	\$ -
Subtotal Vehicles	\$ -	\$ -	\$ 56,500	\$ 61,500	\$ -
Equipment:					
One (1) Office Trailer	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Subtotal Equipment	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 100,000	\$ -	\$ 56,500	\$ 61,500	\$ -

Streets & Operations Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 5,246,645	\$ 2,375,400	\$ 2,375,487	\$ 4,288,000	\$ 4,288,000	\$ 4,288,000
Franchise Fees	2,856,513	2,835,300	3,469,688	3,457,000	3,457,000	3,457,000
Intergovernmental revenues	18,082,102	18,772,600	20,006,929	19,554,300	19,554,300	19,554,300
Charges for services	-	5,000,000	5,027,000	21,029,300	21,029,300	21,029,300
Miscellaneous	375,583	300,900	450,250	20,600	20,600	20,600
Debt proceeds	1,492,870	1,203,600	183,024	462,700	462,700	462,700
Interfund transfers	1,318,431	2,500,500	1,490,263	1,415,000	1,415,000	1,415,000
General fund subsidy	6,882,910	11,913,500	13,253,473	10,000,000	9,000,000	9,000,000
TOTAL RESOURCES	\$ 36,255,054	\$ 44,901,800	\$ 46,256,114	\$ 60,226,900	\$ 59,226,900	\$ 59,226,900
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 12,703,715	\$ 15,749,600	\$ 15,516,618	\$ 21,272,700	\$ 21,049,200	\$ 21,049,200
Materials & services	4,535,811	5,832,500	5,392,147	6,398,700	6,398,700	6,398,700
Capital outlay	8,467,660	12,621,700	10,963,495	14,423,200	14,423,200	14,423,200
Total Infrastructure Program	25,707,186	34,203,800	31,872,260	42,094,600	41,871,100	41,871,100
Interfund Transfers	7,417,151	9,149,800	8,912,245	15,520,000	15,520,000	15,520,000
Debt Service	755,230	1,269,200	1,183,598	1,274,600	1,274,600	1,274,600
Contingency	-	279,000	-	1,337,700	561,200	561,200
TOTAL REQUIREMENTS	\$ 33,879,567	\$ 44,901,800	\$ 41,968,103	\$ 60,226,900	\$ 59,226,900	\$ 59,226,900

Authorized Full Time Equivalents	59.00	64.00
Allocated Full Time Equivalents	62.73	65.80

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

INFRASTRUCTURE

Streets & Operations Fund

Overview

The Streets & Operations Fund, part of the Transportation & Mobility Department, plays a crucial role in maintaining and enhancing Bend's transportation infrastructure. This fund, supported by the Transportation Fee (TF), is essential for ensuring safe, accessible, and sustainable transportation for the community. It oversees street preservation, street maintenance, winter operations, landscape maintenance, vegetation control, sweeping services, and the management of street surfaces and sidewalks. Additionally, the fund manages accessibility improvements, traffic control, traffic signal maintenance, and bridge programs. Bend has approximately 936 lane miles, including arterials, collectors, and local residential streets. Committed to safety, accessibility, and sustainability, the fund continuously improves the City's transportation network, supporting community mobility and well-being.

Goals & Objectives for the 2025-2027 Biennial Budget

- Invest in accessibility construction and multi-modal maintenance equipment during Phase 2 of the Transportation Fee (TF)
- Create a dedicated crew for striping legends
- Enhance winter operations
- Utilize new tools to improve street maintenance quality
- Prioritize pothole reduction, enhance street surfaces, boost safety, and raise the Pavement Condition Index (PCI) to extend infrastructure lifespan
- Provide support and collaboration through synergy projects aimed at key infrastructure improvement initiatives
- Enhance street safety with clear signage, upgraded bike lanes, and improved lighting in key areas.
- Install traffic-calming devices (e.g., speed bumps, roundabouts, chicanes) to reduce vehicle speeds and accidents
- Promote environmentally friendly mobility options, such as bike lane projects and pedestrian pathways
- Educate residents about the benefits and impacts of the Transportation Fee (TF)
- Solicit feedback to align transportation projects with community needs and priorities
- Maintain safe, dependable, and efficient transportation infrastructure by addressing wear and tear proactively
- Prevent costly repairs, improve road safety, and extend street lifespan
- Support economic growth and minimize environmental impact through resource-efficient practices
- Explore and implement innovative technologies and equipment to optimize transportation operations
- Monitor performance with key performance indicators (KPIs) and evaluation frameworks to measure outcomes and ensure accountability
- Develop a comprehensive long-term plan addressing growth, climate resilience, and infrastructure sustainability

- Collaborate with private sector partners on innovative solutions and shared resources
- Conduct periodic reviews to integrate new data, technologies, and feedback into plans
- Promote a diverse transportation network integrating public transit, biking, walking, and personal vehicle use

Major Accomplishments during the 2023-2025 Biennium

- The approval and implementation of phase 1 of the Transportation Fee (TF) to provide sustainable funding for maintaining Bend's transportation infrastructure. This enabled effective allocation of resources to critical projects like street repairs, street maintenance, and mobility enhancements, ensuring a robust and resilient transportation network
- TF revenues supported operations and maintenance of the city's transportation system, including pavement restoration, street preservation, signage, striping, sidewalk work, and enhancements to bicycle and multi-modal systems. These revenues also covered street sweeping, cleaning, and winter operations like snow removal, while expanding safety improvements and street connectivity programs
- Infrastructure maintenance included over 900 lane miles of streets, 500 miles of sidewalks, and 200 miles of bike lanes, with increased investment in accessibility construction and multi-modal maintenance equipment. Programs focused on cost-effective street preservation, and with the help of the TF, the city-wide average Pavement Condition Index (PCI) improved from 76 to 77. Multiple departments, including Water Services, the Parking Division, Engineering CIP projects, and sidewalk enhancements, benefited from self-performed work
- In the Landscaping Program, support was provided for the Water Wise Program, locations were upgraded to xeriscape, irrigation clocks were modified, water use efficiency was increased, trees were trimmed, pedestrian bridges were inspected, irrigation issues were fixed, and water swales were cleaned. Trees involved in motor vehicle accidents (MVAs) were also replaced
- In the Signs & Markings Program, a GPS map for lane striping was created, green bike boxes were reinstalled, curb paint and parking markings were installed, assistance was provided for city contract shortfalls, new trucks were outfitted, wayfinding projects were worked on, new school zones were installed, and support was provided for city events. Traffic control was provided, plans were reviewed, buffered bike lanes were added, safety was improved at Knott Road and China Hat, and graffiti was removed

Significant Changes from the 2023-2025 Biennial Budget

- Expense increases for materials and supplies for Winter Operations to support a three-year contract covering seven weather stations/cameras, enhancing seasonal operations
- The Street Sweeping Program's waste disposal budget increased by \$175,000 annually, as Deschutes County and Republic Services begin charging for sweeper spoils
- Employee costs for professional development and training increased to balance required and optional programs across various organizations. Road Scholars training will now be mandatory for the Public Works Technician Series, which includes four new staff members funded by the Transportation Fee (TF). Changes to DOT regulations on Commercial Drivers Licensing (CDL) have necessitated an increase for attendance at a certified driving school

- The Street Preservation Program focuses on deploying funds toward the most cost-effective maintenance treatments to sustain the current Pavement Condition Index (PCI) of 77 over the next biennium, while minimizing the growth of the deferred maintenance backlog. The anticipated annual cost of maintaining a PCI of 77 during this period is \$4.5 million. The proposed budget included \$4.5 million plus an annual 3% cost escalation assumption
 - City Council reallocated \$200,000 per year from Street Preservation to the Bike and Pedestrian Programs at budget adoption. Revised totals in the adopted budget are \$4.30 million and \$4.34 million in fiscal year 2025-26 and 2026-27, respectively
- The budget includes an additional \$5 million per year in revenue generated by the Transportation Fee phase 2 implementation
- Added a Health & Safety Compliance Coordinator (1.0 FTE) to support the Right of Way team. This position is authorized in Streets & Operations but is funded by the General Fund
- Added a Transportation Planner (1.0 FTE) to support Transportation System Plan (TSP) programs including bicycle program, pedestrian program, and travel demand management program. This position is funded by the TF phase 2
- Added a dedicated Legends & Striping Crew (3.0 FTE) to support the growing transportation system with additional striping, green bike lane paint, delineators, quick build safety enhancements, legends, curb painting, etc. These positions are funded by the TF phase 2:
 - Public Works Technician III (1.0 FTE)
 - Public Works Technician II (1.0 FTE)
 - Public Works Technician I (1.0 FTE)
- The proposed biennial budget included \$10 million in revenue from the General Fund subsidy. During deliberations on May 14, 2025, the Budget Committee reduced the subsidy by \$1 million with a corresponding decrease in Contingency. The approved and adopted budgets include \$9 million from the General Fund subsidy for the 2025-2027 biennium

Transportation Engineering and Business Operations Divisions

The Transportation Engineering Operations and Business Operations Divisions work together to ensure safe travel for everyone, whether they walk, bike, roll, drive, or take transit. Efforts to maintain and improve the City's transportation system include:

- Implementing Transportation System Plan programs includes overseeing traffic control devices and bridges, as well as providing specialized transportation design review and support services
- Planning, tracking, and implementing small projects to enhance pedestrian and bicycle infrastructure, integrate intelligent transportation systems, improve safety, and support travel options programs. Through the Neighborhood Street Safety Program (NSSP), staff address community transportation service requests by developing solutions to enhance street safety, operations, and multi-modal connectivity. These small projects are designed and constructed with the support of in-house Streets & Operations Division crews, maximizing available resources
- The Transportation Engineering Division oversees the maintenance and upgrades of the City's infrastructure, including bridges, traffic signals, school beacons, rapid flashing beacons, enhanced crossings, and other vital traffic control devices

- The Business Operations Division staff provide essential support to the Streets and Traffic Operations Divisions by managing budget development and implementation, overseeing purchasing, procurement, and contracts, coordinating staffing and work plans, and facilitating community outreach efforts

Together, these divisions support all Transportation & Mobility Department programs. The Engineering Division implements small projects and programs in support of the Transportation Systems Plan, maintaining and operating traffic control devices for Bend's transportation system. Their responsibilities include:

- Bridge Improvement Program: focuses on maintaining and enhancing the safety and functionality of the City's bridges
- Providing oversight and support for various programs, including streetlight utility billing, NSSP support, the curb painting program, Key Bike Pedestrian Routes, the Low Stress Network, and street maintenance initiatives
- Ongoing signal timing and traffic control upgrades focus on continuously enhancing traffic flow and improving safety across the transportation network

Additionally, the Engineering Division collaborates with private development to manage and maintain lane closures, right of way, and revocable permits, and responds to community member service requests.

Streets & Operations Division

The Streets & Operations Division is committed to providing essential field services to uphold and enhance the condition of the City's streets. This encompasses a broad spectrum of programs:

- Street Maintenance and Preservation: Undertakes the upkeep of streets through methods such as crack sealing, chip sealing, slurry sealing, overlay applications, pothole patching, and other preservation techniques
- Accessibility Program: Ensures the maintenance and improvement of infrastructure, including accessible ramps, curbs, and sidewalks to meet the needs of all residents
- Street Sweeping Program: Conducts regular street cleaning to remove debris, thereby enhancing water and air quality and ensuring optimal surface conditions for all modes of transportation
- Signs & Markings Program: Installs and maintains signs, striping, and other markings to sustain a safe and efficient transportation network for all users
- Winter Operations Program: Manages the division's response to adverse weather conditions, including snow and ice, flooding, wind, and other natural events, ensuring the streets remain navigable and safe
- Landscaping Program: Oversees the maintenance of street landscapes in designated areas. This includes fire mitigation, the noxious weed spray program, preparation for pavement preservation, hazard tree assessment and removal, repair of city landscapes following motor vehicle accidents, irrigation system management, and efforts for the Bend Beautification initiative, as well as site clearance responses

INFRASTRUCTURE Streets & Operations Fund

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) Sweeper	\$ 453,600	400,000	450,000	\$ -	400,000
Two (2) Sander / plow / single axle dump truck	560,000	-	-	-	-
Two (2) Sander / plow / dual axle dump truck	640,000	-	660,000	-	-
One (1) Paving machine replacement	305,000	-	-	-	-
Two (2) Work trucks (F350) w/ attachments	165,500	-	-	-	-
One (1) Sander / plow / single axle dump truck	-	280,000	-	330,000	340,000
One (1) Thermal plastic trailer	-	140,000	-	-	-
One (1) Thermal plastic striper	-	100,000	-	-	-
One (1) Work truck replacement (F350)	-	-	80,000	80,000	-
Three (3) Work truck replacements (Ranger)	-	-	156,000	-	-
One (1) Work truck replacement (F250)	-	-	-	125,000	-
Subtotal Vehicles	\$ 2,124,100	\$ 920,000	\$ 1,346,000	\$ 535,000	\$ 740,000
Equipment:					
One (1) Power wheelbarrow	\$ 45,000	\$ -	\$ -	\$ -	\$ -
One (1) Crack seal machine replacement	100,000	-	-	-	-
One (1) Sand stacker	50,000	-	-	-	-
Two (2) Slip in sander units for F600's	50,000	-	-	-	-
One (1) Scale system for yard loader	15,000	-	-	-	-
Twelve (12) School beacons	95,600	-	-	-	-
Three (3) E-Cargo bikes	7,000	7,000	-	-	-
Future equipment needs	-	-	100,000	100,000	100,000
Subtotal Equipment	\$ 362,600	\$ 7,000	\$ 100,000	\$ 100,000	\$ 100,000
Total	\$ 2,486,700	\$ 927,000	\$ 1,446,000	\$ 635,000	\$ 840,000

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Street Preservation	\$ 4,300,000	\$ 4,340,500	\$ 4,676,700	\$ 4,817,100	\$ 4,961,600
Accessibility Program	375,000	257,500	265,000	273,000	281,000
Signal Efficiency Operations	50,000	50,000	50,000	50,000	50,000
Traffic Signal Replacement	235,000	-	-	-	-
Robal / Hunnell Signal Safety Project	68,500	-	-	-	-
Colorado / Arizona Safety Project	133,000	-	-	-	-
Bike Program (TSP P4)	300,000	300,000	200,000	200,000	200,000
Pedestrian Program (TSP P5)	300,000	300,000	200,000	200,000	200,000
Total	\$ 5,761,500	\$ 5,248,000	\$ 5,391,700	\$ 5,540,100	\$ 5,692,600

Transportation Construction Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 26,126,855	\$ 19,265,900	\$ 16,834,780	\$ 28,540,300	\$ 28,540,300	\$ 28,540,300
Franchise Fees	5,493,193	5,798,200	6,056,467	6,415,700	6,415,700	6,415,700
Intergovernmental revenues	2,000,000	703,600	846,750	500,000	500,000	500,000
Miscellaneous	701,741	160,400	1,036,155	1,177,200	1,177,200	1,177,200
Debt proceeds	8,327,759	17,317,600	10,421,912	7,344,000	7,344,000	7,344,000
Interfund loan repayments	352,334	-	-	-	-	-
Interfund transfers	16,461,294	24,096,200	27,923,772	32,004,200	32,004,200	32,004,200
TOTAL RESOURCES	\$ 59,463,176	\$ 67,341,900	\$ 63,119,836	\$ 75,981,400	\$ 75,981,400	\$ 75,981,400
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 1,217,989	\$ 1,442,400	\$ 1,272,638	\$ 1,197,800	\$ 1,187,600	\$ 1,187,600
Materials & services	5,434,942	3,940,400	2,729,443	1,397,200	1,397,200	1,397,200
Capital outlay	23,162,731	27,577,300	16,529,794	23,414,000	23,414,000	23,414,000
Total Infrastructure Program	29,815,662	32,960,100	20,531,875	26,009,000	25,998,800	25,998,800
Interfund Transfers	6,439,171	6,375,400	6,314,335	6,103,100	6,103,100	6,103,100
Debt Service	6,373,563	8,387,300	7,733,345	9,292,500	9,292,500	9,292,500
Contingency	-	674,700	-	726,900	737,100	737,100
Reserves Future Construction	-	8,569,600	-	25,774,300	25,774,300	25,774,300
Reserves Debt Service	-	9,468,400	-	7,500,000	7,500,000	7,500,000
Reserves Developer Exactions	-	906,400	-	575,600	575,600	575,600
TOTAL REQUIREMENTS	\$ 42,628,396	\$ 67,341,900	\$ 34,579,555	\$ 75,981,400	\$ 75,981,400	\$ 75,981,400

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	3.65	2.97

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

INFRASTRUCTURE

Transportation Construction Fund

Overview

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

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

The most significant challenge facing the Transportation Construction Fund within this budget cycle will be financing infrastructure. Prioritization of work considers current and projected transportation conditions, as well as project coordination with Streets & Operations and private development projects. Note that projects associated with the 2020 General Obligation Bond are not accounted for in this fund – they are accounted for in a standalone 2020 General Obligation Bond Construction Fund, which can be found in the Infrastructure Service Area section of this document. Conversely, the City has been successful in winning both State and Federal grant funds for General Obligation Bond projects that are included in the Transportation Construction Fund so that it may be tracked separately from the Bond funds.

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

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

Additional detail on Capital Improvement Program (CIP) projects can be found in the Supplemental Information section of this document.

Goals & Objectives for the 2025-2027 Biennial Budget

- Deliver Capital Improvement Program (CIP) projects as scoped, on time and within budget
- Pursue Council approved funding strategies within the Transportation System Plan (TSP) to deliver additional near-term and mid-term priority TSP projects and programs
- Continue to pursue synergy opportunities with public and private projects for efficient delivery of transportation system improvements as outlined in the TSP, including transportation projects that will be constructed in congruence with 2020 GO Bond Construction project
- Build out projects in the 5-Year Transportation CIP as follows: Bicycle Greenways, Butler Market & Wells Acres Roundabout, Galveston Safety Improvements, 3rd and Miller intersection improvements,

and Archie Briggs Bridge Replacement, and design coordination with Bend Parks and Recreation for the Riverfront Improvement project

Major Accomplishments during the 2023-2025 Biennium

- Completed projects as outlined in the Neighborhood Street Safety Program. This program is now part of the 2020 GO Bond, under project 1GLRS, Neighborhood Street Safety Program. Completed Wilson Corridor Improvements project using progressive design build alternative delivery method
- Completed the Neff/Purcell Intersection Improvement Project
- Updated Standards and Specifications resulting in more bicycle and pedestrian friendly cross sections and standards
- Updated the Transportation SDC methodology

Significant Changes from the 2023-2025 Biennial Budget

- Funding allocations for Transportation Construction staff are re-evaluated each biennium as Council goals and program needs change, which results in a fluctuation of the number of full-time equivalents (FTE) in each fund from one biennium to the next
- Shifting priorities to completion of existing projects and those funded by the GO Bond has resulted in decreased capital expenditures of other transportation infrastructure projects in the 2025-2027 biennium
- \$3 million is included in the city-wide budget for funding the growth plan addressing future housing and employment land needs, land use and infrastructure modeling, public engagement, urbanization, transportation, and public infrastructure planning. \$2 million is included in the General Fund's Growth Management budget. The other \$1 million of costs related to the transportation system plan requirements, modeling and community engagement are included in the Transportation Construction Fund budget

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

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1GRMC - Reed Market Corridor	4	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
1T3IN - 3rd & Reed Market / Brosterhus Intersection	5	-	-	-	150,000	500,000	650,000
1T3ML - 3rd & Miller Intersection	5	250,000	2,650,000	-	-	-	2,900,000
1TABB - Archie Briggs Bridge Replacement	5	400,000	1,000,000	-	-	-	1,400,000
1TABP - Archie Briggs Improvements (Pedestrian Connections)	5	-	500,000	500,000	-	-	1,000,000
1TACB - Tetherow and century drive (RAB)	5	-	-	-	-	750,000	750,000
1TBKE - Bicycle Greenways	2	7,200,000	3,500,000	-	-	-	10,700,000
1TBMW - Butler Mkt & Wells Acres Improvements	2	1,355,000	1,270,000	-	-	-	2,625,000
1TBRB - Bond & Reed Market Roundabout	5	-	-	-	750,000	3,500,000	4,250,000
1TCHI - Brosterhus & Chase Intersection	5	-	750,000	3,500,000	-	-	4,250,000
1TCHK - China hat and knott (RAB)	5	-	-	-	-	750,000	750,000
1TCKR - Country Club Road / Knott Road Intersection Improvements	5	-	-	-	750,000	3,500,000	4,250,000
1TCON - 27th/Conners Intersection	5	-	750,000	3,500,000	-	-	4,250,000
1TDPB - Drake Park Bridge	5	-	500,000	500,000	-	-	1,000,000
1TFWS - Franklin & Wall Signals	5	200,000	440,000	-	-	-	640,000
1TGCI - Galveston Corridor Improvements	3	1,649,000	500,000	-	-	-	2,149,000
1TWAC - 27th & Wells Acres Road Intersection Improvements	5	-	-	750,000	3,500,000	-	4,250,000
Total		\$ 11,554,000	\$ 11,860,000	\$ 8,750,000	\$ 5,150,000	\$ 9,000,000	\$ 46,314,000

*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		

2011 General Obligation Bond Debt Service Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 1,781,873	\$ 2,041,200	\$ 2,051,673	\$ 2,017,300	\$ 2,017,300	\$ 2,017,300
Property taxes	3,768,135	3,395,400	3,295,095	3,278,800	3,278,800	3,278,800
Miscellaneous	86,907	52,800	174,552	69,900	69,900	69,900
Debt proceeds	15,729,022	-	-	-	-	-
TOTAL RESOURCES	\$ 21,365,937	\$ 5,489,400	\$ 5,521,320	\$ 5,366,000	\$ 5,366,000	\$ 5,366,000
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Materials & services	\$ 94,509	\$ 1,000	\$ -	\$ -	\$ -	\$ -
Total Infrastructure Program	94,509	1,000	-	-	-	-
Debt Service	19,219,755	3,504,100	3,504,050	3,506,800	3,506,800	3,506,800
Reserves Debt Service	-	1,984,300	-	1,859,200	1,859,200	1,859,200
TOTAL REQUIREMENTS	\$ 19,314,264	\$ 5,489,400	\$ 3,504,050	\$ 5,366,000	\$ 5,366,000	\$ 5,366,000

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

INFRASTRUCTURE

2011 General Obligation Bond

Overview

In May 2011, the City of Bend voters passed a \$30 million general obligation (G.O.) bond measure to improve safety, mobility and access on major street corridors and intersections due to the City's significant growth impacting the transportation system. The measure was proposed so that street infrastructure improvements could be made before there were further impacts from growth. Projects completed with the bond proceeds from the 2011 G.O. Bond include:

- 18th Street/Empire Avenue roundabout
- Simpson Avenue/Mt. Washington Drive roundabout
- Brookwood Boulevard/Powers Road roundabout
- Reed Market Road from 3rd Street to 27th Street
- 27th Street reconstruction from Hwy 20 (Greenwood Avenue) to Neff Road with SE Interceptor Project
- 14th Street/Century Drive reconstruction

The projects constructed with this G.O. Bond were closed out by the end of fiscal year 2019. Annual debt service payments on the 2011 G.O. Bond will continue through 2032.

2020 General Obligation Bond Construction Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 18,096,300	\$ 18,518,077	\$ 63,152,600	\$ 63,152,600	\$ 63,152,600
Miscellaneous	622,808	693,400	4,632,915	1,190,700	1,190,700	1,190,700
Debt proceeds	35,232,146	63,964,300	65,707,398	85,549,000	85,549,000	85,549,000
Interfund transfers	233,651	325,000	701,008	7,200	7,200	7,200
TOTAL RESOURCES	\$ 36,088,605	\$ 83,079,000	\$ 89,559,398	\$ 149,899,500	\$ 149,899,500	\$ 149,899,500
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 1,044,323	\$ 2,174,600	\$ 1,966,139	\$ 2,591,800	\$ 2,567,700	\$ 2,567,700
Materials & services	576,012	1,555,900	487,255	600,600	600,600	600,600
Capital outlay	15,597,859	51,907,800	23,953,380	71,738,200	71,738,200	71,738,200
Total Infrastructure Program	17,218,194	55,638,300	26,406,774	74,930,600	74,906,500	74,906,500
Debt Service	352,334	-	-	-	-	-
Contingency	-	-	-	-	24,100	24,100
Reserves Future Construction	-	27,440,700	-	74,968,900	74,968,900	74,968,900
TOTAL REQUIREMENTS	\$ 17,570,528	\$ 83,079,000	\$ 26,406,774	\$ 149,899,500	\$ 149,899,500	\$ 149,899,500

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	6.50	6.50

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

(This page intentionally left blank)

2020 General Obligation Bond Debt Service Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 85,700	\$ 106,039	\$ 547,200	\$ 547,200	\$ 547,200
Property taxes	2,405,285	10,177,300	9,656,332	14,477,000	14,477,000	14,477,000
Miscellaneous	20,922	15,200	123,210	30,900	30,900	30,900
TOTAL RESOURCES	\$ 2,426,207	\$ 10,278,200	\$ 9,885,581	\$ 15,055,100	\$ 15,055,100	\$ 15,055,100
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Debt Service	\$ 2,320,168	\$ 10,033,600	\$ 9,338,400	\$ 14,049,300	\$ 14,049,300	\$ 14,049,300
Reserves Debt Service	-	244,600	-	1,005,800	1,005,800	1,005,800
TOTAL REQUIREMENTS	\$ 2,320,168	\$ 10,278,200	\$ 9,338,400	\$ 15,055,100	\$ 15,055,100	\$ 15,055,100

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

INFRASTRUCTURE **2020 General Obligation Bond**

Overview

Community surveys show traffic congestion, flow and safety are top concerns for people living in Bend. In November 2020, the City voters passed Transportation Bond Measure 9-135 for \$190 million to improve traffic flow, east-west connections, safety, mobility and access on major street corridors and intersections.

The list of approved projects to be funded with the 2020 General Obligation (G.O.) Bond includes improvements to roads, intersections, and key east-west corridors, neighborhood safety improvement projects, a connected cross town bicycle network, sidewalks and safe crossings for access to schools, parks, and jobs, sidewalk infill on key routes, contributions to improvements on US97/the Parkway, including redesign and construction of interchanges and on/off ramps, and transit infrastructure improvements and matching funds for transit system capital improvements.

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

The \$190 million of G.O. bond proceeds will fund project design and construction, bond issuance costs, and costs to administer the projects. The bonds will be issued in a series, over time, to provide money in multiple years for completion of the projects. The bonds are repaid by annual assessment of real property. The first property tax assessment occurred in the fiscal year 2022-23.

Goals & Objectives for the 2025-2027 Biennial Budget

- Continue success and delivery of Neighborhood Street Safety Program
- Finish the Wilson Avenue Corridor Improvements project
- Build out primary north-south connection and a combination of key routes as the primary east-west connection using key routes and Phase IV bicycle greenway funding
- Build out other projects as identified on the GO bond Capital Improvement Program (CIP) including Archie Briggs, Butler Market & Boyd Acres Road Improvements, construct Olney Pedestrian and Bicycle Improvements, design and construct 15th and Ferguson roundabout, continued design of Reed Market Corridor, and portions of the Greater Midtown Crossings Project which include sub-projects Franklin Avenue Corridor Improvements, Greenwood Avenue Undercrossing, and Hawthorne Avenue Overcrossing
- Begin design and construction of Bear Creek and 27th Street Improvements

Major Accomplishments during the 2023-2025 Biennium

- Adopted the first 2020 GO bond 5-Year Capital Improvement Program

- Delivered the first three years of GO bond supported Neighborhood Street Safety Program projects
- Made significant progress on the Wilson Avenue Corridor Improvements project including one of the nation's first fully bicycle protected roundabout
- Completed design of the Butler Market & Boyd Acres Improvements
- Completed design and initiated construction of Olney Pedestrian and Bike Improvements
- Completed the Greenwood Pilot Quick Build
- Completed the Purcell Extension Project
- Contributions and coordination with ODOT on the North Corridor Project
- Applied for and received \$1 million in funding design from the Federal Administration for the initial phase of the Reed Market Rail Crossing Elimination Project
- Applied for and successfully won an additional \$32 million in funding from the Federal Administration for design and construction of the Reed Market Rail Crossing Elimination Project. The City anticipates finalizing receipt of the award through a signed agreement upon funding information being released and recognized by the Federal government
- Awarded \$30 million in funding from the State and Federal level for the cost of design and construction of the Hawthorne Pedestrian Bridge Project. The City anticipates finalizing receipt of the award through a signed agreement upon funding information being released and recognized by the Federal government
- Initiated multiple studies to initiate key east-west corridor connection projects

Significant Changes from the 2023-2025 Biennial Budget

- Additional funding sources for both the Hawthorne Pedestrian Bridge and the Reed Market Overcrossing will be tracked separately in the Transportation Construction Fund to prevent confusion with General Obligation Bond funding
- The third debt issuance is budgeted in fiscal year 2026-27

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

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1GABB - Archie Briggs Improvements	5	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
1GAEE - Aune Street Extension	5	850,000	5,000,000	7,560,000	-	-	13,410,000
1GB27 - Bear Creek Rd and 27th St Improvemt	2	7,168,000	250,000	-	-	-	7,418,000
1GBBA - Butler Market and Boyd Acres Imprvm	3	2,920,000	3,213,000	-	-	-	6,133,000
1GCAC - Colorado Avenue Capacity Improvements	5	-	-	350,000	500,000	3,500,000	4,350,000
1GDOT - ODOT Contribution Projects (Powers, Reed, Colorado, Butler)	5	-	-	-	3,000,000	4,170,000	7,170,000
1GEAI - Empire Avenue Interchange	5	-	-	1,450,000	-	-	1,450,000
1GEAT - Enhanced Access to Transit	5	400,000	1,000,000	1,593,000	1,000,000	1,000,000	4,993,000
1GEOB - Empire & OB Riley Intersection	5	-	-	-	650,000	1,450,000	2,100,000
1GFAI - Franklin Avenue Corridor Improvements	4	4,360,000	6,715,000	-	-	-	11,075,000
1GHAO - Hawthorne Avenue Overcrossing	4	-	888,100	-	-	-	888,100
1GITS - Intelligent Transportation Systems	5	750,000	750,000	500,000	1,500,000	1,300,000	4,800,000
1GKKR - 1GKKR Key Routes River West Neighbo	1	40,000	-	-	-	-	40,000
1GLRS - Local Residential Safety Improvemen	2	1,500,000	1,000,000	1,000,000	381,500	-	3,881,500
1GMPR - Murphy Parkway Ramps Project	5	500,000	1,500,000	4,000,000	4,000,000	-	10,000,000
1GNCI - 1GNCI Neff Corridor Improvements	4	1,300,000	2,495,000	-	-	-	3,795,000
1GOPB - Olney Pedestrian and Bike Imprvmts	2	3,396,000	-	-	-	-	3,396,000
1GOPI - Olney Corridor Improvements	5	500,000	3,500,000	3,000,000	-	-	7,000,000
1GPCB - Powers, Parrell and Chase Intersections	5	-	-	250,000	1,500,000	1,750,000	3,500,000
1GPCI - Portland Ave Corridor Improvements	4	1,009,000	1,000,000	-	-	-	2,009,000
1GRMC - Reed Market Corridor	4	3,000,000	9,464,000	12,300,000	10,716,000	3,600,000	39,080,000
1GRRR - Revere Intersection Improvements	5	500,000	3,500,000	3,000,000	-	-	7,000,000
1GWAC - Wilson Avenue Corridor Improvements	1	1,400,000	-	-	-	-	1,400,000
1TBKE - Bicycle Greenways	4	1,850,100	-	-	-	-	1,850,100
Total		\$ 31,463,100	\$ 40,275,100	\$ 35,003,000	\$ 23,247,500	\$ 16,770,000	\$ 146,758,700

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

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

Accessibility Construction Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 878,604	\$ 1,017,100	\$ 1,270,875	\$ 1,304,700	\$ 1,304,700	\$ 1,304,700
Franchise fees	1,830,873	1,386,900	1,563,294	2,108,700	2,108,700	2,108,700
Miscellaneous	39,780	62,500	88,868	33,700	33,700	33,700
TOTAL RESOURCES	\$ 2,749,257	\$ 2,466,500	\$ 2,923,037	\$ 3,447,100	\$ 3,447,100	\$ 3,447,100
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 2	\$ -	\$ -	\$ -	\$ -	\$ -
Materials & services	2,048	400	3,015	200	200	200
Capital outlay	182,544	1,030,000	299,477	1,547,000	1,547,000	1,547,000
Total Infrastructure Program	184,594	1,030,400	302,492	1,547,200	1,547,200	1,547,200
Interfund Transfers	693,845	1,012,400	996,609	892,100	892,100	892,100
Debt Service	599,943	319,400	319,281	27,000	27,000	27,000
Contingency	-	25,000	-	25,000	25,000	25,000
Reserves Future Construction	-	79,300	-	955,800	955,800	955,800
TOTAL REQUIREMENTS	\$ 1,478,382	\$ 2,466,500	\$ 1,618,382	\$ 3,447,100	\$ 3,447,100	\$ 3,447,100

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

INFRASTRUCTURE

Accessibility Construction Fund

Overview

The Accessibility Construction Program is responsible for overseeing the phases of development from design through construction of accessibility improvements in the City's rights-of-way. The Accessibility Program Manager works closely with Project Engineers in the Engineering Department to report on progress made on improving infrastructure commensurate with the Americans with Disabilities Act (ADA) through the city's ADA Transition Plan for Curb Ramps in Public Rights-of-Way.

Goals & Objectives for the 2025-2027 Biennial Budget

- Continue to work toward meeting the ADA infrastructure requirements for curb ramps and related sidewalks within the City of Bend's jurisdiction
- Respond to community member requests for barrier removal involving the public rights-of-way in a timely manner
- Ensure that accessibility standards are implemented appropriately and consistently across the City departments
- Act as a resource for City staff with questions about accessible building standards or policies

Major Accomplishments during the 2023-2025 Biennium

- Collaborated with other City departments to ensure accessibility standards were applied correctly and consistently
- Collaborated with the Streets Division of the Transportation and Mobility Department to increase the number of compliant curb ramps citywide via street alteration projects
- Identified accessibility opportunities within city-wide Capital Improvement Programs and allocated funding from 1AADA Accessibility Opportunity Projects to the following projects: 1WABD Awbrey Butte Distribution Improvements, 1SPSD Pump Station Decommissioning and 1TBKE Bicycle Greenways

Significant Changes from the 2023-2025 Biennial Budget

- Increased coordination with City of Bend Accessibility Advisory Committee and Central Oregon Coalition for Access

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

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1AADA - Accessibility Opportunity Projects	5	\$ 217,000	\$ 250,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,967,000
1RSAB - Awbrey Butte Drainage Improvements	5	30,000	-	-	-	-	30,000
1TBKE - Bicycle Greenways	3	800,000	250,000	-	-	-	1,050,000
Total		\$ 1,047,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,047,000

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

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

(This page intentionally left blank)

Parking Services Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 2,137,211	\$ 2,553,100	\$ 2,859,937	\$ 3,359,000	\$ 3,359,000	\$ 3,359,000
Licenses and permits	1,962,904	1,779,600	2,258,255	2,143,200	2,143,200	2,143,200
Charges for services	476,958	580,000	517,716	543,400	543,400	543,400
Fines and forfeitures	1,353,543	1,271,400	1,301,647	1,210,000	1,210,000	1,210,000
Miscellaneous	114,856	55,500	189,870	108,100	108,100	108,100
Interfund transfers	31,725	2,360,300	187,791	50,000	50,000	50,000
TOTAL RESOURCES	\$ 6,077,197	\$ 8,599,900	\$ 7,315,216	\$ 7,413,700	\$ 7,413,700	\$ 7,413,700
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 435,101	\$ 732,400	\$ 619,117	\$ 893,200	\$ 884,400	\$ 884,400
Materials & services	1,610,320	2,453,500	2,237,054	2,796,900	2,796,900	2,796,900
Capital outlay	266,793	2,431,300	332,147	50,000	50,000	50,000
Total Infrastructure Program	2,312,214	5,617,200	3,188,318	3,740,100	3,731,300	3,731,300
Interfund Transfers	724,886	601,900	591,114	748,400	748,400	748,400
Debt Service	180,160	176,900	176,742	177,200	177,200	177,200
Contingency	-	317,900	-	1,278,000	1,286,800	1,286,800
Reserves Future Construction	-	1,686,000	-	1,270,000	1,270,000	1,270,000
Reserves Major Maintenance	-	200,000	-	200,000	200,000	200,000
TOTAL REQUIREMENTS	\$ 3,217,260	\$ 8,599,900	\$ 3,956,174	\$ 7,413,700	\$ 7,413,700	\$ 7,413,700

Authorized Full Time Equivalents	2.00	2.00
Allocated Full Time Equivalents	2.30	2.30

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

INFRASTRUCTURE **Parking Services Fund**

Overview

The Parking Services Fund is essential for supporting city-related parking programs and ensuring efficient and effective management of parking resources. It oversees both on-street and off-street public parking, including the downtown parking structure and off-street surface lots. The fund is responsible for maintaining and operating parking districts and public parking facilities, managing city-related parking signage, permitting, parking enforcement, and administering the parking permit system for all parking districts and metered areas. Additionally, it coordinates with special events to ensure seamless parking services and provides security for the downtown parking structure.

The budget will address several needs, including the maintenance and operations of existing parking infrastructure, upgrades, and improvements to parking facilities and signage, efficient administration of the parking permit system, coordination with special events, and provision of security services for the downtown parking structure. The expected impact of these efforts includes enhanced efficiency and effectiveness of parking services, improved user experience, increased compliance with parking regulations, and optimized use of parking resources.

Major costs include personnel expenses, maintenance and operations, technology investments, and security services. Revenue sources are parking permit sales, citation fines, metered areas, commercial space leases, and permit fees for storage on City property. The division operates within the Transportation and Mobility Department, ensuring alignment with its broader goals.

Goals & Objectives for the 2025-2027 Biennial Budget

- Continue the implementation of parking management strategies in downtown Bend, as outlined in the 2017 Downtown Parking Study, to improve efficiency and address the area's parking needs
- Modernize parking management by introducing innovative solutions to accommodate new housing and commercial developments, address population growth, and improve parking revenue generation
- Conduct a demonstration project to assess the effectiveness of dynamic parking pricing on paid surface lots and within the Centennial Garage
- Continue advancing the development of a self-sustaining Parking Services Program to ensure long-term operational efficiency and financial stability
- Evaluate and develop a curb management plan designed to align with the objectives of the Transportation System Plan, including provisions for micro-mobility and the establishment of mobility hubs
- Assess the feasibility of making enhancements or renovations to the North Mirror Pond Lot to improve its functionality and aesthetic appeal
- Develop regulations for a permanent shared micromobility program and successfully launch the program to enhance sustainable transportation options and connectivity

- Transfer the majority of city-wide parking enforcement responsibilities from the Bend Police Department to the Parking Services Division. Adjudication of citations will be handled by the Municipal Court
- Fully implement a modernized parking code to streamline regulations and improve the overall effectiveness of parking management

Major Accomplishments during the 2023-2025 Biennium

- An automated parking guidance system was installed and launched in Downtown Bend, enhancing parking efficiency and improving the overall user experience
- Upgraded and replaced the garage access revenue control system, enhancing security and revenue management
- New pay stations were upgraded and installed in all lots, offering users more convenient and reliable payment options
- A three-year Bike Share Pilot Program was successfully completed, fostering sustainable transportation options, and helping to alleviate traffic congestion
- A Parking Coordinator was hired to enhance operations and parking management, ensuring improved service delivery and effective oversight

Significant Changes from the 2023-2025 Biennial Budget

- The division has expanded its focus to include mobility projects, aiming to support broader transportation goals and enhance overall mobility throughout the city
- The Parking Services Division is preparing for an operational shift that will allow it to take on city-wide parking enforcement responsibilities, improving compliance and increasing efficiency in parking management

**Parking Services Fund
 Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1PNMP - North Mirror Pond Parking & Brooks Promenade Enhancements	5	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total		\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000

*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		

Cemetery Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 32,478	\$ 50,600	\$ 61,000	\$ 24,000	\$ 24,000	\$ 24,000
Charges for services	199,129	250,700	293,231	278,000	278,000	278,000
Miscellaneous	7,030	-	-	-	-	-
Interfund transfers	34,244	15,500	56,432	69,800	69,800	69,800
General fund subsidy	425,373	869,900	774,273	997,800	997,800	997,800
TOTAL RESOURCES	\$ 698,254	\$ 1,186,700	\$ 1,184,936	\$ 1,369,600	\$ 1,369,600	\$ 1,369,600
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 346,733	\$ 601,000	\$ 706,773	\$ 821,100	\$ 811,000	\$ 811,000
Materials & services	157,077	213,200	167,108	192,900	192,900	192,900
Capital outlay	19,375	80,600	23,275	110,000	110,000	110,000
Total Infrastructure Program	523,185	894,800	897,156	1,124,000	1,113,900	1,113,900
Interfund Transfers	102,474	256,200	252,149	215,800	215,800	215,800
Debt Service	11,595	11,700	11,630	5,800	5,800	5,800
Contingency	-	24,000	-	24,000	34,100	34,100
TOTAL REQUIREMENTS	\$ 637,254	\$ 1,186,700	\$ 1,160,935	\$ 1,369,600	\$ 1,369,600	\$ 1,369,600

Authorized Full Time Equivalents	2.00	2.00
Allocated Full Time Equivalents	2.10	2.10

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

INFRASTRUCTURE

Cemetery Fund

Overview

The Pilot Butte Cemetery, established in the early 1900s and listed as one of Oregon’s Historic Cemeteries, offers a vital connection to Bend's history with headstones dating back to 1903. The 40-acre property features fourteen (14) acres of developed burial plots maintained by the Transportation & Mobility Department and two columbariums – structures specifically designed to house cremated remains, with individual compartments known as niches, each serving as a repository for urns. Together, these columbariums contain 160 niches. Cemetery revenues have slightly improved, although they remain challenged by the sale of prime lots and an increased preference for cremation over full burials. Despite this slight improvement, the revenue shortfall, combined with rising operating and maintenance costs, has necessitated continued reliance on the General Fund subsidy and support from the Streets & Operations Division to maintain current service levels.

The 2025-2027 biennium budget aims to address these financial challenges while continuing to honor the cemetery’s historical significance and provide essential services. The budget will cover the maintenance and operations of existing infrastructure, upgrades to burial facilities and signage, efficient administration of services, and coordination with special events. The anticipated impact includes enhanced efficiency, improved visitor experience, and optimized resource use. Major cost considerations include personnel expenses, maintenance and operations costs, funding for capital improvements, investment in technology solutions, and special event coordination and security. Revenue sources will remain consistent, including plot sales, columbarium niche sales, cremation services, and related fees. The Transportation & Mobility Department will continue to oversee cemetery operations, aligning with the department’s broader goals and objectives.

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete attainable street preservation projects by focusing on addressing failed roadways within the cemetery and prioritizing preservation efforts to ensure safe and accessible pathways for visitors
- Continue hazardous tree mitigation by identifying and addressing hazardous trees to ensure the safety of visitors and staff, while simultaneously improving the aesthetic appeal and environmental health of the cemetery grounds
- Establish an on-site workspace for cemetery staff by developing a functional and accessible area within the cemetery caretaker’s house. Ensure the workspace meets ADA and code compliance, including a customer service area to assist grieving families. Evaluate cost-effective options for either renovating and upgrading the current building or replacing with a modular unit
- Provide training for cemetery and administrative staff by implementing programs that enable them to efficiently utilize new cemetery management software. Ensure that staff are equipped with the necessary skills and knowledge to improve operational efficiency and deliver high-quality service
- Improve accessibility by implementing ADA-compliant pathways and facilities to ensure all visitors can navigate the cemetery with ease. Additionally, upgrade existing pathways and entrances to enhance mobility for elderly and disabled visitors

- Enhance landscaping and aesthetics by developing a comprehensive landscaping plan to beautify the cemetery grounds. Incorporate native plants and trees to enrich the natural environment and promote sustainability
- Promote financial sustainability by creating a marketing plan aimed at raising awareness of cemetery services and attracting new clients

Major Accomplishments during the 2023-2025 Biennium

- Cemetery management software was selected and implemented to capture complete historical data, transitioning this information into a public application. This now allows loved ones to locate gravesites and view available plots with ease
- Hazardous tree mitigation efforts continued, focusing on ensuring the safety of visitors and staff while improving the aesthetic and environmental health of the cemetery grounds. As a result, 12 hazardous trees were successfully removed from the cemetery
- Water conservation efforts successfully reduced water consumption by working in collaboration with the City's Water Conservation Program Manager to optimize watering schedules and resource utilization
- Street preservation projects were successfully completed, and funding was identified to address aging roadways within the cemetery, ensuring improved accessibility and maintenance

Significant Changes from the 2023-2025 Biennial Budget

- Cemetery Information Management System (CIMS) software maintenance was increased 5% year-over-year to ensure the continued operation and support of the management software
- The budget for work crews increased to \$5,000 per year to ensure adequate support for maintenance activities. This adjustment accounts for an increase in materials and services provided by the Deschutes County work crew and replaces funding previously covered by the Streets & Operations Fund
- Upgrading the inadequate and ineffective cemetery facilities has become necessary due to the Streets Division's relocation to the new Public Works Campus. \$100,000 is budgeted for a modular building and the addition of a pole barn

INFRASTRUCTURE
Cemetery Fund

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) Work truck replacement	\$ -	\$ -	\$ -	\$ 90,000	\$ -
Subtotal Vehicles	\$ -	\$ -	\$ -	\$ 90,000	\$ -
Equipment:					
One (1) Onsite facility	\$ 50,000	\$ -	\$ -	\$ -	\$ -
One (1) Pole Barn	50,000	-	-	-	-
Subtotal Equipment	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 100,000	\$ -	\$ -	\$ 90,000	\$ -

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Street Preservation on road through cemetery	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ -
Total	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ -

Cemetery Permanent Maintenance Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 652,554	\$ 687,700	\$ 677,855	\$ 678,700	\$ 678,700	\$ 678,700
Charges for services	13,909	14,800	12,437	11,400	11,400	11,400
Miscellaneous	56,579	73,500	58,463	72,000	72,000	72,000
TOTAL RESOURCES	\$ 723,042	\$ 776,000	\$ 748,755	\$ 762,100	\$ 762,100	\$ 762,100
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Materials & services	\$ 10,943	\$ 15,200	\$ 13,659	\$ 15,600	\$ 15,600	\$ 15,600
Total Infrastructure Program	10,943	15,200	13,659	15,600	15,600	15,600
Interfund Transfers	34,244	53,800	56,432	69,800	69,800	69,800
Reserves Permanent Maintenance	-	707,000	-	676,700	676,700	676,700
TOTAL REQUIREMENTS	\$ 45,187	\$ 776,000	\$ 70,091	\$ 762,100	\$ 762,100	\$ 762,100

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

INFRASTRUCTURE

Cemetery Permanent Maintenance Fund

Overview

The City operates a municipal cemetery registered as an endowment cemetery under Oregon Revised Statutes (ORS) 97.810. ORS requires the City to establish, maintain, and operate an endowment care fund for the cemetery. At least 15% of cemetery lot sales must be deposited into the fund as permanent maintenance fees, along with other statutory fees.

In accordance with ORS 97.830, investment income earned and realized by this fund will be transferred to the Cemetery program for the general care and maintenance of the cemetery property. Transfers of investment earnings from the cemetery permanent maintenance trust are limited to actual cash earnings (interest and dividends) received by the trust. Additional investment earnings from market-value fluctuations are held in trust until the investment is sold or matures.

Airport Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 282,029	\$ 707,100	\$ 326,765	\$ 1,774,100	\$ 1,774,100	\$ 1,774,100
Intergovernmental revenues	1,768,439	13,972,000	8,110,311	11,557,300	11,557,300	11,557,300
Charges for services	2,284,213	2,478,000	2,424,396	2,627,200	2,627,200	2,627,200
Miscellaneous	29,440	8,400	34,280	430,000	430,000	430,000
Debt proceeds	36,473	-	-	637,500	637,500	637,500
Short-term loan proceeds from City GF	-	1,000,000	2,001,000	2,500,000	2,500,000	2,500,000
TOTAL RESOURCES	\$ 4,400,594	\$ 18,165,500	\$ 12,896,752	\$ 19,526,100	\$ 19,526,100	\$ 19,526,100
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ 481,873	\$ 980,700	\$ 650,553	\$ 1,037,500	\$ 1,028,900	\$ 1,028,900
Materials & services	316,777	459,800	481,364	695,600	695,600	695,600
Capital outlay	2,024,451	13,962,000	8,180,477	12,838,800	12,838,800	12,838,800
Total Infrastructure Program	2,823,101	15,402,500	9,312,394	14,571,900	14,563,300	14,563,300
Interfund Transfers	1,125,108	1,190,600	1,162,966	1,343,400	1,343,400	1,343,400
Debt Service	125,620	1,546,400	647,280	3,201,400	3,201,400	3,201,400
Contingency	-	26,000	-	356,300	364,900	364,900
Reserves	-	-	-	53,100	53,100	53,100
TOTAL REQUIREMENTS	\$ 4,073,829	\$ 18,165,500	\$ 11,122,640	\$ 19,526,100	\$ 19,526,100	\$ 19,526,100

Authorized Full Time Equivalents	2.50	2.50
Allocated Full Time Equivalents	2.52	3.25

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

INFRASTRUCTURE

Airport Fund

Overview

The Airport fund provides oversight and management of the planning, operations, maintenance, development, and capital improvements at the Bend Municipal Airport (KBDN). The Bend Municipal Airport is the 3rd busiest of 97 public use airports in Oregon and is identified by the Oregon Department of Aviation as a Category 2, High Activity Business/General Aviation airport. The most recent count identified 292 based aircraft. The Federal Aviation Administration (FAA) reported an annual 141,000 operations, an average of 386 takeoff and landings daily in 2022. Total based aircraft and annual aircraft operations is the basis used by the FAA to award the federal Airport Capital Improvement Program (AIP) grants. Federal grant awards under the 2024 FAA Reauthorization Bill now cover 95% of the total project costs for eligible projects, leaving the City responsible for a 5% total project cost match. Additionally, the City pursues state grants that can be used as the federal match, with a maximum per project match of 2.5% or up to \$150,000.

KBDN is located on 420 acres, situated five miles east of Bend's city limits. The airport is owned and operated by the City of Bend; located within Deschutes County; and is outside the Bend Urban Growth Boundary. Airport facilities consist of a single 5,200-foot runway; a 26-acre Helicopter Operations Area (HOA) with full utilities and 21 Helicopter parking pads; two full parallel taxiways; 169 aircraft storage hangars and buildings for personal aircraft and commercial aviation use. With the exception of the airport café, there are no nonaeronautical uses permitted at the Airport. According to the most recent (2018) Oregon Aviation Plan, the regional economic impact of the Bend Municipal Airport is \$166 million in sales/output, direct, indirect, and induced.

Principal sources of operating revenue for the Airport come from nearly 300 tenants including long term ground leases, monthly City-owned hangar and tie down agreements, and fuel flowage fees. Expenses include operation, maintenance, and capital improvement of the Airport infrastructure. Federal and State grants provide significant funding for eligible airport capital improvements.

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete the Air Traffic Control Tower (\$14 million) [Est. Completion March 2026]
- Complete the Taxiway Rehabilitation and Lighting (\$3 million) [Est. Completion June 2026]
- Complete the Taxilane Pavement Rehabilitation (\$3 million) [Est. Completion June 2027]
- Develop a sustainable revenue model for the airport to ensure it is self-sufficient, covering the cost of providing services with minimal reliance on general fund support. This can be achieved by optimizing the Airport Rates, Charges, and Fee Schedule. Respond to demand for long-term aeronautical development projects; creation of additional hangar space; provide improved amenities for airport users; and generate additional revenues to support the Airport Fund

Major Accomplishments during the 2023-2025 Biennium

- Completed an update to the Airport Rules and Regulations, Minimum Standards for Commercial Aeronautical Service Providers
- Implemented the Reversion Fee Program as part of the sustainable revenue model
- Applied for and granted more than \$21 million in Airport Capital Improvement Program grants
- Effectively collaborated with airport stakeholder user groups, elected and appointed officials at the local, state, and national levels through presentations, written communications, and personal visits

Significant Changes from the 2023-2025 Biennium

- Realized additional revenue due to the addition of new hangars along with restated and amended month-to-month lease agreements
- Enhanced communication, collaboration, airport awareness, and community engagement through Airport Manager's relationship building with federal and state officials, active participation in memberships with professional organizations to include the Oregon Airport Managers Association, US Contract Tower Policy Board and American Association of Airport Executives

INFRASTRUCTURE
Airport Fund

FIVE YEAR EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Equipment:					
One (1) Café Deck Repair	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Two (2) HVAC Replacement	30,000	-	-	-	-
One (1) HVAC Replacement	-	15,000	-	-	-
Stormwater Repair	100,000	100,000	-	-	-
Total	\$ 160,000	\$ 115,000	\$ -	\$ -	\$ -

Airport Fund
Five Year Capital Improvement Program (CIP) Schedule

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
AP22B - Air Traffic Control Tower	1	\$ 6,427,000	\$ -	\$ -	\$ -	\$ -	\$ 6,427,000
AP25A - Taxiway A & B Rehabilitation & Lighting	1	3,736,800	-	-	-	-	3,736,800
AP26A - Taxiway Rehabilitation	5	2,100,000	-	-	-	-	2,100,000
AP27A - West Apron Rehabilitation	5	-	300,000	3,477,800	-	-	3,777,800
AP28A - Perimeter Fence (Environmental, Design and Construction)	5	-	-	-	-	166,700	166,700
Total		\$ 12,263,800	\$ 300,000	\$ 3,477,800	\$ -	\$ 166,700	\$ 16,208,300

*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		

(This page intentionally left blank)

System Development Charge (SDC) Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 21,158,431	\$ 22,581,700	\$ 24,918,839	\$ 21,590,100	\$ 21,590,100	\$ 21,590,100
Charges for services	40,414,463	34,527,200	42,127,256	36,688,900	36,688,900	36,688,900
Miscellaneous	1,175,914	796,300	2,568,933	638,000	638,000	638,000
TOTAL RESOURCES	\$ 62,748,808	\$ 57,905,200	\$ 69,615,028	\$ 58,917,000	\$ 58,917,000	\$ 58,917,000
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Interfund Transfers	\$ 37,829,969	\$ 48,200,400	\$ 48,024,904	\$ 51,675,500	\$ 51,675,500	\$ 51,675,500
Reserves Future Construction	-	9,704,800	-	7,241,500	7,241,500	7,241,500
TOTAL REQUIREMENTS	\$ 37,829,969	\$ 57,905,200	\$ 48,024,904	\$ 58,917,000	\$ 58,917,000	\$ 58,917,000

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

INFRASTRUCTURE

System Development Charge (SDC) Fund

Overview

The System Development Charges (SDC) Fund is a special revenue fund used to account for the collection of Transportation, Water and Water Reclamation SDCs. These SDCs are recorded as revenues in the SDC Fund. The use of the revenues is accounted for as a transfer out from the SDC fund to the Transportation Construction, Water and Water Reclamation Funds, respectively.

The 2025-2027 Adopted Biennial Budget assumes Engineering News Record (ENR), a construction cost inflation index, fee increases of 1.8% per fiscal year based on the February 2025 report. Actual rates for fiscal year 2025-26 were increased by 2.3% based on the ENR for May 2025.

SDC Methodologies

SDCs are critical resources used to fund transportation, water and water reclamation capital improvements. SDCs are one-time fees charged to new development or change of use in existing buildings when building permits are issued for their fair share of the cost of infrastructure built or needed to serve growth. The SDC fees are established through methodology studies and the current SDCs are collected at 100% of the allowed fee plus annual increases based on ENR. The City went through the process of updating its SDC methodologies in 2024. The methodology update includes a comprehensive review of the transportation, sewer, and water methodologies and project lists to reflect recent master planning efforts and holistic review of the implementation structures for all three SDCs. The updated transportation, water and sewer SDC methodologies were adopted by City Council on May 1, 2024. The SDC rates for a single-family dwelling unit are estimated as follows:

	2024-25 Actuals	2025-26 Actuals	2026-27 Estimate
Transportation SDC	\$9,426	\$9,643	\$9,817
Water SDC	\$7,181	\$7,346	\$7,478
Water Reclamation SDC	\$5,890	\$6,025	\$6,133

Significant Changes from the 2023-2025 Biennial Budget

- The transportation SDC revenue budget includes a 1.8% fee increase assumption, but revenue is projected to decrease. Major development projects in the 2023-2025 biennium resulted in significant one-time revenues that are excluded from the projection base amount

Local Improvement District (LID) Construction Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 633,187	\$ 643,100	\$ 643,663	\$ 666,500	\$ 666,500	\$ 666,500
Miscellaneous	20,951	31,200	42,745	25,300	25,300	25,300
TOTAL RESOURCES	\$ 654,138	\$ 674,300	\$ 686,408	\$ 691,800	\$ 691,800	\$ 691,800
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Interfund Transfers	\$ 10,475	\$ 23,800	\$ 19,900	\$ 12,700	\$ 12,700	\$ 12,700
Reserves Future Construction	-	650,500	-	679,100	679,100	679,100
TOTAL REQUIREMENTS	\$ 10,475	\$ 674,300	\$ 19,900	\$ 691,800	\$ 691,800	\$ 691,800

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

INFRASTRUCTURE

Local Improvement District (LID) Construction Fund

Overview

Local Improvement Districts (LIDs) are formed for the construction of infrastructure to provide direct benefit to property owners in the LID. The construction and financing of LIDs are governed by Oregon Revised Statutes 223.205 to 223.295. In the past, property owners have petitioned the City to form LIDs for wastewater infrastructure to be constructed in areas within the City of Bend that are on septic systems. City engineering staff work with property owners to design the infrastructure, and if the cost is feasible and the assessments to the property owners are affordable, then the City will build the infrastructure and assessments will be levied to the properties that receive benefit.

The Local Improvement District Construction fund accounts for the cost of infrastructure constructed through the LID process. Once construction is complete, the City issues long term debt to reimburse the LID Construction fund and the costs are assessed to the property owners benefited through an assessment process. Currently there are no active LIDs.

The remaining reserve balance in this fund will be used for future LIDs.

**Internal Service Fund - Departmental Administration
Public Works Administration**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Interfund transfers	\$ -	\$ -	\$ -	\$ 749,200	\$ 749,200	\$ 749,200
TOTAL RESOURCES	\$ -	\$ -	\$ -	\$ 749,200	\$ 749,200	\$ 749,200
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ -	\$ -	\$ -	\$ 744,400	\$ 736,200	\$ 736,200
Total Infrastructure Program	-	-	-	744,400	736,200	736,200
Contingency	-	-	-	4,800	13,000	13,000
TOTAL REQUIREMENTS	\$ -	\$ -	\$ -	\$ 749,200	\$ 749,200	\$ 749,200
Authorized Full Time Equivalents			0.00			0.00
Allocated Full Time Equivalents			0.00			2.00

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

INFRASTRUCTURE

Public Works Administration

Overview

The Public Works Administration is accounted for as a division of the Internal Service Fund – Department Administration and provides support services to the operational departments within Public Works: Engineering, Fleet, Transportation & Mobility, and Water Services as well as providing support for some of the Facility Services and Central Administration (i.e. OPM, IT) that will be partially housed at the new Public Works Campus. This centralized administration will allow these departments to work as one coordinated group, while allowing each department to focus on its specific regulatory areas of authority and expertise. The primary roles of this centralized service are to administer the human, physical, digital and data resources of Public Works, to help facilitate data-driven decision-making by the various departmental management teams, and to support the day-to-day operations of the new Public Works Campus in areas such as HR, and Communications.

Goals & Objectives for the 2025–2027 Biennial Budget

- Actively participate and include teams’ input in Public Works Campus and fleet facility design
- Provide centralized coordinated services for the Public Works Departments focused on asset management, IT, warehouse, communications and human resources
- Develop and refine the administrative support functions for the new Public Work Campus

Major Accomplishments during the 2023–2025 Biennium

- The new Public Works Campus construction commenced in the last biennium. The City prioritized the design of the new buildings, permitting, and getting the construction started to meet the move-in date prior to the end of the 2025 calendar year
- A review determined which administrative functions should be centralized and which should remain in the operational department budgets. This led to the creation of a centralized Human Resources Manager and Communications Manager as well as the development of the resources needed for the new warehouse

Significant Changes from the 2023–2025 Biennial Budget

- This is a new budget that is being created for the 2025-2027 biennium. Previous budgets and costs were integrated into the various operational departmental budgets and are now being consolidated into this new administrative budget

**Internal Service Fund - Departmental Administration
Public Works Warehouse**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Interfund transfers	-	-	-	2,424,000	2,424,000	2,424,000
TOTAL RESOURCES	\$ -	\$ -	\$ -	\$ 2,424,000	\$ 2,424,000	\$ 2,424,000
REQUIREMENTS						
<i>By Category:</i>						
Infrastructure Program						
Personnel services	\$ -	\$ -	\$ -	\$ 868,400	\$ 856,200	\$ 856,200
Materials & services	-	-	-	206,400	206,400	206,400
Capital outlay	-	-	-	65,000	65,000	65,000
Total Infrastructure Program	-	-	-	1,139,800	1,127,600	1,127,600
Interfund Transfers	-	-	-	1,274,200	1,274,200	1,274,200
Contingency	-	-	-	10,000	22,200	22,200
TOTAL REQUIREMENTS	\$ -	\$ -	\$ -	\$ 2,424,000	\$ 2,424,000	\$ 2,424,000

Authorized Full Time Equivalents	1.00	2.00
Allocated Full Time Equivalents	0.00	2.00

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

INFRASTRUCTURE

Public Works Warehouse

Overview

The Public Works Warehouse program is accounted for as a division of the Internal Service Fund – Departmental Administration and provides receiving, storage, issuing, and consumption data of critical supplies for operating and central services departments.

Goals & Objectives for the 2025–2027 Biennial Budget

- Establish warehouse inventory within Hexagon Enterprise Asset Management (EAM) materials module. Ensure all component data is collected, clean, with accurate on-hand inventory quantities
- Create warehouse ops Standard Operating Procedures (SOPs); ensure Public Works employees are trained to interact with warehouse
- Ensure staff receive quality training that keeps skills current with industry standards

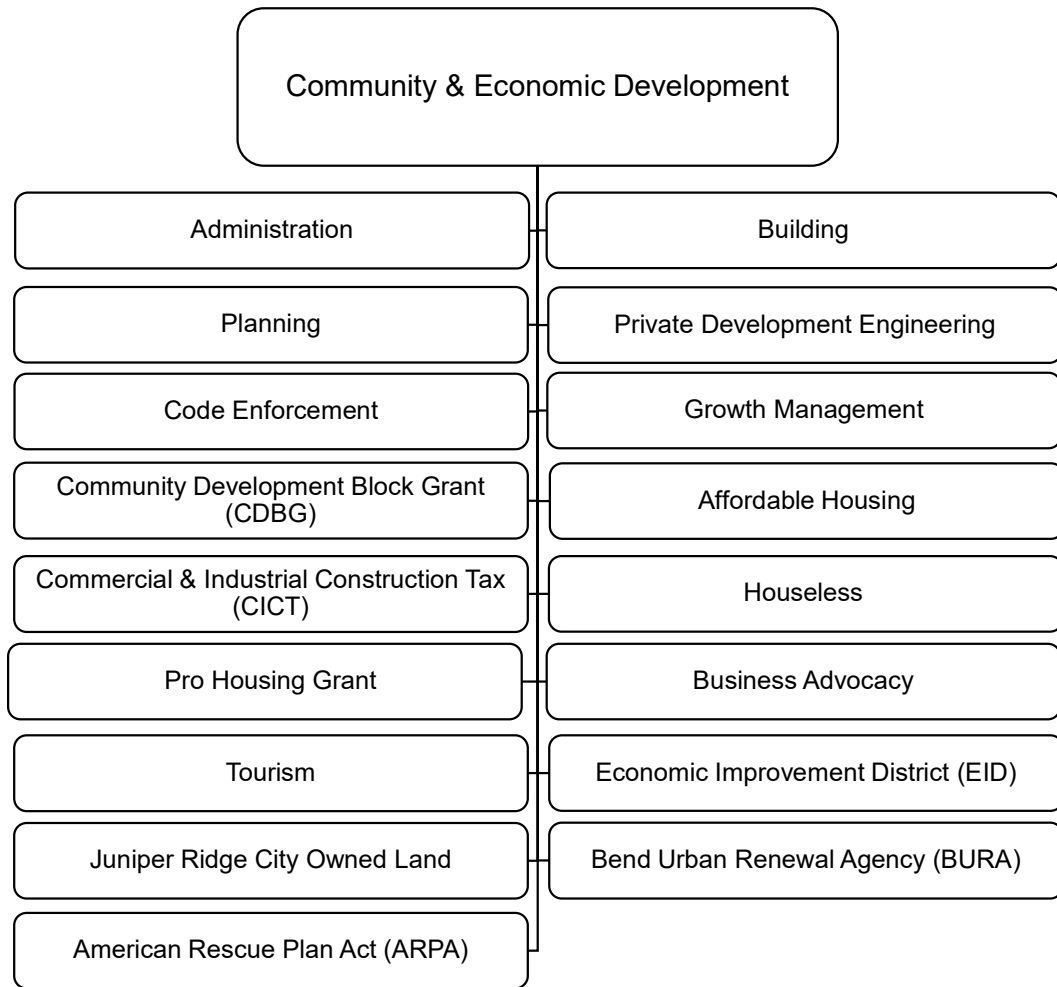
Major Accomplishments during the 2023–2025 Biennium

- Created warehouse and outdoor covered storage area storage racking design/layout
- Identified personnel needs and hired warehouse supervisor
- Identified personnel needs for the job description related to the warehouse technician position
- Identified Hexagon EAM as suitable for material management function

Significant Changes from the 2023–2025 Biennial Budget

- This is a new budget created for the 2025-2027 biennium. Previously, warehouse duties were individually managed within each operational budget, but is now being centralized with the move to the new Public Works Campus
- Created new Warehouse Department with one (1.0) Warehouse Supervisor FTE and one (1.0) Warehouse Technician FTE

**COMMUNITY & ECONOMIC DEVELOPMENT
SERVICE AREA**



Community and Economic Development Department (CEDD) Administration

This Internal Service Fund accounts for the administrative support of the various Community and Economic Development departments and functions.

Building and Planning

Activities for these funds include managing building inspections and permitting, accounting for current planning activities, and reviewing new development plans, plats and partitions for compliance.

Private Development Engineering

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

Code Enforcement

Expenditures related to the Code Enforcement program are accounted for in the General Fund. Code Enforcement's mission is to protect the safety and health of the community by ensuring compliance with the City's land use and building codes.

Continued on the next page

Growth Management

Growth Management identifies and manages activities of a long-term nature including land use, public facility and transportation planning.

Community Development Block Grant (CDBG)

This fund accounts for the City's Community Development Block Grant program which is funded by CDBG direct entitlement and other grant funds allocated through the U.S. Department of Housing and Urban Development.

Affordable Housing

This fund accounts for the City's Affordable Housing program which is funded by an affordable housing fee assessed on building permits.

Commercial & Industrial Construction Tax (CICT)

This fund accounts for the collection of an additional fee of 1/3 of 1% of the total building permit valuation for commercial and industrial building permits issued by the City. Under State law, these funds are collected in the General Fund then transferred to the CICT program to manage revenue and expenses.

Houseless

This fund accounts for all revenues and expenditures related to owning and operating shelters, managing the right of way and related services and support to the community along the housing continuum. This fund is primarily grant funded.

PRO Housing Grant

This is a new fund created in 2024 to account for the Pathways to Removing Obstacles (PRO) Housing grant awarded by the U.S. Department of Housing (HUD) to increase housing production within the City, including land acquisition, home construction, and assessment of programs and policies affecting availability.

Business Advocacy

This fund is responsible for implementing the Bend Economic Development Advisory Board's Strategic Plan.

Tourism

This fund accounts for the expenditure of room tax revenues dedicated to tourism promotion.

Economic Improvement District (EID)

This fund accounts for collection and payment of assessments for the Economic Improvement District created for the maintenance and beautification of downtown Bend.

Juniper Ridge City Owned Land

The Juniper Ridge City-Owned Land program of the General Fund accounts for the operating costs to manage the entire 1,500 acres of city-owned land in Juniper Ridge, as well as fund activities related to future development of the approximately 509 acres within the URA. The Juniper Ridge City-Owned Land Fund is funded by land sale revenue from property sold within the Juniper Ridge Urban Renewal Area (URA).

Bend Urban Renewal Agency (BURA)

These funds account for the activities of the City's urban renewal districts. The Juniper Ridge Construction and Debt Service Funds account for the activities of the City's Juniper Ridge urban renewal district. The Murphy Crossing Construction and Debt Service Funds account for the activities of the City's Murphy Crossing urban renewal district. The Core Area Construction and Debt Service Funds account for the activities of the City's Core Area Tax Increment Finance Area.

American Rescue Plan Act (ARPA)

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

**Internal Service Fund - Departmental Administration
Community and Economic Development (CEDD) Administration**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 781,413	\$ 752,200	\$ 1,041,405	\$ 1,229,300	\$ 1,229,300	\$ 1,229,300
Licenses and permits	633,203	636,000	834,408	823,600	823,600	823,600
Intergovernmental revenues	-	150,000	-	-	-	-
Charges for services	332,431	342,200	354,542	333,200	333,200	333,200
Miscellaneous	15,600	-	16,955	-	-	-
Interfund transfers	4,877,357	6,858,200	7,006,427	7,403,200	7,403,200	7,403,200
TOTAL RESOURCES	\$ 6,640,004	\$ 8,738,600	\$ 9,253,737	\$ 9,789,300	\$ 9,789,300	\$ 9,789,300
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 4,375,727	\$ 6,969,100	\$ 6,393,612	\$ 7,448,600	\$ 7,373,100	\$ 7,373,100
Materials & services	244,578	405,900	351,023	299,300	299,300	299,300
Total Community & Econ Dev. Program	4,620,305	7,375,000	6,744,635	7,747,900	7,672,400	7,672,400
Interfund Transfers	978,294	1,313,400	1,279,800	2,009,600	2,009,600	2,009,600
Contingency	-	50,200	-	31,800	107,300	107,300
TOTAL REQUIREMENTS	\$ 5,598,599	\$ 8,738,600	\$ 8,024,435	\$ 9,789,300	\$ 9,789,300	\$ 9,789,300

Authorized Full Time Equivalent	22.75	22.75
Allocated Full Time Equivalent	21.40	21.85

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

COMMUNITY & ECONOMIC DEVELOPMENT

Community and Economic Development (CEDD) Administration

Overview

The Community and Economic Development Department (CEDD) Administration, Licensing, and Development Services divisions provide support services to the operational divisions within CEDD: Building, Planning, Private Development Engineering (PDE), Growth Management, and Code Enforcement. These divisions enable CEDD to work as one coordinated department, while allowing each division to focus on its specific regulatory areas of authority and expertise. The primary roles of these divisions are to administer the human, physical, digital and data resources of CEDD, to facilitate data-driven decision-making by CEDD management, to operate the CEDD Permit Center, and to manage City licensing and special programs.

Goals & Objectives for the 2025-2027 Biennial Budget

- Implement the Commercial System Development Charges (SDC) Deferral program, which is the third phase of deferral program updates established as part of SDC Methodology updates
- Establish a formalized program for SDC Credits provided for constructing qualified public improvements
- Establish enforcement process for Performance Agreements
- Modifications to the code for short term rental licensing to clean up outstanding items
- Work with Risk and Emergency Management to improve the process for licensing qualified contractors & bring City practices in alignment with other jurisdictions in the state
- Implement the next phase of the Transportation Fee as it links to business registrations; it is anticipated there will be an increase in registrations overall due to the increased transportation fee assessment for unregistered businesses
- Complete initiation of all continuous improvement efforts identified by the development community and continue to refine/improve through the upcoming biennium and beyond
- Review, update, and create standard policies and procedures to accommodate internal and external customer needs, with a focus on diversity, equity, inclusion, and accessibility

Major Accomplishments during the 2023-2025 Biennium

- Together with the City Manager's Office and other City Departments, completed the System Development Charges Methodology update; completely overhauled all SDC programs and processes as a result
- The Licensing team provided key services to the City's Transportation department by adding a new process requiring wastewater reports, which inform the Transportation Fee
- The Licensing team was the first in the City to make all of their forms accessible
- Reorganized workload on the permit counter by shifting major duties across staff & streamlining FTE need in the unit
- Together with the City Manager's Office and in response to feedback from the development community, implemented a continuous improvement project across the department

Significant Changes from the 2023-2025 Biennial Budget

- One (1) new Urban Forester position to assist with implementing the City's Tree Code that was adopted in August 2024
- One (1) position transferred from the Building Safety Division to Admin/Development Services
- One (1) position transferred from the Admin/Development Services to the City Manager's Office for an Economic Development Manager
- One (1) Senior Administrative Assistant position was reclassified to a Department Purchasing Coordinator position
- One (1) Executive Assistant/HR Liaison position was reclassified to an HR Manager position to support the City Manager's Office Human Resources restructuring efforts

(This page intentionally left blank)

Building Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 12,455,177	\$ 10,307,700	\$ 12,467,221	\$ 13,379,400	\$ 13,379,400	\$ 13,379,400
Licenses and permits	10,280,892	12,115,900	13,469,616	18,723,100	18,723,100	18,723,100
Charges for services	6,874,539	5,872,500	8,429,515	9,692,500	9,692,500	9,692,500
Miscellaneous	398,075	282,200	830,606	596,100	596,100	596,100
TOTAL RESOURCES	\$ 30,008,683	\$ 28,578,300	\$ 35,196,958	\$ 42,391,100	\$ 42,391,100	\$ 42,391,100
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 11,134,797	\$ 14,070,700	\$ 13,221,157	\$ 15,610,700	\$ 15,443,900	\$ 15,443,900
Materials & services	589,576	931,900	728,052	986,300	986,300	986,300
Total Community & Econ Dev. Program	11,724,373	15,002,600	13,949,209	16,597,000	16,430,200	16,430,200
Interfund Transfers	5,817,089	7,989,200	7,868,394	8,940,600	8,940,600	8,940,600
Contingency	-	5,586,500	-	16,853,500	17,020,300	17,020,300
TOTAL REQUIREMENTS	\$ 17,541,462	\$ 28,578,300	\$ 21,817,603	\$ 42,391,100	\$ 42,391,100	\$ 42,391,100

Authorized Full Time Equivalents	43.00	43.00
Allocated Full Time Equivalents	44.00	44.00

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

COMMUNITY & ECONOMIC DEVELOPMENT

Building Fund

Overview

The Building Program is comprised of the Building Safety and Electrical programs and serves as the clearinghouse for all construction permitting through a shared permitting software platform that includes coordination with Planning, Engineering, Utilities, Fire, State of Oregon Department of Environmental Quality, Deschutes County Environmental Health and Sanitation, and State of Oregon Department of Agriculture. The control measures are permit issuance and certificate of occupancy. Without clearance from all affected agencies, permits and occupancies are not issued. This provides a high level of accountability and quality control for regulating development services.

Goals & Objectives for the 2025-2027 Biennial Budget

- Implement process to allow for bulk uploading of application files which will reduce applicant upload time and allow for more efficient staff review of the application files
- Enhance public outreach and communications related to the existing permitting process and new programs being implemented
- Continue preparing the division for disaster response by equipping response teams with Go Bags and upgrading the communication equipment to ensure reliable communication during an event. Go Bags include gloves, flashlights, placards, evaluation paperwork, clipboards, pens, duct tape, staplers, yak tracks, and Applied Technology Council (ATC) handbooks. Develop procedures for a Continuity of Operations Plan (COOP) to maintain essential functions. Purchase mobile Department Operations Center (DOC) equipment, including mobile building department truck, trailer, generator, printers, tables, lighting, and canopies to facilitate displaced response coordination
- Implement new State requirements for wildfire resilience

Major Accomplishments during the 2023-2025 Biennium

- Enhanced the Prescreen program to catch application errors earlier in the permitting process resulting in faster review times
- Implemented “next day permits” saving 1-2 days for the customer in permit processing
- Implemented process improvements within the permitting software which removed barriers for customers when requesting inspections – removed inspection hierarchy
- Enhanced public outreach and communications related to the existing permitting process and new programs being implemented
 - Hosted a booth at the Skilled Trades Fair for the High Desert Education Service District
 - Participated in a job fair for secondary school students at Caldera High School
- Continued to bolster Master/Reissue Permit Program to allow ‘options’, site plans and commercial projects such as apartment buildings, creating more efficiency for customers and staff by decreasing the number of permit applications going through the review process

- Continued to participate as a member of the state-wide work group focusing on reducing barriers to developing childcare facilities across Oregon relating to HB2727
- Launched the Pre-approved Accessory Dwelling Unit (ADU) program providing access to customers for a free and approved plan set for an ADU

Significant Changes from the 2023-2025 Biennial Budget

- 20% fee increase over the biennium to move towards aligning fees with the cost-of-service delivery and to support plan review work that has become more complex with increased housing density and demands of redevelopment

COMMUNITY & ECONOMIC DEVELOPMENT
Building Fund

FIVE YEAR VEHICLE PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) Vehicle Replacement	\$ -	\$ -	\$ 45,000	\$ -	\$ -
Three (3) Vehicle Replacements	\$ -	\$ -	\$ -	\$ -	\$ 142,500
Total	\$ -	\$ -	\$ 45,000	\$ -	\$ 142,500

Planning Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 3,802,822	\$ 2,976,800	\$ 3,174,231	\$ 1,131,000	\$ 1,131,000	\$ 1,131,000
Licenses and permits	146,632	232,400	105,254	76,000	76,000	76,000
Intergovernmental revenues	12,800	30,000	20,110	-	-	-
Charges for services	7,037,275	9,202,400	6,601,838	6,832,700	6,832,700	6,832,700
Miscellaneous	125,807	89,200	136,668	-	-	-
Interfund transfers	196,069	400,000	400,000	400,000	400,000	400,000
General fund subsidy	-	-	-	1,440,000	1,340,000	1,340,000
TOTAL RESOURCES	\$ 11,321,405	\$ 12,930,800	\$ 10,438,101	\$ 9,879,700	\$ 9,779,700	\$ 9,779,700
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 4,913,145	\$ 6,661,300	\$ 5,101,466	\$ 5,770,600	\$ 5,677,400	\$ 5,677,400
Materials & services	260,990	381,000	228,061	333,300	333,300	333,300
Total Community & Econ Dev. Program	5,174,135	7,042,300	5,329,527	6,103,900	6,010,700	6,010,700
Interfund Transfers	2,973,039	4,147,500	3,977,553	3,753,600	3,753,600	3,753,600
Contingency	-	1,741,000	-	22,200	15,400	15,400
TOTAL REQUIREMENTS	\$ 8,147,174	\$ 12,930,800	\$ 9,307,080	\$ 9,879,700	\$ 9,779,700	\$ 9,779,700

Authorized Full Time Equivalents	18.00	18.00
Allocated Full Time Equivalents	16.50	16.50

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

COMMUNITY & ECONOMIC DEVELOPMENT

Planning Fund

Overview

The Planning program establishes and maintains the land use framework within which businesses and residents conduct their daily activities. It is responsible for implementing state-mandated requirements for comprehensive planning and zoning, public facilities planning and development review. The program includes multiple sub-programs designated to accomplish this work: Development Review, Sign Code Permitting, Historic Preservation and Code administration. The Planning program ensures the City's compliance with the Oregon Revised Statutes, Oregon Administrative Rules, Oregon case law, Bend Comprehensive Plan, Public Facilities Plans, the Bend Development Code, Bend Code, Historic Preservation Code, and the Sign Code.

Planning provides a vital economic development role in the City by providing the land use permits necessary for commercial and residential construction and for land divisions. This program continually strives to streamline processes and minimize unnecessary regulations to reduce delay and eliminate uncertainty. As part of its work, the program also:

- Reviews all land development in the City
- Serves as the venue for public participation and due process in land development
- Maintains and updates the Bend Development Code, Historic Preservation Code, and Sign Code
- Oversees the Historic Preservation Program and Planning Commission
- Interacts with developers of potential small to large-scale projects to foster economic development opportunities and goals

Goals & Objectives for the 2025-2027 Biennial Budget

- Meet planning review targets set by application type
 - Type I applications: 30 days
 - Type II applications: 60 days
 - Type III applications: 75 days
 - Permanent sign applications: 14 days
- Complete annual Development Code updates to reflect state mandates, Council goals, and to achieve internal consistency among development regulations, including:
 - Expanding options for more Accessory Dwelling Units
 - Updating Sign Code standards for portable signs and murals
- Provide at least one report to Council on outcome of the updated tree preservation standards
- Evaluate options to expand pre-application services
- Provide ongoing educational resources/outreach about Development Code and process updates, focusing on changes to facilitate more housing options

Major Accomplishments during the 2023-2025 Biennium

- Average review times for Type I, II, and III Planning applications were below targets
- Restructured Planning fees to ensure that cost of service is captured accurately for the type of projects reviewed
- Increased coordination with Private Development Engineering division to implement several aspects of the Continuous Improvement Plan
- Implemented Development Code updates to appropriately reflect state mandates and Council goals including:
 - Updated tree preservation standards that balance housing production with natural resource preservation
 - Updated and streamlined development standards and approval criteria for middle housing land divisions
 - Worked to implement requirements of multiple Senate and House Bills to facilitate and streamline housing development
 - Prohibit new auto-dependent uses in the Convenience Commercial Zone
 - Implemented Climate-Friendly and Equitable Communities (CFEC) rules to require significant tree canopy in large parking areas
 - Updated and clarified wide-ranging Development Code standards based on staff and external stakeholder input

Significant Changes from the 2023-2025 Biennial Budget

- Reviewed and implemented fee increases at six-month intervals of the biennium to move towards aligning fees with the cost-of-service delivery and to support Planning work that has become more complex with increased housing density, additional state mandates, and demands of redevelopment. Fee increases were reviewed at each interval by senior department staff, the Finance and Budget team, and the Bend Economic Development Advisory Board
- The Planning Fund will receive a new General Fund subsidy for additional support as revised program fees are implemented. The proposed General Fund contribution of \$1.44 million was reduced by \$50,000 per year and is approved and adopted at \$1.34 million for the biennium
- Due to funding constraints of the Planning Fund, 1.5 FTE staffing have been re-deployed to other City Departments to assist with the work required in long range planning and other citywide planning related efforts

(This page intentionally left blank)

Private Development Engineering Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 4,594,639	\$ 4,421,500	\$ 4,731,802	\$ 4,262,700	\$ 4,262,700	\$ 4,262,700
Licenses and permits	1,112,561	1,181,500	1,336,609	2,187,000	2,187,000	2,187,000
Charges for services	5,503,708	6,075,100	6,061,612	7,309,300	7,309,300	7,309,300
Miscellaneous	176,469	133,000	308,691	143,200	143,200	143,200
Interfund transfers	578,750	560,000	560,000	560,000	560,000	560,000
TOTAL RESOURCES	\$ 11,966,127	\$ 12,371,100	\$ 12,998,714	\$ 14,462,200	\$ 14,462,200	\$ 14,462,200
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 4,308,074	\$ 5,723,400	\$ 5,503,935	\$ 6,963,600	\$ 6,891,100	\$ 6,891,100
Materials & services	138,385	365,500	322,623	204,200	204,200	204,200
Total Community & Econ Dev. Program	4,446,459	6,088,900	5,826,558	7,167,800	7,095,300	7,095,300
Interfund Transfers	2,787,866	2,926,900	2,909,428	3,516,200	3,516,200	3,516,200
Contingency	-	3,355,300	-	3,778,200	3,850,700	3,850,700
TOTAL REQUIREMENTS	\$ 7,234,325	\$ 12,371,100	\$ 8,735,986	\$ 14,462,200	\$ 14,462,200	\$ 14,462,200

Authorized Full Time Equivalents	19.00	19.00
Allocated Full Time Equivalents	19.00	19.00

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

COMMUNITY & ECONOMIC DEVELOPMENT

Private Development Engineering Fund

Overview

Private Development Engineering (PDE) staff are dedicated to ensuring that new development in the City of Bend meets the goals of the community while protecting the City's vital infrastructure. This requires collaboration between the Planning and Building Safety Divisions, the Transportation and Mobility Department, and the Water Services Department. Staff work closely with engineering consulting firms, land developers, and private landowners, to provide guidance through the City of Bend development processes, and to coordinate new development efforts with other local, state, and federal agencies.

PDE staff review all new private development plans and survey plats for engineering accuracy and compliance with City of Bend standards and specifications. Staff reviews new development including all commercial and industrial sites, residential subdivisions, schools, and parks. PDE is generally responsible for elements of most types of building and planning permits as well as all Right of Way (ROW) permits within the Urban Growth Boundary (UGB).

Goals & Objectives for the 2025-2027 Biennial Budget

- Continuous review and improvements of coordination efforts between the City and its jurisdictional partners including the Oregon Department of Transportation, Deschutes County, Avion Water, Roats Water and the local irrigation districts, and franchise utilities, including Pacific Power, Central Electric Co-op, Cascade Natural Gas, TDS, and Lumen
- Updates to standard operating procedures (SOPs) and onboarding documents to improve permit review consistency and decrease staff onboarding time
- Continue to be flexible in response to code updates resulting from new state mandates, including but not limited to Climate Friendly and Equitable Communities (CFEC)
- Continue regular queue check-ins to support permit review time goals
- Perform updates of the Bend Standards and Specifications document through collaboration with the Engineering/Engineering & Infrastructure Planning Department (EIPD), Water Services, and Transportation and Mobility Departments

Major Accomplishments during the 2023-2025 Biennium

- Completed regular updates to CityView permitting software processes in coordination with Planning and Building Safety divisions
- Worked with Community and Economic Development Department (CEDD) leadership and the Central Oregon Builders Association (COBA) to implement continuous improvements to the permitting process, including setting permit review time goals and tracking

- Instituted weekly division queue reviews to support timely review of permits. Generally met permit review goal times even with regular staff turnover within PDE
- Updated Standards and Specifications document in coordination with Engineering/EIPD
- Updated Transportation Analysis Memo template and review process in coordination with Planning Division
- Implemented permitting processes and SOP documents to accommodate new state housing regulations

Significant Changes from the 2023-2025 Biennial Budget

- The allocation for mobile phones and computers has been reduced and streamlined. The budgets for trainings, licensing and dues have been reallocated to account for more staff requiring trainings and certifications to maintain licenses
- Budget includes a 10% fee increase for the first half of the 2025-2026 year of the biennium, a 5% increase for the second half. A 5% fee increase for the first half of the 2026-2027 year of the biennium to align fees with the cost of service delivery and to support permit review work that has become more complex with housing density and demands of redevelopment

COMMUNITY & ECONOMIC DEVELOPMENT
Private Development Engineering Fund

FIVE YEAR VEHICLE PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
Two (2) Vehicle Replacements	\$ -	\$ -	\$ 88,000	\$ -	\$ -
One (1) Vehicle Replacement	\$ -	\$ -	\$ -	\$ 46,000	\$ -
Total	\$ -	\$ -	\$ 88,000	\$ 46,000	\$ -

**General Fund
Code Enforcement**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 1,164,423	\$ 1,331,900	\$ 1,153,294	\$ 1,124,500	\$ 1,114,900	\$ 1,114,900
Materials & services	31,955	93,100	58,368	90,800	90,800	90,800
Capital outlay	19,740	-	-	-	-	-
Total Community & Econ Dev. Program	1,216,118	1,425,000	1,211,662	1,215,300	1,205,700	1,205,700
Interfund Transfers	339,117	438,600	434,049	500,800	500,800	500,800
TOTAL REQUIREMENTS	\$ 1,555,235	\$ 1,863,600	\$ 1,645,711	\$ 1,716,100	\$ 1,706,500	\$ 1,706,500

Authorized Full Time Equivalents	4.00	4.00
Allocated Full Time Equivalents	3.00	3.00

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

COMMUNITY & ECONOMIC DEVELOPMENT

Code Enforcement

Overview

The City of Bend's Code Enforcement Division protects the health and safety of the City's residents, visitors, and community livability by ensuring compliance with Bend's land-use, environmental and building codes. The City ensures code compliance by emphasizing voluntary compliance and by penalizing code violators who do not comply.

The division ensures compliance with the Bend Municipal Code, Bend Development Code and State of Oregon Specialty Codes. Code Enforcement staff provide the following customer services: inspections, enforcement actions, and in-person customer relations. In order to provide a professional level of service, staff maintain proper certifications including required continuing education credits.

Goals & Objectives for the 2025-2027 Biennial Budget

- Verify 95% of complaints submitted through the City's online permit center within two business days of receipt
- Ensure that 95% of past due items are less than 30 days past due
- Maintain a minimum of 35% proactive enforcement cases
- Strive for 90% or higher voluntary enforcement case compliance
- Inspect 300 tax lots per assigned area for wildfire hazard each year
- Meet 5-year goal to conduct wildfire mitigation inspections on 25% of all tax lots
- Increase proactive nuisance complaint enforcement

Major Accomplishments during the 2023-2025 Biennium

- 89.6% of incoming complaints were processed within two business days
- All activities were reviewed and/or addressed within 30 days of due date
- 43% of all cases were proactive mostly due to Home Energy Score program
- Inspected over 6,000 tax lots for wildfire hazards
- 99.9% voluntary compliance rate on all code enforcement violations
- Redirected one FTE to Transportation & Mobility Department in the form of a "Lead Health and Safety Coordinator" to provide supervision with day-to-day operations

**General Fund
Growth Management**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Intergovernmental revenues	\$ 80,820	\$ -	\$ -	\$ -	\$ -	\$ -
Charges for services	522,515	1,629,900	535,358	529,000	529,000	529,000
TOTAL RESOURCES	\$ 603,335	\$ 1,629,900	\$ 535,358	\$ 529,000	\$ 529,000	\$ 529,000
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 851,794	\$ 1,069,700	\$ 1,334,929	\$ 2,250,800	\$ 2,230,800	\$ 2,230,800
Materials & services	319,359	818,200	106,266	2,077,500	2,077,500	2,077,500
Total Community & Econ Dev. Program	1,171,153	1,887,900	1,441,195	4,328,300	4,308,300	4,308,300
Interfund Transfers	956,072	767,800	757,517	599,600	599,600	599,600
TOTAL REQUIREMENTS	\$ 2,127,225	\$ 2,655,700	\$ 2,198,712	\$ 4,927,900	\$ 4,907,900	\$ 4,907,900

Authorized Full Time Equivalents	6.00	6.00
Allocated Full Time Equivalents	4.75	5.74

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

COMMUNITY & ECONOMIC DEVELOPMENT

Growth Management

Overview

Growth Management is a division of the Community and Economic Development Department (CEDD). The Growth Management Division (GMD) focuses on city-wide or sub-city plans spanning land use, public facilities, and transportation planning. The specific focus of the division's work is directed by City Council priorities, but GMD will continue evolving into a long-range planning program around the subject areas of outreach and growth monitoring. GMD also plays a key support role for other departments in their major projects and programs.

GMD is responsible for the following:

- Creating and implementing long-range land use and infrastructure plans per state law and City Council goals
- Incorporating the community's increasing desire for forward looking plans, community involvement, and bringing innovative ideas and trends into the City's policies and practices
- Influencing new legislation and statewide rules to achieve City Council objectives
- Implementing new statewide planning laws and rules such as Climate Friendly and Equitable Communities (CFEC) rules and Oregon Housing Needs Analysis (OHNA)

Statewide planning laws now require Bend to update long-range housing plans on an ongoing 8-year cycle. For example, the City's Housing Capacity Analysis must be adopted before December of 2027. The new CFEC rules and ongoing adoption of OHNA rules will be met through outward-facing community planning projects in this biennium. The projects will align meeting state requirements and multiple City Council goals. GMD will involve people who have been historically underserved, as well as key agencies, groups, and interested parties. While most of GMD's staff time is spent achieving Council goals, they also support many other departments including CEDD, Housing, Economic Development, Engineering, Water Services, Equity, Communications, Transportation and Mobility, and the City Manager's Office.

GMD is funded by the General Fund, the long-range planning surcharge fee which is assessed to certain permits issued in the Community Development Department, and the Transportation Construction Fund. Staff are assigned projects based on Council Goals, and their funding depends on what type of projects they support. Projects and programs related to housing and employment needs and capacity, and the analysis of changes to land use patterns in the current Urban Growth Boundary (UGB) are funded by the General Fund and the long-range planning surcharge fee. Transportation work, including the transportation system planning embedded in the CFEC rules and support for other transportation-related projects and initiatives are funded out of the Transportation Construction Fund.

Goals & Objectives for the 2025-2027 Biennial Budget

- Contract for professional services to begin working on the growth plan to address applicable City Council goals, state laws and rules and adopt documents that serve as a foundation for guiding Bend's growth

- Locally adopt a Contextualized Housing Needs Analysis, Employment Opportunities Analysis, Buildable Lands Inventory, and Phase 1 of a Housing Capacity Analysis
- Receive policy guidance from the City Council on transportation goals, performance standards to meet the state’s requirements to reduce Vehicle Miles Traveled through land use and transportation systems
- Support and organize work to support other Council goals and projects including public facility and airport planning, the Council’s legislative agenda, state rulemaking, aligning the Metropolitan Planning Organization and City objectives, and assist with projects related to climate, fire resilience, equity and outreach

Major Accomplishments during the 2023-2025 Biennium

- Completed and adopted the City’s requirements implementing House Bill 3318 paving the way for development of the Stevens Road Tract to deliver additional supplies of affordable and market rate dwellings
- Adopted the one-time Urban Growth Boundary (UGB) expansion for Caldera Ranch which paves the way for additional supplies of affordable and market rate dwellings
- Mostly completed the “People Streets” grant-funded project guiding future implementation actions to allow more pedestrian-focused transportation facilities in Bend
- Finished a City Council and Department of Land Conservation and Development (DLCD) approved Climate Friendly Areas Study which received a community engagement award from DLCD
- Continued to provide support for the airport, sewer collection system’s master plan, Council’s legislative agenda, and large development proposals
- Multiple staff served and continue to serve on Oregon Housing Needs Analysis statewide rulemaking committees to influence how cities and Bend plan for future housing needs
- Adjusted the PRO Housing grant deliverables to align with deliverables of the growth plan after not receiving the full grant amount

Significant Changes from the 2023-2025 Biennial Budget

- The passage of HB 2001 (Oregon Housing Needs Analysis) resulted in significant new rulemaking (still underway) that directly impacts how and when work can be done within the growth plan. The rulemaking held back the growth plan so public funds and the community’s time were not wasted by having to redo work. The timing shift also allowed the City to advance work with the Oregon Department of Transportation on obtaining transportation system inventories for use in multiple city efforts including an update of the Transportation Systems Plan which saves considerable local resources
- In place of the growth plan, GMD performed other Council Goals and priorities such as completing the Stevens Road Tract, Climate Friendly Areas Study, and one-time UGB expansion for Caldera Ranch
- Included in the city-wide budget is \$3 million for funding the growth plan addressing future housing and employment land needs, land use and infrastructure modeling, public engagement, urbanization, transportation, and public infrastructure planning. Roughly two-thirds of the budget

(\$2 million) is included in the General Fund's Growth Management budget. The other \$1 million of costs related to the transportation system plan requirements, modeling and community engagement are included in the Transportation Construction Fund budget presented in the Infrastructure service area of the budget document

- The Long-Range Planning surcharge, which is charged as a percentage of planning and private development engineering fees and is recorded in the General Fund, is increasing from 4% of permit fees to 10% to support the costs of long-range planning activities

Community Development Block Grant (CDBG) Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 17,953	\$ 250,000	\$ 15,109	\$ 863,700	\$ 863,700	\$ 863,700
Intergovernmental revenues	1,323,687	2,002,700	2,782,888	1,212,200	1,212,200	1,212,200
Miscellaneous	654,017	500,400	308,207	180,400	180,400	180,400
Interfund transfers	217,000	157,400	60,000	-	-	-
Short-term loan proceeds from City GF	104,000	200,000	117,000	200,000	200,000	200,000
TOTAL RESOURCES	\$ 2,316,657	\$ 3,110,500	\$ 3,283,204	\$ 2,456,300	\$ 2,456,300	\$ 2,456,300

	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 348,988	\$ 316,300	\$ 315,062	\$ 381,800	\$ 377,800	\$ 377,800
Materials & services	1,704,360	2,227,700	1,961,609	1,071,600	1,071,600	1,071,600
Total Community & Econ Dev. Program	2,053,348	2,544,000	2,276,671	1,453,400	1,449,400	1,449,400
Interfund Transfers	141,200	111,800	111,800	75,200	75,200	75,200
Debt Service	107,000	450,000	31,000	200,000	200,000	200,000
Contingency	-	4,700	-	727,700	731,700	731,700
TOTAL REQUIREMENTS	\$ 2,301,548	\$ 3,110,500	\$ 2,419,471	\$ 2,456,300	\$ 2,456,300	\$ 2,456,300

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.99	0.99

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

COMMUNITY & ECONOMIC DEVELOPMENT

Community Development Block Grant (CDBG) Fund

Overview

Signed into law by President Ford in August 1974, Title I of the Housing and Community Development Act created a federal block grant funding program. The Community Development Block Grant (CDBG) fund has been continually reauthorized by Congress since it started on January 1, 1975.

The CDBG program's stated purpose is: *"The development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income."*

CDBG is funded by the U.S. Department of Housing and Urban Development (HUD). The CDBG Fund provides, on an annual basis, an allocation of funds to local governments for a wide-range of eligible housing and community development activities. The City of Bend is an "entitlement city" which means it automatically receives the federal money based on a formula that takes into consideration the community needs, including the extent of poverty, population, housing overcrowding, age of housing and population growth lag in relationship to other metropolitan areas. The total funds available to the City of Bend vary each year.

Goals and Objectives for the 2025-2027 Biennial Budget

- Target outreach towards low- and moderate-income households with persons that identify as Black, Indigenous, and People of Color, disabled, and/or homeless, after confirming best practice from organizations that support these populations
- Complete the required 2024-2025 and 2025-2026 Consolidated Annual Performance and Evaluation Report and submit to HUD
- Provide support to the 2025-26 and 2026-27 CDBG award recipients with technical assistance, capacity building and funding (when available)
- Staff and support Affordable Housing Advisory Committee meetings
- Draft the required 2025-2026 and 2026-2027 Annual Action Plan and submit to HUD
- Complete the goals of the 2023-2027 CDBG Consolidated Plan

Major Accomplishments during the 2023-2025 Biennium

- CDBG funding served over 2,500 low- and moderate-income community members
- An affordable housing developer completed 10 homes for low- and moderate-income community members to purchase from property acquired with CDBG funding
- CDBG funding provided 12 moderate-income households with down payment assistance to purchase a home in a land trust
- Completed the required 2021-2022 and 2022-2023 Consolidated Annual Performance and Evaluation Report and submitted to HUD
- Provided support to the 2022-2023 and 2024-2025 CDBG award recipients with technical assistance, capacity building and funding

- Staffed and supported monthly Affordable Housing Advisory Committee meetings
- Drafted the required 2024 Analysis of Impediments to Fair Housing

Significant Changes from the 2023-2025 Biennial Budget

- It is anticipated that the City may not have the federal dollars that were available in previous biennia

(This page intentionally left blank)

Affordable Housing Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 4,980,028	\$ 3,796,400	\$ 3,899,073	\$ 4,100,500	\$ 4,100,500	\$ 4,100,500
Charges for services	2,981,067	2,499,600	3,780,357	4,115,800	4,115,800	4,115,800
Miscellaneous	933,443	140,000	2,059,047	858,000	858,000	858,000
Interfund transfers	858,948	1,041,400	969,085	100,000	100,000	100,000
TOTAL RESOURCES	\$ 9,753,486	\$ 7,477,400	\$ 10,707,562	\$ 9,174,300	\$ 9,174,300	\$ 9,174,300
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 802,414	\$ 1,652,000	\$ 1,083,138	\$ 1,000,100	\$ 989,400	\$ 989,400
Materials & services	1,898,399	4,751,600	4,869,483	3,614,000	3,614,000	3,614,000
Capital outlay	-	-	-	455,000	455,000	455,000
Total Community & Econ Dev. Program	2,700,813	6,403,600	5,952,621	5,069,100	5,058,400	5,058,400
Interfund Transfers	3,153,600	858,800	654,463	995,600	995,600	995,600
Contingency	-	215,000	-	3,109,600	3,120,300	3,120,300
TOTAL REQUIREMENTS	\$ 5,854,413	\$ 7,477,400	\$ 6,607,084	\$ 9,174,300	\$ 9,174,300	\$ 9,174,300

Authorized Full Time Equivalents	4.00	4.00
Allocated Full Time Equivalents	2.57	2.72

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

COMMUNITY & ECONOMIC DEVELOPMENT

Affordable Housing Fund

Overview

The City Council approved an ordinance in June 2006, that made the City of Bend the first city in the State of Oregon to implement a fee on new development to aid in the funding of Affordable Housing. This program is funded by a fee of 1/3 of 1% of the total building permit valuation for all building permits issued by the City.

The objective of this program as stated in the ordinance is: *“All funding from this source must be targeted for housing opportunities for residents at or below 100% of median income.”*

Goals for the 2025-2027 Biennial Budget

- In connection with Council’s strategy to “Increase Community Prosperity”, create units of rent and price restricted housing that’s accessible and affordable to all
- Leverage federal and City-owned land to increase opportunities for housing
- Work with the State to increase housing resources to Bend
- Continue to use the Affordable Housing Fund to leverage affordable housing development capital to generate economic development in Bend through construction of affordable housing
- Focus on lowest affordability levels while providing opportunity for mixed income development of all housing types
- Explore revenue and code/policy options to increase affordable and middle-income housing

Major Accomplishments during the 2023-2025 Biennium

- Completed 152 Affordable Housing units during the 2023-2025 biennium

Significant Changes from the 2023-2025 Biennial Budget

- Resources from federal grants under the Pathways to Remove Obstacles to Housing (PRO Housing) and the Climate Pollution Reduction Grant (CPRG) Program will also support Housing staff. These awards also allow a decrease in Affordable Housing Fund personnel expenses
- Overall revenue forecasted to increase due to unanticipated repayments of Affordable Housing Fund loans, along with a trend of collecting a greater amount of the Affordable Housing Fee from increases in residential housing development
- Additional Affordable Housing funds may be needed, if a reduction in federal funding occurs

Commercial and Industrial Construction Tax Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 70,500	\$ 295,198	\$ 592,500	\$ 592,500	\$ 592,500
Miscellaneous	2,806	2,000	40,803	3,600	3,600	3,600
Interfund transfers	369,616	1,180,000	735,343	796,400	796,400	796,400
TOTAL RESOURCES	\$ 372,422	\$ 1,252,500	\$ 1,071,344	\$ 1,392,500	\$ 1,392,500	\$ 1,392,500
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 34,224	\$ 20,700	\$ 12,219	\$ 17,100	\$ 17,000	\$ 17,000
Materials & services	-	1,135,900	442,400	936,300	936,300	936,300
Total Community & Econ Dev. Program	34,224	1,156,600	454,619	953,400	953,300	953,300
Interfund Transfers	43,000	25,400	24,200	42,000	42,000	42,000
Contingency	-	70,500	-	397,100	397,200	397,200
TOTAL REQUIREMENTS	\$ 77,224	\$ 1,252,500	\$ 478,819	\$ 1,392,500	\$ 1,392,500	\$ 1,392,500
Authorized Full Time Equivalents			0.00			0.00
Allocated Full Time Equivalents			0.05			0.05

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

COMMUNITY & ECONOMIC DEVELOPMENT **Commercial & Industrial Construction Tax Fund**

Overview

The City Council approved an ordinance in December 2020 that established a Commercial and Industrial Construction Tax (CICT). This program is funded by an additional fee of 1/3 of 1% of the total building permit valuation on improvements for commercial and industrial building permits issued by the City. This fee is not assessed on any form of residential construction and has numerous exceptions to the types of projects upon which the fee is assessed. Under State law, these funds are collected in the General Fund then transferred to the CICT Fund to manage revenue and expenses. The City may retain an amount not to exceed four percent (4%) as an administrative fee to recoup the expenses of complying with state requirements. The 4% administrative fee is transferred to the CICT Fund. After deducting the administrative fee, the City shall use fifty percent (50%) of the remaining revenues received to fund programs related to housing. Council has prioritized the use of the remaining funds for support services and programs benefiting people making no more than thirty percent (30%) of the Area Median Income (AMI). For 2025, 30% of the AMI for a family of four is \$31,400.

Goals for the 2025-2027 Biennial Budget

- Collect revenue to support creation of additional units and expansion of existing services for the unstably housed, homeless, and formerly homeless population
- Support creation and expansion of shelter and transitional housing, as well as related services
- Support Permanent Supportive Housing, as well as Housing First initiatives which allow individuals to have access to housing without requiring participation in social services
- Support capacity building activities for community partners to end homelessness and housing insecurity
- Support wealth building activities for people in low-income brackets through investments in supportive services

Major Accomplishments during the 2023-2025 Biennium

- CICT funding served over 2,000 extremely low-, low- and moderate-income community members
- The CICT funds provided 55 households with rental assistance through Thrive Central Oregon to maintain their housing
- Volunteers in Medicine offered comprehensive medical care to 24 low-income patients with the awarded CICT funds
- NeighborImpact supported 24 households with housing stability through their rental and mortgage assistance programs
- The Council on Aging of Central Oregon applied CICT funding to rehabilitate its congregate dining area and serve meals to over 2,000 elderly persons
- CICT funding will support operational expenses of the first Permanent Supportive Housing (PSH) apartments in Bend, now open as Cleveland Commons

Significant Changes from the 2023-2025 Biennial Budget

- Revenue estimates for 2025-2027 have been forecast based on current biennium actuals. The revenue estimates for 2023-2025 were not realized due to exemptions not being factored into the original revenue analysis. A combination of changing development patterns due to COVID-19 and differing definitions of “commercial permits” led to less revenue than expected

(This page intentionally left blank)

Houseless Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 3,505,200	\$ 3,801,129	\$ 2,093,700	\$ 2,093,700	\$ 2,093,700
Intergovernmental revenues	5,441,738	7,263,600	3,434,062	3,000,000	3,000,000	3,000,000
Miscellaneous	21,735	-	175,201	-	-	-
Interfund transfers	3,852,267	4,831,100	4,140,706	2,765,900	2,765,900	2,765,900
TOTAL RESOURCES	\$ 9,315,740	\$ 15,599,900	\$ 11,551,098	\$ 7,859,600	\$ 7,859,600	\$ 7,859,600
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 145,006	\$ 665,000	\$ 604,626	\$ 721,400	\$ 715,800	\$ 715,800
Materials & services	3,121,479	9,679,000	5,614,907	6,587,800	6,587,800	6,587,800
Capital outlay	45,000	-	409,500	-	-	-
Total Community & Econ Dev. Program	3,311,485	10,344,000	6,629,033	7,309,200	7,303,600	7,303,600
Interfund Transfers	2,203,126	5,254,500	2,828,293	550,400	550,400	550,400
Contingency	-	1,400	-	-	5,600	5,600
TOTAL REQUIREMENTS	\$ 5,514,611	\$ 15,599,900	\$ 9,457,326	\$ 7,859,600	\$ 7,859,600	\$ 7,859,600

Authorized Full Time Equivalents	2.00	2.00
Allocated Full Time Equivalents	2.00	2.00

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

(This page intentionally left blank)

**General Fund
 Houseless Services**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ -	\$ -	\$ 43,900	\$ 306,300	\$ 302,300	\$ 302,300
Materials & services	376,883	-	313,370	609,000	609,000	609,000
Total Community & Econ Dev. Program	376,883	-	357,270	915,300	911,300	911,300
Interfund Transfers	1,244,900	-	-	427,400	427,400	427,400
TOTAL REQUIREMENTS	\$ 1,621,783	\$ -	\$ 357,270	\$ 1,342,700	\$ 1,338,700	\$ 1,338,700

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.00	1.00

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

COMMUNITY & ECONOMIC DEVELOPMENT

Houseless Fund

Overview

The Houseless program accounts for all revenues and expenditures related to owning shelter sites, supporting partner operators, managing the right of way and related services and support to the community along the housing continuum.

The program is predominantly grant funded.

Goals for the 2025-2027 Biennial Budget

- Continue to participate in the statewide Sustainable Shelter Framework to fund operations of shelters in Bend and in the region
- Execute the Houseless Services Grant Program and exhaust shelter funding within the American Rescue Plan Act timelines
- Provide transparent, measurable metrics for services related to public dollars funding houseless services
- Support houselessness service providers that offer housing-focused case management to people that are survival camping in the City of Bend, at Juniper Ridge, China Hat and on other public lands
- Partner with other agencies including Deschutes County and Central Oregon Intergovernmental Council to support coordinated responses to houselessness
- Deliver, in partnership, on the shelter contracts with NeighborImpact, Shepherd's House, Central Oregon Villages and others, to operate the facilities and sites in alignment with recognized best practices
- Expand the Safe Parking Program to provide additional sites and services

Major Accomplishments during the 2023-2025 Biennium

- Developed, identified funds, and executed the Houseless Services Grant Program (\$3.1 million)
 - Temporary Safe Stay Area (TSSA) housing centered case management
 - New and existing Safe Parking
 - Outreach and Case Management
- Fully allocated American Rescue Plan Act (ARPA) funds to be fully expended by December 31, 2026
- Developed and executed pod grant program
- Completed renovation of The Lighthouse Navigation Center while maintaining low barrier, walk up beds
- Secured funding and space for temporary use of a day services site for The Lighthouse Navigation Center
- Supported Stepping Stone Shelter and Central Oregon Villages Temporary Outdoor Shelter
- Opened an additional Safe Parking site
- Secured on-going annual funding and operational contracts for the Franklin Avenue Shelter
- Supported maintenance shelter beds towards Council's 500+ bed goal

- Staff participated in Sustainable Shelter Workgroup, Multi-Agency Coordinating Group, Homeless Leadership Coalition

Significant Changes from the 2023-2025 Biennial Budget

- There are no additional relief funds after ARPA is expended on December 31, 2026. The Franklin Avenue Shelter may continue to operate through the City as an Executive Order program. Housing staff anticipate applying for the next fiscal year funding when the application is released in May. The City will also maintain ownership of the Navigation Center and the Stepping Stone Shelter. By continuing to support the development of a statewide funding framework, the shelters will have a sustainable funding structure that does not include any City dollars after December of 2026

(This page intentionally left blank)

PRO Housing Grant Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000
Intergovernmental revenues	-	5,000,000	94,300	4,905,700	4,905,700	4,905,700
Short-term loan proceeds from City GF	-	-	100,000	200,000	200,000	200,000
TOTAL RESOURCES	\$ -	\$ 5,000,000	\$ 194,300	\$ 5,205,700	\$ 5,205,700	\$ 5,205,700
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ -	\$ 1,000,000	\$ 69,300	\$ 307,800	\$ 304,700	\$ 304,700
Materials & services	-	4,000,000	25,000	3,975,000	3,975,000	3,975,000
Total Community & Econ Dev. Program	-	5,000,000	94,300	4,282,800	4,279,700	4,279,700
Debt Service	-	-	-	200,000	200,000	200,000
Contingency	-	-	-	722,900	726,000	726,000
TOTAL REQUIREMENTS	\$ -	\$ 5,000,000	\$ 94,300	\$ 5,205,700	\$ 5,205,700	\$ 5,205,700

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.40	0.80

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

COMMUNITY & ECONOMIC DEVELOPMENT

PRO Housing Grant Fund

Overview

The U.S. Department of Housing and Urban Development (HUD) notified City staff on June 26, 2024, that Bend was selected for a Pathways to Removing Obstacles to Housing (PRO Housing) grant award from HUD in the amount of \$5,000,000. On September 4, 2024, Bend City Council accepted the PRO Housing grant. Acceptance of the grant comes with various conditions and commitments, some of which may be subject to change based on future federal actions. City Housing Division staff will continue to evaluate conditions of acceptance and will monitor and manage the grant conditions as necessary.

The PRO Housing Action Plan includes four activities to realize the grant's intent:

1. Assessment of planning, programs, and policy that impact housing production and availability in Bend
2. Collaborate with the engagement and creation of the Contextualized Housing Need Analysis and Housing Production Strategy
3. Increase housing production through the establishment of funding for land acquisition and construction
4. Create processes to streamline and simplify housing production

Goals for the 2025-2027 Biennial Budget

- Remove systemic barriers to housing production through planning within the City's control
- Increase housing production through streamlined processes and incentives that are within the City's control in compliance with Oregon's land use system
- Fund the construction of new dwelling units

Major Accomplishments during the 2023-2025 Biennium

- On October 18, 2023, Bend City Council approved the draft PRO Housing grant application, which was then submitted to HUD on October 27, 2023. The City of Bend's grant application requested \$10,000,000 in PRO Housing funding, \$5,000,000 was ultimately awarded to the City. The application sought funding to identify and address barriers that have resulted in historic underproduction of affordable housing and widespread housing cost burden

Significant Changes from the 2023-2025 Biennial Budget

- \$5,000,000 will be applied towards housing production and staff to support the efforts noted above

Business Advocacy Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 123,298	\$ 179,400	\$ 208,348	\$ 40,000	\$ 40,000	\$ 40,000
Licenses and permits	609,320	1,042,000	924,751	1,203,000	1,203,000	1,203,000
Miscellaneous	3,567	2,800	7,715	100	100	100
Interfund transfers	306,011	100,000	-	10,000	10,000	10,000
General fund subsidy	62,800	177,000	177,000	276,200	276,200	276,200
TOTAL RESOURCES	\$ 1,104,996	\$ 1,501,200	\$ 1,317,814	\$ 1,529,300	\$ 1,529,300	\$ 1,529,300
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 284,583	\$ 272,300	\$ 253,742	\$ 873,500	\$ 865,400	\$ 865,400
Materials & services	496,682	556,300	569,586	263,500	263,500	263,500
Total Community & Econ Dev. Program	781,265	828,600	823,328	1,137,000	1,128,900	1,128,900
Interfund Transfers	115,383	454,100	454,507	384,500	384,500	384,500
Contingency	-	218,500	-	7,800	15,900	15,900
TOTAL REQUIREMENTS	\$ 896,648	\$ 1,501,200	\$ 1,277,835	\$ 1,529,300	\$ 1,529,300	\$ 1,529,300

Authorized Full Time Equivalents	1.00	0.00
Allocated Full Time Equivalents	2.00	2.00

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

COMMUNITY & ECONOMIC DEVELOPMENT

Business Advocacy Fund

Overview

The mission of the Business Advocacy Program is to advocate for business needs to all of the City's departments. The City's Business Advocate is tasked with providing the business community with regular communication, a single point of contact for questions or concerns, an avenue for feedback on city policies and processes, and to staff the Bend Economic Development Advisory Board (BEDAB) which provides oversight of the tourism promotion contract, the regional economic development contract, and policy input and recommendation to the Bend City Council.

The primary source of funding for this program is the Business Registration Fee. In addition, General Fund dollars are allocated annually in support of regional economic development efforts provided through the City's contracts through an RFP process.

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete and present a BEDAB-approved Economic Development Strategy to the Bend City Council
- Participate in the development and review of an Economic Opportunities Analysis
- Communicate development and permit turnaround metrics to Business Registrants on a quarterly basis and ensure that up to date information is available on the City's Business page
- Explore options for an expedited or preferred permit submittal process
- Participate in the development of a Juniper Ridge land sale request for proposal process and identify priorities for successful respondents that support the approved economic development strategy
- Select a new vendor for economic development services that includes options for workforce development, entrepreneurial support, small business resources, state-level advocacy, traded sector recruitment of businesses and more

Major Accomplishments during the 2023-2025 Biennium

- Completed and presented to the Bend City Council the Target Sector Analysis in coordination with Bend Economic Development Advisory Board (BEDAB), Bend Chamber of Commerce, Economic Development for Central Oregon (EDCO), Central Oregon Community College (COCC), Oregon State University- Cascades, Visit Bend and Business Oregon
- Partnered with East Cascades Works to implement internships at the City of Bend through the Youth Career Connect program to give students and young adults professional development experience and exposure to the organization
- Completed work on the Supplier Diversity program goal in coordination with the Equity, Communications and Procurement teams
- Leveraged BEDAB to inform policy related to the Transportation Fee and Electrification Options

Significant Changes from the 2023-2025 Biennial Budget

- A 10% business registration fee increase in the first year of the biennium and a 10% fee increase the second year of the biennium
- The current contract with EDCO expires in June of 2025, the City will find alternative sources to provide similar services, resulting in a decrease in the materials and services budget for the new biennium
- Transferring one (1.0) authorized FTE to City Manager's Office to consolidate economic development efforts

(This page intentionally left blank)

Tourism Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 1,432,917	\$ 244,400	\$ 639,428	\$ 644,800	\$ 644,800	\$ 644,800
Room tax	9,787,772	10,693,400	10,314,776	10,441,100	10,441,100	10,441,100
Miscellaneous	8,157	8,300	23,331	27,800	27,800	27,800
TOTAL RESOURCES	\$ 11,228,846	\$ 10,946,100	\$ 10,977,535	\$ 11,113,700	\$ 11,113,700	\$ 11,113,700
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Materials & services	\$ 10,413,181	\$ 10,722,300	\$ 10,126,196	\$ 10,905,900	\$ 10,905,900	\$ 10,905,900
Total Community & Econ Dev. Program	10,413,181	10,722,300	10,126,196	10,905,900	10,905,900	10,905,900
Interfund Transfers	176,237	223,800	206,506	207,800	207,800	207,800
TOTAL REQUIREMENTS	\$ 10,589,418	\$ 10,946,100	\$ 10,332,702	\$ 11,113,700	\$ 11,113,700	\$ 11,113,700

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

COMMUNITY & ECONOMIC DEVELOPMENT

Tourism Fund

Overview

The Tourism Fund accounts for the collection and use of the portion of room taxes that are dedicated to the promotion of tourism and development of tourism related facilities as required by Oregon Revised Statutes. The City contracts with Visit Bend for the ongoing efforts to promote tourism and manage grants related to the development of tourism related facilities and cultural tourism initiatives.

The City's current room tax rate is 10.4%; 35.4% of total collections are allocated to Visit Bend in line with state statute, the remaining collections go toward the City's General Fund or directly to public safety services.

All overnight lodging operators are required to levy the applicable tax rate on room revenues and remit the proceeds to the City on a monthly or quarterly basis; a rebate of 5% of the taxes is allowed to be retained by lodging providers for the administration of the tax.

Goals & Objectives for the 2025-2027 Biennial Budget

- Promote tourism to increase the number of overnight stays and/or gross room taxes collected in the City of Bend to fund Police, Fire, Streets and other general city services
- Continue to allocate funds for the development of new or improved tourism related facilities in and around Bend
- Deploy \$10.9 million in tourism funds to Visit Bend. Direction from the Bend City Council indicates a preference for tourism related facility projects in the Downtown Bend Economic Improvement District, notably the North Mirror Pond parking lot reconfiguration

Major Accomplishments during the 2023-2025 Biennium

- Visit Bend developed a new marketing strategy that will offer more in-depth targeting and measurement tools
- Visit Bend allocated \$757,000 to the Bend Cultural Tourism fund for cultural events and organizations through a competitive grant process
- Visit Bend allocated \$1.5 million to the Bend Sustainability fund for projects in and around Bend, improving accessibility and overall experience for locals and residents

Significant Changes from the 2023-2025 Biennium

- The 2025-27 biennial budget will continue to allocate 35.4% of total room tax collections to Visit Bend for approved tourism related uses

Economic Improvement District (EID) Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ -	\$ 3	\$ -	\$ -	\$ -
Miscellaneous	514,113	596,200	551,808	624,900	624,900	624,900
Interfund transfers	7,856	8,500	8,860	9,700	9,700	9,700
TOTAL RESOURCES	\$ 521,969	\$ 604,700	\$ 560,671	\$ 634,600	\$ 634,600	\$ 634,600
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Materials & services	\$ 506,325	\$ 580,100	\$ 538,456	\$ 605,000	\$ 605,000	\$ 605,000
Total Community & Econ Dev. Program	506,325	580,100	538,456	605,000	605,000	605,000
Interfund Transfers	15,641	24,600	22,208	29,600	29,600	29,600
TOTAL REQUIREMENTS	\$ 521,966	\$ 604,700	\$ 560,664	\$ 634,600	\$ 634,600	\$ 634,600

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

COMMUNITY & ECONOMIC DEVELOPMENT

Economic Improvement District (EID) Fund

Overview

The Economic Improvement District (EID) was created by the City Council at the request of Downtown property owners to provide a funding program for maintenance by the Downtown Bend Business Association (DBBA). The District was initially formed in 2007 and has been renewed six times. The proposed 2024-2027 renewal was adopted June 20, 2024.

The City mails assessments to property owners and collects the revenues. The City Council entered into a contract for services with the DBBA for the implementation of the EID's work plan. A 3% administration fee is maintained to assure that the City recovers administrative costs associated with oversight obligations for the program.

Goals & Objectives for the 2025-2027 Biennial Budget

- Provide a funding program for the maintenance of downtown beautification efforts by the DBBA, as well as funding for marketing, promotions, event sponsorship/coordination, and advertising for the district
- Continue to provide oversight for the collection and distribution of assessments
- Review current EID boundary with the DBBA and downtown stakeholders, prepare for a potential EID renewal to occur in the first six months of calendar year 2027

Major Accomplishments during the 2023-2025 Biennium

- Renewed the EID for three more years with annual fee increases, as noted below

Significant Changes from the 2023-2025 Biennium

- Increased assessment amount by \$.01 each year of the upcoming biennium

General Fund
Juniper Ridge City Owned Land

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Charges for services	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	3,511,986	9,200,000	8,000,000	4,500,000	4,500,000	4,500,000
TOTAL RESOURCES	\$ 3,571,986	\$ 9,200,000	\$ 8,000,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Materials & services	\$ 152,666	\$ 115,500	\$ 92,343	\$ -	\$ -	\$ -
Capital outlay	176,849	-	-	-	-	-
Total Community & Econ Dev. Program	329,515	115,500	92,343	-	-	-
Interfund Transfers	145,200	446,000	429,200	465,400	465,400	465,400
Reserves	-	14,330,400	-	12,937,000	12,937,000	12,937,000
TOTAL REQUIREMENTS	\$ 474,715	\$ 14,891,900	\$ 521,543	\$ 13,402,400	\$ 13,402,400	\$ 13,402,400

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

COMMUNITY & ECONOMIC DEVELOPMENT

General Fund - Juniper Ridge City Owned Land

Overview

Juniper Ridge consists of 1,500 acres of City-owned vacant land located at the north edge of the City of Bend, east of Highway 97 and north of Cooley Road. Approximately 509 acres are within the City's Urban Growth Boundary, city limits, and the Juniper Ridge Urban Renewal Area (URA).

The Juniper Ridge City Owned Land program was established in late fiscal year 2020-2021 to account for the operating costs to manage the entire 1,500 acres of City-owned land in Juniper Ridge, fund activities related to future development of the approximately 509 acres within the URA, and support other essential City projects and programs. The Juniper Ridge City Owned Land program is funded by land sale revenue from property sold within the Juniper Ridge URA.

Goals & Objectives for the 2025-2027 Biennial Budget

- Leverage City-owned land at Juniper Ridge to increase opportunities for industrial development and affordable housing
- Evaluate market conditions and explore selling approximately 100 acres of City-owned large "tract" lots through a competitive bidding process
- Continue to partner with Deschutes County and service providers to implement the goals and objectives of the Temporary Safe Stay Area (TSSA)
- Continue to implement effective land management and fuel mitigation strategies to mitigate risks on City-owned property

Major Accomplishments during the 2023-2025 Biennium

- Reestablished Juniper Ridge Owner's Association and appointed an Association Board of Directors
- Amended the boundary/area of the Juniper Ridge Covenants, Conditions and Restrictions (CC&R) per the Juniper Ridge Work Plan
- Revised the Juniper Ridge Special Planned Area Development Code to reflect revised CC&R boundary and development standards per the Juniper Ridge Work Plan
- Completed large "tract" lot platting for future sale of City-owned land
- Surplused approximately 200 acres of City-owned land with the end goal of selling large "tract" lots through a competitive bidding process
- Sold and closed on approximately 100 acres of surplused City-owned land through a competitive bidding process (Lot 5 & 8)
- Established the TSSA through a joint resolution between the City and County to authorize temporary overnight camping and improve safety, sanitation, and case management for those experiencing houselessness on publicly owned land in Juniper Ridge
- Implemented additional security and safety measures, including the closure of property to the public, to improve safety and mitigate risks to both City property as well as neighboring property owners

- Partnered with Deschutes County in obtaining grants to reduce wildfire risks by implementing fuel reduction efforts including fuel breaks and removal of abandoned debris and vehicles along the west, south, and eastern boundaries of Juniper Ridge

Significant Changes from the 2023-2025 Biennial Budget

- Increased budget in General Fund Houseless Services for land management to approximately \$500,000/year which will be utilized for operating and managing the TSSA, closing and cleaning up property east of the Railroad tracks, adding a temporary employee to the Health and Safety team, and funding additional fuel mitigation efforts on City-owned land at Juniper Ridge
- The reserves associated with the net sales of city owned land in Juniper Ridge totals are \$12,937,000 at the end of the 2025-2027 biennium and are presented under the City's "General Fund Service Area"

(This page intentionally left blank)

Bend Urban Renewal Agency (BURA) Juniper Ridge Construction Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ -	\$ 242,169	\$ 39,100	\$ 39,100	\$ 39,100
Charges for services	-	-	39,000	-	-	-
Miscellaneous	2,582	-	3,700	-	-	-
Debt proceeds	3,199,743	397,800	-	7,140,000	7,140,000	7,140,000
Short-term loan proceeds from City GF	236,769	4,568,100	2,717,533	6,298,400	6,298,400	6,298,400
TOTAL RESOURCES	\$ 3,439,094	\$ 4,965,900	\$ 3,002,402	\$ 13,477,500	\$ 13,477,500	\$ 13,477,500

	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 4,384	\$ 147,200	\$ 121,111	\$ 116,900	\$ 116,400	\$ 116,400
Materials & services	33,529	4,127,500	2,278,237	5,602,400	5,602,400	5,602,400
Capital outlay	2,930,836	390,000	266,176	7,230,000	7,230,000	7,230,000
Total Community & Econ Dev. Program	2,968,749	4,664,700	2,665,524	12,949,300	12,948,800	12,948,800
Interfund Transfers	228,176	301,200	297,800	528,200	528,200	528,200
Contingency	-	-	-	-	500	500
TOTAL REQUIREMENTS	\$ 3,196,925	\$ 4,965,900	\$ 2,963,324	\$ 13,477,500	\$ 13,477,500	\$ 13,477,500

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.40	0.33

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

(This page intentionally left blank)

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

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 3,747,248	\$ 5,454,100	\$ 5,527,187	\$ 5,617,800	\$ 5,617,800	\$ 5,617,800
Property taxes	3,181,044	3,455,400	3,600,586	5,675,100	5,675,100	5,675,100
Miscellaneous	164,986	119,700	373,822	639,900	639,900	639,900
TOTAL RESOURCES	\$ 7,093,278	\$ 9,029,200	\$ 9,501,595	\$ 11,932,800	\$ 11,932,800	\$ 11,932,800
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Debt Service	\$ 1,566,091	\$ 5,854,900	\$ 3,883,844	\$ 7,891,700	\$ 7,891,700	\$ 7,891,700
Reserves Debt Service	-	3,174,300	-	4,041,100	4,041,100	4,041,100
TOTAL REQUIREMENTS	\$ 1,566,091	\$ 9,029,200	\$ 3,883,844	\$ 11,932,800	\$ 11,932,800	\$ 11,932,800

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

COMMUNITY & ECONOMIC DEVELOPMENT BEND URBAN RENEWAL AGENCY (BURA) Juniper Ridge Urban Renewal Area

Overview

The Juniper Ridge Urban Renewal Area (URA) was adopted in 2005 and amended in 2019 as a supporting finance mechanism to address blight (as defined by ORS 457) and aid in the future commercial and industrial development of the area. The amended area represents 721.95 acres in the north area of the City of Bend. The URA includes approximately 509 acres east of Highway 97 and north of Cooley Rd, known as “Juniper Ridge,” a primarily vacant land area owned by the City of Bend and zoned for commercial and industrial use. The maximum indebtedness of the Juniper Ridge URA is \$41,250,000. A boundary map of the Juniper Ridge Urban Renewal Area can be found at www.bendoregon.gov/urbanrenewal.

The BURA Juniper Ridge Construction Fund accounts for capital improvements to the Juniper Ridge Urban Renewal Area (URA) and is also the operating fund for all activities of BURA as it relates to the Juniper Ridge URA. The BURA Juniper Ridge Debt Service Fund accounts for debt service on urban renewal debt issued. Property taxes levied on the new growth or incremental assessed value within the Juniper Ridge URA are collected and used to pay debt service on the urban renewal debt.

Goals & Objectives for the 2025-2027 Biennial Budget

- Continue work to complete construction of the Cooley Road/Talus Road Improvement project
- Support employment based commercial and industrial development
- Design and implement the Bend Urban Renewal Agency’s Investment Strategy
- Complete Juniper Ridge Plan Analysis with three major goals:
 - Update all financial models
 - Identify plan adjustments and tax increment feasibility for ongoing Juniper Ridge and adjacent area development
 - Feasibility study of utilizing tax increment financing for the Empire Avenue Industrial Area
- Assess opportunities in acquiring land from the City in Juniper Ridge

Major Accomplishments during the 2023-2025 Biennium

- Awarded \$100,000 in site assistance to expanding businesses

Significant Changes from the 2023-2025 Biennial Budget

- Revenue is projected to exceed typical biennium amounts due to three large scale developments that have occurred in the last two years in the Juniper Ridge Area: Construction of the new Costco building, subdivisions with recently sold City land, and the new Pacific Power facility
- Capital outlay increased by \$7 million to reflect the Bend Urban Renewal Agency's intention to acquire City-owned land
- Decreased FTE from .40 to .33 to evenly distribute personnel costs between the three BURA funds

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

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1BCTL - Cooley Road / Talus Road Improvements	2	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ 230,000
Total		\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ 230,000

*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		

Bend Urban Renewal Agency (BURA) Murphy Crossing Construction Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Short-term loan proceeds from City GF	306,433	268,500	149,340	242,100	242,100	242,100
TOTAL RESOURCES	\$ 306,433	\$ 268,500	\$ 149,340	\$ 242,100	\$ 242,100	\$ 242,100
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 2,661	\$ 73,500	\$ 60,397	\$ 116,900	\$ 116,400	\$ 116,400
Materials & services	167,572	10,000	54,743	115,000	115,000	115,000
Capital outlay	-	150,000	-	-	-	-
Total Community & Econ Dev. Program	170,233	233,500	115,140	231,900	231,400	231,400
Interfund Transfers	136,200	35,000	34,200	10,200	10,200	10,200
Contingency	-	-	-	-	500	500
TOTAL REQUIREMENTS	\$ 306,433	\$ 268,500	\$ 149,340	\$ 242,100	\$ 242,100	\$ 242,100

Authorized Full Time Equivalents	0.00	0.00
Allocated Full Time Equivalents	0.20	0.33

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

(This page intentionally left blank)

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

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 1,449,392	\$ 1,756,800	\$ 1,771,785	\$ 2,640,200	\$ 2,640,200	\$ 2,640,200
Property taxes	1,293,900	1,544,000	1,589,053	1,846,700	1,846,700	1,846,700
Miscellaneous	59,318	41,700	153,160	138,800	138,800	138,800
TOTAL RESOURCES	\$ 2,802,610	\$ 3,342,500	\$ 3,513,998	\$ 4,625,700	\$ 4,625,700	\$ 4,625,700
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Debt Service	\$ 1,030,825	\$ 993,500	\$ 873,780	\$ 966,800	\$ 966,800	\$ 966,800
Reserves Debt Service	-	2,349,000	-	3,658,900	3,658,900	3,658,900
TOTAL REQUIREMENTS	\$ 1,030,825	\$ 3,342,500	\$ 873,780	\$ 4,625,700	\$ 4,625,700	\$ 4,625,700

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

COMMUNITY & ECONOMIC DEVELOPMENT BEND URBAN RENEWAL AGENCY (BURA) Murphy Crossing Urban Renewal Area

Overview

The Murphy Crossing Urban Renewal Area (URA) was adopted in 2008 as a finance mechanism to address blight (as defined by ORS 457), and aid in the development and redevelopment of a defined area in the south edge of the City of Bend. The URA consists of approximately 275.15 acres and includes the special planned area known as the Murphy Refinement Plan. The URA is intended to assist with the funding of access and utility improvements, including the overcrossing of the Bend Parkway at Murphy Road and a system of collector and local streets. The maximum amount of indebtedness is \$52,600,000. A boundary map of the Murphy Crossing Urban Renewal Area can be found at [bendoregon.gov/urban renewal](http://bendoregon.gov/urban%20renewal).

The BURA Murphy Crossing Construction Fund accounts for capital improvements to the Murphy Crossing URA and is also the operating fund for all activities of BURA as it relates to the Murphy Crossing URA. The BURA Murphy Crossing Debt Service Fund accounts for debt service on urban renewal debt issued. Property taxes levied on the new growth or incremental assessed value within the Murphy Crossing URA are collected and used to pay debt service on the urban renewal debt.

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete Murphy Crossing Plan Analysis to determine if the plan should be terminated or substantially amended to further potential projects consistent with the proposed areas and/or Oregon Department of Transportation requirements

Major Accomplishments during the 2023-2025 Biennium

- Implemented the Tax Increment Assistance for Housing Affordability and Employment Growth

Significant Changes from the 2023-2025 Biennial Budget

- \$100,000 added to the 2025-2027 budget for the Murphy Crossing Plan Analysis
- Increased FTE from .20 to .33 to evenly distribute personnel costs between the three BURA funds

Bend Urban Renewal Agency (BURA) Core Area Construction Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ -	\$ -	\$ 1,489,800	\$ 1,489,800	\$ 1,489,800
Miscellaneous	4,000	-	-	-	-	-
Debt proceeds	-	6,936,000	6,120,000	5,100,000	5,100,000	5,100,000
Short-term loan proceeds from City GF	565,860	1,826,900	959,931	804,400	804,400	804,400
TOTAL RESOURCES	\$ 569,860	\$ 8,762,900	\$ 7,079,931	\$ 7,394,200	\$ 7,394,200	\$ 7,394,200
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 295,082	\$ 328,600	\$ 288,646	\$ 126,500	\$ 126,000	\$ 126,000
Materials & services	56,378	1,220,700	268,085	2,929,100	2,929,100	2,929,100
Capital outlay	-	4,500,000	4,822,228	3,990,000	3,990,000	3,990,000
Total Community & Econ Dev. Program	351,460	6,049,300	5,378,959	7,045,600	7,045,100	7,045,100
Interfund Transfers	218,400	213,600	211,200	348,600	348,600	348,600
Debt Service	-	1,000,000	-	-	-	-
Contingency	-	-	-	-	500	500
Reserves Future Construction	-	1,500,000	-	-	-	-
TOTAL REQUIREMENTS	\$ 569,860	\$ 8,762,900	\$ 5,590,159	\$ 7,394,200	\$ 7,394,200	\$ 7,394,200

Authorized Full Time Equivalents	1.00	1.00
Allocated Full Time Equivalents	0.90	0.34

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

(This page intentionally left blank)

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

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 786,800	\$ 804,299	\$ 2,057,100	\$ 2,057,100	\$ 2,057,100
Property taxes	1,348,241	2,137,800	1,795,564	2,299,500	2,299,500	2,299,500
Miscellaneous	21,918	10,000	104,126	120,700	120,700	120,700
TOTAL RESOURCES	\$ 1,370,159	\$ 2,934,600	\$ 2,703,989	\$ 4,477,300	\$ 4,477,300	\$ 4,477,300
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Debt Service	\$ 565,860	\$ 826,900	\$ 646,931	\$ 2,317,400	\$ 2,317,400	\$ 2,317,400
Reserves Debt Service	-	2,107,700	-	2,159,900	2,159,900	2,159,900
TOTAL REQUIREMENTS	\$ 565,860	\$ 2,934,600	\$ 646,931	\$ 4,477,300	\$ 4,477,300	\$ 4,477,300

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

COMMUNITY & ECONOMIC DEVELOPMENT BEND URBAN RENEWAL AGENCY (BURA) Core Area Tax Increment Finance Area

Overview

The Core Area Tax Increment Finance Area (Core Area TIF) was adopted on August 19, 2020, as a finance mechanism to address blight (as defined by ORS 457), and aid future development and redevelopment within a defined area of the City of Bend. The Core Area TIF consists of 637.15 acres within the City of Bend where more intense development and redevelopment should occur to meet the City of Bend's housing and employment needs. The Core Area TIF includes four of the nine Opportunity Areas identified in the 2016 Comprehensive Plan update where growth is encouraged: Bend Central District, KorPine, East Downtown, and Inner Highway 20/Greenwood. The maximum indebtedness of the Core Area TIF is \$195,000,000. A boundary map of the Core Area Tax Increment Finance Area can be found at www.bendoregon.gov/urbanrenewal.

The BURA Core Area Construction Fund accounts for capital improvements to the Core Area TIF and is also the operating fund for all activities of BURA as it relates to the Core Area TIF. The BURA Core Area Debt Service Fund accounts for debt service on urban renewal/TIF debt issued. Property taxes levied on the new growth or incremental assessed value within the Core Area TIF will be collected and used to pay debt service on the urban renewal/TIF debt.

Goals & Objectives for the 2025-2027 Biennial Budget

- Complete the 2nd Street Streetscape Modernization and Enhancement Project
- Design and implement the Bend Urban Renewal Agency Investment Strategy

Major Accomplishments during the 2023-2025 Biennium

- Established Tax Increment Assistance for Housing Affordability and Employment Growth
- Awarded \$100,000 in small business assistance

Significant Changes from the 2023-2025 Biennial Budget

- Continued implementation of new and existing Housing and Business Assistance Programs
- Decreased FTE from .90 to .34 to evenly distribute personnel costs between the three BURA funds
- Increased debt issuances in fiscal year 2025 and 2026 will support site development and project assistance programs and capital projects. These debt issuances have associated debt service payments of \$1.5 million over the biennium

**BURA Core Area Construction Fund
 Five Year Capital Improvement Program (CIP) Schedule**

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
1BBCD - Bend Central District Improvements	5	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
1GFAL - Franklin Avenue Corridor Improvements	4	1,490,000	-	-	-	-	1,490,000
Total		\$ 3,990,000	\$ -	\$ -	\$ -	\$ -	\$ 3,990,000

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

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

(This page intentionally left blank)

American Rescue Plan Act (ARPA) Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 437,800	\$ 308,920	\$ -	\$ -	\$ -
Intergovernmental revenues	4,686,334	7,122,300	6,034,522	2,757,900	2,757,900	2,757,900
Miscellaneous	310,510	101,500	446,165	-	-	-
TOTAL RESOURCES	\$ 4,996,844	\$ 7,661,600	\$ 6,789,607	\$ 2,757,900	\$ 2,757,900	\$ 2,757,900
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Community & Econ Dev. Program						
Personnel services	\$ 220,710	\$ -	\$ -	\$ -	\$ -	\$ -
Materials & services	683,645	164,000	164,000	-	-	-
Total Community & Econ Dev. Program	904,355	164,000	164,000	-	-	-
Interfund Transfers	3,783,569	6,714,400	6,625,522	2,757,900	2,757,900	2,757,900
Reserves	-	783,200	-	-	-	-
TOTAL REQUIREMENTS	\$ 4,687,924	\$ 7,661,600	\$ 6,789,522	\$ 2,757,900	\$ 2,757,900	\$ 2,757,900

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

COMMUNITY & ECONOMIC DEVELOPMENT **American Rescue Plan Act (ARPA) Fund**

Overview

The American Rescue Plan Act (ARPA) fund is a special revenue fund that was established in August 2021 to account for funds received from the US Department of Treasury through the American Rescue Plan Act, Coronavirus State and Local Fiscal Recovery funds.

The Coronavirus State and Local Fiscal Recovery Funds program authorized by the American Rescue Plan Act delivered \$350 billion to state, territorial, local, and tribal governments across the country to support their response to recovery from the COVID-19 public health emergency.

The City was the recipient of \$14.1 million in ARPA Funds. The City’s Stewardship subcommittee has designated the use of the funds for programs and purposes across the City that are in line with the restricted use of the funds per the award. A condition of the award is that the funds must be encumbered by December 2024 and fully expended by December 2026.

Funds have been allocated for the following projects/programs: (\$ in thousands)	
Shelters	\$ 1,500
LightHouse Nav. Center/Stepping Stone shelter renovations	600
New positions	1,306
Restoring previously eliminated positions	1,295
Cyber security software	128
Affordable housing relief	400
Utility assistance	200
Workforce/Childcare	206
Community assistance grants	320
Mobile Crisis Assessment Team agreement with Deschutes County	328
CORE3 for Central Oregon Intergovernmental Council (COIC)	259
Fire/Emergency Medical Services	1,800
Planning for future sustainable revenues	88
Shelter Operations	4,476
Envision Bend	80
General Fund Operations	1,091
Total	\$ 14,077

Goals for the 2025-2027 Biennial Budget

- Monitor planned and actual expenses to ensure the funds will be fully expended by the December 2026 deadline according to the approved and designated purposes

Major Accomplishments during the 2023-2025 Biennium

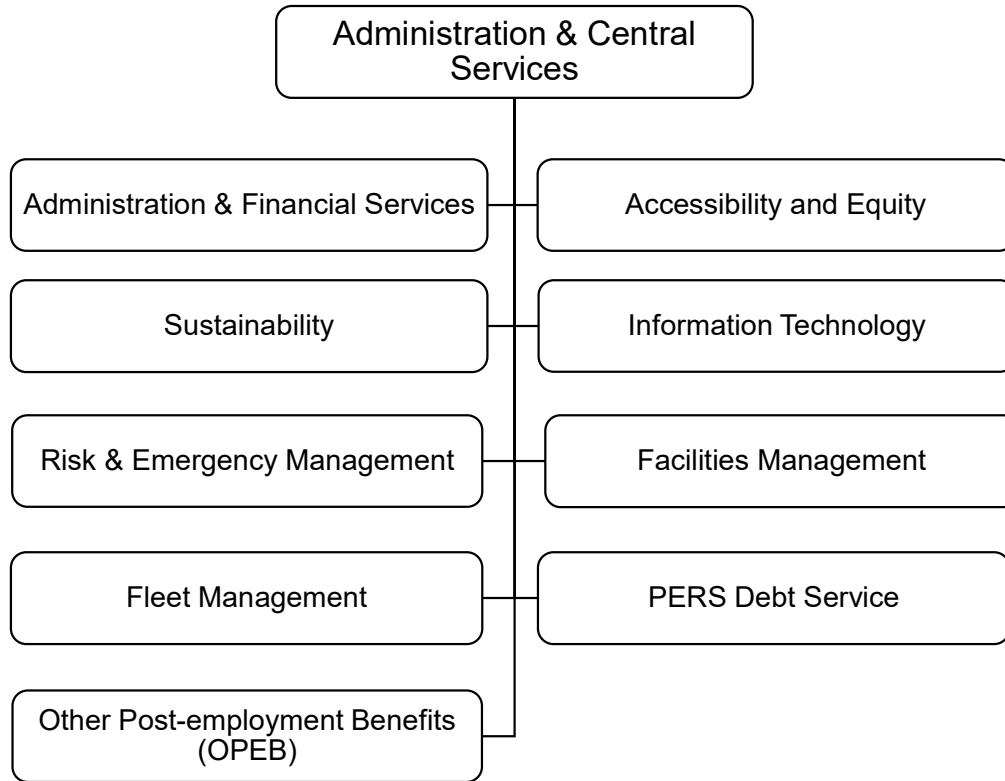
- Completed the Community Assistance Grant program that assisted qualifying nonprofit organizations recover from the COVID-19 pandemic and assisted non-profit entities in providing services to individual members of the community who were negatively impacted by the COVID-19 pandemic, especially those who were disproportionately impacted
- Established the Houseless Services Grant Program to fund qualifying nonprofit organizations in assisting households experiencing houselessness to transition to more permanent housing through barrier identification and reduction
- Provided ongoing funding and technical assistance for operations of Stepping Stone, Lighthouse Navigation Center, Central Oregon Villages, and Franklin Avenue Shelter
- Supported the expansion of Safe Parking Program
- Funded the renovation of the Lighthouse Navigation Center including the addition a commercial kitchen, showers, laundry etc. while maintaining 100 low barrier walk up beds and daytime services.
- Continued funding for new positions at the City to maintain essential function levels
- Provided funding for essential fire district services
- Provided funding to maintain essential functions of the General Fund

Significant Changes from the 2023-2025 Biennial Budget

- Reallocation of funding by the Stewardship Subcommittee to ensure December 2024 obligation deadline was met
- As the funds are utilized the amounts available to fund expenditures will decrease until they are fully expended. No additional ARPA funds are anticipated

(This page intentionally left blank)

ADMINISTRATION & CENTRAL SERVICES SERVICE AREA



Administration & Financial Services

These Internal Service Fund divisions account for the activities of the following departments: City Council, City Manager's Office, Communications & Engagement, Real Estate, Office of Performance Management, Human Resources, Financial Services, Procurement & Public Contracts, Project Management and City Attorney's Office.

Accessibility and Equity

This Internal Service Fund division is responsible for embedding a commitment to diversity, equity, inclusion and accessibility within the City of Bend through internal and external initiatives guided by the work of the City Council's Human Rights and Equity Commission (HREC) and the internal Diversity, Equity, Inclusion and Accessibility (DEIA) Task Force.

Sustainability

This Internal Service Fund division is responsible for carrying out the City's energy and climate related initiatives, including developing, updating, and implementing the City's Community Climate Action Plan (CCAP) and the City's Strategic Energy Management Plan.

Information Technology

This Internal Service Fund division accounts for the activities of the Information Technology (IT) department which maintains and manages the City's computer software, equipment and phone systems.

Continued on the next page

Risk & Emergency Management

This Internal Service Fund division accounts for the City's commercial liability insurance, workers' compensation insurance, emergency management and risk management functions.

Facilities Management

This Internal Service Fund division accounts for the maintenance and construction activities of City-owned facilities, including the 15th Street campus, downtown campus, public works campus, shelters, and the police building.

Fleet Management

This Internal Service Fund division accounts for fleet management and garage services, which provides garage repairs, preventative maintenance, and fueling for the city-wide fleet of equipment. Costs incurred by this internal division are charged to other City departments or functions through direct billings.

PERS Debt Service

This fund accounts for debt service payments on the City's PERS bonds issued to payoff a portion of the PERS unfunded actuarial liability. Contributions from departments are used to fund debt service payments and reserves.

Other Post-employment Benefits (OPEB)

This internal service fund accounts for Other Post-employment Benefits (OPEB) funds collected from departments to fund reserves for future liabilities. The only expenditures permitted from this fund will be for health care expenditures in accordance with ORS 243.343 or in accordance with negotiated union agreements.

**Internal Service Fund - City Wide Administration
Administration & Financial Services**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 2,777,478	\$ 4,226,600	4,891,706	\$ 4,411,400	\$ 4,411,400	\$ 4,411,400
Licenses and permits	166	-	-	-	-	-
Charges for services	228,742	159,800	166,086	151,400	151,400	151,400
Miscellaneous	64,711	72,500	223,257	140,200	140,200	140,200
Interfund transfers	29,788,642	34,202,100	33,301,344	37,476,600	37,476,600	37,476,600
TOTAL RESOURCES	\$ 32,859,739	\$ 38,661,000	\$ 38,582,393	\$ 42,179,600	\$ 42,179,600	\$ 42,179,600
REQUIREMENTS						
<i>By Category:</i>						
Admin. & Central Serv. Program						
City Council	\$ 643,511	\$ 1,027,900	\$ 863,522	\$ 1,289,300	\$ 1,243,200	\$ 1,243,200
City Manager's Office	4,477,504	7,010,400	5,809,515	6,915,800	6,865,300	6,865,300
Communications & Engagement	2,191,628	3,001,700	2,600,917	3,292,200	3,290,300	3,290,300
Real Estate	624,607	1,182,300	990,026	1,296,400	1,289,400	1,289,400
Office of Performance Management	3,039,773	4,379,500	4,239,233	5,126,300	5,090,100	5,090,100
Human Resources	3,246,375	4,439,500	4,220,248	5,027,400	4,988,200	4,988,200
Financial Services	5,633,394	6,813,400	5,776,452	7,287,600	7,226,500	7,226,500
Procurement & Public Contracts	1,553,053	2,370,200	1,892,795	2,391,200	2,369,100	2,369,100
Project Management Office	1,697,847	2,442,700	2,189,551	2,717,600	2,693,000	2,693,000
City Attorney's Office	2,001,707	2,593,500	2,601,833	3,149,600	3,125,800	3,125,800
Total Admin. & Central Serv. Program	25,109,399	35,261,100	31,184,092	38,493,400	38,180,900	38,180,900
Interfund Transfers	774,164	611,400	610,764	1,294,800	1,294,800	1,294,800
Debt Service	2,389,462	2,376,000	2,375,819	2,382,100	2,382,100	2,382,100
Contingency	-	412,500	-	9,300	321,800	321,800
TOTAL REQUIREMENTS	\$ 28,273,025	\$ 38,661,000	\$ 34,170,675	\$ 42,179,600	\$ 42,179,600	\$ 42,179,600
<i>By Category:</i>						
Personnel services	\$ 21,553,211	\$ 30,086,100	\$ 26,820,314	\$ 32,278,500	\$ 31,966,000	\$ 31,966,000
Materials & services	3,240,767	5,125,000	4,306,778	6,164,900	6,164,900	6,164,900
Capital outlay	315,421	50,000	57,000	50,000	50,000	50,000
Total Admin. & Central Serv. Program	25,109,399	35,261,100	31,184,092	38,493,400	38,180,900	38,180,900
Interfund Transfers	774,164	611,400	610,764	1,294,800	1,294,800	1,294,800
Debt Service	2,389,462	2,376,000	2,375,819	2,382,100	2,382,100	2,382,100
Contingency	-	412,500	-	9,300	321,800	321,800
TOTAL REQUIREMENTS	\$ 28,273,025	\$ 38,661,000	\$ 34,170,675	\$ 42,179,600	\$ 42,179,600	\$ 42,179,600

Authorized Full Time Equivalents	96.75	99.75
Allocated Full Time Equivalents	81.65	81.55

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

ADMINISTRATION & CENTRAL SERVICES City Council

Overview

The City Council is the policy making board elected by the community of Bend. As the governing body of the city, the Council determines public policy for the City of Bend. The City is served by six Councilors and a Mayor who are elected to staggered, four-year terms. Expenditures directly related to the City Council are accounted for as part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration.



From left to right: Councilor Gina Franzosa, Councilor Mike Riley, Councilor Ariel Méndez, Mayor Melanie Kebler, Mayor Pro Tem Megan Perkins, Councilor Steve Platt, Councilor Megan Norris

Council Goals for the 2025-2027 Biennial Budget

The City Council identified the following focus areas as goals for the 2025-2027 biennium and adopted them on March 19, 2025

GOAL: HOUSING

Develop and implement strategies to meet community housing needs, reduce homelessness, and create complete, walkable neighborhoods through data-driven policies, reliable funding, and innovative development codes.

Strategy: Target efforts for housing production based on community needs

- Create a housing production strategies committee to develop policies, incentives and other funding tools to increase the supply of affordable and missing middle housing in alignment with the Oregon Housing Needs Analysis

- Collect data on the current housing and rental market to find gaps and key areas to improve housing production in alignment with state and regional plans
- Develop outreach programs and public/private partnerships to promote the uptake of policy changes towards increasing the supply of missing middle-income housing and small infill development

Strategy: Target efforts for houselessness based on community needs

- Advocate for a reliable, ongoing funding program for shelters (for capital and operations) and supportive services
- Develop additional safe parking sites
- Set goals and metrics for reducing homelessness that meet the needs in Bend while aligning with state and regional plans and funding sources

Strategy: Accelerate complete neighborhoods

- Adopt elements of a 20-year plan for housing and jobs (Bend's growth plan), emphasizing policies that create walkable and complete neighborhoods and transition Bend to form based development codes
- Adopt development code and entitlement process improvements that remove barriers and speed up missing middle-income, affordable housing and infill development
- Promote more affordable home ownership and rental opportunities that recognize the diversity of housing types and sizes needed to support a growing and changing community

GOAL: TRANSPORTATION & INFRASTRUCTURE

Make travel safer and more reliable for everyone, ensure water and wastewater systems meet growth, housing, and economic prosperity needs, and improve transportation projects with sustainable funding and planning.

Strategy: Enhance safety, accessibility and increased options for all modes of travel

- Create and begin implementation of Pedestrian and Bike Master Plans that address system gaps, costs, and priorities and are aligned to the Transportation System and Climate Friendly and Equitable Communities plans and policies
- Develop project and funding solutions to improve safety, reliability, maintenance, and capital needs, aligning revenue options with planning and performance metrics and goals
- Update transportation design standards and specifications for all users, aiming for zero fatalities

Strategy: Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth

- Finish the Sewer Collection System and Stormwater Master Plans, prioritizing infill development
- Acquire property and apply for grants to meet the long-term water supply and resiliency needs
- Finish updating plans for the Water Reclamation and Filtration Facilities, focusing on environmental stewardship, wildfire resiliency and clean energy opportunities

Strategy: Improve and deliver the City's transportation projects and plans and prioritize future investments

- Work proactively with Cascades East Transit to increase transit service, secure sustainable transit funding and establish two mobility hubs
- Deliver key transportation infrastructure projects that prioritize housing production and economic prosperity as well as address community priorities such as the Bend Bikeway and Neighborhood Street Safety Program
- Improve governance and oversight of transportation policy and project delivery that increases efficiency
- Develop a stable, self-sustaining funding plan for airport operations

GOAL: ECONOMIC PROSPERITY

Develop and implement strategies that increase community prosperity through job growth, workforce development and livable wages.

Strategy: Create a comprehensive economic development plan and vision

- Incorporate inputs from the Targeted Sector Analysis, Urban Renewal Investment Strategy, and Industry Cluster Analysis to guide the Economic Development Plan
- Identify target sector land capacity and infrastructure needs that inform Bend's Growth Plan
- Connect Bend's Economic Development plan with local, regional and state partners such as Economic Development of Central Oregon (EDCO), Bend Chamber of Commerce, OSU-Cascades, COCC, Central Oregon Intergovernmental council (COIC) and Business Oregon

Strategy: Lead an effort to strengthen economic prosperity by enhancing strategic partnerships

- Leverage public-private partnerships that catalyze investment in the Bend Central District, including the development of a new City Hall and investments in the Drake to Juniper Park connection
- Identify and contract with partners that provide specialized business and employment services, including childcare aligned to the economic development plan
- Establish an internal economic development program that coordinates and facilitates the urban renewal, real estate, housing, equity and policy teams that execute the economic development plan
- Implement a Supplier Diversity Program with a focus on outreach and education

Strategy: Implement the Urban Renewal Investment Strategy as a local tool to support economic growth

- Expand the roles and responsibilities of the Core Area Advisory Board to include citywide urban renewal strategies and investment
- Promote and ensure the urban design framework of the Core Area meets job and housing goals

- Leverage urban renewal funds, including site-specific opportunities, for housing, neighborhood commercial, entrepreneurial development, infrastructure, business and land development and beautification

GOAL: CLIMATE RESILIENCY

Promote a sustainable and resilient community by advancing climate action- recognizing affordability and availability of clean energy, protecting natural resources, and building wildfire resiliency

Strategy: Advance the community climate action plan (CCAP) and encourage sustainable development

- Implement the recently updated Community Climate Action Plan (CCAP) to meet greenhouse gas emission reduction targets, including priority items (these will be identified in April), and policies and programs that advance electrification
- Contract with community partners through a new grant program that facilitates CCAP action implementation
- Identify sustainable funding to implement the CCAP and sustainability initiatives
- Adopt a plan for the future of the Urban Tree Canopy
- Explore improvements to Bend’s outdoor lighting standards, informed by principles from the ‘Dark Sky’ initiative

Strategy: Protect our watershed through water conservation and stewardship

- Update the city’s water rate structure to further incentivize water conservation.
- Analyze and expand existing conservation measures to achieve no net increase in water demand and explore use of graywater
- Collaborate with Tribal partners on water resources in the Deschutes Basin
- Continue participation with the Deschutes Basin Water Collaborative and complete the *Water Management Plan*

Strategy: Build wildfire resiliency through awareness, education and actions that reduce risks

- Evaluate and update codes to reflect best practices for wildfire resiliency
- Coordinate and expand community wildfire resiliency outreach and education

GOAL: PUBLIC SAFETY

Enhance community safety and resilience through data-driven decision-making, responsible financial stewardship, and sustained investment in public safety services, while engaging in emergency preparedness and proactive crime prevention.

Strategy: Maintain high quality Fire/EMS service levels

- Maintain response times with a continued emphasis on survivability of cardiovascular emergencies
- Identify long-term funding and governance options in partnership with the Rural Fire District
- Analyze response data to ensure the appropriate resources are responding to calls for service

Strategy: Enhance emergency planning while increasing community preparedness

- Increase participation in community education, prevention, and preparedness programs through collaboration with partners
- Refine resiliency planning including natural hazard mitigation and continuity of operations
- Refine emergency planning to address City operations and response functions, and community evacuation plans

Strategy: Develop and use preventative and proactive measures to reduce crime and increase community safety

- Prioritize engagement and trust building with the community
- Collaborate with all City Departments and local partner agencies to intervene in criminal activity and increase livability, including implementation of automated traffic enforcement
- Reduce calls for service through partnerships and alternative response
- Identify long-term funding options to match community needs and expectations

GOAL: ACCESSIBLE AND EFFECTIVE GOVERNMENT

Foster a thriving, engaged, and inclusive community by enhancing transparency, strengthening public participation, and expanding engagement with new voices while ensuring responsible stewardship of resources.

Strategy: Advance the City's commitment to equity and community prosperity

- Expand language access and accessibility to ensure all residents can access City of Bend resources and decision-making processes
- Incorporate the equity framework into the City's decision-making processes
- Support and collaborate with community partners to address hate incidents and discrimination
- Explore ways to improve transparency of worker pay on private construction projects, including through existing regulatory structures, disclosure agreements, or other local mechanisms

Strategy: Engage community members, prioritizing outreach to new voices, to ensure continuous and meaningful community participation in decision-making processes

- Cultivate community partnerships to engage youth and other new voices, and implement stakeholder specific engagement, through events and creative initiatives
- Incorporate an engagement framework, with a strong feedback loop, to ensure stakeholder involvement and collaboration
- Continue to improve communication and collaboration between Council and Council advisory groups

Strategy: Implement process improvements to meet the needs of a growing City

- Foster community awareness and understanding of city projects by prioritizing a community-centric approach to project planning and communication
- Review and refresh Council Rules
- Improve permitting processes and reduce review times to support housing and economic development

- Complete and implement the One City strategic plan that aligns organizational priorities and initiatives with an updated mission, vision and values

Significant Changes from the 2023–2025 Biennial Budget

- Council members elected and re-elected to office beginning in January 2025 receive the new monthly stipend amount and a health and wellness stipend. They may also elect medical and dental insurance coverage
- Costs for captioning City Council meetings were moved from the Communications budget to Council budget

ADMINISTRATION & CENTRAL SERVICES

City Manager's Office

Overview

The City Manager's Office is part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The responsibilities of the City Manager's Office include the provision of professional leadership in the administration and execution of policies and objectives formulated by City Council, the development and recommendation of alternative solutions to community problems for Council consideration, the planning and development of new programs to meet future needs of the City, oversight of the biennial budget process, community relations, interagency coordination and fostering community pride in City government through excellent customer service.

Goals & Objectives for the 2025-2027 Biennial Budget

- Provide support to the City Council, including achievement of goals and objectives (see the City Council Budget Narrative earlier in this section for the list of 2025-2027 Goals) and policy directives
- Provide City leadership and direct departments and programs City-wide
- Provide information to, and pursue special projects, as directed by the City Manager and/or City Council
- Manage advisory boards, committees and commissions

Major Accomplishments during the 2023-2025 Biennium

- Proactively and effectively managed City finances and operations, while managing through a post-pandemic economy and significant inflation
- Re-focused Council Goal framework to align with evolving community and Council priorities and available resources
- Developed a multi-phase Transportation Fee and implemented the first phase. The fee will fund operations and maintenance of the City transportation system, such as pavement restoration, street preservation, signs, striping, sidewalk and other concrete work, bicycle and multi-modal system enhancement, street sweeping and cleaning, winter operations such as snow removal and implementation of programs identified in the Transportation System Plan
- Advocated successfully for legislation to address local housing and houselessness strategies and other public safety initiatives, speed radar utilization and enforcement
- Adopted a Houselessness Collaboration Agreement between Oregon Governor Tina Kotek's Office, Deschutes County, and the Cities of Bend and Redmond that defined roles and responsibilities and memorialized our commitment to coordinate and collaborate to meet the needs of our community.
- Hired a Grant Coordinator and worked towards a centralized grant application and review process, with a goal of mitigating last-minute applications, ensuring a consistent approach across departments, and confirming grant requirements that may impact the City's ability to accept funds should they be awarded
- Established and expanded the City's Employee Experience and Engagement Program

Significant Changes from the 2023-2025 Biennial Budget

- With the expansion of the Employee Experience and Engagement Program, several programs were shifted from other department budgets to a centralized budget within the City Manager's Office. These expenses are reflected in what appears to be a significant increase in the employee costs budget line item, however, most of these expenses were accounted for in other department budgets in the 2023-2025 biennial budget
- Bend Municipal Airport lobbying expenses are now accounted for in the City Manager's Office budget to distinguish lobbying efforts from Airport operations training and continued education, which is covered by Airport revenues
- Complete and implement the One City strategic plan that aligns organizational priorities and initiatives with an updated mission, vision, and values
- Added one (1) new Management Analyst FTE that is allocated to Water Services
- Transferred one (1) authorized FTE from Community and Economic Development Department to City Manager's Office for an Economic Development Manager position. The position cost will be allocated to the Business Advocacy Fund

ADMINISTRATION & CENTRAL SERVICES

Communications & Engagement

Overview

Communications & Engagement is part of the Administration & Financial Services Division within the Internal Service Fund - City Wide Administration. The department includes both Communications Services and Engagement Services, and Neighborhood District programs.

Communications Services provides information and education to the public and media about City programs, projects and services, and deploys a multi-medium, multi-faceted communications and community relations plan to reach and involve a broad segment of the community. It includes strategic communications planning, media relations, community engagement, crisis communications, internal City-wide communications, oversight of the City's website, social media, and graphic design standards. The Communications Department also provides outreach coordination and communications support to the Bend City Council members. The Communications & Engagement Department budget supports City Council meeting broadcasting, livestreaming and captioning (in partnership with the City Recorder's office).

Engagement Services provides strategy, marketing, event planning and execution support for events such as Bend Bike Night, State of the City, and engagement opportunities such as listening sessions, roundtable discussions, Q+A sessions. The Engagement team is currently working with the Chief Innovation Officer, Office of Performance Management and the Equity and Inclusion department on a Project Planning Process for the entire City of Bend organization, as well as an Engagement Framework.

The Neighborhood District Program supports the City's 13 recognized Neighborhood Districts (NDs) that provide a link between the City and community members who may have an interest in various local matters, City services, and community engagement.

Communications & Engagement Department staff also liaise with and provide support to the Equity and Inclusion department and the annual Welcoming Week initiative.

Goals & Objectives for the 2025–2027 Biennial Budget

- Promote interest and participation in the City of Bend's government policies, programs, and services
- Execute innovative engagement tools and pilot programs to reach new voices
- Develop Engagement Plan with ways to inform, engage, and report to Council utilizing listening reports from social media themes, Council summaries and equity partners engagement for Council memos to bolster input and feedback from the community to the Council
- Develop new branding guidelines, including evolving color palette and fonts
- Develop messaging for the City of Bend as a whole and the following departments: Water Services, Growth Management, Transportation, Engineering, Housing, Police, Fire, Climate, and Community and Economic Development Department
- Develop new design framework for the website and other materials

- Migrate web content to new content management system and continually improve the user experience of the City’s website so visitors to bendoregon.gov can easily find information they seek
- Increase the public’s online/electronic engagement with the City
- Develop an updated and comprehensive emergency communications plan in conjunction with the new Director of Emergency Management, and Bend’s Police and Fire departments to ensure seamless information response in the event of any type of emergency
- Enable consistent messaging and imagery in a variety of outreach tools through City-wide policies and trainings for staff who communicate with the public
- Manage a multi-faceted City-wide internal communications training program to foster an engaged and informed workforce
- Increase reach and engagement to community members in the City of Bend
- Deliver proactive and transparent information
- Develop a consistent brand voice across all City departments
- Educate & empower City of Bend workforce with accurate, timely information
- Encourage the Bend community members to trust City of Bend as a helpful resource

Major Accomplishments during the 2023–2025 Biennium

- Completed assessments on the department’s outreach and communication strategy and structure, for underrepresented community members and the neighborhood association system and made programmatic changes and additional recommendations for subsequent program improvements
- Produced monthly Neighborhood District newsletters to improve communication between the City and Neighborhood Districts
- Assessed, updated and rolled out the Citywide Graphic Branding Standards to provide a more welcoming and inclusive identity for the government
- Grew digital engagement: via e-news subscribers to the Communications Department’s primary content sources: the Weekly Road and Traffic Report (88% over the two-year period), News Releases (95% over the two-year period) and the Bend Current monthly e-newsletter (31% over the two-year period); expanded total social media followers from 19,032 to 21,310 on Facebook and 15,323 to 19,071 on Instagram; continued a monthly podcast which has seen about 5,100 downloads over the biennium
- Used a human-centered design approach to assessing and improving the City’s website
- Developed communications strategy, “Humanize the City” and implemented across the City of Bend owned channels (newsletter, social media, newsletter)
 - Revamped podcast, “Let’s Talk Bend” to focus on more voices and subjects taking place in the City of Bend
 - Revamped social media with content themes to encourage more engagement
 - Migrated to a new newsletter provider with the opportunity for comparative testing, email flows, and enhanced design

Significant Changes from the 2025–2027 Biennial Budget

- Reduced staffing by half (.5 FTE) an employee due to a staff member going part time
- Increased consulting over the current biennium in proportion to the personnel reductions described above to hire outside community engagement resources and for increased branding work
- Increased technology budget due to converting the City’s website to a new platform provider

ADMINISTRATION & CENTRAL SERVICES

Real Estate

Overview

The Real Estate division is part of the Internal Service Fund – City Wide Administration. The Real Estate division is responsible for managing a real estate portfolio that includes approximately 1,900 acres of City-owned undeveloped land, both inside and outside the City limits, as well as approximately 300 leases between the Bend Municipal Airport and other City-owned property. In addition, Real Estate Division staff assist other City departments, such as Facilities, Transportation & Mobility, and the Engineering Department, with real property acquisition, surplus property disposition, transaction support and strategy, as well as partner with outside agencies on public/private development and infrastructure projects that benefit the City. Revenue is generated through the City's cost allocation plan and expenditures are limited to operational expenses.

Goals & Objectives for the 2025–2027 Biennial Budget

- Implement and integrate new Property Management Software
- Support airport management with lease activity and administration, as well as future development at the Bend Airport
- Develop a second round of a competitive bid process and sell remaining surplus City-owned land at Juniper Ridge (~100 acres)
- Support Facilities Division in the development of the Juniper Ridge Public Works Campus project, including the relocation and repurposing of 15th Street and closing of the Boyd Acres Campus
- Support City Manager's Office and Facilities department with property acquisition and development of financial strategies for a new City Hall
- Support Engineering Department with surplus property disposition resulting from transportation and infrastructure projects
- Institute Land Management best practices and services for the undeveloped land outside of City limits, including fuel reduction efforts and management of the Temporary Safe Stay Area (TSSA) for those experiencing houselessness
- Continue to oversee, manage, and administer the assistance programs associated with Bend Urban Renewal Agency (BURA) and the Urban Renewal/TIF districts

Major Accomplishments during the 2023–2025 Biennium

- Fully staffed the Real Estate Division and completed hiring of staff
- Retained a Real Estate Services Consultant and Broker of record to assist in Property Acquisition and disposition
- Supported City Manager's Office & Facilities division in the acquisition of property located in the Bend Central District to support a new City Hall development
- Supported airport management with an update to the Rules & Regulations, including establishment of a reversion deferral fee program, as well as other lease amendments & extensions at the Bend Airport

- Amended Juniper Ridge Covenants, Conditions, and Restrictions and amended the Employment Subdistrict Boundary to reflect a reduced area as directed by the Juniper Ridge Work Plan
- Successfully negotiated Purchase & Sale Agreements for ~100 acres in Juniper Ridge (anticipate closing on both by June 30, 2025)
- Successfully entered into development and disposition agreements for two properties (Bear Creek & Franklin) for deed restricted affordable housing developments
- Issued Request for Proposals for technical and financial advisory consultants to assist in evaluating the new City Hall project
- Issued Request for Proposal (RFP) for new property management software

Significant Changes from the 2023-2025 Biennial Budget

- Moved BURA reporting and management of the Urban Renewal/Tax Increment Financing (TIF) districts from Community & Economic Development to Real Estate
- Established TSSA in Juniper Ridge and will be responsible for managing, in partnership with Deschutes County
- Repurposed a Housing Division position to a Management Analyst position in the Real Estate Department to support the greater Real Estate, Facilities, and Housing Department
- Consulting increased to help support future property transactions, dispositions, and other matters related to entitlement cleanup; including but not limited to property and right-of-way boundary revisions

ADMINISTRATION & CENTRAL SERVICES

Office of Performance Management

Overview

The Office of Performance Management (OPM) is part of the Administration & Financial Services division in the Internal Service Fund - City Wide Administration. The OPM is a centralized department that coordinates resources to ensure that the City meets the community's goals through data and analytics. The OPM helps the City think differently about its operations and contributes to becoming a more customer-focused and strategically aligned organization through data and technology solutions.

The OPM assists Council with goal setting, monitoring performance targets, and supports the City's Innovation Strategic Plan. In addition, the OPM leads the management of enterprise data sets to create synergy between departments.

Goals & Objectives for the 2025-2027 Biennial Budget

- Reduce address review days from 14 days to 10 days
- Finalize asset transportation repair and replacement model
- Finalize asset sewer repair and replacement model
- Rebuild multi-modal counts program
- Direct, support, and monitor business process improvements and changes for key business systems as well as ongoing departmental needs for continuous improvement
- Support SCADA (Supervisory Control and Data Acquisition) modernization project

Major Accomplishments during the 2023-2025 Biennium

- Migrated 77 Power BI reports to Microsoft Fabric
- Reduced asset intake process for As-Built assets from 30 day to 5 days
- Developed and launched the Council Goals Performance Dashboard
- Launched City of Bend's open data site
- Saved the City over \$1 million in consultant fees by building the water repair and replacement model
- Increased employee knowledge and skills in the use of data and analysis tools through training, communication, and coordination of user group meetings
- Completed ten-year back log of asset data updates for bike lanes and sidewalks
- Supported 10 Innovation Strategic Plan projects, completed 10 partnership projects; 17 projects underway
- Launched new data hubs for Fire, Housing, and Transportation & Mobility
- Supported launch of phase 1 and 2 of the transportation fee project

Significant Changes from the 2023-2025 Biennial Budget

- Increased materials and services for consulting services for new aerial imagery capture and update in fiscal year 2025-26
- Increased materials and services for Microsoft Fabric and Environmental Systems Research Institute (ESRI) technology contracts

ADMINISTRATION & CENTRAL SERVICES

Human Resources

Overview

The Human Resources program is a part of the Administration & Financial Services Division within the Internal Service Fund - City Wide Administration. Human Resources guides the establishment and implementation of effective, City-wide employment policies and practices. Human resource management includes talent acquisition, policy development and implementation, compensation and benefit administration, and employee/labor relations.

The policies and procedures that determine compensation, benefits, and working conditions of City employees vary depending on whether the employee belongs to a labor union or is not represented. Non-represented employees' pay, benefits, and other conditions of employment are established by personnel policies, whereas the terms of employment for represented employees are determined by labor contracts negotiated between the City and the bargaining unit to which an employee belongs. The bargaining units representing City employees are: the City of Bend Employees Association (COBEA), which as of February of 2025, represents approximately 301 employees in Water Services, Transportation & Mobility, Finance, Information Systems and Community Development Departments; the International Association of Fire Fighters Local #227 (Bend Fire Association – BFA), representing approximately 113 fire personnel; and the Bend Police Association (BPA), which represents approximately 130 police employees.

Goals & Objectives for the 2025–2027 Biennial Budget

- Promote an organizational culture that calls for high standards of performance and aligns employee efforts with the City's mission, vision, and business strategy
- Secure successor agreements with the Bend Fire Association, Bend Police Association, and COBEA providing labor stability
- Refine and enhance the City's overall delivery of human resources services and programs via deployment of a hybrid service delivery model
- Maintain labor/management relationships that are built on mutual trust and respect and result in collaborative partnerships to achieve the City's mission, vision, and program goal
- Support leaders at all levels in effectively managing their teams by assisting departments with navigating organizational changes related to staffing and workforce planning.
- Improve the City's ability to attract and retain the highest quality talent
- Implement organizational changes to ensure compliance with the Oregon Pay Equity Act to include conducting a pay equity analysis and identifying an action plan

Major Accomplishments during the 2023–2025 Biennium

- Implemented and integrated Paid Leave Oregon and Paid Parental Leave programs for the City's workforce
- Conducted a compensation survey for non-represented employees and members of COBEA

- Restructured the non-rep classification structure that includes directors, managers, and supervisors into a new methodology for improved performance, consistency, and internal equity
- Updated the City's policies and practices on pay equity in compliance with Oregon law
- Updated City Human Resources Information systems including Kronos/Dimensions and NeoGov Onboard
- Updated the Employee Handbook containing the personnel rules for City employees
- Reviewed and renegotiated deferred compensation (457b) plans resulting in a reduction in fees and increasing the quality of plan offerings
- Conducted a Request for Proposals for Citywide Occupational Health Services
- Deployed the initial phase of the Human Resources hybrid service delivery model, embedding departmental Human Resources Managers into the Community and Economic Development Department and the emerging Public Works Department
- Continued to decrease the City's insurance premium expense via a high deductible medical insurance plan with a health reimbursement account and a voluntary employee benefit association account program for all employees
- Relunched the Employee Wellness Committee to promote health and well-being for employees

Significant Changes from the 2023–2025 Biennial Budget

- The Employee Experience and Organizational Development program has been reassigned to the City Manager's Office along with the corresponding budget
- Increase of materials & services for consulting for a Pay Equity Study and Class Comp Consultations
- Increases of materials & services related to technology for additional NeoGov Modules

ADMINISTRATION & CENTRAL SERVICES

Financial Services

Overview

The Finance Department is a part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The Finance Department promotes sound financial management and provides an umbrella of accountable, effective and efficient financial services for our community members and City departments.

This department performs the following functions: accounting, budgeting, financial reporting and analysis, treasury and debt management, payroll and accounts payable processing, billing and collections, oversees compliance and prepares reports for federal grants, grant billing and reporting services. The City produces a monthly financial report and revenue report that compares budget to actual as well as the Annual Comprehensive Financial Report (ACFR) which has earned the distinguished reporting and presentation award from the Government Finance Officers Association (GFOA) since 1993. This department also prepares the City's biennial budget and long-term financial plans. It also performs financial analyses and financial planning for the City. The City's budget has earned the distinguished budget presentation award from the GFOA since 1998.

Goals & Objectives for the 2025-2027 Biennial Budget

- Oversee financial management for the City and ensure compliance with financial policies as well as state and federal statutes and accounting principles
- Develop long term financial plans and funding strategies for various City operations including facility, transportation, and infrastructure planning
- Actively seek and recommend funding strategies to address the City's long-term financial obligations
- Implement new budget software that fits the size and complexity of the City's operations and improves the efficiency of producing the biennial budget

Major Accomplishments during the 2023-2025 Biennial Budget

- Received the GFOA awards for the 2023-2025 biennial budget, the 2022-2023 Annual Comprehensive Financial Report and submitted the 2023-2024 Annual Comprehensive Financial Report to the GFOA for award consideration
- Entered into over \$13 million of new or increased loans through the State's Clean Water State Revolving Fund Loans (CWSRF) with the Oregon Department of Environmental Quality (DEQ) to provide improvements to critical water reclamation infrastructure at low interest rates
- Issued \$11.3 million of Full Faith and Credit Obligations to finance the acquisition and renovation of real and personal property in connection with the potential redevelopment of property in the Core Area which may include, but is not limited to, affordable housing, a civic plaza and other public uses, such as a new City Hall
- Issued \$58.7 million of General Obligation Bonds, Series 2024 to fund transportation infrastructure improvements including a portion of traffic flow, east-west connections and neighborhood safety improves citywide

- Issued \$39.5 million of Full Faith and Credit Bonds to finance the costs of Streets & Operations and Fire/EMS Department vehicles and equipment, transportation infrastructure improvements, and the design and construction of the new Public Works Campus
- Authorized to issue Full Faith and Credit Bond in an amount not to exceed \$105 million to finance the costs of equipment, transportation infrastructure improvements, eligible Urban Renewal capital projects, stormwater infrastructure improvements and construction of the Public Works Campus. These bonds are scheduled to close in May of 2025

Significant Changes from the 2023-2025 Biennial Budget

- Capital outlay for acquisition of annual financial budgeting system is included in the 2025-2027 biennial budget
- Budget includes consulting services for the development of the Annual Comprehensive Financial Report

ADMINISTRATION & CENTRAL SERVICES

Procurement & Public Contracts

Overview

The Procurement and Public Contracts division is part of the Administration & Financial Services Department in the Internal Service Fund - City Wide Administration. The division provides procurement services and contract administration to all City departments and the public in a timely, courteous, and ethical manner. The division ensures that items including fuel, construction work, professional services, heavy equipment, maintenance equipment, and supplies are procured through competitive public contracting processes. In addition to developing and managing invitations to bid and requests for proposal processes, the division provides guidance and assistance to City staff to define needs, solicit opportunities, and administer contracts. The division manages the vendor, purchase order, procurement card, and contracts modules of the City's Enterprise Resource Planning (ERP) system. Procurement negotiates contracting terms and conditions, ensures compliance with applicable procurement laws, ensures fair and equitable treatment of suppliers, and manages the disposition of surplus property.

Goals & Objectives for the 2025–2027 Biennial Budget

- Assist in the development of a supplier diversity program that leverages the City's purchasing power to provide new and unique opportunities to disadvantaged or underutilized businesses
- Ensure City-wide compliance with purchasing policies and state and local laws
- Realign roles and responsibilities to better support departments and increase efficiencies
- Develop a process in coordination with the Office of Performance Management to review and modernize Information Technology contracts
- Create new, and improve existing, internal procedures and policies to minimize timelines and improve results

Major Accomplishments during the 2023–2025 Biennium

- Assisted in the development, adoption, and implementation of significant revisions to the Public Contracts chapter of the Bend Municipal Code
- Participated in the update of the standards and specifications for public improvements
- Implemented procurement related sections of the Strategic Energy Management Plan including implementing an e-procurement/bidding software system to increase efficiencies and competition, automating and digitizing paper intensive contract processes, developing policies and procedures that promote re-use and recycling over disposal, and encouraging and supporting departments using life cycle costs when making purchasing decisions

Significant Changes from the 2023–2025 Biennial Budget

- Increased materials and services expense for consulting services to more efficiently respond to procurement requests and expand access to particular and unique expertise and experience

ADMINISTRATION & CENTRAL SERVICES

Project Management Office

Overview

The Project Management Office (PMO) is part of the Administration & Financial Services Division in the Internal Service Fund - City Wide Administration. The mission of the PMO is to deliver quality project management services, tools and training to the organization to deliver many critical non-infrastructure projects for the City of Bend. The PMO directly oversees a suite of enterprise projects in the Innovation Strategic Plan. In addition, the program provides project management training and tools, and consulting to help departments deliver their own projects utilizing innovative and nimble approaches coupled with standard project management methodologies.

Goals & Objectives for the 2025–2027 Biennial Budget

- Support the implementation of the Innovation Strategic Plan (ISP) by providing project management services and portfolio management. Some of the priority projects include:
 - Continue work on the infrastructure asset management strategy and system in partnership with the Office of Performance Management
 - Continue to develop the record management strategy, and implement the roadmap developed in the 2021-2023 biennium
 - Implement city website improvements, based on work completed in the 2023-2025 biennium, including a full redesign and new content management platform
 - Continue to develop the e-procurement system to update contracting and employment opportunities to incentivize higher wages and opportunities for Black, Indigenous, and people of color, and women-owned businesses
 - Implement improved process and tools to track and manage employee performance
 - Replace Water Services Supervisory Control and Data Acquisition (SCADA) system to improve security, redundancy, and operational efficiency at the water and wastewater facilities and for the city-wide collection and distribution systems
 - Implement standards and systems to archive text messages as public records
 - Implement a replacement for the IT help desk system & process
 - Implement processes and systems for centralized printing
 - Work with the Finance Department to implement a budgeting system
 - Integrate Parking Services system with Municipal Court in order to implement the updated parking code
- Continue to develop the organization’s project management capacity by:
 - Providing project management training and create a peer network for staff managing projects
 - Developing and maintaining a flexible project management framework and toolkit
 - Selecting (or developing) an organizational change management methodology, and integrating the methodology across all City departments

Major Accomplishments during the 2023–2025 Biennium

- Implementation and/or replacement of key business systems including:
 - Accounts receivable/general billing module of Munis
 - Fleet telematics
 - Cemetery management system
 - Community service request system
 - Record management strategy & roadmap
 - E-procurement system
 - Survey tool
 - Website improvements
 - Asset management strategy & roadmap

Significant Changes from the 2023–2025 Biennial Budget

- Increasing materials and services for consulting services to assist with the on-going web site development project
- Decreasing capital outlay expenses due to the completion of a Financial System Implementation project in the current biennium

ADMINISTRATION & CENTRAL SERVICES

City Attorney's Office

Overview

The City Attorney's Office (CAO) acts as in-house counsel to the City of Bend, providing legal advice and services to the City Council, the City Manager, department heads, and other City employees related to their official responsibilities. The attorneys also provide legal advice to boards, commissions, and committees. The CAO seeks to provide timely and proactive legal advice consistent with a complex system of local, state, and federal laws and regulations, the United States and Oregon constitutions and applicable case law, to be responsive to the City's needs, and to be innovative and solution-oriented in the City's approach to a growing and changing city.

In addition to providing legal advice, the CAO implements Council policy direction and goals by drafting or amending City ordinances and resolutions, contracts, intergovernmental agreements, engineering and planning documents, and memos. The CAO provides ongoing employment and personnel advice related to City employees and collective bargaining.

The CAO's approach is to be proactive, open-minded and creative in resolving disputes and finding solutions to a wide variety of City and community issues, whether simple or complex. The CAO often takes the lead in managing disputes, which can include personnel matters, public records challenges, land use appeals, real estate matters, and is responsible for managing outside counsel in litigation, if it occurs.

Goals & Objectives for the 2025–2027 Biennial Budget

- Build a strong and respectful relationship with the new City Council to support Council Goals, help educate and respond to Councilor questions and provide legal guidance and perspective to facilitate Councilors' community leadership role and enhance their ability to effectively achieve their objectives
- Continue to focus on issues related to houselessness, including: supporting efforts related to transitional housing, shelters, safe parking, and managed vehicle camping, and; working with Deschutes County and federal partners
- Provide legal support/research as needed on a variety of ideas from City Council and the City's advisory bodies as they work to advance the Council's goals and priorities, including Human Rights and Equity Commission (HREC), Affordable Housing Advisory Committee (AHAC), Core Area Advisory Board (CAAB)/Tax Increment Finance (TIF), Environment and Climate Committee (ECC), and others
- Continue review and legal advice on structural and governance issues, various City code amendments and additions
- Provide legal review and ongoing oversight of Urban Growth Boundary (UGB) expansion documents, air traffic control tower development, Juniper Ridge, and numerous planning and development projects
- Review, draft documents and provide advice to Engineering Department and Procurement & Public Contracts Department related to major infrastructure projects, including support and coordination

with outside counsel on condemnation matters and implementation of the G.O. Bond. A major project may include reviewing contract documents from Oregon Department of Transportation (ODOT) in preparation for seeking certification to deliver federally funded transportation projects

- Provide advice regarding ongoing housing and affordable housing priorities, including tools to maintain affordability, structuring development proposals to achieve affordability and middle-income housing, and other mechanisms to achieve expanded housing opportunities
- Continue to be lead legal support for Outback expansion project (Project 1WOFI, see the Capital Improvement Program for more detail), Townsite Act and potential future hydro project
- Continue supporting public safety departments in evolving roles and services, including alternate responses to policing
- Provide legal support for multiple code projects
- Provide legal counsel on real property management and acquisition related to development of and relocation to new City Hall in Bend Central District

Major Accomplishments during the 2023–2025 Biennium

- Drafted and implemented an ordinance governing franchise utility use of City rights-of-way and managed existing relationship with utility providers to facilitate smooth transition from governance by agreement to governance by generally applicable code
- Developed and adopted revised rules, regulations, and general aviation minimum standards governing use of the airport and development of airport property; provided legal advice on negotiation of ground leases for private development of bare ground on east side of the field
- Supported drafting and development of code to implement Climate Friendly and Equitable Communities rules, new System Development Charge methodology and code update
- Continued supporting the Engineering Department in multiple complex progressive design-build public infrastructure projects and provided increasingly sophisticated document drafting and forms, negotiations with irrigation districts and private property owners, and condemnation proceedings
- Worked with City Manager’s Office (CMO), staff and Council to support the Human Rights and Equity Commission and Environment & Climate Committee
- Worked with CMO and Council to help address those facing homelessness in Bend, including Juniper Ridge efforts
- Worked with various departments on initiatives to support efforts to create more affordable housing in Bend, including the UGB Pilot Project (HB 4079) and the Stevens Road Tract (HB 3318)
- Worked with the Community Development Department on numerous planning projects, including drafting complex development agreements
- Handled all municipal court matters, Land Use Board of Appeals (LUBA), labor and personnel matters, and circuit court litigation
- Provided ongoing legal support to successful Bend Urban Renewal Agency (BURA) projects (Core Area Urban Renewal Area/TIF/Bend Development Code (BCD) amendments, in particular

Significant Changes from the 2023–2025 Biennial Budget

- The City Attorney retired in fiscal year 2024-25 and was retained on a consulting basis. That position was back filled by an internal candidate. A new attorney was then hired bringing the total number of in-house attorneys back to five in an ongoing effort to support legal services associated with increased City-wide departmental needs and City Council initiatives and goals

ADMINISTRATION & CENTRAL SERVICES
Administration & Financial Services

FIVE YEAR INTANGIBLES PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Intangibles:					
Budget software	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -

(This page intentionally left blank)

**Internal Service Fund - City Wide Administration
Accessibility & Equity**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 178,200	210,761	\$ 169,000	\$ 169,000	\$ 169,000
Licenses and permits	2,120	-	1,970	-	-	-
Miscellaneous	250	-	5,000	-	-	-
Interfund transfers	1,434,881	1,379,000	1,261,689	1,566,000	1,566,000	1,566,000
TOTAL RESOURCES	\$ 1,437,251	\$ 1,557,200	\$ 1,479,420	\$ 1,735,000	\$ 1,735,000	\$ 1,735,000
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Admin. & Central Serv. Program						
Personnel services	\$ 904,918	\$ 1,237,100	\$ 1,110,070	\$ 1,436,200	\$ 1,422,600	\$ 1,422,600
Materials & services	182,152	281,700	171,702	254,600	254,600	254,600
Total Admin. & Central Serv. Program	1,087,070	1,518,800	1,281,772	1,690,800	1,677,200	1,677,200
Interfund Transfers	-	28,600	28,600	43,200	43,200	43,200
Contingency	-	9,800	-	1,000	14,600	14,600
TOTAL REQUIREMENTS	\$ 1,087,070	\$ 1,557,200	\$ 1,310,372	\$ 1,735,000	\$ 1,735,000	\$ 1,735,000

Authorized Full Time Equivalents	3.50	3.50
Allocated Full Time Equivalents	3.55	3.50

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

ADMINISTRATION & CENTRAL SERVICES

Accessibility & Equity

Overview

The Accessibility & Equity Department is housed within the Administration & Central Services Division of the Internal Services Fund – City Wide Administration. This department leads the City of Bend’s efforts to normalize, organize, and operationalize its commitment to diversity, equity, inclusion, and accessibility (DEIA). Embedding DEIA principles into city operations, policies, and culture, the department ensures that the organization is a place where individuals from diverse backgrounds can work together to build a strong, inclusive, and equitable community.

The department’s work is informed and guided by three key advisory bodies:

- Internal DEIA Advisory Committee: This internal advisory body focuses on fostering an inclusive workplace, implementing DEIA strategies, and integrating equity considerations into organizational policies and procedures
- City of Bend Accessibility Advisory Committee (COBAAC): This City Manager advisory body advises on strategies for ensuring accessibility in city programs, services, and infrastructure while serving as a resource on Americans with Disabilities Act (ADA) compliance
- Human Rights and Equity Commission (HREC): This Council advisory body advocates for marginalized and underrepresented communities, ensuring equitable access to city services, promoting human rights, and addressing concerns related to discrimination

Goals & Objectives for the 2025-2027 Biennial Budget

- Provide support to City Council, staff, and leadership on the City's commitment to advancing equity
- Continue programmatic work, which includes facilitating and supporting internal and external advisory bodies, and the implementation of their work plans
- Continue to develop the tools and resources that allow for integrating equity concepts into projects, programs, and operations, including the Accessibility program, Language Access, and other programs as assigned by the City Manager

Major Accomplishments during the 2023-2025 Biennium

- Policy Advancements: Implemented the Language Access Policy to enhance multilingual service access. Developed and adopted a Supplier Diversity Policy to increase equitable procurement practices
- Program Enhancements: Assisted the Housing Department with a U.S. Department of Housing and Urban Development (HUD) grant proposal to increase housing equity
- Community Engagement: developed hate and discrimination resources and response strategies
- Internal Training & Capacity Building: Conducted multiple Lunch and Learn sessions on DEIA topics for city employees. Established the Workforce and Strategic Initiatives Subcommittee within the DEIA Advisory Committee
- Recognition & Representation: Facilitated City-wide proclamations recognizing Black History Month, Pride, Juneteenth, and other cultural observances

- Infrastructure & Compliance: Processed over 30 internal reasonable accommodation and modification requests to improve accessibility. Completed the first phase of the Equity Framework pilot, assessing department-level implementation. Created and implemented an equity statement across all city departments
- Expanded Welcoming Week engagement, increasing participation and events

Significant Changes from the 2023-2025 Biennial Budget

- ADA Compliance & Accessibility Enhancement: As we work to explain and define the future of work for the accessibility program, the self-evaluation and transition plan updates to improve city-wide accessibility must be completed. These documents are for federal compliance with the ADA
- Welcoming Week Expansion: Adjust programming based on community needs while enhancing capacity to support individual events
- Language Access Program: We have increased our budget based on the recommendation from the Four Factor Analysis. This document is to comply with federal requirements for language prioritization and allows the city to adjust programming to meet departmental and community needs
- Increasing public participation while meeting cultural needs. The Equity Department will be working to create culturally responsive and relevant programming to support ongoing initiatives and efforts started by the City Manager or programmatic needs. Specifically, the City of Bend works with the Confederated Tribes of Warm Springs and Latine community outreach through the Language Access program

(This page intentionally left blank)

**Internal Service Fund - City Wide Administration
Sustainability**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ -	\$ 152,500	(4,523)	\$ 79,700	\$ 79,700	\$ 79,700
Intergovernmental revenues	-	152,700	117,000	35,700	35,700	35,700
Miscellaneous	10,000	-	-	-	-	-
Interfund transfers	407,692	329,800	479,800	820,400	820,400	820,400
TOTAL RESOURCES	\$ 417,692	\$ 635,000	\$ 592,277	\$ 935,800	\$ 935,800	\$ 935,800
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Admin. & Central Serv. Program						
Personnel services	\$ 63,789	\$ 292,800	\$ 340,765	\$ 290,400	\$ 287,300	\$ 287,300
Materials & services	192,852	328,500	171,803	644,400	644,400	644,400
Total Admin. & Central Serv. Program	256,641	621,300	512,568	934,800	931,700	931,700
Contingency	-	13,700	-	1,000	4,100	4,100
TOTAL REQUIREMENTS	\$ 256,641	\$ 635,000	\$ 512,568	\$ 935,800	\$ 935,800	\$ 935,800

Authorized Full Time Equivalents	2.00	1.00
Allocated Full Time Equivalents	1.60	0.80

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

ADMINISTRATION & CENTRAL SERVICES

Sustainability

Overview

The Sustainability program is responsible for carrying out the City's energy and climate related initiatives, including developing, updating, and implementing the City's Community Climate Action Plan (CCAP) and the City's Strategic Energy Management Plan (SEM Plan). These initiatives were launched in 2016 with the adoption of City Council Resolution 3044. This program is also responsible for coordinating the Environment and Climate Committee, a permanent advisory committee to the City Council, due to its close relationship to the Community Climate Action Plan.

Goals & Objectives for the 2025–2027 Biennial Budget

- Implement the Community Climate Action Plan (CCAP) through the following activities:
 - Launch and run a CCAP outreach and education program
 - Develop, launch, and maintain a new Energy Navigator program
 - Support deployment of public Electric Vehicle (EV) charging stations
 - Establish a waste prevention and re-use program
 - Launch a Climate Action Partner Grant Program to facilitate execution of community-led CCAP actions
- Evaluate and improve tracking and reporting systems for the CCAP
- Implement the City's internal Strategic Energy Management Plan through coordination of city departments with key implementation responsibilities
- Update the Greenhouse Gas Emissions Inventory for City operations and facilities

Major Accomplishments during the 2023–2025 Biennium

- Recruited and onboarded new Environment & Climate Management Analyst position
- Scoped, procured technical support for, and executed Phase 1 of the Electrification Policy Options Analysis project. This included developing initial policy options list, conducting stakeholder interviews, facilitating Environment and Climate Committee recommendation development, and delivering information to City Council in December 2024
- Updated the Community Climate Action Plan with the Environment and Climate Committee, including holding sector-specific workshops, conducting greenhouse gas analysis, and surveying the community for public input
- Managed the Environment and Climate Committee with monthly meetings for the full committee and additional ad hoc meetings for subcommittees and working groups
- Launched outreach and education program by developing new website, social media, and newsletter program
- Initiated planning for new Climate Action Partner Grant Program

Significant Changes from the 2023–2025 Biennial Budget

- Increases to materials & services for Community Education and Outreach to pilot a Climate Action Partner Grant Program
- New outreach and education program managed by the new Environment and Climate Management Analyst position approved in June 2024

(This page intentionally left blank)

**Internal Service Fund - City Wide Administration
Information Technology (IT)**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 720,830	\$ 330,000	\$ 291,586	\$ 423,200	\$ 423,200	\$ 423,200
Miscellaneous	19,324	-	5,265	-	-	-
Debt proceeds	580,169	-	-	-	-	-
Interfund transfers	10,046,449	12,142,800	12,142,800	14,677,200	14,677,200	14,677,200
TOTAL RESOURCES	\$ 11,366,772	\$ 12,472,800	\$ 12,439,651	\$ 15,100,400	\$ 15,100,400	\$ 15,100,400
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Admin. & Central Serv. Program						
Personnel services	\$ 5,541,582	\$ 6,296,400	\$ 6,355,149	\$ 7,464,400	\$ 7,397,300	\$ 7,397,300
Materials & services	4,662,826	5,370,800	5,033,072	6,683,400	6,683,400	6,683,400
Capital outlay	552,328	260,000	165,095	225,000	225,000	225,000
Total Admin. & Central Serv. Program	10,756,736	11,927,200	11,553,316	14,372,800	14,305,700	14,305,700
Interfund Transfers	318,450	252,600	252,180	515,800	515,800	515,800
Debt Service	-	232,000	210,913	210,900	210,900	210,900
Contingency	-	61,000	-	900	68,000	68,000
TOTAL REQUIREMENTS	\$ 11,075,186	\$ 12,472,800	\$ 12,016,409	\$ 15,100,400	\$ 15,100,400	\$ 15,100,400

Authorized Full Time Equivalents	23.00	23.00
Allocated Full Time Equivalents	19.50	19.50

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

ADMINISTRATION & CENTRAL SERVICES

Information Technology (IT)

Overview

The Information Technology (IT) division is part of the Internal Service Fund – City Wide Administration. The mission of IT is to enable innovation, growth, safety, and public service by providing a stable technological foundation through careful planning and strategic management of resources. Information Technology manages the City’s enterprise information systems, including software implementation and management, local and wide area networks and supporting infrastructure. In addition, IT supports the City, community members, and employees through a variety of services and seeks to improve operational efficiency through effective use and stewardship of technology.

Goals & Objectives for the 2025–2027 Biennial Budget

- Support Innovation Strategic Plan projects and initiatives recommended by the Innovation Steering Committee
- Support all technology needs for the opening of the new Public Works Campus:
 - Network infrastructure
 - Audio and video conferencing equipment
 - End user workstation equipment
 - Security cameras and physical access control system
 - Printing requirements
 - New processes and procedures
- Support the replacement of the SCADA (Supervisory Controls and Data Acquisition) system with a modern, secure platform that significantly improves the Water Services department’s ability to monitor and control critical water and wastewater infrastructure while enhancing overall operational efficiency, reliability, and security
- Upgrade all endpoints to the latest operating system, ensuring enhanced security, performance, and user experience across the organization
- Continue to advance the printing centralization project aiming to streamline and optimize printing services across the organization while decreasing costs and increasing availability and security
- Collaborate closely with the Accessibility team and departments across the organization to develop a comprehensive plan that ensures compliance with the digital accessibility minimum requirements established by the Department of Justice
- Deploy an enterprise end user password management tool to improve the organization’s ability to manage and protect passwords and to enhance the organization's security and efficiency
- Adopt an organization-wide AI usage policy
- Pilot and support artificial intelligence (AI) initiatives across City departments

Major Accomplishments during the 2023–2025 Biennium

- Supported Innovation Strategic Plan projects and initiatives including:
 - Computerized Maintenance Management System Deployment
 - Learning Management System

- Access Control System
- Right of Way Code Implementation
- Non-represented Employee Performance Review System Replacement
- Community Service Request System Deployment
- Public Records Request Management System
- Water Services Physical Site Security Enhancement
- Public Website CMS and Hosting Platform Replacement
- Upgraded the City's time keeping software application to improve its stability, compatibility, and security
- Actively participated in the design and planning stages for the new Public Works Campus and set modern technology standards for new City facilities construction projects
- Established a collaborative partnership between the Information Technology and Water Services departments to oversee the City's SCADA (Supervisory Control and Data Acquisition) systems and communications infrastructure ensuring that both departments work together seamlessly to maintain and enhance the critical systems that monitor and control water services operations
- Transitioned to a cloud-based voice over internet protocol (VoIP) and Contact Center solution that integrated with the City's enterprise digital collaboration suite and effectively centralized all digital communication channels into a single, unified interface that streamlined operations and reduced administrative overhead
- Migrated the Microsoft 2012 server fleet to the most current Microsoft server operating system
- Enhanced the wireless network infrastructure across City facilities, ensuring it supports the latest wireless connectivity and security protocols
- Developed a thorough process to address all technology-related aspects during department and organizational structure changes
- Adopted a standard information security framework to guide the development of the City's cybersecurity policies and strategies
- Implemented a comprehensive, ongoing information security training program for all City employees

Significant Changes from the 2023–2025 Biennial Budget

- Conversion of one (1.0) LTE Application Analyst position to an FTE position in fiscal year 2026-2027. This position is budgeted to be split between the IT Department and the Community and Economic Development Department
- Centralization of budget and management of City-wide copier leases in the IT Department
- Enhancements to information security systems and processes
- Increases in software and hardware recurring maintenance costs due to ongoing inflation

There are three teams within IT: the Enterprise Operations Team, the Enterprise Applications Team, and the Information Security Team. These teams collaborate to ensure seamless operation and robust protection of the City's IT systems and infrastructure.

Enterprise Operations Team - The Operations team consists of two broad and diverse groups, the Service Desk and Infrastructure Operations.

The Service Desk supports approximately 800 users across the organization. They prioritize the prompt restoration of service to end-user technology, provide asset management for 2,000+ pieces of equipment (desktops, laptops, phones, printers, mobile devices, etc.), and manage the provisioning of equipment and access for new and departing employees. They hold a 99% internal customer satisfaction rating.

Infrastructure Operations focuses on supporting City operations by ensuring the smooth functioning of the technology infrastructure that supports operating system and application deployment to internal and external customers. This includes the network infrastructure (160+ network switches across 27 facilities); server and device management (150+ servers), computer operations, storage management, disaster recovery management, water services operations and communications, and cybersecurity management.

Enterprise Applications Team

The Enterprise Applications Team provides services to the City's users and business operations through the implementation, ongoing support, and continuous improvement and optimization of the major enterprise systems in use at the City. The team also provides asset management for those software systems through maintenance and upgrades, usage reviews and annual audits as well as workflow and process maintenance.

Information Security Team

Information Security plays a crucial role in safeguarding the City's data, systems, and infrastructure while also raising user awareness about cybersecurity. Information Security works closely with Enterprise Operations, Enterprise Applications, and the rest of the organization to embed security into every aspect of the City's IT operations, from the selection, implementation, and maintenance of applications to the daily operations of the City's systems.

ADMINISTRATION & CENTRAL SERVICES
Information Technology (IT)

FIVE YEAR EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Equipment:					
Network switches upgrade	\$ 75,000	\$ 150,000	\$ -	\$ -	\$ -
Total	\$ 75,000	\$ 150,000	\$ -	\$ -	\$ -

(This page intentionally left blank)

**Internal Service Fund - City Wide Administration
Risk & Emergency Mangement**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 6,530,073	\$ 6,538,000	\$ 6,451,017	\$ 7,876,500	\$ 7,876,500	\$ 7,876,500
Intergovernmental revenues	-	-	87,900	-	-	-
Miscellaneous	740,671	228,200	805,517	763,200	763,200	763,200
Interfund transfers	6,193,490	8,469,000	8,412,918	7,416,000	7,416,000	7,416,000
TOTAL RESOURCES	\$ 13,464,234	\$ 15,235,200	\$ 15,757,352	\$ 16,055,700	\$ 16,055,700	\$ 16,055,700
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Admin. & Central Serv. Program						
Personnel services	\$ 275,341	\$ 1,018,800	\$ 1,017,994	\$ 1,723,200	\$ 1,708,700	\$ 1,708,700
Materials & services	6,737,876	7,665,800	6,860,422	8,300,600	8,300,600	8,300,600
Total Admin. & Central Serv. Program	7,013,217	8,684,600	7,878,416	10,023,800	10,009,300	10,009,300
Interfund Transfers	-	-	2,400	32,200	32,200	32,200
Contingency	-	-	-	-	14,500	14,500
Reserves Commercial Insurance	-	6,550,600	-	5,999,700	5,999,700	5,999,700
TOTAL REQUIREMENTS	\$ 7,013,217	\$ 15,235,200	\$ 7,880,816	\$ 16,055,700	\$ 16,055,700	\$ 16,055,700

Authorized Full Time Equivalents	4.00	4.00
Allocated Full Time Equivalents	4.35	4.20

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

ADMINISTRATION & CENTRAL SERVICES

Risk & Emergency Management

Overview

The Risk & Emergency Management fund is an Internal Service Fund that accounts for the City's funding of commercial liability premiums, policy deductibles and self-insurance reserves for catastrophic losses.

The City is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets, errors and omissions, injuries to employees, and natural and human caused disasters. The City purchases insurance policies from commercial carriers and pays annual premiums and deductibles for the following coverages: general and automobile liability, commercial property, cyber liability, crime coverage, airport liability, pollution coverage, and workers' compensation. Additionally, the City carries a public employee dishonesty bond covering the Chief Financial Officer and Assistant Finance Director. The City also maintains employee health, life, and disability coverages.

Departments are responsible for paying all deductibles and the cost of accident-related repairs not covered by insurance. Reserves in the insurance program are maintained to cover expenses not paid by insurance in the event of catastrophic losses. The use of such reserves is limited to significant expenditures not covered by the City's insurance and those that are too large to be absorbed into the department's operating budget or reserves.

The Department of Risk & Emergency Management has four distinct programs, including City-wide Employee Safety, Risk Management, Workers' Compensation, and Emergency Management. These programs provide outreach and engagement, training, evaluation, test/exercise, planning, and equipment components to ensure compliance with applicable regulations and to build the City's resilience. This department supports both workplace and inter-agency committees including:

- Safety Committees (Public Works, Downtown, Police, and Fire) - Bring workers and management together in a cooperative effort to promote safety and health in the workplace.
- Risk Management Committee – Anticipate challenges by taking a strategic approach to reduce costs, support employees and community safety, and build resiliency across City operations. The committee works to lay the groundwork for a comprehensive and proactive risk management strategy that supports the City's mission and goals
- Emergency Management Committee - This Committee progresses the preparedness of the community of Bend, conducts trainings, coordinates exercises, collaborates on projects and grants, and prioritizes addressing gaps to build a more resilient Bend
- Natural Hazard Mitigation Plan (NHMP) Committee - Assesses, implements, and manages current Mitigation Action Items (MAIs) identified in the Deschutes County Multi-Jurisdictional Natural Hazard Mitigation Plan to build the resilience of Bend against the most likely natural hazards. Additionally, this interagency committee assesses Bend's current risk to natural hazards. This committee updates the Bend Addendum to the Deschutes County plan

Goals & Objectives for the 2025–2027 Biennial Budget

- Refine the City’s Continuity of Operations Plan and develop the Emergency Operations Plan
- Incorporate the revised guidance from the Federal Emergency Management Agency into the update of the City’s addendum to the Deschutes County hazard mitigation plan (October 2026)
- Enhance community preparedness and disaster education and outreach programs to engage the community in becoming more prepared for hazards in Bend
- Enhance the City’s resilience to wildfire through evaluation and update of codes related to home hardening, landscape standards, and flammable vegetation management, and educate the community on the value of defensible space and preparedness
- Continue quarterly meetings of the City of Bend Risk Committee, which is comprised of representatives from multiple City departments
- Proactively assess and control hazards in the workplace to reduce workplace injuries and illnesses

Major Accomplishments during the 2023–2025 Biennium

- The Department of Emergency Management became Risk & Emergency Management and added the Worker’s Compensation, Safety, and Risk programs
- The Risk Committee met quarterly during the 2023 and 2024 calendar years and was reconfigured in January of 2025 with different representation and focus
- Between fiscal years 2023 and 2025 there were 58 general liability/auto claims, of which 33 were either denied or closed without payment
- Continued to support the Water Services Department’s Safety & Training Program to ensure compliance, training, and support to City employees
- Worked with the Community and Economic Development Department on the requirements for contractors who apply to be on the Qualified Contractor list, which includes increased insurance requirements and requires relevant insurance coverage based on the type of work being applied for, which ultimately provides greater risk mitigation and less exposure to the City

Significant Changes from the 2023–2025 Biennial Budget

- Added one (1) new position via a transfer from Water Services for a Safety Management Analyst in fiscal year 2025
- Added one (1) new position via a transfer from Community Development for an Emergency Management Analyst in fiscal year 2025
- A 12% increase is projected for all insurance premiums except cyber/crime
- Per the City Insurance Broker, an increase of approximately 5% is expected in the cyber/crime rate given stabilization and the changes made to the City’s cyber readiness
- The City’s Pollution Policy is in year two of a three-year policy that was paid in full in FY 2023-24. The policy will be renewed in FY 2026-27 with an expected 12% increase in cost
- Contains personnel costs and training and memberships for four (4) full-time staff and an intern
- Includes communications equipment and service costs for redundant systems for the City Manager’s Office, Emergency Operations Center, and Emergency Management

ADMINISTRATION & CENTRAL SERVICES
Risk & Emergency Management

FIVE YEAR VEHICLE PLAN

	2024-25		2025-26		2026-27		2027-28		2028-29		2029-30
	YEP										
Vehicles:											
One (1) Ford Explorer	\$ -		\$ -		\$ -		\$ -		\$ 50,000		\$ -
Total	\$ -		\$ -		\$ -		\$ -		\$ 50,000		\$ -

**Internal Service Fund - City Wide Administration
Facilities Management**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 1,552,114	\$ 9,487,100	\$ 5,187,980	\$ 40,961,300	\$ 40,961,300	\$ 40,961,300
Licenses and permits	250	-	500	-	-	-
Intergovernmental revenues	2,000,000	-	-	-	-	-
Charges for services	122,978	437,600	556,086	338,300	338,300	338,300
Miscellaneous	5,171,438	958,500	1,499,521	406,700	406,700	406,700
Debt proceeds	18,348,109	131,497,100	125,027,410	3,978,000	3,978,000	3,978,000
Interfund transfers	10,436,664	15,232,500	15,338,050	30,954,700	30,954,700	30,954,700
TOTAL RESOURCES	\$ 37,631,553	\$ 157,612,800	\$ 147,609,547	\$ 76,639,000	\$ 76,639,000	\$ 76,639,000
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Admin. & Central Serv. Program						
Personnel services	\$ 2,537,811	\$ 3,160,200	\$ 2,948,601	\$ 3,516,400	\$ 3,461,500	\$ 3,461,500
Materials & services	3,933,110	7,399,800	6,277,454	5,698,100	5,698,100	5,698,100
Capital outlay	22,231,434	115,258,900	89,845,472	42,304,500	42,304,500	42,304,500
Total Admin. & Central Serv. Program	28,702,355	125,818,900	99,071,527	51,519,000	51,464,100	51,464,100
Interfund Transfers	815,956	1,154,300	1,063,986	967,100	967,100	967,100
Debt Service	2,925,262	8,050,200	6,512,340	21,731,400	21,731,400	21,731,400
Contingency	-	888,200	-	2,421,500	2,476,400	2,476,400
Reserves Future Construction	-	19,350,800	-	-	-	-
Reserves	-	2,350,400	-	-	-	-
TOTAL REQUIREMENTS	\$ 32,443,573	\$ 157,612,800	\$ 106,647,853	\$ 76,639,000	\$ 76,639,000	\$ 76,639,000
<hr/>						
Authorized Full Time Equivalents			10.00			10.00
Allocated Full Time Equivalents			10.35			10.30

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

ADMINISTRATION & CENTRAL SERVICES

Facilities Management

Overview

Facilities Management is a division of the Internal Service Fund – City Wide Administration. Facilities Management is responsible for cleaning, maintenance, repair, small construction and capital improvement projects related to City-owned facilities. In addition, staff assist in the planning and design of future space needs in existing buildings or new City facilities such as the Juniper Ridge Public Works Campus and the future City Hall. The department also provides facility-related project management and maintenance services for the Parking, Housing, and Airport programs. Revenue is generated through the City’s cost allocation plan from rent charges to the building tenants. Revenue to support the Housing program’s facility needs is generated through a special purpose transfer. Expenditures include construction and improvement costs, operational expenses, building repairs and maintenance, and debt service.

Goals & Objectives for the 2025–2027 Biennial Budget

- Plan and build facilities to meet the needs of a growing city with a lens of sustainability and a reduced carbon footprint
- Provide appropriate work environments to accommodate department needs including teleworking
- Maintain and preserve buildings as assets
- Implement new Computer Maintenance Management System (CMMS) for work requests, preventative maintenance, and life cycle asset tracking
- Continue to pursue opportunities for energy savings by leveraging Strategic Energy Management practices and align with council goals related to energy efficiency
- Complete construction and assist with departmental moves to the new Public Works Campus
- Provide management for upcoming space needs projects
- Continue planning efforts and property acquisition strategies for a new City Hall

Major Accomplishments during the 2023–2025 Biennium

- Public Work Campus broke ground and is on schedule to be completed Fall of 2025
- Finalized contract with Ameresco for asset management and work order system (CMMS)
- Assisted with the acquisition of one shelter property in support of Council’s housing goals
- Completed facility improvements at the Lighthouse Navigation Center
- Supported the development and execution of property acquisition strategies for a new City Hall

Significant Changes from the 2023–2025 Biennial Budget

- Biennial budget includes final construction costs for the Juniper Ridge Public Works Campus, totaling \$40 million, and \$900,000 for planning costs associated with a new City Hall
- Operating costs for the three shelters has reduced significantly due to new lease agreements with shelter service providers reflecting increased support from the State directly to shelter operators

**ADMINISTRATION & CENTRAL SERVICES
FACILITIES MANAGEMENT**

FIVE YEAR VEHICLE AND EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
One (1) Ford F250 cab/chassis	\$ -	\$ -	\$ -	\$ -	\$ 85,000
Building generator replacement for City Hall	-	-	-	-	30,000
Building generator replacement for 15th Street	-	-	-	-	120,000
Subtotal Vehicles	\$ -	\$ -	\$ -	\$ -	\$ 235,000
Equipment:					
Truck-mounted plow and controller w/ install	\$ 10,000	\$ -	\$ -	\$ -	\$ -
Snow removal tractor	24,000	-	-	-	-
Walk-behind snow broom/plow for sidewalks	5,500	-	-	-	-
Subtotal Equipment	\$ 39,500	\$ -	\$ -	\$ -	\$ -
Total	\$ 39,500	\$ -	\$ -	\$ -	\$ 235,000

FIVE YEAR REPAIR & REPLACEMENT CAPITAL PROJECT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Police facility - one (1) 30-ton HVAC unit	\$ 340,000	\$ -	\$ -	\$ -	\$ -
Police facility - one (1) 5-ton HVAC unit	40,000	-	-	-	-
1st floor City Hall renovation	125,000	125,000	-	-	-
15th Street renovation	500,000	-	-	-	-
Locker room shower renovation	125,000	-	-	-	-
Police facility - roof membrane replacement	170,000	-	-	-	-
Total	\$ 1,300,000	\$ 125,000	\$ -	\$ -	\$ -

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

	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP
City Hall Replacement	5	\$ 450,000	\$ 450,000	\$ 3,000,000	\$ 10,000,000	\$ 10,000,000	\$ 23,900,000
Public Works Campus	1	39,860,000	80,000	-	-	-	39,940,000
Total		\$ 40,310,000	\$ 530,000	\$ 3,000,000	\$ 10,000,000	\$ 10,000,000	\$ 63,840,000

*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		

**Internal Service Fund - Departmental Administration
Fleet Management**

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 762,694	\$ 318,200	\$ 292,058	\$ 41,700	\$ 41,700	\$ 41,700
Miscellaneous	133,008	103,400	315,255	35,600	35,600	35,600
Interfund transfers	7,701,398	11,312,400	10,776,626	15,448,400	15,448,400	15,448,400
TOTAL RESOURCES	\$ 8,597,100	\$ 11,734,000	\$ 11,383,939	\$ 15,525,700	\$ 15,525,700	\$ 15,525,700
	ACTUALS¹ 2021-2023	BUDGET 2023-2025	ESTIMATE¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Admin. & Central Serv. Program						
Personnel services	\$ 2,872,393	\$ 4,167,400	\$ 3,952,874	\$ 4,860,400	\$ 4,805,600	\$ 4,805,600
Materials & services	4,099,797	4,728,700	4,670,327	5,255,900	5,255,900	5,255,900
Capital outlay	58,311	135,000	87,712	115,000	115,000	115,000
Total Admin. & Central Serv. Program	7,030,501	9,031,100	8,710,913	10,231,300	10,176,500	10,176,500
Interfund Transfers	1,274,541	2,600,500	2,631,413	5,194,000	5,194,000	5,194,000
Contingency	-	102,400	-	100,400	155,200	155,200
TOTAL REQUIREMENTS	\$ 8,305,042	\$ 11,734,000	\$ 11,342,326	\$ 15,525,700	\$ 15,525,700	\$ 15,525,700
Authorized Full Time Equivalents			13.00			14.00
Allocated Full Time Equivalents			13.00			14.00

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

ADMINISTRATION & CENTRAL SERVICES

Fleet Management

Overview

The Fleet Management Program is accounted for as a division of the Internal Service Fund – Departmental Administration and provides maintenance and services for all City-owned vehicles and heavy equipment. Revenue is generated by billing the departments and/or funds served at the time maintenance is performed. Major expenditures are for personnel, fuel and parts.

Goals & Objectives for the 2025–2027 Biennial Budget

- Prepare Fleet team and facility for the November 2025 move to the Juniper Ridge Public Works Campus. Normalize operations at new location and adjust as required
- Continue fleet electrification efforts by acquiring the most economical vehicles that will show positive return on investment to the City
- Use telematics data gathered from sensors, GPS, and cellular networks (e.g. harsh braking and acceleration, idle time, diagnostic trouble code reporting, real-time and historical asset tracking) to make smart, data-based fleet decisions
- Ensure staff receive quality training that keeps their skills current with industry standards

Major Accomplishments during the 2023–2025 Biennium

- Completed 5,500 work orders, 8,700 repair tasks, 15,000 labor hours on 800+ city-wide assets
- Supported 3,100,000 total miles driven and 100,000 hours asset operating time of city-owned assets
- Secured contract (one-year with 4 option years) for City-wide, vehicle and equipment pressure washing contract, saved countless employee hours while upholding fleet appearance/condition
- Partnered with City’s fuel vendor to provide R99 (renewable diesel fuel) locally. The City used 29,000 total gallons resulting in 75% less Greenhouse Gas (GHG) emissions than traditional petroleum diesel

Significant Changes from the 2023–2025 Biennial Budget

- Added one (1.0) Equipment Technician FTE and renewed Equipment Service Technician LTE

ADMINISTRATION & CENTRAL SERVICES
Fleet Management

FIVE YEAR VEHICLE & EQUIPMENT PLAN

	2025-26	2026-27	2027-28	2028-29	2029-30
Vehicles:					
Two (2) Ford Escapes	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -
Subtotal Vehicles	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -
Equipment:					
One (1) Mobile Fuel Reader	\$ 15,000	\$ -	\$ -	\$ -	\$ -
Subtotal Equipment	\$ 15,000	\$ -	\$ -	\$ -	\$ -
Total	\$ 65,000	\$ 50,000	\$ -	\$ -	\$ -

(This page intentionally left blank)

PERS Debt Service Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 249,829	\$ 325,200	\$ 530,845	\$ 778,100	\$ 778,100	\$ 778,100
Miscellaneous	20,340	70,500	87,380	22,900	22,900	22,900
Interfund transfers	3,337,879	3,030,500	3,520,963	3,345,500	3,345,500	3,345,500
TOTAL RESOURCES	\$ 3,608,048	\$ 3,426,200	\$ 4,139,188	\$ 4,146,500	\$ 4,146,500	\$ 4,146,500
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Interfund Transfers	\$ 26,169	\$ 80,500	\$ 47,700	\$ 27,500	\$ 27,500	\$ 27,500
Debt Service	3,051,034	3,313,500	3,313,432	3,601,300	3,601,300	3,601,300
Reserves Debt Service	-	32,200	-	517,700	517,700	517,700
TOTAL REQUIREMENTS	\$ 3,077,203	\$ 3,426,200	\$ 3,361,132	\$ 4,146,500	\$ 4,146,500	\$ 4,146,500

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

ADMINISTRATION & CENTRAL SERVICES

PERS Debt Service Fund

Overview

The PERS Debt Service fund accounts for the payment of debt issued to fund a portion of the City's unfunded pension liability under the Oregon Public Employees' Retirement System (PERS) and the Oregon Public Service Retirement Plan. The City issued \$13,725,000 of pension obligation bonds during fiscal year 2003-04 and made a \$13,122,795 lump sum contribution towards its unfunded actuarial liability which was determined to be at a fair value of \$17,497,060 on June 1, 2004. The lump sum contribution is being amortized through June 1, 2028 to provide employer contribution rate relief.

Due to decisions made during 2013-2015, 2017-2019, and 2019-2021 Budget Committee deliberations, a portion of personnel cost savings in department operating budgets were transferred to the PERS Debt Service Fund to increase reserves to offset the financial impact of future PERS increases.

The City used those reserve funds during the 2019-2021 biennium, when the Oregon Legislature established The Employer Incentive Fund. Moneys in the State's Employer Incentive Fund were used to match contributions made by public employers participating in the Oregon Public Employees Retirement System (PERS), as a way to reduce future employer PERS contribution rates. In fiscal year 2020-21, the City made an \$11 million contribution to the Employer Incentive Fund, which was the amount the City could contribute to receive the 25% maximum of matching funds from the State.

This \$11.3 million contribution was made possible by use of \$4.3 million in reserves in the PERS Debt Service Fund, as well as a transfer of \$7 million from the Other Post-Employment Benefits Internal Service Fund. The City's contribution resulted in matching funds from the State of \$2.8 million, which brought the total deposit in to the Employer Incentive Fund of approximately \$14.1 million. Based on a forecasting tool developed by the State, that \$14.1 million initial deposit could reduce the City's future PERS contributions by approximately \$24.3 million over a 10-year period.

Significant Changes from the 2023-2025 Biennium

- Debt service payments in the 2025-2027 biennial budget increased by \$287,800. Principal debt service increased by \$620,000 and interest debt service decreased by \$332,200

Other Post-employment Benefits (OPEB) Fund

	ACTUALS ¹ 2021-2023	ADJUSTED BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	BIENNIAL BUDGET		
				PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
RESOURCES						
Beginning working capital	\$ 5,937,011	\$ 8,533,700	\$ 8,507,369	\$ 10,992,900	\$ 10,992,900	\$ 10,992,900
Charges for services	2,447,602	3,193,200	2,124,446	3,100,300	3,100,300	3,100,300
Miscellaneous	245,511	428,200	630,975	509,300	509,300	509,300
TOTAL RESOURCES	\$ 8,630,124	\$ 12,155,100	\$ 11,262,790	\$ 14,602,500	\$ 14,602,500	\$ 14,602,500
	ACTUALS ¹ 2021-2023	BUDGET 2023-2025	ESTIMATE ¹ 2023-2025	PROPOSED 2025-2027	APPROVED 2025-2027	ADOPTED 2025-2027
REQUIREMENTS						
<i>By Category:</i>						
Interfund Transfers	\$ 122,755	\$ 348,000	\$ 269,900	\$ 254,700	\$ 254,700	\$ 254,700
Reserves for Future Liability	-	11,807,100	-	14,347,800	14,347,800	14,347,800
TOTAL REQUIREMENTS	\$ 122,755	\$ 12,155,100	\$ 269,900	\$ 14,602,500	\$ 14,602,500	\$ 14,602,500

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

ADMINISTRATION & CENTRAL SERVICES

Other Post-employment Benefits (OPEB) Fund

Overview

The City currently participates in three separate Other Post-employment Benefits (OPEB) plans which are discussed below.

1. Implicit rate subsidy for retiree Health Insurance Continuation premiums:
Per ORS 243.303, the City provides a single-employer plan to provide retirees with group health and dental insurance from the date of retirement to age 65. Retirees pay the full premium for coverage, unless the premium is charged under the stand-alone plan, discussed in plan 3 below. As the premiums cannot be separately rated from the group of active employees, there is an implicit rate subsidy paid by the City in its premiums paid for active employees.
2. Contribution to the Oregon PERS (OPERS) cost-sharing multiple-employer defined benefit plan:
The City also contributes to the OPERS Retirement Health Insurance Account. This plan is a multiple-employer defined benefit plan that provides retirees with a monthly contribution toward the cost of Medicare companion health insurance. Rates are assessed each year by OPERS based on a rate actuarially determined to finance the costs of benefits earned by employees during the year.
3. Stand-alone plan for employees meeting certain eligibility requirements:
The third plan is a stand-alone plan where the City provides retiree health benefits to employees with at least 15 years of service prior to retirement. The City pays the premium for retiree coverage until age 62 as long as the retiree maintains insurance coverage. The City will also pay the OPERS sponsored supplement to Medicare insurance beginning at age 65 if continuous coverage is maintained. The City is not responsible for any costs associated with retiree health care insurance, including Medicare and supplement to Medicare for non-represented employees hired after December 31, 2010, for COBEA members hired after August 31, 2011, for Fire Association employees hired after June 30, 2012, or for Police Association employees hired after June 30, 2013.

In response to changes in accounting for OPEB costs required by generally accepted accounting principles, the City started setting aside resources starting in fiscal year ending June 30, 2012. At the end of fiscal year ending June 30, 2018, the City created a new Internal Service Fund to account for these resources and to provide greater transparency for the intended use of these funds.

Revenues are received from user departments through a monthly charge based on the number of employees in each department. Charges are based on anticipated benefit costs for OPEB as calculated in the biennial actuarial valuation prepared for financial reporting purposes.

Management has considered the creation of a trust for the OPEB plan, however, costs are prohibitive until such a time as the plan resources are large enough to warrant the expense (at the end of the biennium there will be approximately \$14.3 million in the fund; this amount needs to be approximately \$50 million to achieve the economies of scale needed to create a separate legal trust). Until then, management continues to look for opportunities to invest OPEB funds in accordance with the City's investment policies as well as identify opportunities to keep OPEB and other personnel costs as low as

possible which keeps future liabilities and costs low. As part of these efforts, during the 2019-2021 biennium, \$7 million was transferred from the OPEB Fund to the PERS Debt Service Fund to take advantage of the State's Employer Incentive Fund, which allowed local governments to reduce their future PERS contribution rates. Additional details on this program are available in the PERS Debt Service Fund narrative.

(This page intentionally left blank)

Capital Improvement Program

Overview

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

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

A number of CIP projects were identified for funding in the 2026-2030 CIP. Many of the projects outlined in the CIP are complex, multi-year projects involving improvements to water, water reclamation, stormwater and transportation infrastructure. The City of Bend looks for synergy 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 Core Area, Airport and Parking Funds as well as the Facilities Management division of the Internal Service Fund – City Wide Administration.

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

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

The 2026-2030 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 and the annual budgeted costs.

Water Capital Budget

The City completed an update to the Water System Master Plan that identified \$84.7 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 \$27.1 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 budgeted long-term debt issuances in the 2025-2027 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 \$99.1 million for sewer collection system improvements. This includes completing a master plan for the Southeast area, capacity improvements, solids handling and dewatering system upgrades at the water reclamation facility, and several sewer mains, gravity mains and pump station decommissions. User fees, system development charges, and long-term debt all provide potential sources of revenues to address these projects. The budget includes \$21.5 million of debt proceeds related to draw down of DEQ loan proceeds. 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 \$30.6 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 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 \$9.5 million in full faith and credit debt proceeds. User rates or other revenues of the stormwater system will be used for debt service payments of these bonds.

Transportation Capital Budgets

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

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

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

Parking Services Fund: includes projects for the development of City parking facilities.

The current Transportation Construction schedule emphasizes the completion of CIP projects in design as well as projects to relieve congestion, improve connectivity and safety. The five-year Transportation Construction CIP includes \$46.3 million of projects, many which have synergy opportunities across water, sewer, stormwater, accessibility and 2020 GO Bond.

The 2020 General Obligation (GO) Bond Construction fund five-year CIP schedule includes \$147.4 million in projects. Projects are reviewed and prioritized by the Transportation Bond Oversight Committee (TBOC) including improvements to roads, intersections, and key east-west corridors, neighborhood safety improvement projects, a connected cross-town bicycle network, sidewalks and safe crossings for access to schools, parks, and jobs, sidewalk infill on key routes, and transit infrastructure improvements.

The Accessibility Construction Fund includes projects for the development of the City's right-of-way infrastructure from design through construction. Progress continues to improve 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 \$3.0 million of projects.

The Parking Services Fund includes projects for the development and maintenance of parking districts and public parking facilities. The five-year CIP will be evaluated and updated based on direction and policies from the Transportation System Plan, Citywide Parking Study, and Downtown Parking Study. The five-year CIP includes conceptual design of enhancements and renovations of the North Mirror Pond Lot for \$200,000.

BURA Capital Budget

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

BURA Core Area Construction Fund: includes projects for the Core Area located in Bend Central District, KorPine, East Downtown, and Inner Highway 20/Greenwood.

The BURA Juniper Ridge Construction Fund includes projects that were identified after years of study of the Juniper Ridge Urban Renewal Area where access and circulation have been negatively affected

by the absence of roads. The Plan contains goals, objectives and projects for the development of the (“Area”). The Area consists of approximately 500 acres of industrial land in northeast Bend. The five-year Juniper Ridge Construction CIP includes \$230,000 of projects.

The BURA Core Area Construction Fund includes projects in Opportunity Areas that were identified in the 2016 Comprehensive Plan. The Plan contains goals, objectives and projects for the development of the “Area”. The Area consists of 637 acres within the City of Bend where more intense development and redevelopment should occur to meet the City of Bend’s housing and employment needs. The five-year BURA Core Area Construction Fund includes \$4.0 million of projects.

Airport Capital Budget

The Airport capital budget reflects the continued efforts to meet existing and near-term demand, increase safety and enhance the efficiency of operations. The Airport Master Plan Update process that began in 2019 has been completed. The update process included an extensive, satellite-based, survey and analysis of the airport’s ground and airspace features to identify capital improvement needs. Final stages of construction of the Air Traffic Control Tower are included in the first year of the biennium. The five-year Airport CIP includes \$16.2 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. The Public Works Campus and City Hall Replacement projects are programmed to address facilities needs of a growing City and staff. The five-year Facilities Management Construction CIP includes \$63.8 million of projects.

Impacts on Annual Operating Budgets

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

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

(This page intentionally left blank)

Summary of Infrastructure Capital Projects

Project by Primary Fund (alphabetical)	Total Contribution by Fund							Total Project Estimate Across Funds	Capital Outlay 2025-2027 Biennium	Project Detail on Page #s
	Accessibility Construction	Transportation Construction	Water	Water Reclamation	Stormwater	2020 GO Bond	Other			
Accessibility Construction Fund										
1AADA - Accessibility Opportunity Projects	\$ 2,603,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,603,300	\$ 467,000	380
BURA Juniper Ridge Construction Fund										
1BCTL - Cooley Road / Talus Road Improvements	-	-	-	300,000	-	-	3,427,000	3,727,000	230,000	382
BURA Core Area Construction Fund										
1BBCD - Bend Central District Improvements	-	-	-	-	-	-	2,500,000	2,500,000	2,500,000	384
2020 General Obligation Bond Construction Fund										
1GABB - Archie Briggs Improvements	-	-	-	-	-	43,500	-	43,500	20,000	386
1GAEE - Aune Street Extension	-	-	-	-	-	13,850,000	-	13,850,000	5,850,000	388
1GB27 - Bear Creek Road and 27th Street Improvements	-	-	336,300	349,200	-	11,400,000	-	12,085,500	7,518,000	390
1GBBA - Butler Market and Boyd Acres Improvements	-	645,000	-	-	-	6,842,700	-	7,487,700	6,133,000	392
1GCAC - Colorado Avenue Capacity Improvements	-	-	-	-	-	7,119,400	-	7,119,400	-	394
1GDOT - ODOT Contribution Projects	-	-	-	-	-	7,170,000	-	7,170,000	-	396
1GEAI - Empire Avenue Interchange	-	-	-	-	-	1,450,000	-	1,450,000	-	398
1GEAT - Enhanced Access to Transit	-	-	-	-	-	5,000,000	-	5,000,000	1,400,000	400
1GEOB - Empire & OB Riley Intersection	-	-	-	-	-	3,500,000	-	3,500,000	-	402
1GFAI - Franklin Avenue Corridor Improvements	-	1,485,900	-	-	-	12,027,900	1,990,000	15,503,800	12,565,000	404
1GHAO - Hawthorne Avenue Overcrossing	-	-	-	-	-	2,147,600	-	2,147,600	888,100	406
1GITS - Intelligent Information Systems	-	-	-	-	-	5,000,000	-	5,000,000	1,500,000	408
1GKKR - Key Routes River West Neighborhood	-	-	-	-	-	101,200	-	101,200	40,000	410
1GLRS - Neighborhood Street Safety Improvements	-	-	-	-	-	8,000,000	-	8,000,000	2,500,000	412
1GMPR - Murphy Parkway Ramps Project	-	-	-	-	-	10,000,000	-	10,000,000	2,000,000	414
1GNCI - Neff Corridor Improvements	-	-	-	-	-	4,071,000	-	4,071,000	3,795,000	416
1GOPB - Olney Pedestrian and Bike Improvements	-	1,650,100	3,350,000	3,600,000	150,000	5,450,000	-	14,200,100	5,848,500	418
1GOPI - Olney Corridor Improvements	-	-	-	-	-	7,000,000	-	7,000,000	4,000,000	420
1GPCB - Powers, Parrell and Chase Intersections	-	-	-	-	-	3,500,000	-	3,500,000	-	422
1GPCI - Portland Avenue Corridor Improvements	-	-	-	-	-	3,500,000	-	3,500,000	2,009,000	424
1GRMC - Reed Market Corridor	-	1,000,000	-	-	-	39,930,000	-	40,930,000	12,964,000	426
1GRRR - Revere Intersection Improvements	-	-	-	-	-	7,000,000	-	7,000,000	4,000,000	428
1GWAC - Wilson Avenue Corridor Improvements	-	10,557,500	1,400,000	-	197,200	16,493,300	-	28,648,000	1,400,000	430
Parking Services Fund										
1PNMP - North Mirror Pond Parking & Brooks Promenade Enhancements	-	-	-	-	-	-	237,800	237,800	50,000	432
Stormwater Fund										
1RCAP - Stormwater Capital Repair and Replacement Program	-	-	-	-	9,850,000	-	-	9,850,000	1,500,000	434
1RDHD - Drill Hole Decommissioning	-	-	-	-	1,000,000	-	-	1,000,000	-	436
1RFGU - Franklin & Greenwood Underpass	-	-	5,799,400	-	4,096,700	-	-	9,896,100	7,400,000	438
1RMP1 - Stormwater Master Plan Update	-	-	-	-	501,000	-	-	501,000	25,000	440
1ROTI - Outfall Improvements	-	-	-	-	4,500,000	-	-	4,500,000	-	442
1RSAB - South Awbrey Butte Drainage Improvements	30,000	-	2,114,000	-	15,817,000	-	-	17,961,000	11,030,000	444

City of Bend, Oregon
2025-2027 Adopted Biennial Budget

Project by Primary Fund (alphabetical)	Total Contribution by Fund							Total Project Estimate Across Funds	Capital Outlay 2025-2027 Biennium	Project Detail on Page #s
	Accessibility Construction	Transportation Construction	Water	Water Reclamation	Stormwater	2020 GO Bond	Other			
Water Reclamation Fund										
1SAAI - Addison & Butler Market Gravity Improvement	\$ -	\$ -	\$ -	\$ 3,680,000	\$ -	\$ -	\$ -	\$ 3,680,000	\$ 360,000	446
1SECS - Emerging Contaminants Study - WRF	-	-	-	500,000	-	-	-	500,000	500,000	448
1SEMP - SE Area Master Plan	-	-	-	26,121,500	-	-	-	26,121,500	3,915,000	450
1SFPU - WRF Facilities Plan Update	-	-	-	1,700,700	-	-	-	1,700,700	800,000	452
1SIP1 - Future Interceptor Project (Central or East)	-	-	-	22,000,000	-	-	-	22,000,000	-	454
1SMP1 - Collection System Master Plan Update	-	-	-	2,252,900	-	-	-	2,252,900	880,000	456
1SN07 - Westview Newberry Parkwood	-	-	-	3,866,400	-	-	-	3,866,400	1,900,000	458
1SN08 - Azalia and Windsor Sewer Project	-	-	-	3,425,000	-	-	-	3,425,000	3,310,000	460
1SN09 - King Hezekiah and Fargo Sewer Project	-	-	-	2,875,000	-	-	-	2,875,000	2,750,000	462
1SNEP - Bend Sewer Neighborhood Extension Program	-	-	-	14,900,500	-	-	-	14,900,500	900,000	464
1SPGA - Large Gravity Pipe Condition Assessment	-	-	-	400,000	-	-	-	400,000	200,000	466
1SPS1 - Awbrey Glen and Westside Pump Station Improvements	-	-	-	7,787,400	-	-	-	7,787,400	5,375,000	468
1SPS2 - Phoenix Pump Station Decommissioning	-	-	-	2,300,000	-	-	-	2,300,000	2,300,000	470
1SPSX - Pump Station Program Funding	-	-	-	10,220,000	-	-	-	10,220,000	220,000	472
1SRRR - Water Reclamation Capital Repair and Replacement Projects	-	-	-	15,257,200	-	-	-	15,257,200	5,000,000	474
1SSFU - Support Facilities Upgrade	-	-	-	1,000,000	-	-	-	1,000,000	500,000	476
1SSW3 - SW Sewer Basin Improvements Phase 3	-	-	-	13,323,700	-	500,000	-	13,823,700	6,925,000	478
1SWGR - WRF Grit Removal	-	-	-	5,750,000	-	-	-	5,750,000	3,750,000	480
Transportation Construction Fund										
1T3IN - 3rd & Reed Market Intersection	-	5,000,000	-	-	-	-	-	5,000,000	-	482
1T3ML - 3rd & Miller Intersection Improvements	-	3,100,000	-	-	-	-	-	3,100,000	2,900,000	484
1TABB - Archie Briggs Bridge Replacement	-	2,000,000	1,000,000	1,500,000	-	-	-	4,500,000	2,400,000	486
1TABP - Archie Briggs Improvements (Pedestrian Connections)	-	1,000,000	-	-	-	-	-	1,000,000	500,000	488
1TACB - Tetherow and Century Drive (RAB)	-	4,250,000	-	-	-	-	-	4,250,000	-	490
1TBKE - Bicycle Greenways	1,302,900	11,419,500	-	-	-	2,334,000	-	15,056,400	13,600,100	492
1TBMW - Butler Market & Wells Acres Improvements	-	3,634,500	-	3,000,000	-	3,100	-	6,637,600	4,725,000	494
1TBRB - Bond & Reed Market Roundabout	-	4,250,000	-	-	-	-	-	4,250,000	-	496
1TCHI - Brosterhous & Chase Intersection	-	4,250,000	-	-	-	-	-	4,250,000	750,000	498
1TCHK - China Hat and Knott (RAB)	-	4,250,000	-	-	-	-	-	4,250,000	-	500
1TCKR - Country Club Road / Knott Road Intersection Improvements	-	4,250,000	-	-	-	-	-	4,250,000	-	502
1TCON - 27th & Connors Intersection	-	4,250,000	-	-	-	-	-	4,250,000	750,000	504
1TDPB - Drake Park Bridge	-	3,000,000	-	-	-	-	-	3,000,000	500,000	506
1TFWS - Franklin, Wall & Bond Signals	-	640,000	-	-	-	-	-	640,000	640,000	508
1TGCI - Galveston Corridor Improvements	-	2,370,100	-	-	-	-	-	2,370,100	2,149,000	510
1TWAC - 27th & Wells Acres Intersection Improvements	-	4,250,000	-	-	-	-	-	4,250,000	-	512
Water Fund										
1WAHD - Awbrey In-Conduit Hydropower	-	-	1,000,000	-	-	-	-	1,000,000	1,000,000	514
1WFRB - Fire Rock Bridge	-	-	549,900	-	-	-	-	549,900	357,100	516
1WFRR - Water Capital Repair and Replacement Program	-	-	5,866,600	-	-	-	-	5,866,600	1,500,000	518
1WLWC - Lafayette Waterline Connection	-	-	3,780,000	-	-	-	-	3,780,000	480,000	520
1WMCP - Water Management Conservation Plan Update	-	-	200,000	-	-	-	-	200,000	-	522
1WOFI - Outback Facility Improvements	-	-	63,254,400	-	-	-	-	63,254,400	11,300,000	524
1WOFP - Outback Facility Plan	-	-	619,000	-	-	-	-	619,000	144,000	526
1WWCM - Well Capital Maintenance	-	-	5,126,000	-	-	-	-	5,126,000	4,676,000	528
1WWMP - Water Master Plan Update	-	-	1,000,000	-	-	-	-	1,000,000	-	530
Airport Fund										
AP22B - Air Traffic Control Tower	-	-	-	-	-	-	14,087,900	14,087,900	6,427,000	532
AP25A - Taxiway A & B Rehabilitation & Lighting	-	-	-	-	-	-	4,087,900	4,087,900	3,736,800	534
AP26A - Taxiway Rehabilitation	-	-	-	-	-	-	2,447,600	2,447,600	2,100,000	536
AP27A - West Apron Rehabilitation	-	-	-	-	-	-	3,777,800	3,777,800	300,000	538
AP28A - Perimeter Fence (Environmental, Design, and Construction)	-	-	-	-	-	-	166,700	166,700	-	540
Facilities Management										
City Hall Replacement	-	-	-	-	-	-	134,400,000	134,400,000	900,000	542
Public Works Campus	-	-	-	-	-	-	130,000,000	130,000,000	39,940,000	544
TOTAL PROJECTS	\$ 3,936,200	\$ 77,252,600	\$ 95,395,600	\$ 146,109,500	\$ 36,611,900	\$ 182,933,700	\$ 297,122,700	\$ 839,362,200	\$ 238,992,600	

Capital Improvement Program (CIP) by Fund

Fund / Project	Cost Estimate Classification*	2025-26	2026-27	2027-28	2028-29	2029-30	Total CIP	Project Detail on Page #s
Accessibility Construction Fund								
1AADA - Accessibility Opportunity Projects	5	\$ 217,000	\$ 250,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,967,000	380
1RSAB - South Awbrey Butte Drainage Improvements	5	30,000	-	-	-	-	30,000	444
1TBKE - Bicycle Greenways	3	800,000	250,000	-	-	-	1,050,000	492
Total for Accessibility Construction Fund		\$ 1,047,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,047,000	
BURA Juniper Ridge Construction Fund								
1BCTL - Cooley Road / Talus Road Improvements	2	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ 230,000	382
Total for BURA Juniper Ridge Construction Fund		\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ 230,000	
BURA Core Area Construction Fund								
1BBCD - Bend Central District Improvements	5	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	384
1GFAI - Franklin Avenue Corridor Improvements	4	1,490,000	-	-	-	-	1,490,000	404
Total for BURA Core Area Construction Fund		\$ 3,990,000	\$ -	\$ -	\$ -	\$ -	\$ 3,990,000	
2020 General Obligation Bond Construction Fund								
1GABB - Archie Briggs Improvements	5	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	386
1GAEE - Aune Street Extension	5	850,000	5,000,000	7,560,000	-	-	13,410,000	388
1GB27 - Bear Creek Road and 27th Street Improvements	2	7,168,000	250,000	-	-	-	7,418,000	390
1GBBA - Butler Market and Boyd Acres Improvements	3	2,920,000	3,213,000	-	-	-	6,133,000	392
1GCAC - Colorado Avenue Capacity Improvements	5	-	-	350,000	500,000	3,500,000	4,350,000	394
1GDOT - ODOT Contribution Projects	5	-	-	-	3,000,000	4,170,000	7,170,000	396
1GEAI - Empire Avenue Interchange	5	-	-	1,450,000	-	-	1,450,000	398
1GEAT - Enhanced Access to Transit	5	400,000	1,000,000	1,593,000	1,000,000	1,000,000	4,993,000	400
1GEOB - Empire & OB Riley Intersection	5	-	-	-	650,000	1,450,000	2,100,000	402
1GFAI - Franklin Avenue Corridor Improvements	4	4,360,000	6,715,000	-	-	-	11,075,000	404
1GHAO - Hawthorne Avenue Overcrossing	4	-	888,100	-	-	-	888,100	406
1GITS - Intelligent Information Systems	5	750,000	750,000	500,000	1,500,000	1,300,000	4,800,000	408
1GKKR - Key Routes River West Neighborhood	1	40,000	-	-	-	-	40,000	410
1GLRS - Neighborhood Street Safety Improvements	2	1,500,000	1,000,000	1,000,000	381,500	-	3,881,500	412
1GMPR - Murphy Parkway Ramps Project	5	500,000	1,500,000	4,000,000	4,000,000	-	10,000,000	414
1GNCI - Neff Corridor Improvements	4	1,300,000	2,495,000	-	-	-	3,795,000	416
1GOPB - Olney Pedestrian and Bike Improvements	2	3,396,000	-	-	-	-	3,396,000	418
1GOPI - Olney Corridor Improvements	5	500,000	3,500,000	3,000,000	-	-	7,000,000	420
1GPCB - Powers, Parrell and Chase Intersections	5	-	-	250,000	1,500,000	1,750,000	3,500,000	422
1GPCI - Portland Avenue Corridor Improvements	4	1,009,000	1,000,000	-	-	-	2,009,000	424
1GRMC - Reed Market Corridor	4	3,000,000	9,464,000	12,300,000	10,716,000	3,600,000	39,080,000	426
1GRRI - Revere Intersection Improvements	5	500,000	3,500,000	3,000,000	-	-	7,000,000	428
1GWAC - Wilson Avenue Corridor Improvements	1	1,400,000	-	-	-	-	1,400,000	430
1TBKE - Bicycle Greenways	4	1,850,100	-	-	-	-	1,850,100	492
Total for 2020 General Obligation Bond Construction Fund		\$ 31,463,100	\$ 40,275,100	\$ 35,003,000	\$ 23,247,500	\$ 16,770,000	\$ 146,758,700	
Parking Services Fund								
1PNMP - North Mirror Pond Parking & Brooks Promenade Enhancements	5	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	432
Total for Parking Services Fund		\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	
Stormwater Fund								
1GOPB - Olney Pedestrian and Bike Improvements	1	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ 62,500	418
1RCAP - Stormwater Capital Repair and Replacement Program	5	500,000	1,000,000	2,000,000	2,000,000	2,000,000	7,500,000	434
1RDHD - Drill Hole Decommissioning	5	-	-	-	500,000	500,000	1,000,000	436
1RFGU - Franklin & Greenwood Underpass	3	3,000,000	-	-	-	-	3,000,000	438
1RMP1 - Stormwater Master Plan Update	1	25,000	-	-	-	-	25,000	440
1ROTI - Outfall Improvements	5	-	-	-	1,500,000	1,500,000	3,000,000	442
1RSAB - South Awbrey Butte Drainage Improvements	4	3,000,000	6,500,000	5,000,000	1,000,000	-	15,500,000	444
1SSW3 - SW Sewer Basin Improvements Phase 3	5	100,000	400,000	-	-	-	500,000	478
Total for Stormwater Fund		\$ 6,687,500	\$ 7,900,000	\$ 7,000,000	\$ 5,000,000	\$ 4,000,000	\$ 30,587,500	
Water Reclamation								
1GB27 - Bear Creek Road and 27th Street Improvements	2	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	390
1GOPB - Olney Pedestrian and Bike Improvements	1	1,190,000	-	-	-	-	1,190,000	418
1SAAI - Addison & Butler Market Gravity Improvement	5	-	360,000	1,720,000	1,600,000	-	3,680,000	446
1SECS - Emerging Contaminants Study - WRF	5	-	500,000	-	-	-	500,000	448
1SEMP - SE Area Master Plan	1	3,915,000	-	-	-	-	3,915,000	450
1SFPU - WRF Facilities Plan Update	1	800,000	-	-	-	-	800,000	452
1SIP1 - Future Interceptor Project (Central or East)	5	-	-	2,000,000	10,000,000	10,000,000	22,000,000	454
1SMP1 - Collection System Master Plan Update	1	880,000	-	-	-	-	880,000	456
1SN07 - Westview Newberry Parkwood	1	1,900,000	-	-	-	-	1,900,000	458
1SN08 - Azalia and Windsor Sewer Project	3	1,700,000	1,610,000	-	-	-	3,310,000	460
1SN09 - King Hezekiah and Fargo Sewer Project	3	1,440,000	1,310,000	-	-	-	2,750,000	462
1SNEP - Bend Sewer Neighborhood Extension Program	5	150,000	750,000	3,500,000	3,500,000	3,500,000	11,400,000	464
1SPGA - Large Gravity Pipe Condition Assessment	5	-	200,000	200,000	-	-	400,000	466
1SPS1 - Awbrey Glen and Westside Pump Station Improvements	1	5,095,000	280,000	-	-	-	5,375,000	468
1SPS2 - Phoenix Pump Station Decommissioning	5	300,000	2,000,000	-	-	-	2,300,000	470
1SPSX - Pump Station Program Funding	5	-	220,000	2,500,000	2,500,000	2,500,000	7,720,000	472
1SRRR - Water Reclamation Capital Repair and Replacement Projects	5	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000	474
1SSFU - Support Facilities Upgrade	5	-	500,000	500,000	-	-	1,000,000	476
1SSW3 - SW Sewer Basin Improvements Phase 3	5	1,325,000	5,100,000	1,700,000	-	-	8,125,000	478
1SWGR - WRF Grit Removal	5	750,000	3,000,000	2,000,000	-	-	5,750,000	480
1TABB - Archie Briggs Bridge Replacement	5	-	500,000	950,000	50,000	-	1,500,000	486
1TBMW - Butler Market & Wells Acres Improvements	2	2,100,000	-	-	-	-	2,100,000	494
Total for Water Reclamation		\$ 24,095,000	\$ 18,830,000	\$ 17,570,000	\$ 20,150,000	\$ 18,500,000	\$ 99,145,000	

City of Bend, Oregon
2025-2027 Adopted Biennial Budget

Fund / Project	Cost Estimate Classification*	Cost Estimate					Total CIP	Project Detail on Page #s
		2025-26	2026-27	2027-28	2028-29	2029-30		
Transportation Construction Fund								
1GRMC - Reed Market Corridor	4	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	426
1T3IN - 3rd & Reed Market Intersection	5	-	-	-	150,000	500,000	650,000	482
1T3ML - 3rd & Miller Intersection Improvements	5	250,000	2,650,000	-	-	-	2,900,000	484
1TABB - Archie Briggs Bridge Replacement	5	400,000	1,000,000	-	-	-	1,400,000	486
1TABP - Archie Briggs Improvements (Pedestrian Connections)	5	-	500,000	500,000	-	-	1,000,000	488
1TACB - Tetherow and Century Drive (RAB)	5	-	-	-	-	750,000	750,000	490
1TBKE - Bicycle Greenways	2	7,200,000	3,500,000	-	-	-	10,700,000	492
1TBMW - Butler Market & Wells Acres Improvements	2	1,355,000	1,270,000	-	-	-	2,625,000	494
1TBRB - Bond & Reed Market Roundabout	5	-	-	-	750,000	3,500,000	4,250,000	496
1TCHI - Brosterhous & Chase Intersection	5	-	750,000	3,500,000	-	-	4,250,000	498
1TCHK - China Hat and Knott (RAB)	5	-	-	-	-	750,000	750,000	500
1TCKR - Country Club Road / Knott Road Intersection Improvements	5	-	-	-	750,000	3,500,000	4,250,000	502
1TCON - 27th & Conners Intersection	5	-	750,000	3,500,000	-	-	4,250,000	504
1TDPB - Drake Park Bridge	5	-	500,000	500,000	-	-	1,000,000	506
1TFWS - Franklin, Wall & Bond Signals	5	200,000	440,000	-	-	-	640,000	508
1TGCI - Galveston Corridor Improvements	3	1,649,000	500,000	-	-	-	2,149,000	510
1TWAC - 27th & Wells Acres Intersection Improvements	5	-	-	750,000	3,500,000	-	4,250,000	512
Total for Transportation Construction Fund		\$ 11,554,000	\$ 11,860,000	\$ 8,750,000	\$ 5,150,000	\$ 9,000,000	\$ 46,314,000	
Water Fund								
1GB27 - Bear Creek Road and 27th Street Improvements	2	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	390
1GOPB - Olney Pedestrian and Bike Improvements	1	1,200,000	-	-	-	-	1,200,000	418
1RFGU - Franklin & Greenwood Underpass	3	1,700,000	2,700,000	-	-	-	4,400,000	438
1RSAB - South Awbrey Butte Drainage Improvements	4	500,000	1,000,000	500,000	-	-	2,000,000	444
1TABB - Archie Briggs Bridge Replacement	5	-	500,000	450,000	50,000	-	1,000,000	486
1WAHD - Awbrey In-Conduit Hydropower	5	500,000	500,000	-	-	-	1,000,000	514
1WFRB - Fire Rock Bridge	5	70,000	287,100	-	-	-	357,100	516
1WFRR - Water Capital Repair and Replacement Program	5	1,500,000	-	-	-	1,350,000	2,850,000	518
1WLWC - Lafayette Waterline Connection	5	-	480,000	1,650,000	1,650,000	-	3,780,000	520
1WMCP - Water Management Conservation Plan Update	5	-	-	-	-	200,000	200,000	522
1WOFI - Outback Facility Improvements	5	1,800,000	9,500,000	16,250,000	15,100,000	19,850,000	62,500,000	524
1WOFP - Outback Facility Plan	4	144,000	-	-	-	-	144,000	526
1WWCM - Well Capital Maintenance	5	4,676,000	-	-	-	-	4,676,000	528
1WWMP - Water Master Plan Update	5	-	-	-	-	500,000	500,000	530
Total for Water Fund		\$ 12,140,000	\$ 14,967,100	\$ 18,850,000	\$ 16,800,000	\$ 21,900,000	\$ 84,657,100	
Airport Fund								
AP22B - Air Traffic Control Tower	5	\$ 6,427,000	\$ -	\$ -	\$ -	\$ -	\$ 6,427,000	532
AP25A - Taxiway A & B Rehabilitation & Lighting	5	3,736,800	-	-	-	-	3,736,800	534
AP26A - Taxiway Rehabilitation	5	2,100,000	-	-	-	-	2,100,000	536
AP27A - West Apron Rehabilitation	5	-	300,000	3,477,800	-	-	3,777,800	538
AP28A - Perimeter Fence (Environmental, Design, and Construction)	5	-	-	-	-	166,700	166,700	540
Total for Airport Fund		\$ 12,263,800	\$ 300,000	\$ 3,477,800	\$ -	\$ 166,700	\$ 16,208,300	
Facilities Management								
City Hall Replacement	5	\$ 450,000	\$ 450,000	\$ 3,000,000	\$ 10,000,000	\$ 10,000,000	\$ 23,900,000	542
Public Works Campus	1	39,860,000	80,000	-	-	-	39,940,000	544
Total for Facilities Management		\$ 40,310,000	\$ 530,000	\$ 3,000,000	\$ 10,000,000	\$ 10,000,000	\$ 63,840,000	

*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		

1AADA Accessibility Opportunity Projects

Primary Fund: Accessibility Construction		Project Status: N/A	Project Phase: N/A
Project Manager: Ryan Oster		Est. Start Date: Ongoing	Est. End Date: Ongoing
Cost Estimate Classification: 5			
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 addresses various Barrier Removal. Requests (BRRs) that are smaller and/or easier to resolve and are not part of another planned CIP project. The Accessibility Opportunity Projects will also design and construct accessibility improvements when such opportunities arise via other CIP projects, such as water, sewer, or transportation projects.			
Need/Justification			
Every year project opportunities come up that are not a part of a larger, planned project. These opportunities can include resolving Barrier Removal Requests (BRRs) or enhancing work to be done via other planned CIP projects. The Accessibility Opportunity Projects will resolve several stand-alone BRRs annually that are not part of other planned CIP projects as well as seek to partner with other projects to improve accessibility in Bend. Project Related to Council Goal: Transportation & Infrastructure			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ 2,603,300	The City faces some legal liability if it does not continue making timely progress on addressing Barrier Removal Requests per the requirements of the ADA, associated federal regulations, the City's own ADA Transition Plan and previous legal settlements.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: Water/Sewer Franchise Fees			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 126,300	\$ 10,000	\$ 217,000	\$ 250,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Total Project Cost Estimate:							\$2,603,300

(This page intentionally left blank)

1BCTL Cooley Rd. / Talus Rd. Improvements

Primary Fund: BURA Juniper Ridge	Project Status: Active	Project Phase: Design
Project Manager: Kevin Howard	Est. Start Date: Dec 2024	Est. End Date: Oct 2025
Cost Estimate Classification: 2		

Description & Background

This project is intended to complete construction of full pavement sections on NE 18th Street & NE Talus Place, decommission the Juniper Ridge Lift Station and abandon existing pressure sewer infrastructure from the project area once it becomes obsolete. Road construction is funded by item 1BCTL the Bend Urban Renewal Agency's (BURA) Juniper Ridge Construction fund and pressure sewer removal work is funded by item 1SJRS on the Water Reclamation fund.

Need/Justification

Full pavement sections were not completed previously due to the potential recognized during past projects to optimize the final quality of the asphalt wearing course by slightly delaying its placement. This delay would allow time for upcoming private projects to complete off-site work in the public right-of-way and to allow time for an upcoming public gravity sewer connection to be completed, which would then obsolete the existing pressure sewer infrastructure in the area. Allowing these projects to complete work within the roadway would provide a more seamless and longer lasting asphalt wearing course on these roads that serve as entrances to the City owned 500-acre Juniper Ridge industrial and business park which is being leveraged by the City to increase opportunities for industrial development and housing.

Project Related to Council Goal: Economic Prosperity, Housing, Transportation & Infrastructure

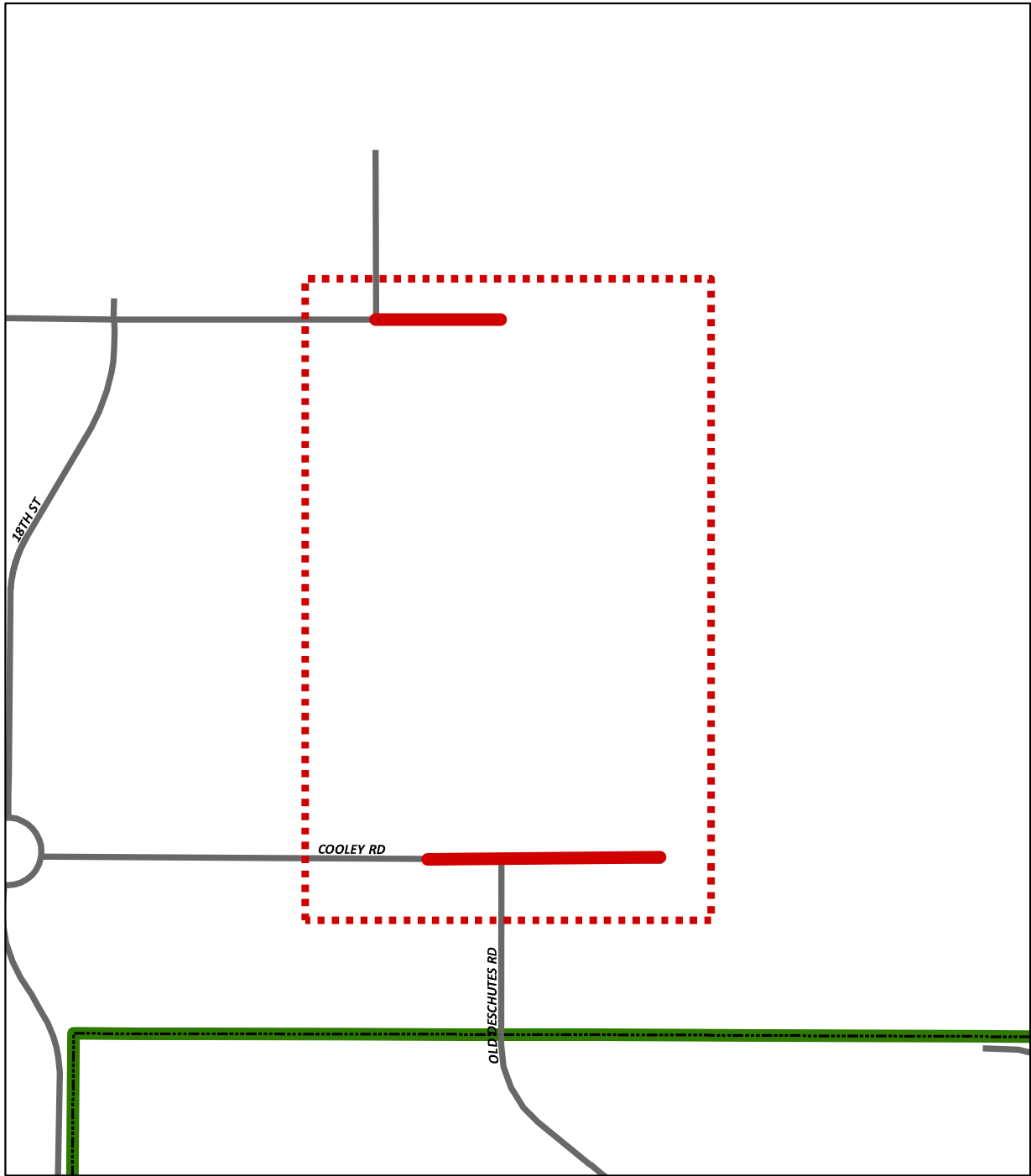
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ 300,000	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 3,427,000	
Impact on Operating Budget:		

Method of Financing: Synergy projects partially funded by Water Reclamation and the Bend Urban Renewal Agency's (BURA) Juniper Ridge Construction fund.

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 2,967,000	\$ 530,000	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$3,727,000



 **1BCTL** 

CITY OF BEND Cooley Rd. / Talus Rd. Improvements NOT TO SCALE

1BBCD Bend Central District Improvements

Primary Fund: BURA Core Area Construction	Project Status: Pending	Project Phase: Pending
Project Manager: Jonathan Taylor	Est. Start Date: TBD	Est. End Date: TBD
Cost Estimate Classification: 5		

Description & Background

Full roadway, water, and sewer improvements for realignment of 1st Street to support Bend Central Business District and Core Area Tax Increment Finance Area development.

Need/Justification

Core Area land development/urban renewal project. The City of Bend needs an additional 8,500 housing units by 2030 (Oregon Housing Needs Assessment). The Core Area TIF Plan identifies housing and walkability as guiding principles. This infrastructure is required for subarea improvements and will also be a building block to further area development of 1st Street and Franklin Avenues.

Project Related to Council Goal: Economic Prosperity, Housing, Transportation & Infrastructure

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	The area will continue to lag in the redevelopment further hindering Core Area Redevelopment.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 2,500,000	
Impact on Operating Budget: None		

Method of Financing: 100% Urban Renewal Property Taxes, Bend Urban Renewal Agency (BURA) Core Area Construction Fund

Project Lifecycle Spending Projection

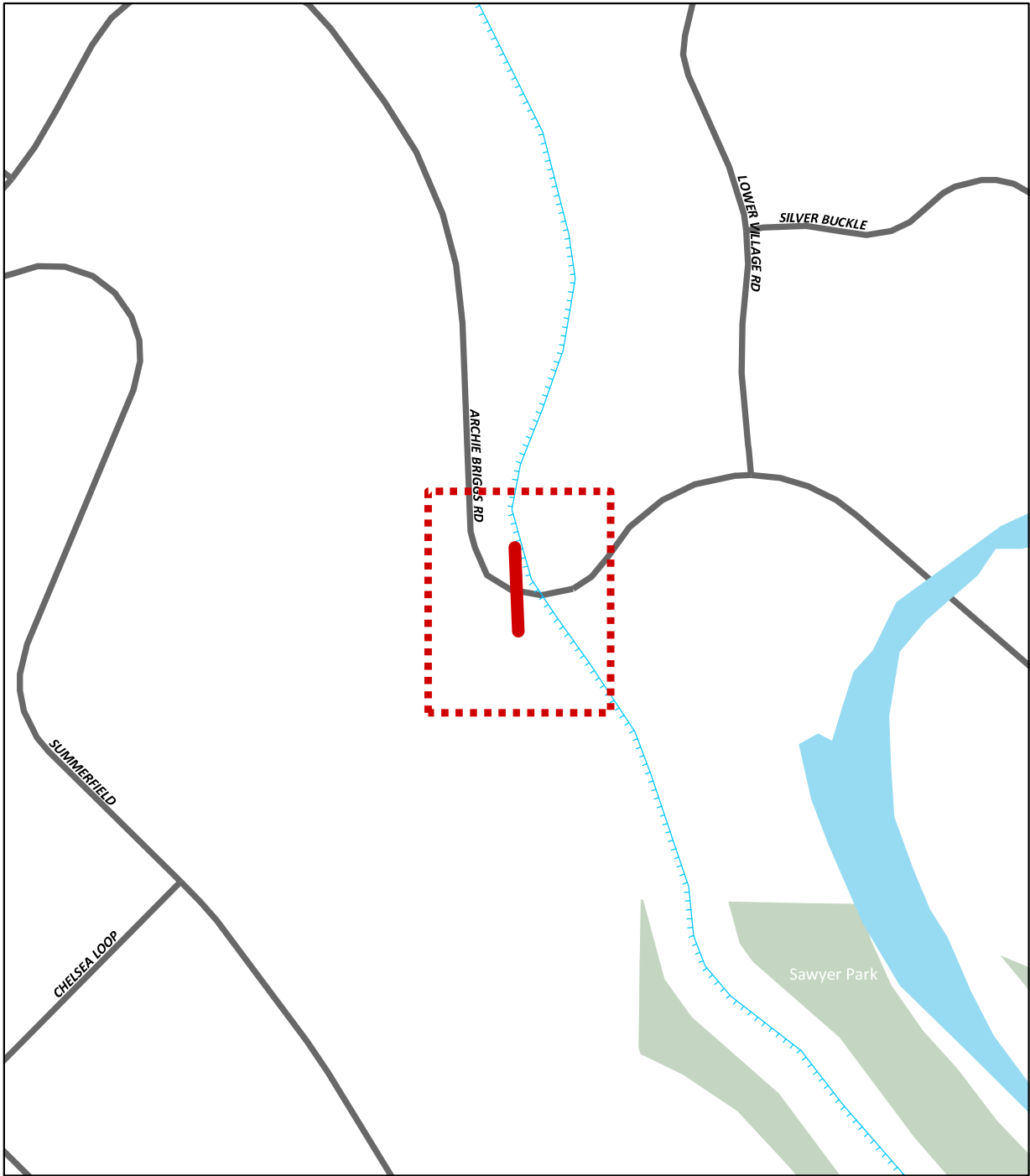
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$2,500,000



(This page intentionally left blank)

1GABB Archie Briggs Improvements

Primary Fund: 2020 General Obligation Bond		Project Status: Active	Project Phase: Construction
Project Manager: Christian Williams		Est. Start Date: TBD	Est. End Date: TBD
Cost Estimate Classification: 5			
Description & Background			
Improve crossing safety per the Transportation System Plan and related to safety improvements. Project M-11 as identified in the Transportation System Plan			
Need/Justification			
This project will create a safer crossing of the Deschutes River Trail at Archie Briggs Road by removing visibility obstructions, like trees, and providing enhanced signage.			
Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	The trail crossing is at a sharp curve on Archie Briggs Road. This portion of the trail has tight sightlines that make it difficult to see trail users. Delaying or eliminating this project would result in a lack of safety improvements at this location.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 43,500		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 13,500	\$ 10,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$43,500



 **1GABB** 
CITY OF BEND Archie Briggs Improvements NOT TO SCALE

1GAEE Aune Street Extension

Primary Fund: 2020 General Obligation Bond

Project Manager: Garrett Sabourin

Project Status: Active

Project Phase: Design

Cost Estimate Classification: 5

Est. Start Date: FY2022-23

Est. End Date: FY2027-28

Description & Background

This project will design and construct an extension of Aune Street from approximately the Parkway undercrossing to Third Street. Improvements include treatment to the intersection of Miller Avenue and Third Street. Additional improvements include key route crossing treatments of third street using islands and rectangular rapid flashing beacons, and improvements to the sidewalk at the Third Street underpass. A key intersection project is also combined, associated with key route project R7-B.

This project will be combined with the '3rd & Miller Intersection' project (1T3ML), a Transportation Construction Fund project, as they directly overlap. TSP projects S-5 and S-6.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects C-5, R7-A, R7-B, R7-C, S-5, M-7 and S-6.

Part of a near-term project to construct a two-lane extension of Aune Street to connect 3rd Street and Bond Street and improve east-west connectivity. Key routes and key intersection projects to mitigate a portion of the barrier that Third Street presents between Wilson Avenue and Franklin Avenue.

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

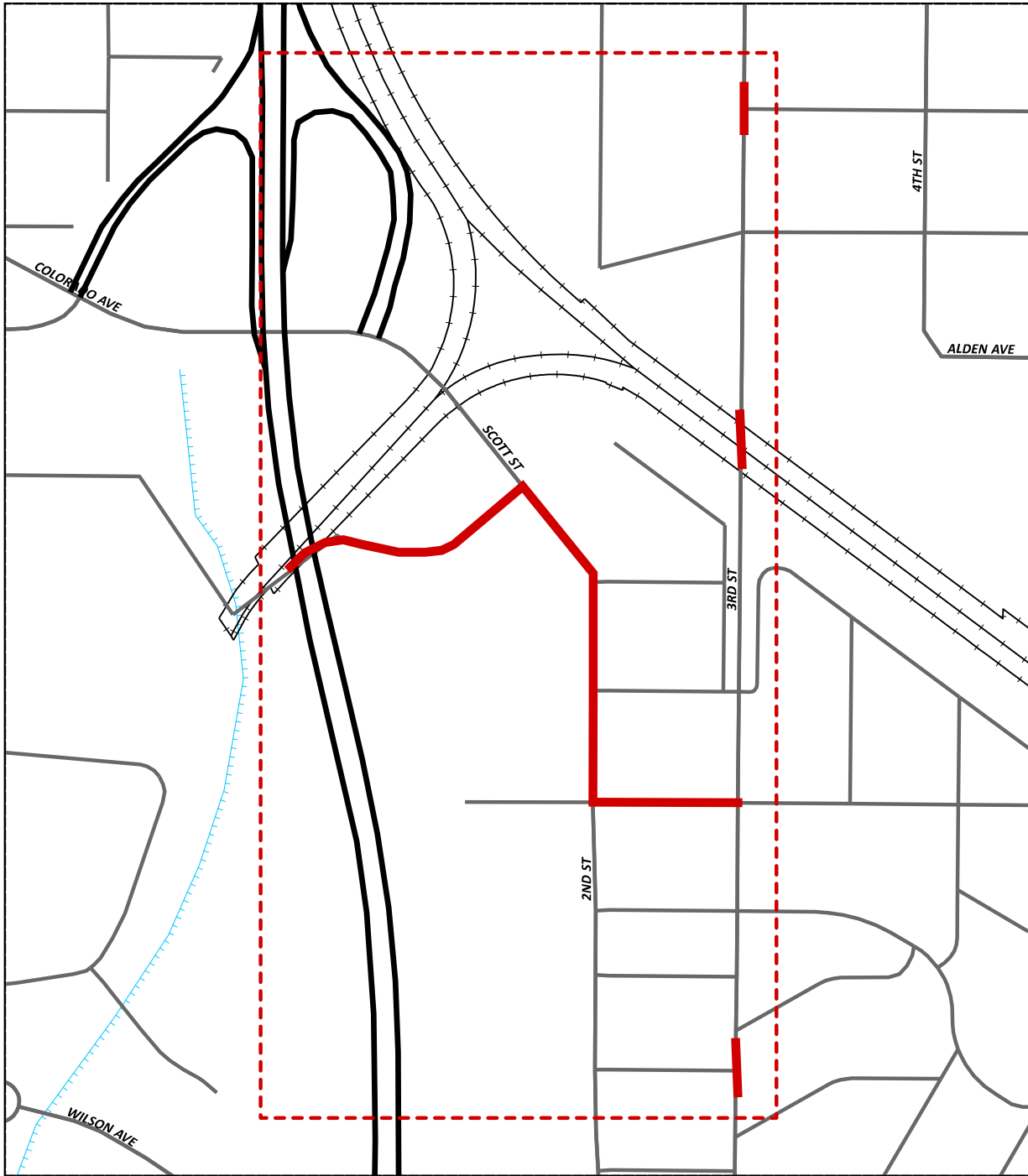
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 13,850,000	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 143,900	\$ 296,100	\$ 850,000	\$ 5,000,000	\$ 7,560,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$13,850,000



 **1GAEE** 
CITY OF BEND **Aune Street Extension** NOT TO SCALE

1GB27 Bear Creek Road and 27th Street Improvements

Primary Fund: 2020 General Obligation Bond	Project Status: Active	Project Phase: Construction
Project Manager: Sinclair Burr	Est. Start Date: FY2022-23	Est. End Date: FY2026-27
Cost Estimate Classification: 2		

Description & Background

This project will design and construct a single-lane roundabout at the intersection of Bear Creek Road, Pettigrew Road and Purcell Boulevard. Key route projects have been combined with the roundabout project to construct a shared-use path on Bear Creek Road from Cessna Avenue to the east Urban Growth Boundary, and on 27th Street from Highway 20 to Reed Market Road. The project will include coordination with the School District to connect the key route between the Coyner and Larkspur trails adjacent to Bear Creek Road.

Includes funding for Water Reclamation and Water distribution upgrades as identified in the corresponding masterplan and CIP.

Need/Justification

Identified in the Transportation System Plan as projects S-3, R2-D, R2-E and R8-A

Near-term project to improve safety at the intersection of Bear Creek Road, Pettigrew Road, and Purcell Boulevard by constructing a single-lane roundabout. Key route projects to improve connectivity and transportation options along both 27th Street and Bear Creek Road.

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

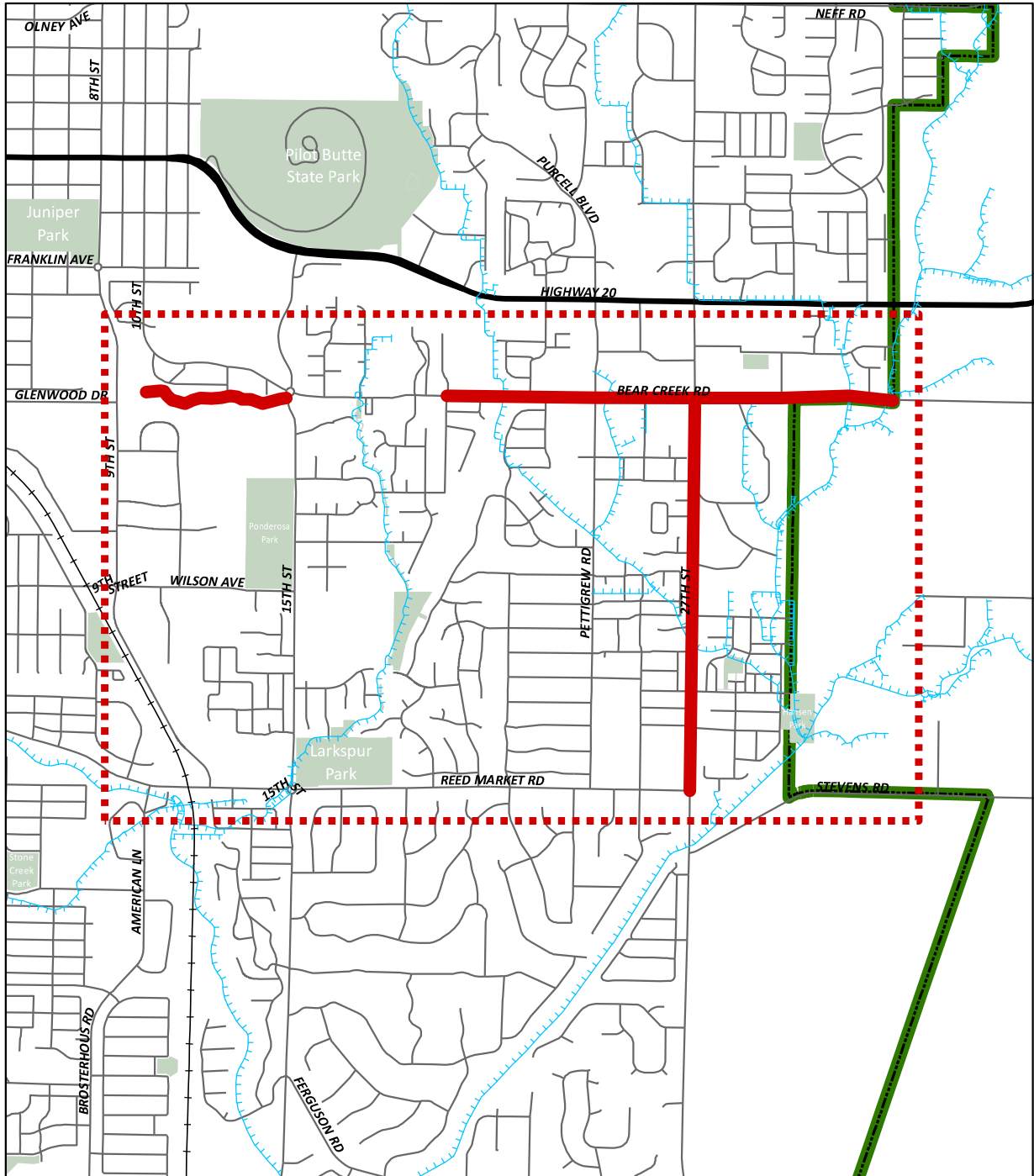
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ -	
Water	\$ 336,300	
Water Reclamation	\$ 349,200	
Stormwater	\$ -	
General Obligation Bond	\$ 11,400,000	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond, Water & Water Reclamation Rates / SDCs

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 1,037,900	\$ 3,529,600	\$ 7,268,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$12,085,500



 **1GB27** 

Bear Creek Road and 27th Street Improvements

CITY OF BEND NOT TO SCALE

1GBBA Butler Market and Boyd Acres Improvements

Primary Fund: 2020 General Obligation Bond		
Project Manager: Matt Jaroslowski	Project Status: Active	Project Phase: Design
Cost Estimate Classification: 3	Est. Start Date: FY2022-23	Est. End Date: FY2026-27

Description & Background

This project conducted an alternatives analysis to select improvements for walking and biking along Butler Market Road (between Boyd Acres Road and Brinson Boulevard) and along Boyd Acres Road (between Butler Market Road and Empire Avenue). Due to the cost differential when compared to available funding, the Boyd Acres section was delayed. The Butler Market Improvements maintain the original limits from Boyd Acres to Brinson Blvd including, and funded through the transportation fund, the Butler Market/Wells Acres RAB. This corridor will be improved with protected bike lanes, a shared-use path on the north side and a sidewalk on the south side providing nearly a mile long modern multi-modal facility. The Butler Market corridor was first identified and prioritized by the Citywide Transportation Advisory Committee (CTAC) during the Transportation System Plan update and then as part of the 2020 GO Bond. The project design is being coordinated with the Butler Market Road and Wells Acres Road roundabout project (1TBMW).

Need/Justification

Project was identified in the 2020 Transportation System Plan as a near-term Key Walking and Bicycling Route R5-A. The proposed roundabout at Butler Market Rd and Wells Acres Rd was identified in the 2020 Transportation system plan as a City of Bend Transportation Capital Improvement Project.

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

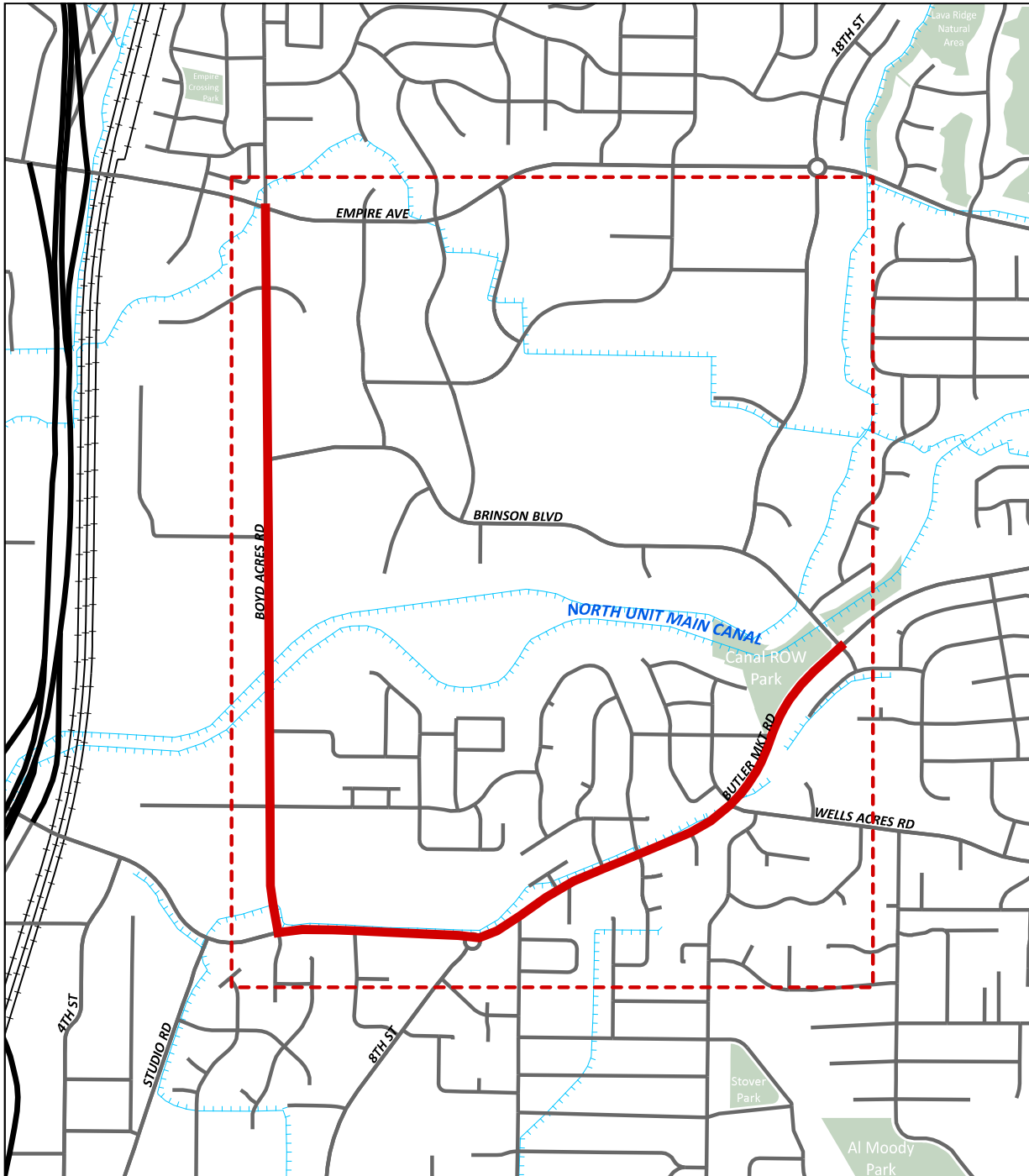
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ 645,000	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 6,842,700	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond, Transportation SDCs

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 409,700	\$ 945,000	\$ 2,920,000	\$ 3,213,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$7,487,700



 <p>CITY OF BEND</p>	<p>1GBBA</p> <hr/> <p>Butler Market Road and Boyd Acres Road Improvements</p>	 <p>NOT TO SCALE</p>
---	---	---

1GCAC Colorado Avenue Capacity Improvements

Primary Fund: 2020 General Obligation Bond		
Project Manager: Garrett Sabourin	Project Status: Inactive	Project Phase: Pending
Cost Estimate Classification: 5	Est. Start Date: FY2027-28	Est. End Date: FY2031-32

Description & Background

This project will include an incremental approach to widening Colorado Avenue, including right-of-way acquisition and monitoring if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to incrementally improve mobility, reliability, and safety. Includes intersection capacity improvements at Colorado Avenue/Simpson Avenue roundabout and Colorado Avenue/Industrial Way.

Need/Justification

Identified in the Transportation System Plan (TSP) as project C-6.
Near-term project to capacity and connectivity along mid-town river crossing
Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

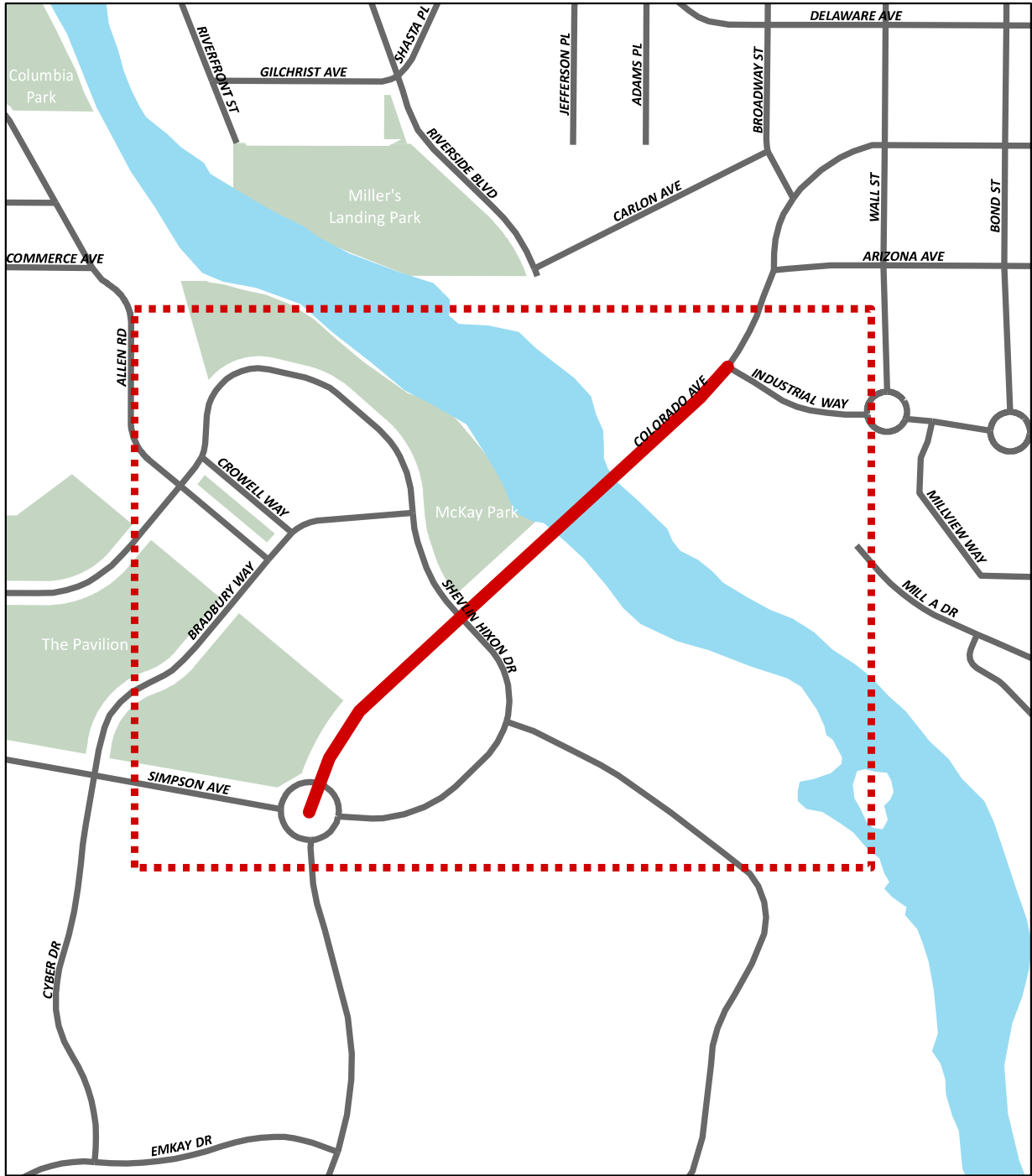
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 7,119,400	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 500,000	\$ 3,500,000	\$ 2,769,400
Total Project Cost Estimate:							\$7,119,400



 **1GCAC** 
CITY OF BEND Colorado Avenue Capacity Improvements NOT TO SCALE

1GDOT ODOT Contribution Projects (Powers, Reed, Colorado, Butler)

Primary Fund: 2020 General Obligation Bond		Project Status: Inactive	Project Phase: Pending
Project Manager: Garrett Sabourin		Est. Start Date: TBD	Est. End Date: TBD
Cost Estimate Classification: 5			
Description & Background			
Bond contribution to leverage Oregon Department of Transportation (ODOT) funding to construct higher capacity connections at several Bend Parkway interchanges. Additional coordination with ODOT is required to program State funds, schedule and administer projects.			
Need/Justification			
Projects will include City of Bend funding contributions to ODOT state highway projects Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 7,170,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 4,170,000	\$ -
Total Project Cost Estimate:							\$7,170,000

(This page intentionally left blank)

1GEAI Empire Avenue Interchange

Primary Fund: 2020 General Obligation Bond		
Project Manager: Garrett Sabourin	Project Status: Inactive	Project Phase: Pending
Cost Estimate Classification: 5	Est. Start Date: FY2027-28	Est. End Date: TBD

Description & Background

This project includes an improvement to the 'Parkway Connection' at the Empire Interchange. Bond funding will leverage Oregon Department of Transportation (ODOT) funding to construct a higher capacity connection to include intersection improvements, signal, or roundabout. The improvement is part of the State Highway system and improvements would require administration by the Oregon Department of Transportation; therefore, the available Bond funds would be a contribution with the state providing additional funds to complete improvements.

Need/Justification

Identified in the Transportation System Plan (TSP) as project C-13.
Near-term project to improve safety, connectivity, and capacity at the connection to the Parkway and Empire Avenue.
Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

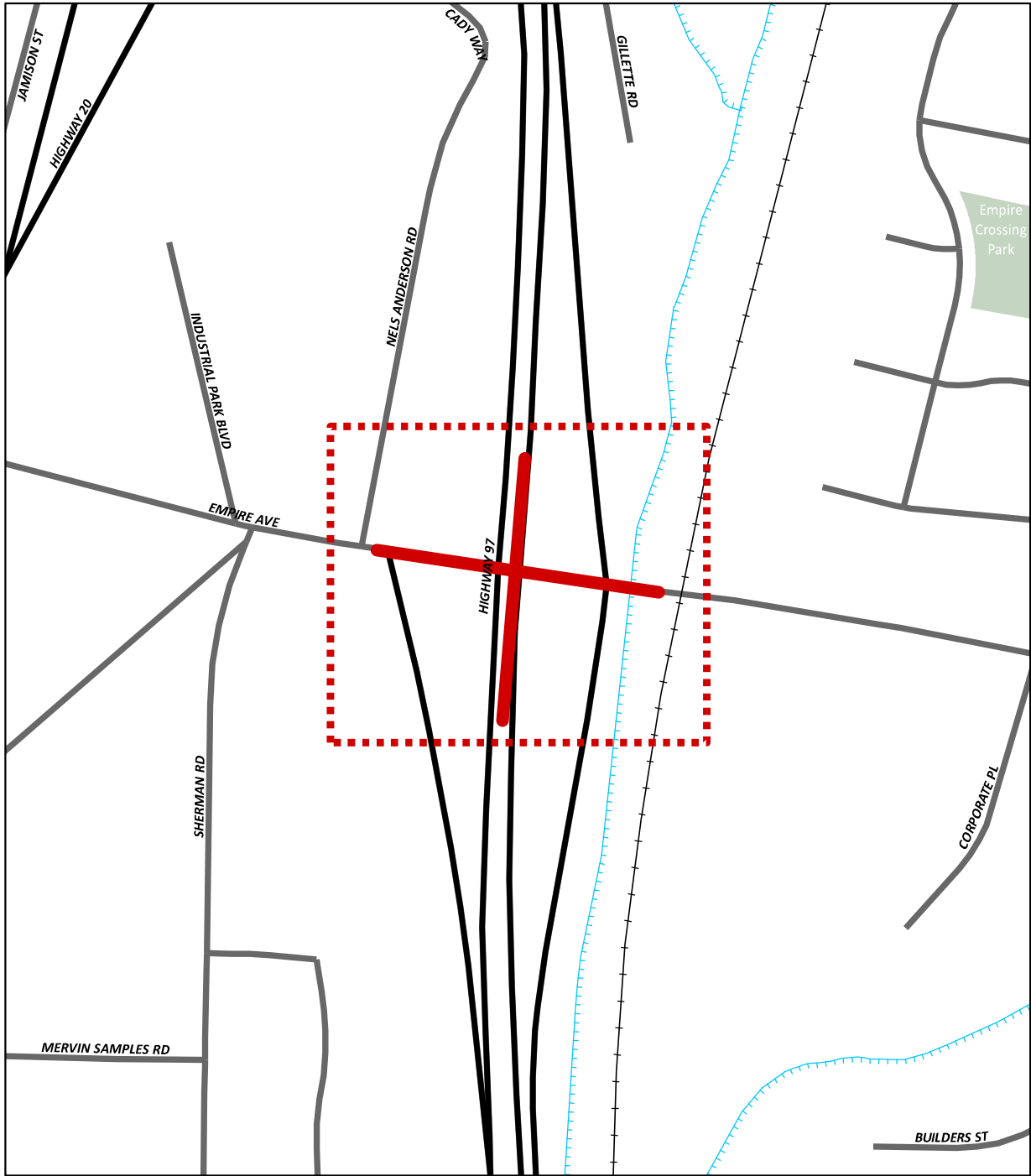
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 1,450,000	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ 1,450,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$1,450,000



 **1GEAI** 

CITY OF BEND Empire Avenue Interchange NOT TO SCALE

1GEAT Enhanced Access to Transit

Primary Fund: 2020 General Obligation Bond		Project Status: Active	Project Phase: Study
Project Manager: Garrett Sabourin		Est. Start Date: FY2022-23	Est. End Date: FY2029-30
Cost Estimate Classification: 5			
Description & Background			
<p>The project list established by City Council included this program to assist in leveraging Cascade East Transit's (CET) plans for implementing mobility hubs as identified in the TSP. The funding is currently allocated with the anticipated completion of CET's initial study to identify a program schedule. The City will establish a memorandum of understanding with CET to outline the spending of funds in support of enhancing the City's transportation system.</p>			
Need/Justification			
<p>Identified in the Transportation System Plan as project T-3</p> <p>Near-term program to include citywide implementation of mobility hubs in coordination with CET and HTC routes. Leverages CET funding for capital projects like mobility hubs, shelters, and bus pull outs.</p> <p>Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 5,000,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 1,200	\$ 5,800	\$ 400,000	\$ 1,000,000	\$ 1,593,000	\$ 1,000,000	\$ 1,000,000	\$ -
Total Project Cost Estimate:							\$5,000,000

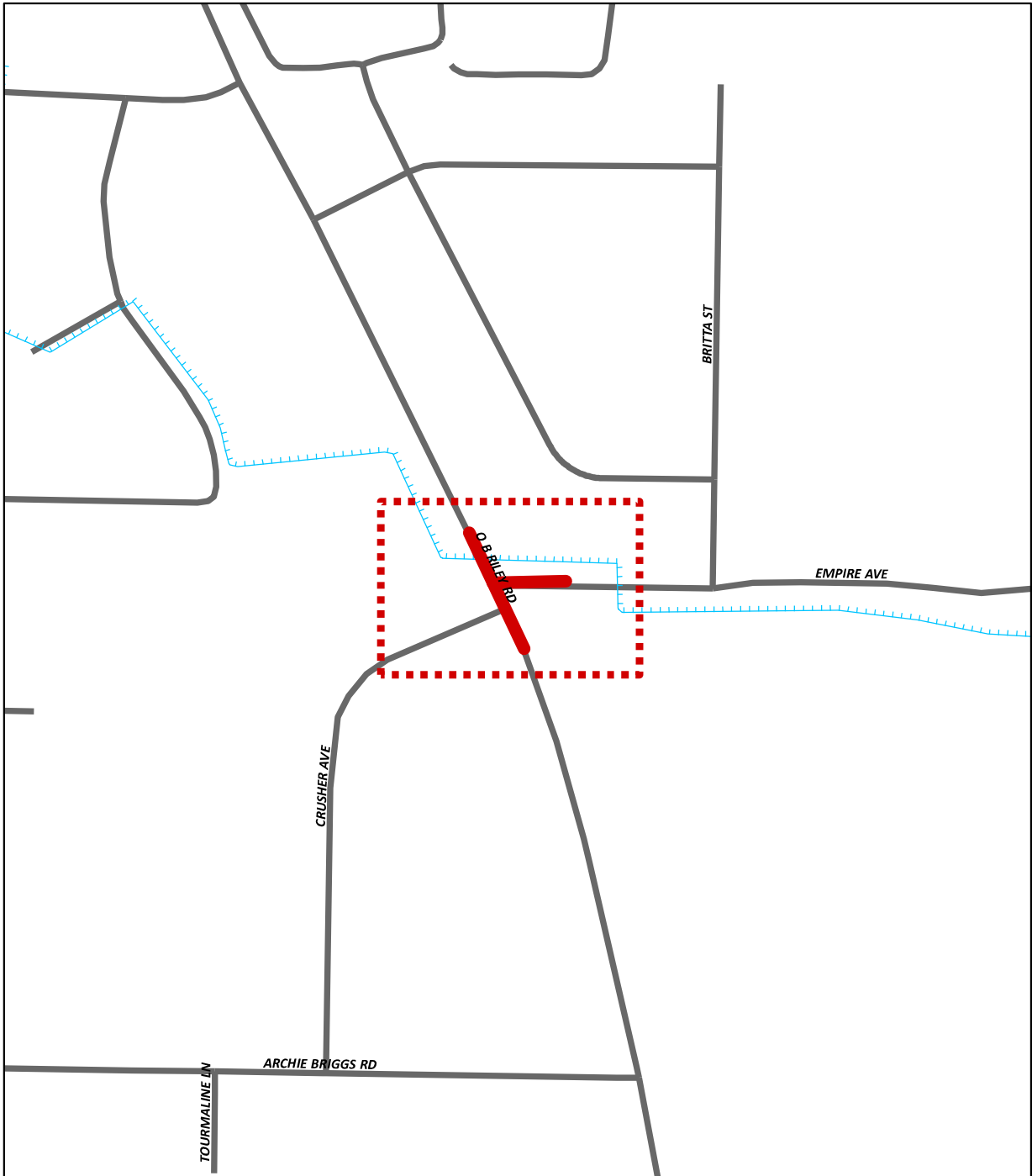
(This page intentionally left blank)



1GEOB Empire & OB Riley Intersection

Primary Fund: 2020 General Obligation Bond		Project Status: Inactive	Project Phase: Funded
Project Manager: Garrett Sabourin		Est. Start Date: FY2028-29	Est. End Date: FY2030-31
Cost Estimate Classification: 5			
Description & Background			
This project will design and construct a roundabout at the intersection of Empire Avenue and OB Riley, addressing safety and capacity needs.			
Need/Justification			
Identified in the Transportation System Plan (TSP) as project C-45. Mid-term project in the TSP to address intersection safety and capacity. Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 3,500,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ 1,450,000	\$ 1,400,000
Total Project Cost Estimate:							\$3,500,000



 **1GEOB** 
CITY OF BEND Empire and OB Riley Intersection NOT TO SCALE

1GFAI Franklin Avenue Corridor Improvements

Primary Fund: 2020 General Obligation Bond	Project Status: Active	Project Phase: Design
Project Manager: Todd Johnson	Est. Start Date: FY2022-23	Est. End Date: FY2026-27
Cost Estimate Classification: 4		

Description & Background

A study was conducted in 2022 identifying improvement options at the Franklin Undercrossing of BNSF railway, and to develop concepts for roadway improvements between NW Harriman St and 4th St. This project includes two key intersection projects at 2nd and 4th Streets, as well as a key route enhancement to create a safe crossing at Harriman, manage the conflicts between right turns at Hill Street, provide buffered bike lanes, and enhance signal timing at 3rd Street. Additionally, All Roads Transportation Safety Program (ARTS) grant funds are dedicated to this project to address illumination deficiencies.

There are two utility projects identified in the Water Fund and Stormwater Fund Capital Improvement Programs to make improvements to the underpass drainage and aging water infrastructure along the corridor. There is a portion of the Neighborhood Greenways project which will be leveraged in this area to complete key route and greenway connections. The project will additionally include CORE Construction Funding as a contribution based on a recommendation from the advisory board and as approved in the 5-year CIP by City Council.

Need/Justification

Identified in the Transportation System Plan as projects M-5, M-6, M-8, M-9, R2-A and R2-C.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support CORE area development, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations. Stormwater improvements to address long-term flooding issue of underpass and water improvements to upgrade aging cast iron pipe within project limits.

Project Related to Council Goal: Transportation & Infrastructure- Enhance safety and accessibility for all modes of travel

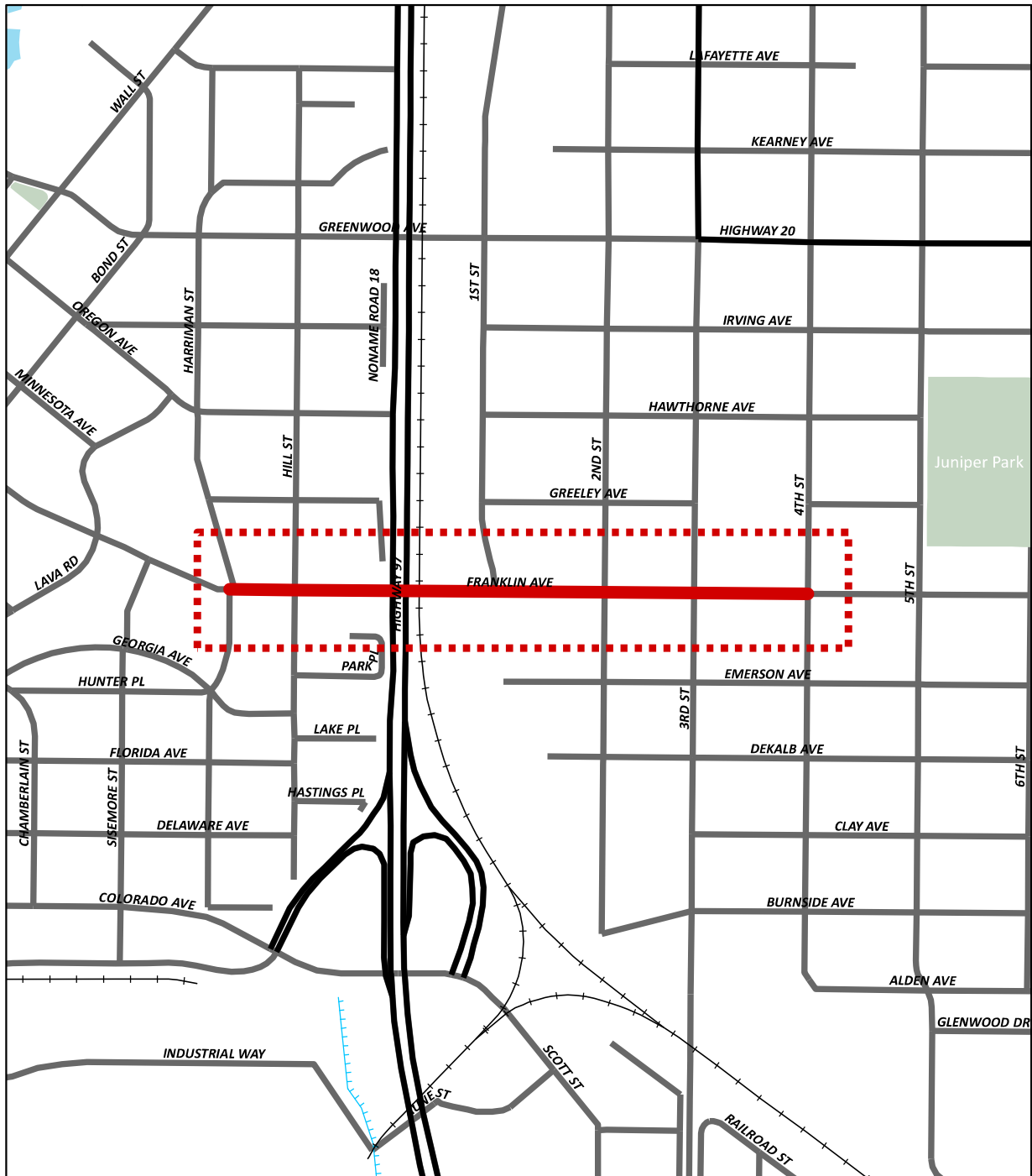
Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ 1,485,900	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 12,027,900	
Other (see below)	\$ 1,990,000	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Urban Renewal Property Taxes (BURA CORE Area), State directed American Rescue Plan Act (ARPA) funds (Transportation Construction)

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 585,500	\$ 2,400,300	\$ 5,850,000	\$ 6,715,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$15,503,800



 **1GFAI** 
CITY OF BEND Midtown - Franklin Corridor Improvements NOT TO SCALE

1GHAO Hawthorne Avenue Overcrossing

Primary Fund: 2020 General Obligation Bond	Project Status: Active	Project Phase: Design
Project Manager: Garrett Sabourin	Est. Start Date: FY2022-23	Est. End Date: TBD
Cost Estimate Classification: 4		

Description & Background

The initial study phase for this project was conducted as the Midtown Crossing Study, concluding in October 2022. The Midtown Study included evaluation of crossing opportunities of the Bend Parkway and BNSF Railway at existing Franklin and Greenwood undercrossing, as well as a future Hawthorne pedestrian and bike overcrossing. Additional grant funds have been received and the project is being actively managed by ODOT on behalf of the City due to the funding requirements. The 2020 GO Bond CIP includes local matching funds for this project. The remainder are state and federal funds.

Need/Justification

Identified in the Transportation System Plan as projects M-8 and M-9.

Near-term and Key Route projects identified to address safety and connectivity for pedestrians, bicyclists, and the traveling public. Corridor improvements provided to support CORE area development, improve access across Bend Parkway and BNSF Railway, as well as provide enhanced safety and mobility at critical crossing locations.

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

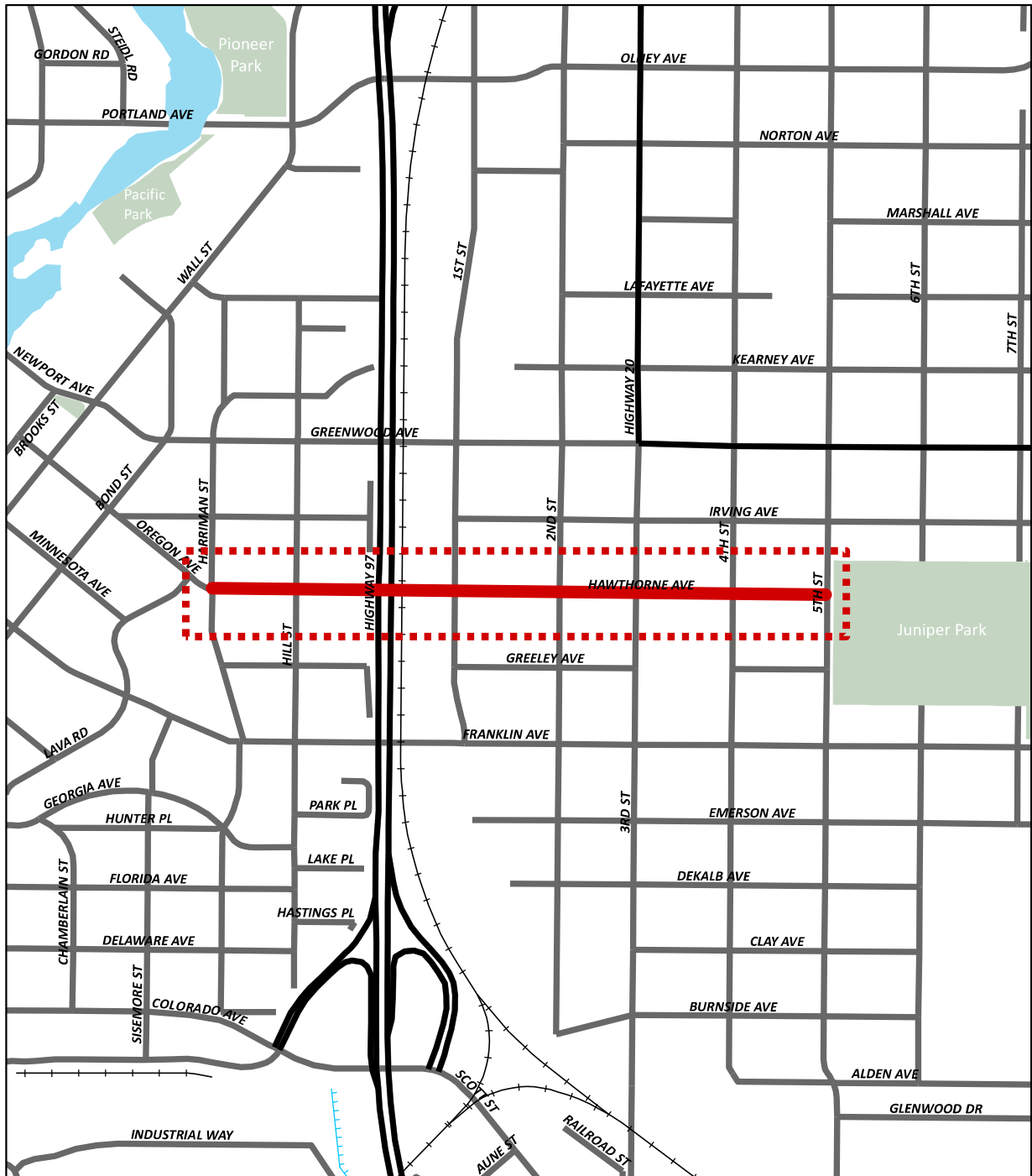
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 2,147,600	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 1,255,900	\$ 3,600	\$ -	\$ 888,100	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$2,147,600



 **1GHAO** 

CITY OF BEND **Hawthorne Avenue Overcrossing** NOT TO SCALE

1GITS Intelligent Information Systems

Primary Fund: 2020 General Obligation Bond		Project Status: Active	Project Phase: Planning
Project Manager: Garrett Sabourin		Est. Start Date: FY2023-24	Est. End Date: FY2029-30
Cost Estimate Classification: 5			
Description & Background			
<p>The Bond provided \$5 million in general allocation for ITS improvements to align with implementation of the Deschutes County ITS plan, which was developed in parallel with the Transportation System Plan (TSP) update. The ITS plan was developed in collaboration with a technical advisory committee made up of members from the City of Bend, Cascades East Transit, ODOT Region 4 and the Bend MPO. Following the allocation of Bond funds, the project team identified projects within the ITS plan and presented them to the Transportation Bond Oversight Committee (TBOC) for consideration. Projects will include the following; however, the list may be modified if additional priorities or efficiencies are identified through execution of the Bond: 27th Street fiber optic install and signal upgrades (Butler Mkt to Bear Creek), Neff Road Fiber Communications (Purcell Blvd to 27th St), Transit Signal Priority, Railroad Delay Information (South 3rd St)</p>			
Need/Justification			
<p>Identified in the TSP as project P-8</p> <p>Near-term program to provide partial implementation of Deschutes County ITS Plan, including traffic signal coordination improvements along signalized corridors, including freight and transit signal priority</p> <p>Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 5,000,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection

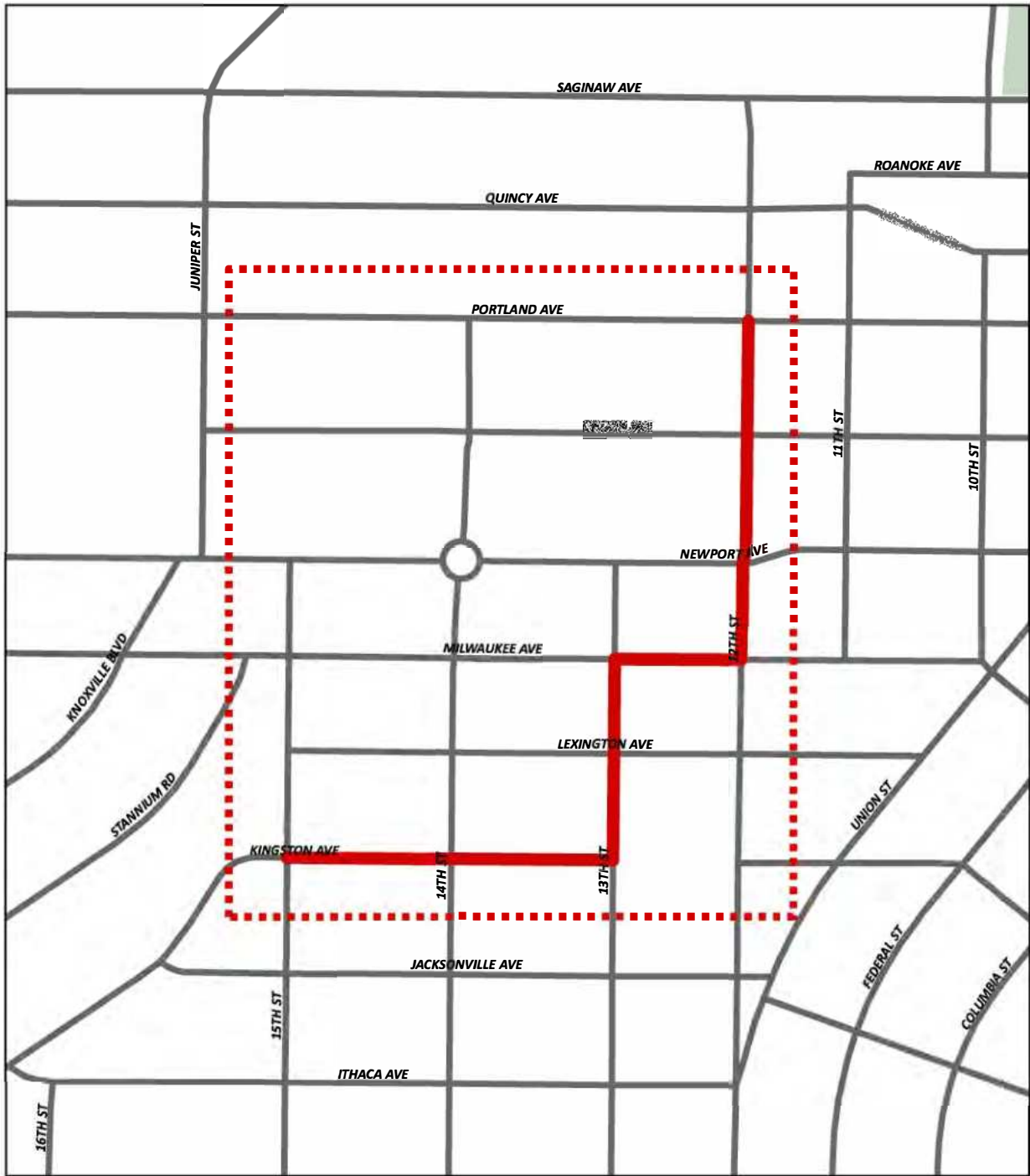
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 68,700	\$ 131,300	\$ 750,000	\$ 750,000	\$ 500,000	\$ 1,500,000	\$ 1,300,000	\$ -
Total Project Cost Estimate:							\$5,000,000



(This page intentionally left blank)

1GKKR Key Routes River West Neighborhood

Primary Fund: 2020 General Obligation Bond		Project Status: Active	Project Phase: Planning
Project Manager: Garrett Sabourin		Est. Start Date: FY2022-23	Est. End Date: FY2025-26
Cost Estimate Classification: 1			
Description & Background			
The project includes an extension of two key route segments on the west side of Bend to connect an existing greenway on 15 th Street to a key route on Portland Avenue. City staff is self-performing the work due to budget limitations and ease of construction improvements.			
Need/Justification			
Identified in the Transportation System Plan as projects R4-A and R4-B. Near-term project to improve connectivity between Lexington and Portland near 14 th Street. (Alignment may be adjusted due to steep topography and funding limitations) Project Related to Council Goal: Transportation & Infrastructure			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council’s commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 101,200		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 41,200	\$ 20,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$101,200



 **1GKKR** 
CITY OF BEND Key Routes River West Neighborhood NOT TO SCALE

1GLRS Neighborhood Street Safety Improvements

Primary Fund: 2020 General Obligation Bond		
Project Manager: Christian Williams	Project Status: Active	Project Phase: Design
Cost Estimate Classification: 2	Est. Start Date: FY2020-21	Est. End Date: FY2028-29

Description & Background

The local residential street safety program builds upon the success of the neighborhood street safety program that has been delivered over the past several years. The program provides funding for capital projects (infill sidewalk construction, lighting, safe routes to schools) to improve safety projects in neighborhoods near schools and parks. The initial project list was developed in a coordinated effort with the City's neighborhood associations and will be completed in 2024. A second list of projects was prioritized in 2024 to utilize the remaining funds after the completion of the first list of projects. This program has \$8M in funding allocated from the 2020 General Obligation Bond. This funding will be allocated to a group of projects annually until funding is exhausted.

Need/Justification

Approved by City of Bend voters on the November 2020 ballot with a project list adopted by City Council and prioritized by the Transportation Bond Oversight Committee.

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 8,000,000	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

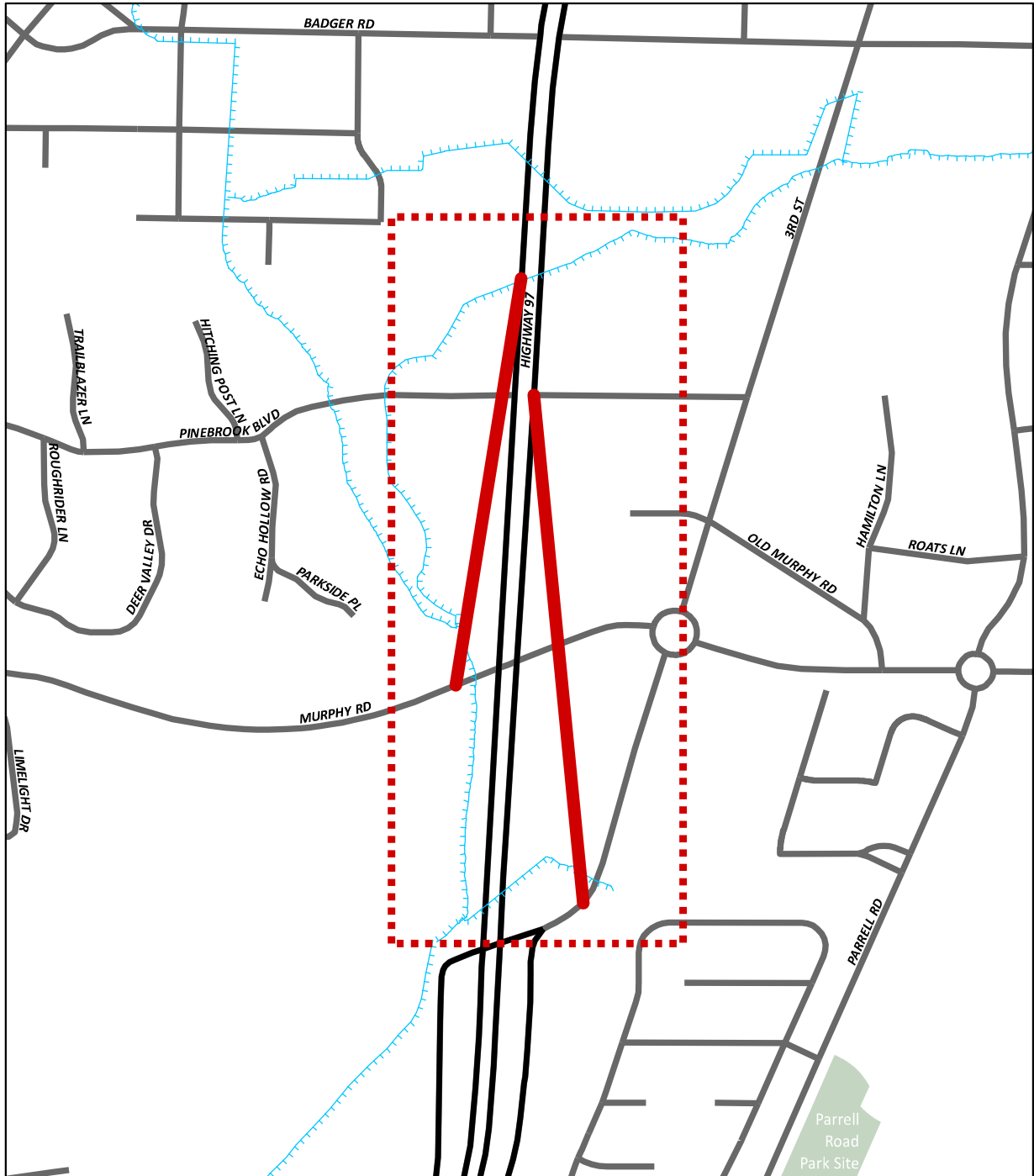
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 2,844,300	\$ 1,274,200	\$ 1,500,000	\$ 1,000,000	\$ 1,000,000	\$ 381,500	\$ -	\$ -
Total Project Cost Estimate:							\$8,000,000



(This page intentionally left blank)

1GMPR Murphy Parkway Ramps Project

Primary Fund: 2020 General Obligation Bond		Project Status: Active	Project Phase: Planning
Project Manager: Ryan Oster		Est. Start Date: FY2024-25	Est. End Date: FY2028-29
Cost Estimate Classification: 5			
Description & Background			
<p>This is a project to construct the US 97 northbound on-ramp and southbound off-ramp at Murphy Road to improve traffic flow and east/west connectivity at the south end of Bend. The improvement is part of the State Highway system and improvements would require administration by the Oregon Department of Transportation; therefore, the available Bond funds would be a contribution with the state providing additional funds to complete improvements. ODOT is currently selling a neighboring property and proceeds will be dedicated towards project improvements.</p>			
Need/Justification			
<p>Identified in the Transportation System Plan (TSP) as project C-18.</p> <p>Near-term project to improve capacity and connectivity at the Murphy Road interchange with the Bend Parkway/US 97.</p> <p>Project Related to Council Goal: Transportation & Infrastructure</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 10,000,000		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 500,000	\$ 1,500,000	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -
Total Project Cost Estimate:							\$10,000,000



 **1GMPR** 
CITY OF BEND **Murphy Parkway Ramps Project** NOT TO SCALE

1GNCI Neff Corridor Improvements

Primary Fund: 2020 General Obligation Bond		
Project Manager: Todd Johnson	Project Status: Active	Project Phase: Design
Cost Estimate Classification: 4	Est. Start Date: FY2023-24	Est. End Date: FY2026-27

Description & Background

This project combines three (3) contiguous key route projects extending from Norton Avenue at 6th Street to Big Sky Park at the east end of Neff Road and the Urban Growth Boundary. Respective key route improvements include:

1. Neighborhood Greenway project to construct a low-stress bikeway on Norton Avenue, 6th to 12th Street
2. Close a sidewalk gap and provide a switchback shared use path from 12th Street to Neff Road

Provide a shared use path to close sidewalk gaps and create a low stress bikeway along Neff Road, 12th Street to Big Sky Park

Need/Justification

Identified in the Transportation System Plan (TSP) as projects R3-A, R3-B and R3-C

Near-term TSP projects to improve connectivity and transportation options along Norton Avenue, 12th Street and Neff Road.

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 4,071,000	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 2020 General Obligation Bond

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 900	\$ 275,100	\$ 1,300,000	\$ 2,495,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$4,071,000

1GOPB Olney Pedestrian and Bike Improvements

Primary Fund: 2020 General Obligation Bond	Project Status: Active	Project Phase: Construction
Project Manager: Carrie Harris	Est. Start Date: FY2022-23	Est. End Date: FY2025-26
Cost Estimate Classification: 1		

Description & Background

This project combines several projects aimed at improving bicycle and pedestrian infrastructure along Olney Avenue. The improvements include a safe crossing at the intersection of 2nd Street and Olney Avenue, protected bike lanes on Olney Avenue at the Parkway undercrossing, and a shared use path from Wall Street to the Railroad. The shared-use path will close the sidewalk gap, remove barrier to east-west bicycle connectivity, and mitigate right-turn hook crashes at the Wall Street intersection.

Additional Water and Water Reclamation funds are included with this project. Water funds are to address aging water distribution pipes running parallel to the project limits and Water Reclamation funds are to address capacity upgrades as identified in the current collection system masterplan.

Need/Justification

Identified in the Transportation System Plan (TSP) as projects M-3, M-12 and R3-E.

Near-term projects to improve bicycle and pedestrian safety along Olney Avenue between Wall Street and 2nd Street. Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

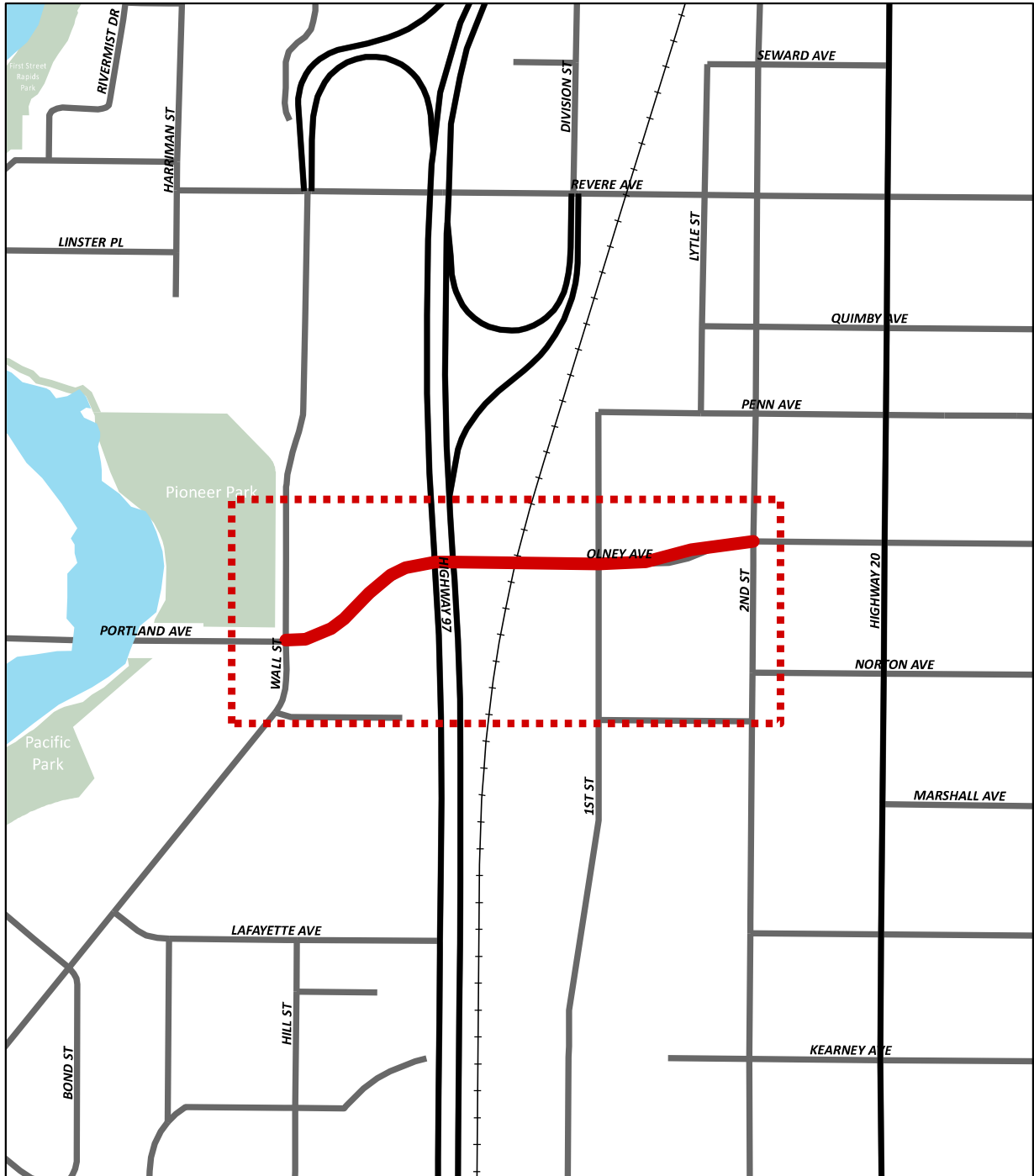
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ 1,650,100	
Water	\$ 3,350,000	
Water Reclamation	\$ 3,600,000	
Stormwater	\$ 150,000	
General Obligation Bond	\$ 5,450,000	
Other (see below)	\$ -	
Impact on Operating Budget: None		

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

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 1,095,900	\$ 7,255,700	\$ 5,848,500	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$14,200,100

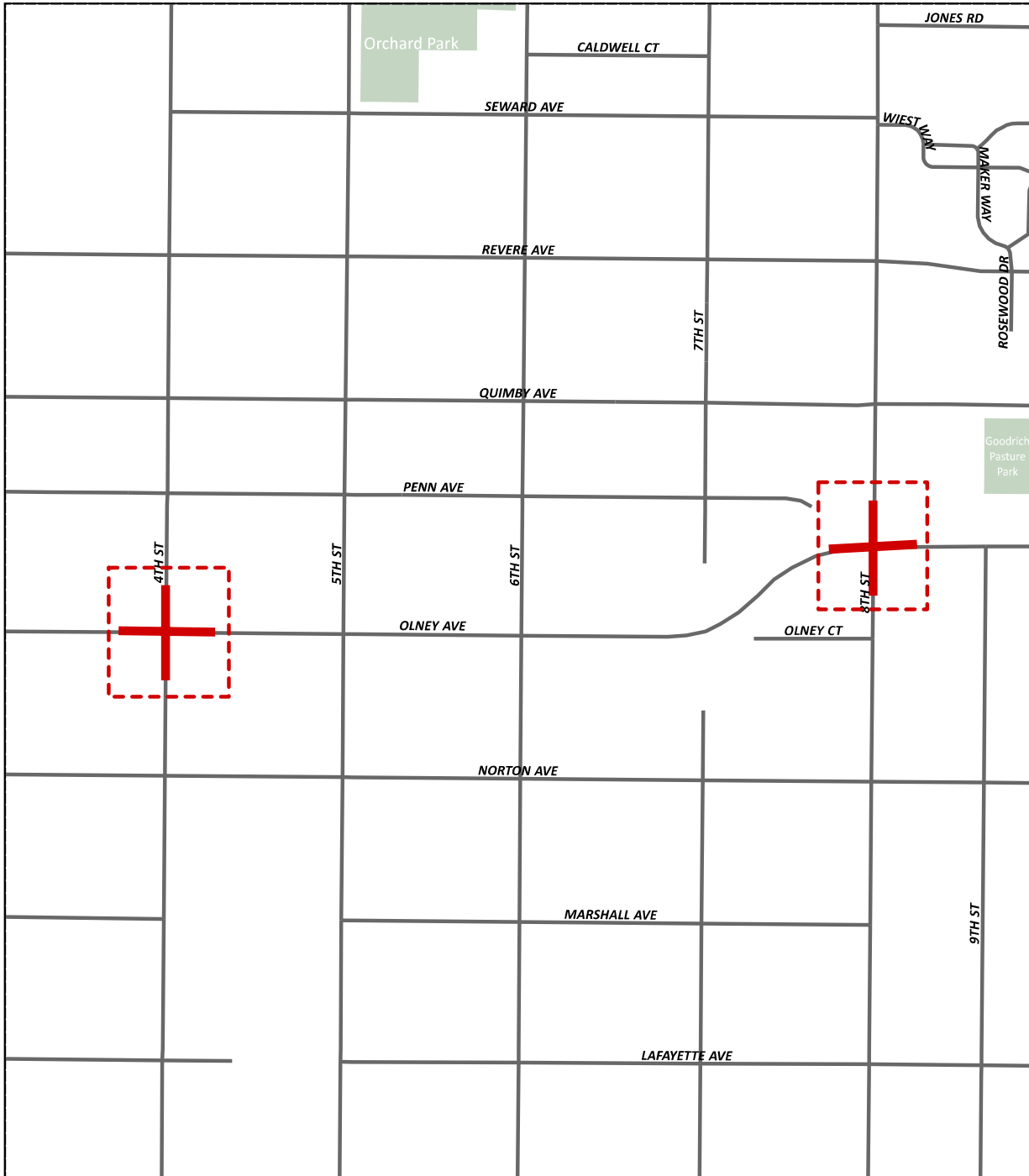




 **1GOPB** 
CITY OF BEND **Olney Pedestrian and Bike Improvements** NOT TO SCALE

1GOPI Olney Corridor Improvements

Primary Fund: 2020 General Obligation Bond		Project Status: Inactive	Project Phase: Pending
Project Manager: Garrett Sabourin		Est. Start Date: FY2025-26	Est. End Date: FY2027-28
Cost Estimate Classification: 5			
Description & Background			
This project will design and construct intersection improvements at 4 th and 8 th St along Olney Avenue. Early traffic and site analysis suggest a signalized intersection at 4 th Street and a roundabout at 8 th Street. This project will be closely coordinated with improvements on Revere Avenue at the same intersecting streets as well as close coordination with Oregon Department of Transportation, due to signals on 3 rd Street.			
Need/Justification			
Identified in the Transportation System Plan (TSP) as projects C-15 and C-29. Near and mid-term improvements to improve intersection safety and capacity. Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 7,000,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 500,000	\$ 3,500,000	\$ 3,000,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$7,000,000

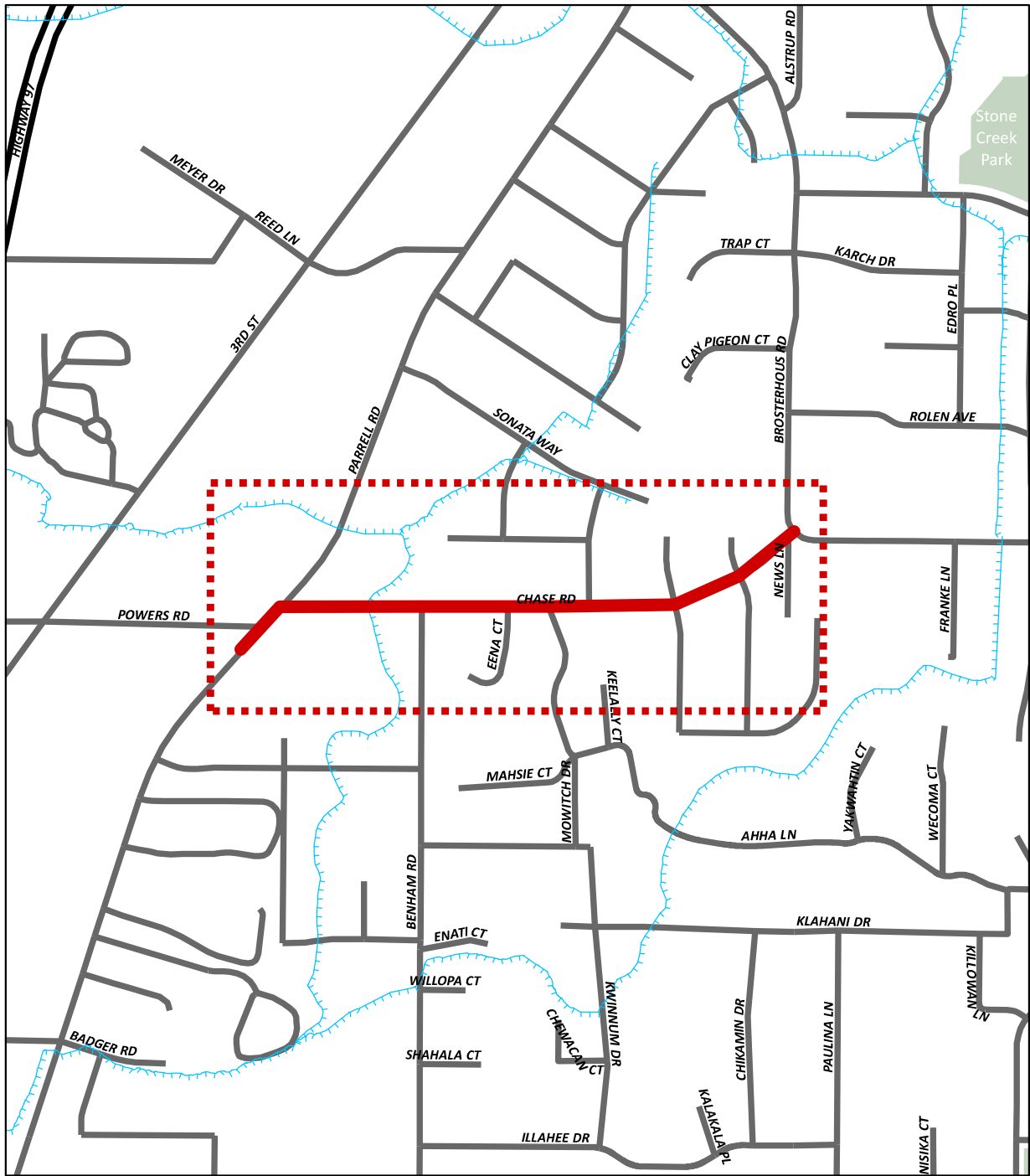




 **1GOPI** 
CITY OF BEND **Olney Corridor Improvements** NOT TO SCALE

1GPCB Powers, Parrell, and Chase Intersections

Primary Fund: 2020 General Obligation Bond		Project Status: Inactive	Project Phase: Pending
Project Manager: Garrett Sabourin		Est. Start Date: FY2027-28	Est. End Date: FY2029-30
Cost Estimate Classification: 5			
Description & Background			
This is a project to design and construct a roundabout at the intersection of Chase Road and Powers Road at Parrell Road. This project is combined with a transportation construction fund project to construct a roundabout at the intersection of Chase Road and Brosterhous Road. Improvements to Chase Road between the two new roundabouts are also expected.			
Need/Justification			
Identified in the Transportation System Plan as a portion of project M-2. The roundabout at the intersection Chase Road and Brosterhous Road is included in the Transportation CIP. Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 3,500,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 1,500,000	\$ 1,750,000	\$ -
Total Project Cost Estimate:							\$3,500,000



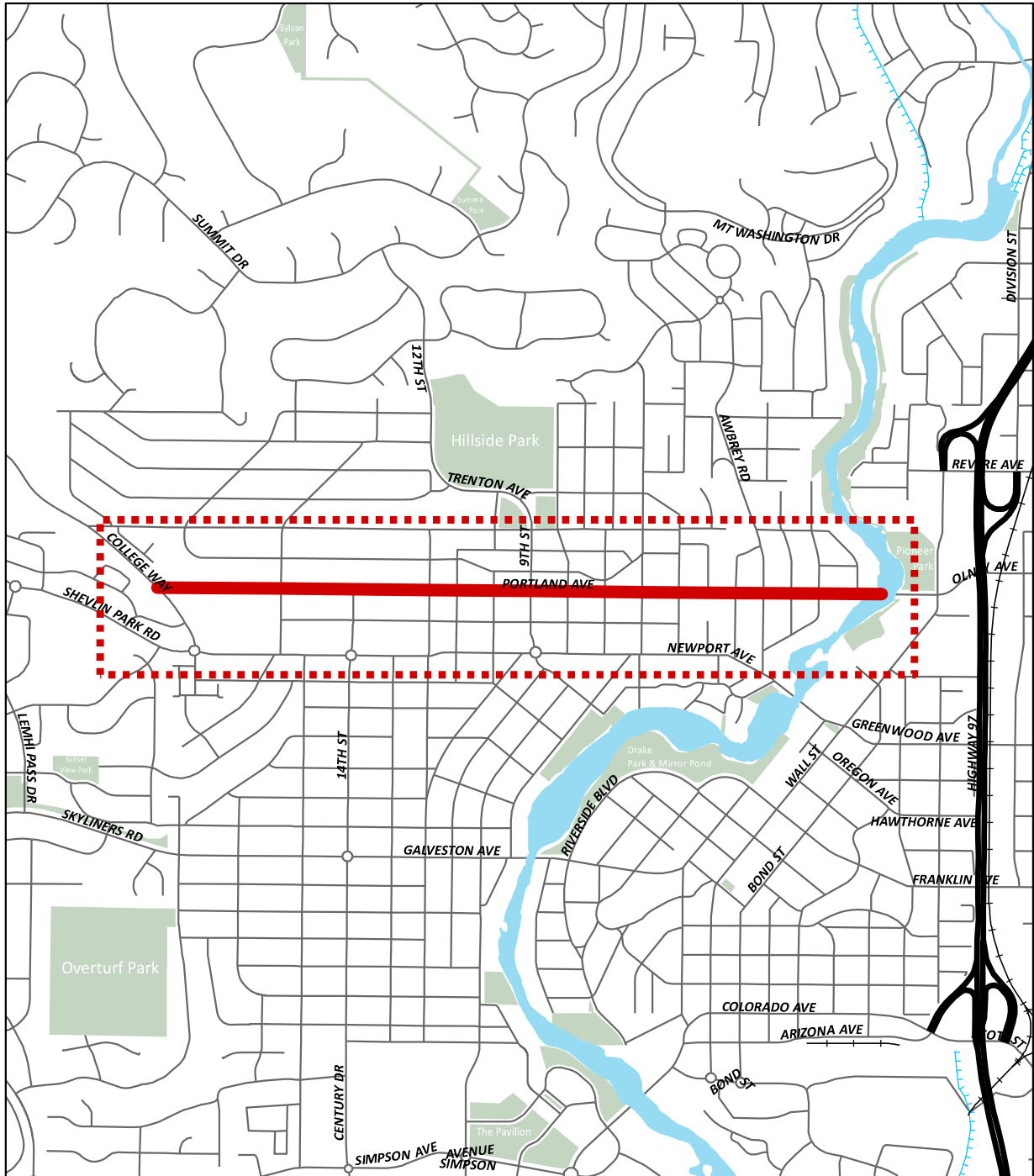
 **1GPCB** 



CITY OF BEND Powers, Parrell, and Chase Intersections NOT TO SCALE

1GPCI Portland Avenue Corridor Improvements

Primary Fund: 2020 General Obligation Bond		Project Status: Active	Project Phase: Design
Project Manager: Garrett Sabourin		Est. Start Date: FY2022-23	Est. End Date: FY2026-27
Cost Estimate Classification: 4			
Description & Background			
This is a project to design and construct a multi-modal transportation facility and safety improvements to enhance pedestrian, bicycle, and vehicular connectivity, including two intersection improvements on Portland Avenue, as may be performed within funding limitations. This project is combined with a major water infrastructure project to improve water distribution on Awbrey Butte and executed concurrently for synergy and efficiencies.			
Need/Justification			
Identified in the Transportation System Plan as project C-8. The Awbrey Butte Distribution project (1WABD) is in the Water Capital Improvement Program. Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 3,500,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 290,700	\$ 1,200,300	\$ 1,009,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$3,500,000



 **1GPCI** 

CITY OF BEND **Portland Avenue Corridor Improvements** NOT TO SCALE

1GRMC Reed Market Corridor

Primary Fund: 2020 General Obligation Bond		
Project Manager: Sinclair Burr	Project Status: Active	Project Phase: Study
Cost Estimate Classification: 4	Est. Start Date: FY2022-23	Est. End Date: FY2029-30

Description & Background

The primary project includes a new overcrossing of the BNSF railway; several additional projects have been combined for efficiency and planning coordination, including:

- Widen the 15th St and Reed Mkt roundabout
- Roundabout at 15th St and Ferguson
- Improve pedestrian safety at the 3rd St COID canal crossing

Reed Mkt Interchange study and improvement contribution to state DOT (\$1.05M)

Project is being delivered as multiple projects in phases due to the award of federal funding for the railroad bridge.

Need/Justification

Identified in the Transportation System Plan as projects S-1, C-14, C-19, C-20, C-34, C-44 and R1-D.

Near and mid-term TSP projects to improve safety, capacity, and connectivity along and nearby the Reed Market Road corridor

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ 1,000,000	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ 39,930,000	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 2020 General Obligation Bond, Federal Railroad Administration (FRA) Grant (Transportation Construction)

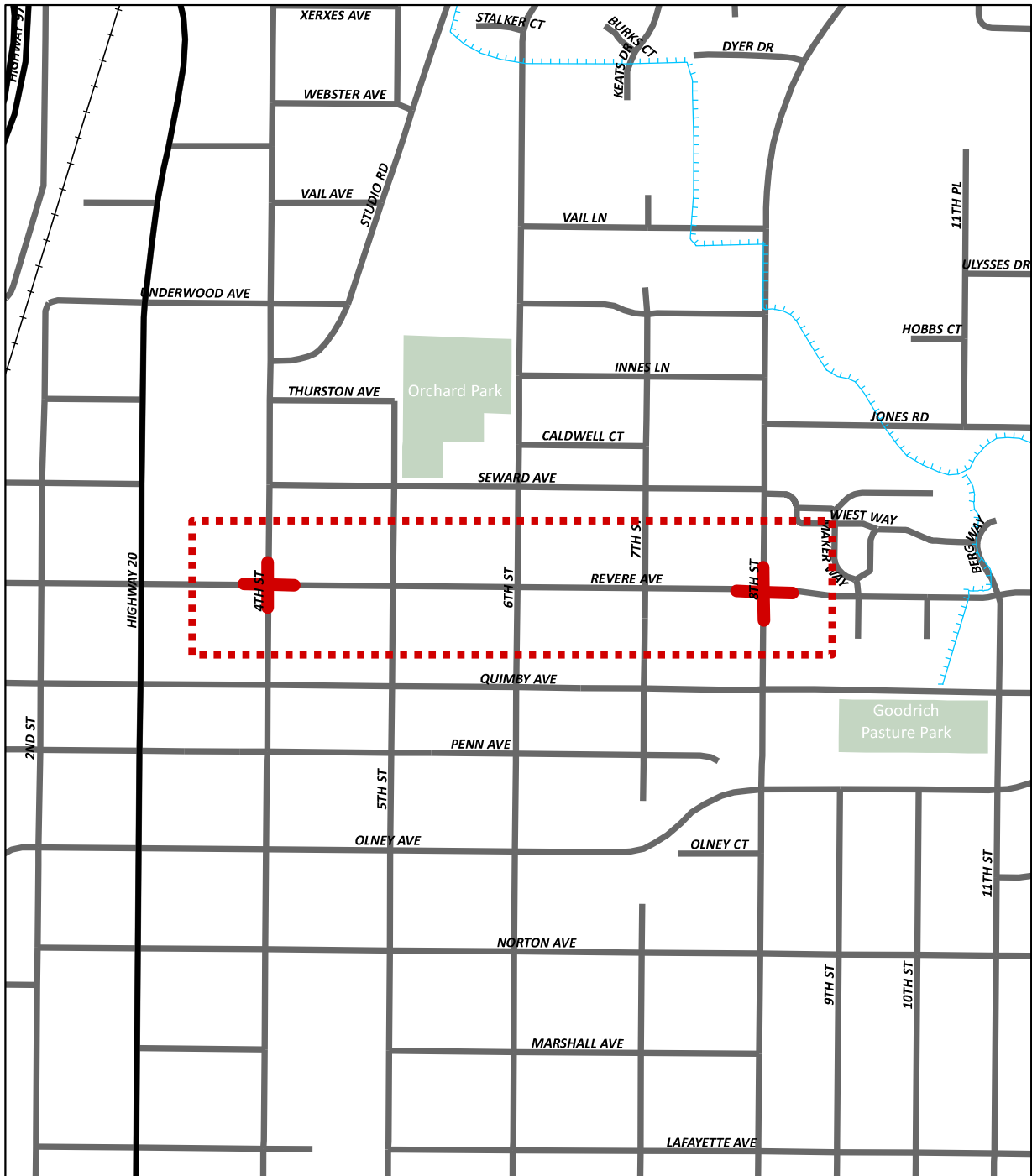
Project Lifecycle Spending Projection



Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 50,000	\$ 1,300,000	\$ 3,500,000	\$ 9,464,000	\$ 12,300,000	\$ 10,716,000	\$ 3,600,000	\$ -
Total Project Cost Estimate:							\$40,930,000

1GRR1 Revere Intersection Improvements

Primary Fund: 2020 General Obligation Bond		Project Status: Inactive	Project Phase: Pending
Project Manager: Garrett Sabourin		Est. Start Date: FY2025-26	Est. End Date: FY2027-28
Cost Estimate Classification: 5			
Description & Background			
This project will design and construct intersection improvements at 4 th and 8 th St along Revere Avenue. Early traffic and site analysis suggest a signalized intersection at 4 th Street and a roundabout at 8 th Street. This project will be closely coordinated with improvements on Revere Avenue at the same intersecting streets as well as close coordination with Oregon Department of Transportation, due to signals on 3 rd Street.			
Need/Justification			
Identified in the Transportation System Plan (TSP) as projects C-16 and C-28			
Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council's commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 7,000,000		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 2020 General Obligation Bond			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 500,000	\$ 3,500,000	\$ 3,000,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$7,000,000



 **1GRI** 
CITY OF BEND **Revere Intersection Improvements** NOT TO SCALE

1GWAC Wilson Avenue Corridor Improvements

Primary Fund: 2020 General Obligation Bond		
Project Manager: Sinclair Burr	Project Status: Active	Project Phase: Construction
Cost Estimate Classification: 1	Est. Start Date: FY2020-21	Est. End Date: FY2025-26

Description & Background

Work under this project includes improvements to three major intersections along Wilson Avenue – Third Street, Ninth Street and 15th Street. The project also includes improvements to the 2nd Street and Wilson Avenue intersection and multimodal improvements along the corridor from Second Street to 15th Street along with multimodal improvements to Ninth Street from Reed Market Road to Glenwood Drive.

Includes improvements to aging water distribution infrastructure as identified in the Water masterplan and CIP. Also includes Transportation Construction funds for improvements at the 9th/Wilson intersection.

Need/Justification

Work under this project includes improvements to three major intersections along Wilson Avenue – Third Street, Ninth Street and 15th Street. The project also includes improvements to the 2nd Street and Wilson Avenue intersection and multimodal improvements along the corridor from Second Street to 15th Street along with multimodal improvements to Ninth Street from Reed Market Road to Glenwood Drive.

Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel

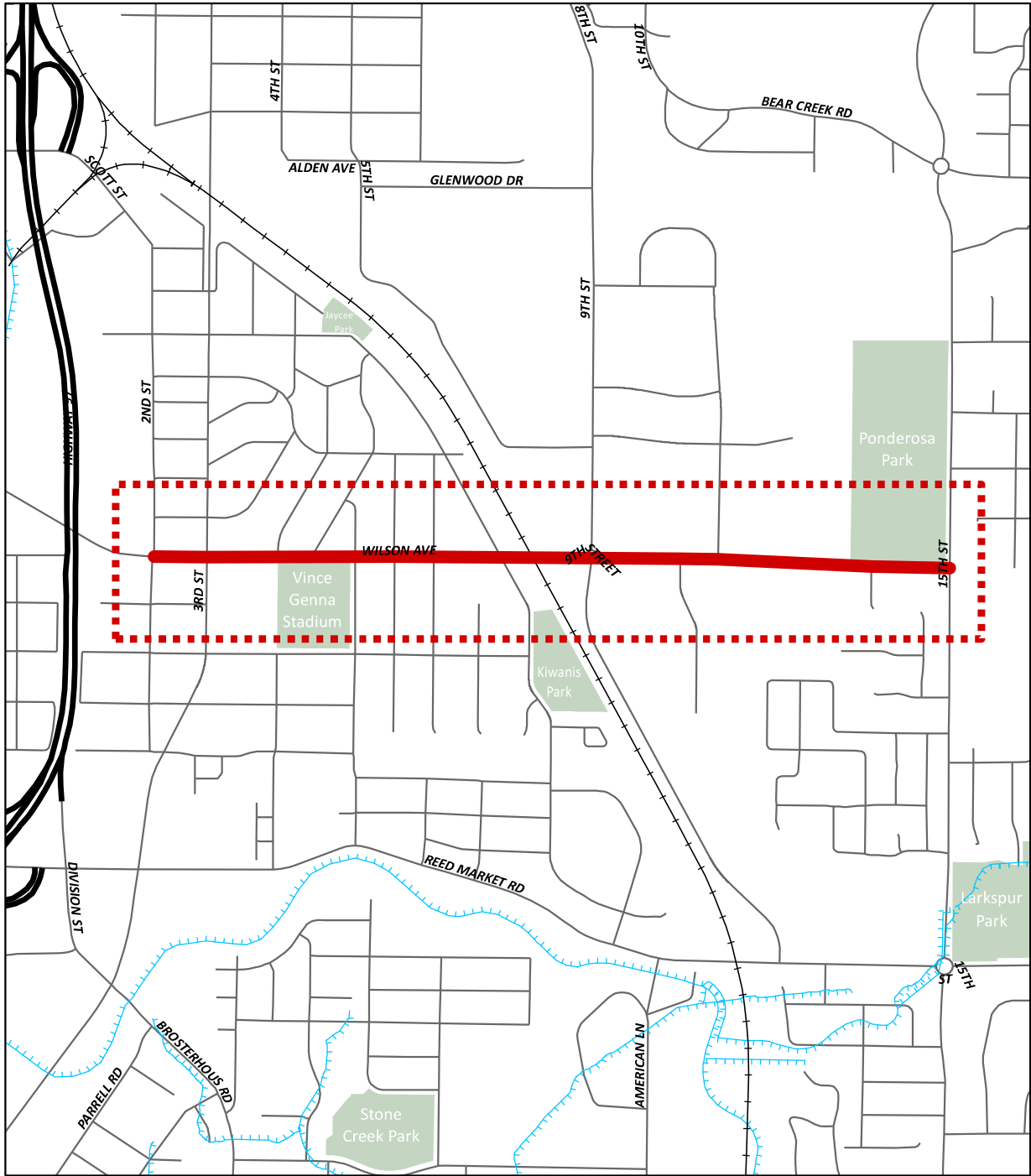
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	City Council adopted resolution 3218 which declared Council’s commitment to allocate GO Bond revenues toward a project list and established a bond oversight committee (TBOC), which established the sequencing of GO Bond projects. Elimination or delay of Bond projects would require coordination with City Council and/or TBOC to modify the project list and sequencing with additional consideration given to staff resourcing and budget.
Transportation Construction	\$ 10,557,500	
Water	\$ 1,400,000	
Water Reclamation	\$ -	
Stormwater	\$ 197,200	
General Obligation Bond	\$ 16,493,300	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

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

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 25,998,000	\$ 1,250,000	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$28,648,000



 **1GWAC** 

Wilson Avenue Corridor Improvements

CITY OF BEND NOT TO SCALE

1PNMP North Mirror Pond Parking & Brooks Promenade Enhancements

Primary Fund: Parking Services	Project Status: Active	Project Phase: Planning
Project Manager: John Condon	Est. Start Date: FY2022-23	Est. End Date: TBD
Cost Estimate Classification: 5		

Description & Background

This project seeks to leverage restricted tourism funds to expand gathering space for events along the Brooks Promenade and in the adjacent plaza. Considerations during the design phase include potential alley widening to accommodate events, an expansion of the plaza area, and the option to construct public restrooms. The project may be constructed at the same time as a proposed renewal of the North Mirror Pond Lot to address traffic flow and safety issues along the Promenade.

The estimate below includes only the current concept design contract. Project design and construction costs will be added after concept determination.

Need/Justification

Tourism funds for new construction projects must meet state law for tourism related facilities. The high demand for events within the downtown core and lack of available public space to accommodate new or expanding events aimed at tourists and residents, resulted in Council direction to prioritize this project for investment of these one-time funds.

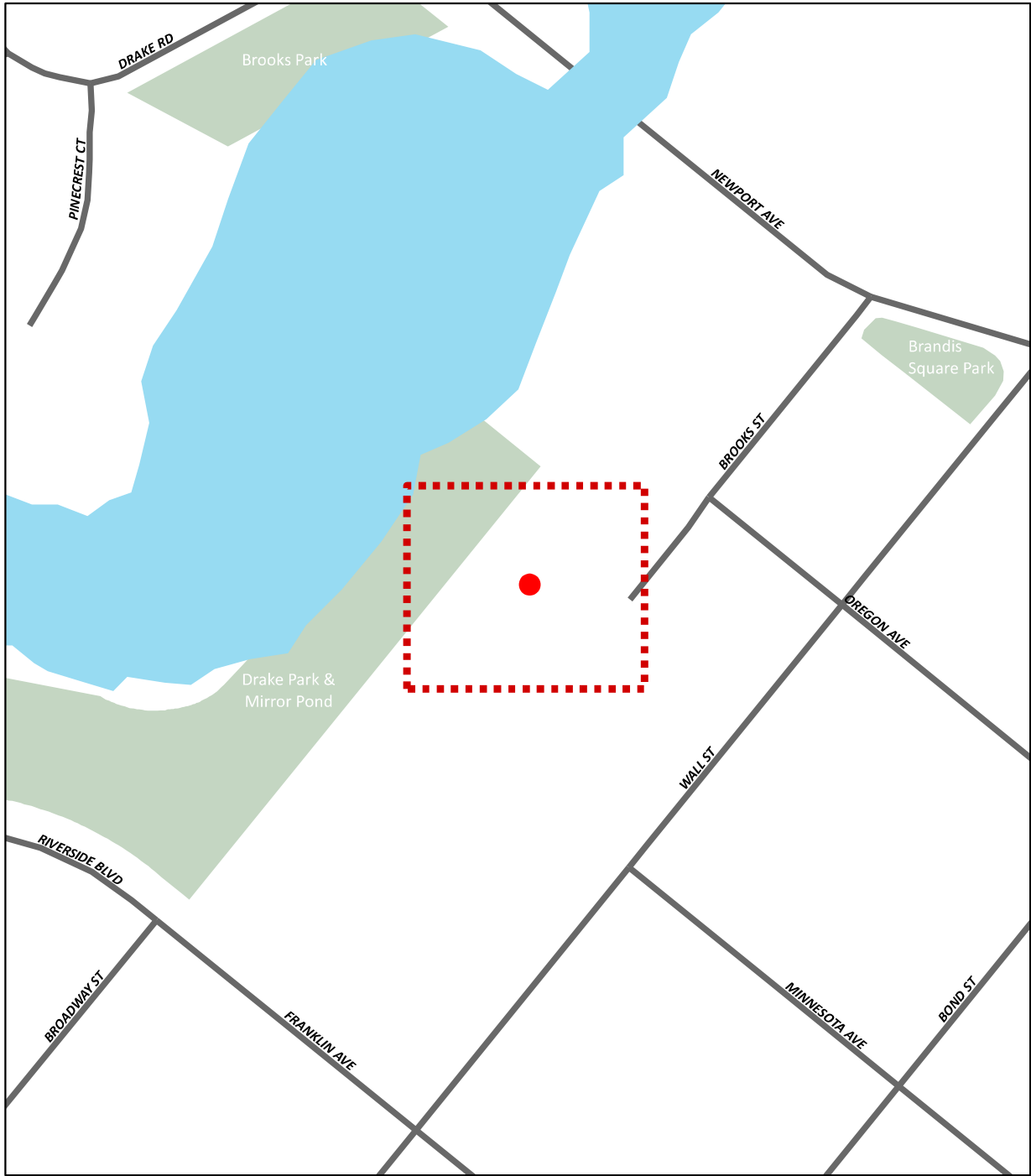
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 237,800	
Impact on Operating Budget: Negligible		

Method of Financing: Restricted Tourism Funding

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 37,800	\$ 150,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$237,800



 **1PNMP** 
CITY OF BEND North Mirror Pond Parking & Brooks Promenade Enhancements NOT TO SCALE

1RCAP Stormwater Capital Repair and Replacement Program

Primary Fund: Stormwater		
Project Manager: Nicholas Barnhardt	Project Status: Active	Project Phase: Planning
Cost Estimate Classification: 5	Est. Start Date: FY2024-25	Est. End Date: Ongoing

Description & Background

The current CIP list from the 2014 Stormwater Master Plan is outdated. Currently, the Stormwater Capital Repair & Replacement Program provides flexibility to complete stormwater improvements annually through synergy opportunities. Upon completion of the Stormwater Master Plan Update Project (1RMP1), projected in fiscal year 2025-26, this program may evolve to address pipe replacement segments identified in the CIP.

Need/Justification

There is limited funding available for stormwater replacement synergy opportunities through the end of fiscal year 2026-27 while prioritization software and an implementation strategy are being evaluated. Beginning in fiscal year 2027-28, the City will launch a \$1.5 million annual program to replace the prioritized pipe segments and increase reliability of the system. \$500,000 of the budget annually will remain for synergy opportunities not yet defined or budgeted. This program will continue until the existing identified pipe segments have been replaced.

Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Compounding stormwater issues, resulting in the need for a larger scale and more costly solution in the future.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ 9,850,000	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 100% Stormwater Rates

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 350,000	\$ 500,000	\$ 1,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Total Project Cost Estimate:							\$9,850,000

(This page intentionally left blank)

1RDHD Drill Hole Decommissioning

Primary Fund: Stormwater	Project Status: Pending	Project Phase: Pending
Project Manager: Austin Somhegyi	Est. Start Date: FY2027-28	Est. End Date: FY2029-30
Cost Estimate Classification: 5		

Description & Background

A drillhole is a 6" diameter open hole, typically completed with 20 feet of surface casing, that varies in depth from 10 feet to over 100 feet deep. Drillholes have not been allowed in the City's Standards and Specifications for several years, in part because they require frequent maintenance, are characterized by a lack of pretreatment, and they can be difficult and expensive to retrofit. This project aims to provide drillhole retrofits and/or replacements to meet the City's goal of efficiently managing stormwater by infiltration in a manner that is protective of groundwater quality.

Need/Justification

The Oregon Department of Environmental Quality (DEQ) has specific requirements for pretreatment related to Underground Injection Control (UIC) systems under the Water Pollution Control Facilities (WPCF) permits, which the City holds. Pretreatment is required to protect groundwater from contamination by removing pollutants from stormwater or other fluids before they are injected into the ground.

Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Failure to perform the Drill Hole Decommissioning program would put the City at risk of falling out of compliance with the WPCF permit. Noncompliance with the WPCF permit can result in daily fines and/or Corrective Actions imposed by the DEQ and EPA.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ 1,000,000	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: 100% Stormwater Rates

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -
Total Project Cost Estimate:							\$1,000,000

(This page intentionally left blank)

1RFGU Franklin & Greenwood Underpass

Primary Fund: Stormwater	Project Status: Active	Project Phase: Design
Project Manager: Madeline Allen-Sandoz	Est. Start Date: FY2022-23	Est. End Date: FY2026-27
Cost Estimate Classification: 3		

Description & Background

This project is being combined with 1TMTC Midtown Crossings project and executed concurrently for synergy and efficiencies. A stormwater study has been completed for both the Greenwood and Franklin underpasses. The Franklin underpass is expected to be reconstructed with stormwater improvements incorporated. The Greenwood underpass will not have stormwater improvements included until full resolution is reached on Greenwood improvements.

Need/Justification

The Franklin and Greenwood Underpasses were identified in the 2014 Stormwater Master plan as projects MB18A and MB18B. The Greenwood Avenue Undercrossing project (1GGAU) and the Franklin Avenue Corridor Improvements project (1GFAI) are being synergized with the GO Bond Program and will address the long-term flooding issue of the Bend Parkway underpasses.

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

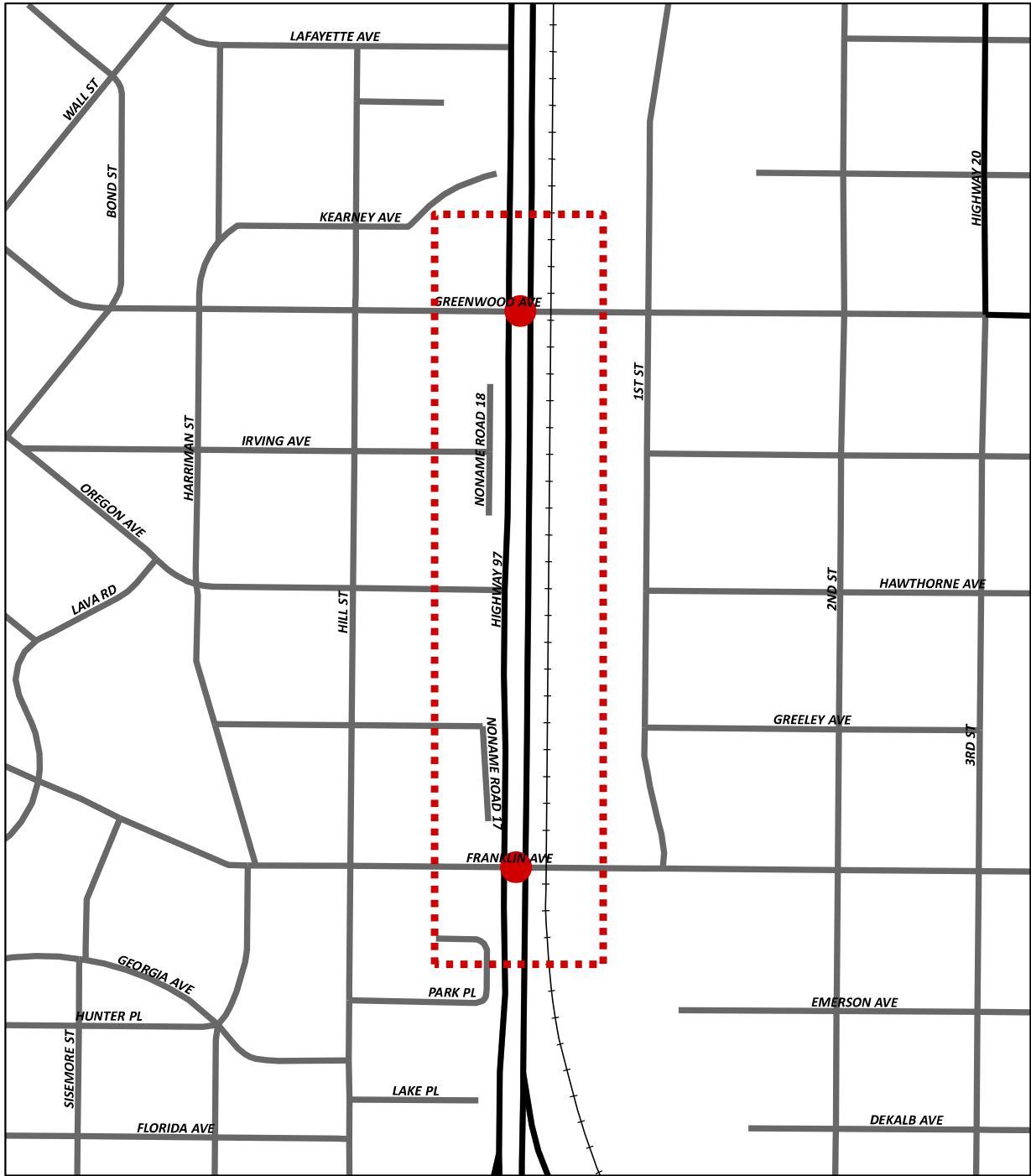
Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.



Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ 5,799,400	
Water Reclamation	\$ -	
Stormwater	\$ 4,096,700	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		
Method of Financing: Water Rates / Stormwater Rates		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 112,100	\$ 2,384,000	\$ 4,700,000	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$9,896,100



 **1RFGU** 
Franklin & Greenwood Underpass
CITY OF BEND NOT TO SCALE

1RMP1 Stormwater Master Plan Update

Primary Fund: Stormwater		Project Status: Active	Project Phase: Planning
Project Manager: Austin Somhegyi		Est. Start Date: FY2023-24	Est. End Date: FY2025-26
Cost Estimate Classification: 1			
Description & Background			
<p>The City of Bend brought consultant Otak under contract in January 2024 to provide professional services to prepare an update to the 2014 City of Bend Stormwater Master Plan (SMP). The updated master plan will provide direction for the City’s stormwater operations, maintenance, system upgrades and development; provide long-term stormwater management strategies necessary to remain compliant with regulatory requirements; create a basis for potential rate structure changes and serve the City of Bend’s stormwater needs over the next 20 years.</p>			
Need/Justification			
<p>In 2014, the Stormwater Master Plan was last adopted. The recommendation is to update these plans every 10 years. The SWP will provide long-term stormwater management strategies with a Capital Improvement Program (CIP) list generated.</p> <p>Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Noncompliance with the two stormwater permits (MS4 & WPCF), risk contamination to above- and below-ground water due to improper stormwater management, and risk private and public property damage due to flooding.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ 501,000		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Stormwater Rates / Oregon Department of Environmental Quality (DEQ) Loan			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 131,000	\$ 345,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$501,000

(This page intentionally left blank)

1ROTI Outfall Improvements

Primary Fund: Stormwater	Project Status: Pending	Project Phase: Pending
Project Manager: Austin Somhegyi	Est. Start Date: FY2027-28	Est. End Date: FY2030-31
Cost Estimate Classification: 4		

Description & Background

The City of Bend is updating its Stormwater Master Plan (SMP) and is reviewing its existing stormwater outfalls to identify retrofit needs and opportunities. Stormwater in the City of Bend discharges predominantly into underground injection controls (UICs). However, the area around the Deschutes River north of Farewell Bend Park discharges to the river itself. There are 31 outfalls owned by the City of Bend. An outfall is a point discharge from the City's Municipal Separate Storm Sewer System (MS4) into the river. A majority of these outfalls are not located on City-owned property and are located either on Bend Park and Recreation Department (BRPD) properties or other private properties. The City aims to improve these outfalls with adequate pretreatment to remain compliant with the MS4 permit.

Need/Justification

To remain complaint with the City's Municipal Separate Storm Sewer System (MS4) permit, adequate pretreatment of stormwater runoff needs to be implemented prior to discharge into Waters of the State.

Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Failure to perform the Outfall Improvements would put the City at risk of falling out of compliance with the MS4 permit. Noncompliance with the MS4 permit can result in daily fines and/or Corrective Actions imposed by the DEQ and EPA.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ 4,500,000	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		
Method of Financing: 100% Stormwater Rates		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$	\$	\$	\$	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
Total Project Cost Estimate:							\$4,500,000

(This page intentionally left blank)

1RSAB South Awbrey Butte Drainage Improvements

Primary Fund: Stormwater	Project Status: Active	Project Phase: Design
Project Manager: Brittany Barker	Est. Start Date: FY2024-25	Est. End Date: FY2028-29
Cost Estimate Classification: 4		

Description & Background

The 2017 South Awbrey Butte Drainage Study identified seven Preferred Improvement Areas (PIAs) with replacement of the Newport Avenue trunk line identified as the highest priority project in the drainage basin. The Newport Avenue trunk line was constructed under a separate CIP Project 1RNPR.

The remaining six associated projects that would mitigate flooding and/or improve water quality in the basin will be constructed under the South Awbrey Butte Drainage Improvements project. Additionally, there are some water and GO Bond synergy opportunities that have added value with work taking place in the same general vicinity.

Need/Justification

The Newport Avenue trunk line was designed with the understanding that upstream improvements would be implemented to reduce the quantity and increase the quality of water going into the river. With construction of the Newport Avenue trunk line completed, designing and constructing the upstream improvements are necessary to ensure the overall stormwater system operates as designed and doesn't overwhelm the system below. This project will include design and ultimately construction of upstream stormwater improvements throughout South Awbrey Butte.

Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.

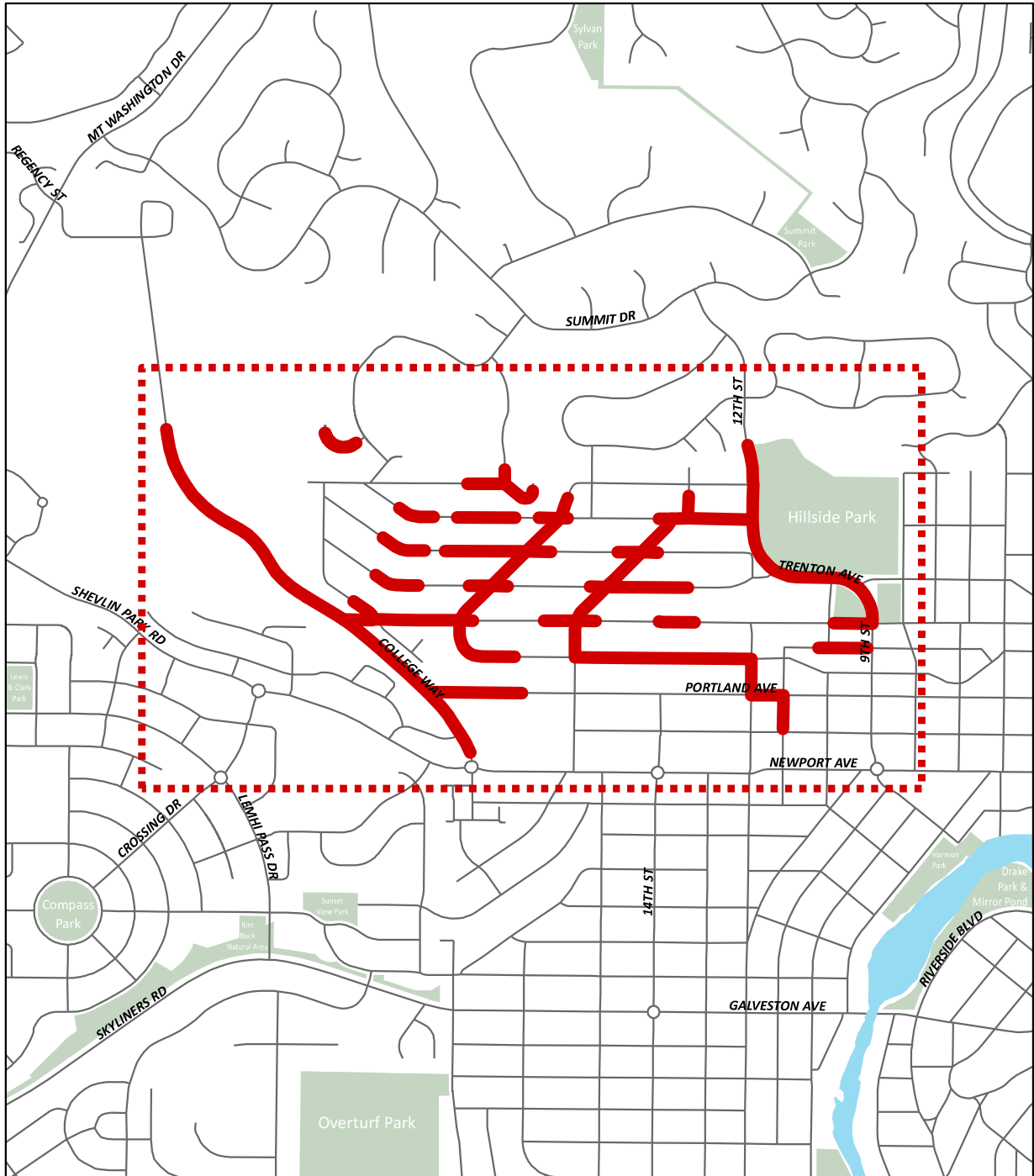
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ 30,000	
Transportation Construction	\$ -	
Water	\$ 2,114,000	
Water Reclamation	\$ -	
Stormwater	\$ 15,817,000	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Stormwater Rates, Oregon Department of Environmental Quality (DEQ) Loan

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 431,000	\$ 3,530,000	\$ 7,500,000	\$ 5,500,000	\$ 1,000,000	\$ -	\$ -
Total Project Cost Estimate:							\$17,961,000

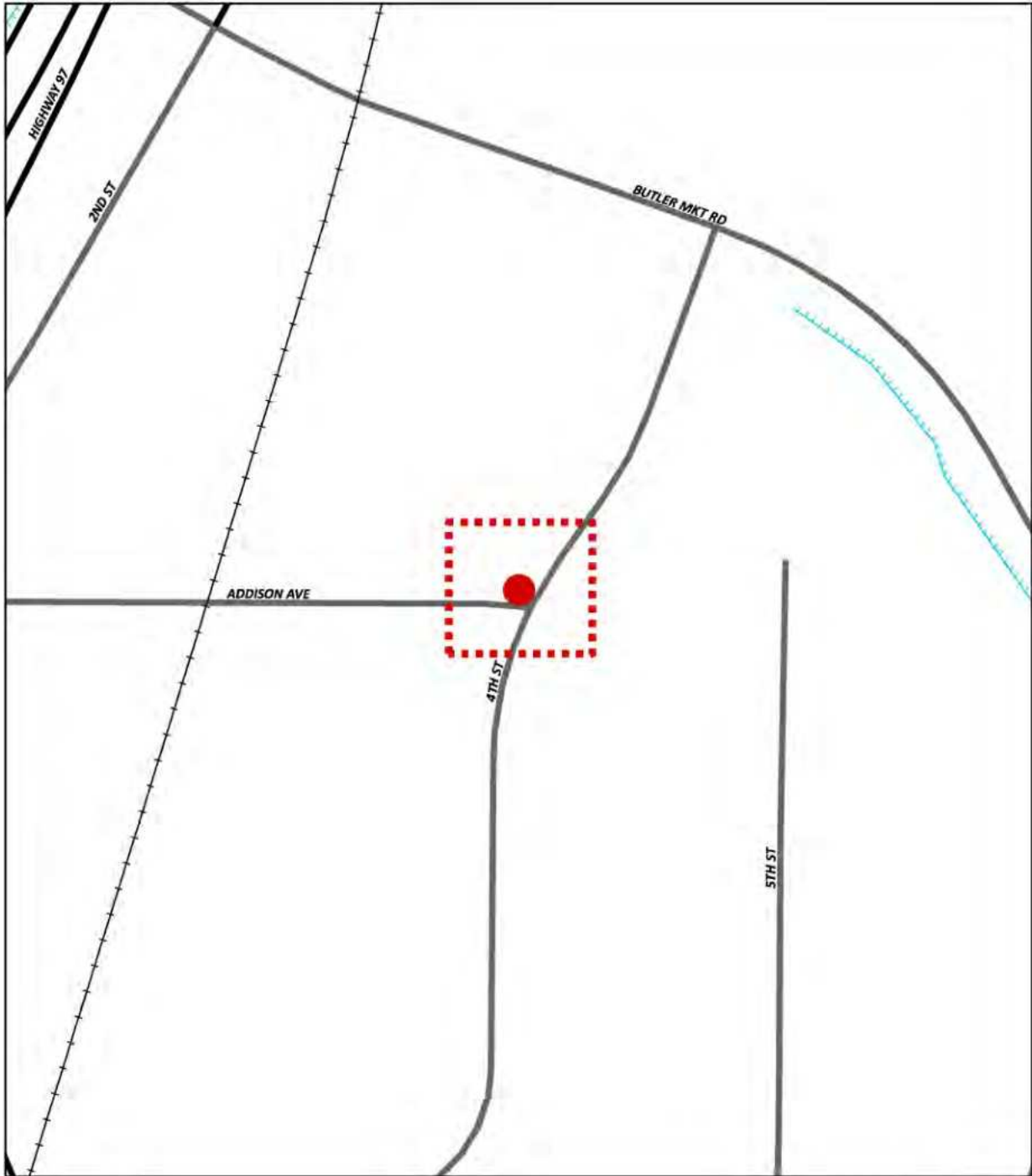


 **1RSAB** 
CITY OF BEND South Awbrey Butte Drainage Improvements NOT TO SCALE

1SAAI Addison & Butler Market Gravity Improvement

Primary Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Jason Suhr		Est. Start Date: FY2026-27	Est. End Date: FY2028-29
Cost Estimate Classification: 5			
Description & Background			
New 12-inch gravity 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. Total pipeline length is approximately 3,200-lineal feet.			
Need/Justification			
System in this location currently operates in a manner that requires inflow to surcharge the collections system until enough volume has accumulated before being discharged at a higher elevation and continuing into the downstream network. This results in increased maintenance of the pipe network through more frequent cleaning activities and implementation of odor control measures. The solution will eliminate this inefficient form of operation while also increasing the hydraulic conveyance capacity of the local sewer system to accommodate existing and future flows.			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Maintenance of the collection system in this location is already higher than other locations due to the method of conveyance described above. Existing maintenance frequency will remain necessary until a long-term solution can be implemented.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 3,680,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Unknown			
Method of Financing: Water Reclamation Rates / SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$	\$ -	\$ -	\$ 360,000	\$ 1,720,000	\$ 1,600,000	\$ -	\$ -
Total Project Cost Estimate:							\$3,680,000



 **1SAAI** 
Addison & Butler Market Gravity Improvement
CITY OF BEND NOT TO SCALE

1SECS Emerging Contaminants Study - WRF

Primary Fund: Water Reclamation		Project Status: Inactive	Project Phase: Inactive
Project Manager: Jason Suhr		Est. Start Date: FY2026-27	Est. End Date: FY2026-27
Cost Estimate Classification: 5			
Description & Background			
Study of emerging contaminants and other pollutants that may be present within the City's primary sludge.			
Need/Justification			
Identification of any potential emerging contaminants and/or other pollutants would provide the City with knowledge of what may be present, and resultingly allow for treatment practices to be modified to treat or remove contaminant.			
Project Related to Council Goal: Environment and Climate; Transportation and Infrastructure			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	City would continue treating sludge with current practices unbeknownst of the presence of emerging contaminants or other pollutants.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 500,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% Water Reclamation Rates			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$500,000

(This page intentionally left blank)

1SEMP SE Area Master Plan

Primary Fund: Water Reclamation		Project Status: Active	Project Phase: Construction
Project Manager: Alex Doza		Est. Start Date: FY2022-23	Est. End Date: FY2025-26
Cost Estimate Classification: 1			
Description & Background			
<p>The purpose of this project is to increase sanitary sewer system capacity, efficiency and serviceability within the City and the Southeast Area of the City's UGB. The project will provide future sewer service to properties within the SEAP and adjacent developments. The Southeast Area Master Plan includes installing a regional pump station, force main, and gravity mains in the southeast expansion area known as "The Elbow". The project will construct approximately 8,200 lineal feet (LF) of gravity sewer ranging from 6" to 18" in diameter and approximately 5,500 LF of parallel 10" and 4" diameter force main sewer. The peak flow buildout capacity of the pump station is 2.24 million gallons per day.</p>			
Need/Justification			
<p>"The Elbow" was included within the City's 2016 UGB expansion. To bring the area into City limits, which allows for development, a sewer solution needs to be implemented. Due to the number of property owners in the area, along with the ultimate sewer solution being a regional pump station, the City is taking the lead to install the necessary facilities. Upon completion, the individual properties will be able to proceed with land use.</p> <p>Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Without the regional pump station, the area is without an optimal sewer solution. Should each property develop independently, there is potential for numerous local pump stations that would be owned and operated by the City.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 26,121,500		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Minimal			
Method of Financing: Water Reclamation Rates / SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 2,051,500	\$ 20,155,000	\$ 3,915,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$26,121,500

(This page intentionally left blank)

1SFPU WRF Facility Plan Update

Primary Fund: Water Reclamation		Project Status: Active	Project Phase: Planning
Project Manager: Dade Pettinger		Est. Start Date: FY2023-24	Est. End Date: FY2025-26
Cost Estimate Classification: 1			
Description & Background			
<p>Update the current facilities plan to reflect current operations and forecasted flow projections through the 2045 planning year at the Water Reclamation Facility (WRF). The current facilities plan was most recently completed in 2008 with a 2030 plan year horizon. Since that time, several factors which influence the operation of the WRF have changed including increased flow, increased waste loading, a major system expansion, revised biological treatment process, and discharge permit requirements. It is typical for facilities plans to be updated every 5 to 10 years depending on overall collection and treatment system dynamics. Project will coordinate with the Collection System Master Plan project to produce a single, 20-year, sewer CIP.</p>			
Need/Justification			
<p>The City's water reclamation facility (WRF) treats all the sewage generated within the City of Bend. The WRF Plan is a facility planning document that summarizes existing, near-term, and anticipated long-term flow, loading, and process conditions. The plan is a useful tool for planning necessary facilities upgrades and improvements to the plant which are necessitated to meet the demands of growth in the community as well as federal/state regulatory requirements.</p> <p>Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Future capital improvement project prioritization and operations of the treatment plant will be based on limited and potentially outdated data which can lead to unideal operations and permit violations.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 1,700,700		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Water Reclamation Rates, Oregon Department of Environmental Quality (DEQ) Loan			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 700	\$ 900,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$1,700,700

(This page intentionally left blank)

1SIP1 Future Interceptor Project (Central or East)

Primary Fund: Water Reclamation		Project Status: Inactive	Project Phase: Inactive
Project Manager: Jason Suhr		Est. Start Date: FY2027-28	Est. End Date: TBD
Cost Estimate Classification: 5			
Description & Background			
The Collection System Master Plan (CSMP) update in progress will provide the City with guidance for timing and project needs for the next 20 years. It is anticipated that the document will identify a priority that either the existing Central Interceptor will require upsizing or that construction of a future East Interceptor will be required to alleviate system capacity constraints as the largest needs within the collection system.			
Need/Justification			
Project is needed to alleviate collection system capacity constraints that could otherwise prohibit the ability of the system to adequately convey additional wastewater flow that would be discharged through development or re-development of properties.			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Restriction for new developments or re-developments to discharge additional wastewater into the system.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 22,000,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Unknown			
Method of Financing: Water Reclamation Rates, SDCs, Debt			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 10,000,000	\$ 10,000,000	\$ TBD
Total Project Cost Estimate:							\$22,000,000

(This page intentionally left blank)

1SMP1 Collection System Master Plan Update

Primary Fund: Water Reclamation		Project Status: Active	Project Phase: Planning
Project Manager: Lisa Cameli		Est. Start Date: FY2023-24	Est. End Date: FY2025-26
Cost Estimate Classification: 1			
Description & Background			
Update the City's Collection System Master Plan to reflect current and future build-out conditions, population and employment forecasts and buildable and development types. Major project deliverables include a 20-year Capital Improvement Plan (CIP) and an updated Sewer Public Facilities Plan for the sewer fund, utilizing a 2045 planning year. The project will coordinate with the Water Reclamation Facility (WRF) Facility Plan Update project to produce a single, 20-year sewer CIP.			
Need/Justification			
The City's sewer collection system model provides an important measure for development approval and capital improvement project prioritization. The current model is based upon a limited amount of data and it does not meet its objectives in a manner that provides optimal accuracy. Additional field data and model calibration are needed in order to have a reliable and accurate system model. Provides an invaluable tool in determining existing and future capacity constraints. Enhances ability to provide sound private development decisions and effectively prioritize City capital projects.			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.			
Financial Summary			
Total Project Spending by Fund		Consequences 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	\$ 2,252,900		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Water Reclamation Rates, SDCs, Oregon Department of Environmental Quality (DEQ) Loan			

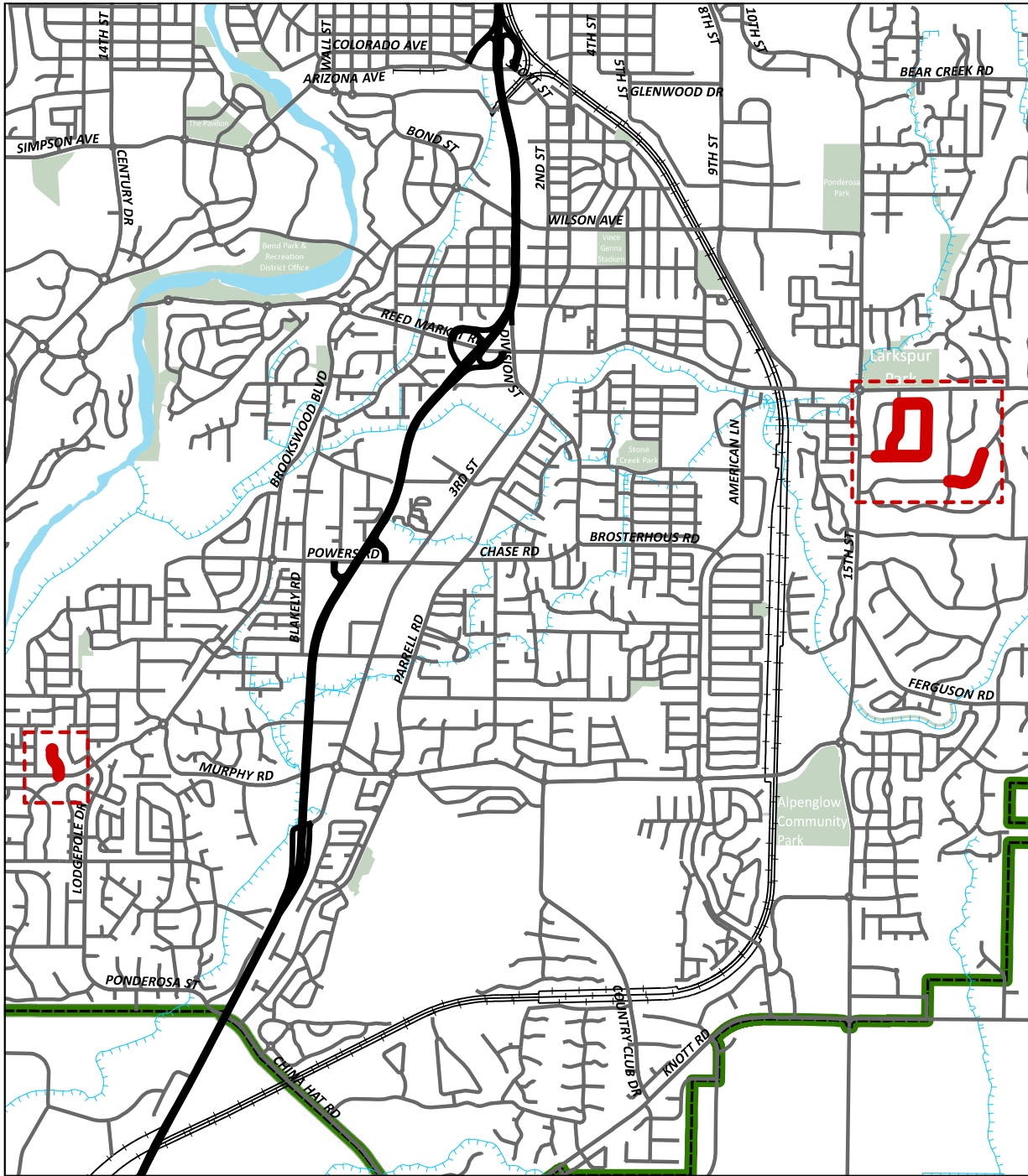
Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 27,900	\$ 1,345,000	\$ 880,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$2,252,900



(This page intentionally left blank)

1SN07 Westview Newberry Parkwood

Primary Fund: Water Reclamation		Project Status: Active	Project Phase: Planning/Design
Project Manager: Drew Wells		Est. Start Date: FY2023-24	Est. End Date: FY2025-26
Cost Estimate Classification: 1			
Description & Background			
This neighborhood extension program (NEP) project was selected in 2023 as part of the sixth selection within the Septic to Sewer Conversion Program. It includes the applications known as West View East, Newberry & Twin Lakes, and Parkwood. The project includes construction of approximately 4,300 linear feet of sewer main and provides service laterals to 64 properties.			
Need/Justification			
Meets Collection System Master Plan (CSMP), Public Facilities Plan (PFP), and Septic to Sewer Conversion Program goals to eliminate on-site septic systems and install sewer collection systems			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Connection to City sewer increases treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of the owner participating in the conversion program to connect to City sewer is minimal.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 3,866,400		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Water Reclamation Rates, Oregon Department of Environmental Quality (DEQ) Loan			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 66,400	\$ 1,900,000	\$ 1,900,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$3,866,400

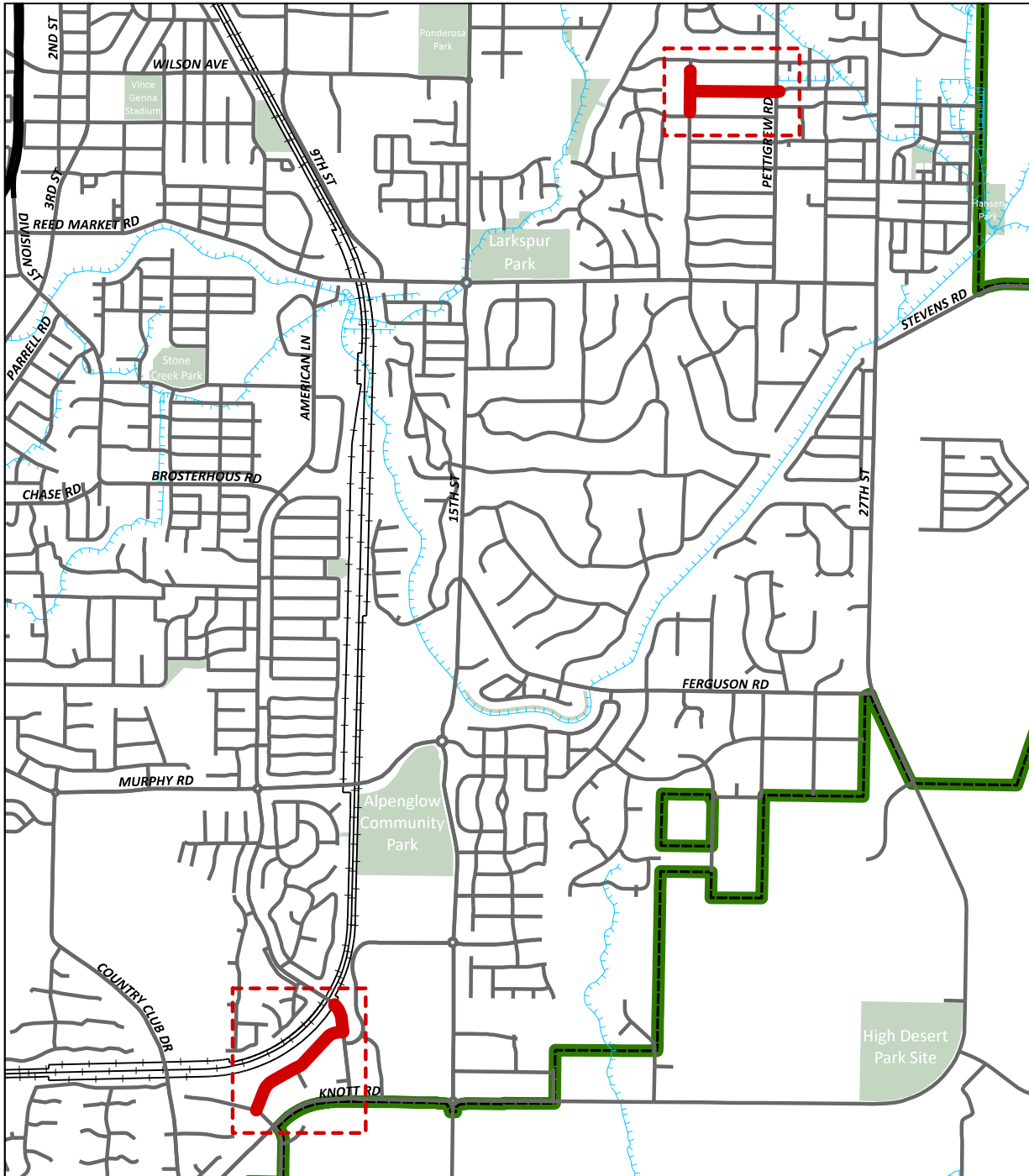




 CITY OF BEND	<p>15N07</p> <hr/> <p>Westview Newberry Parkwood</p>	 NOT TO SCALE
---	--	---

1SN08 Azalia and Windsor Sewer Project

Primary Fund: Water Reclamation		Project Status: Active	Project Phase: Planning
Project Manager: Drew Wells		Est. Start Date: FY2024-25	Est. End Date: FY2026-27
Cost Estimate Classification: 3			
Description & Background			
<p>This neighborhood extension program (NEP) project was selected in 2024 as part of the seventh selection within the Septic to Sewer Conversion Program. It includes the applications known as Azalia Drive and Windsor Drive. The project includes construction of approximately 2,345 linear feet of gravity sewer main for the Windsor application area and approximately 1,650 linear feet of pressure sewer main for the Azalia application area. The project will provide sewer service laterals to total of 52 properties.</p>			
Need/Justification			
<p>Meets Collection System Master Plan (CSMP), Public Facilities Plan (PFP), and Septic to Sewer Conversion Program goals to eliminate on-site septic systems and install sewer collection systems.</p> <p>Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	<p>Connection to City sewer increases treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of the owner participating in the conversion program to connect to City sewer is minimal. Delay or elimination of the Windsor portion of this project would delay the development of the affordable housing Obsidian Heights subdivision planned upstream of the proposed sewer mainline to be installed with this project.</p>	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 3,425,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Water Reclamation Rates, Oregon Department of Environmental Quality (DEQ) Loan			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 115,000	\$ 1,700,000	\$ 1,610,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$3,425,000



 **15N08** 

Azalia and Windsor Sewer Project

CITY OF BEND NOT TO SCALE

1SN09 King Hezekiah and Fargo Sewer Project

Primary Fund: Water Reclamation

Project Manager: Drew Wells

Project Status: Active

Project Phase: Planning

Cost Estimate Classification: 3

Est. Start Date: FY2024-25

Est. End Date: FY2026-27

Description & Background

This neighborhood extension program (NEP) project was selected in 2024 as part of the seventh selection within the Septic to Sewer Conversion Program. It includes the applications known as King Hezekiah and Fargo Lane #2 (South). The project includes construction of approximately 2,925 linear feet of gravity sewer main and provides service laterals to 42 properties.

Need/Justification

Meets Collection System Master Plan (CSMP), Public Facilities Plan (PFP), and Septic to Sewer Conversion Program goals to eliminate on-site septic systems and install sewer collection systems.

Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.

Financial Summary

Total Project Spending by Fund

Accessibility Construction	\$	-
Transportation Construction	\$	-
Water	\$	-
Water Reclamation	\$	2,875,000
Stormwater	\$	-
General Obligation Bond	\$	-
Other (see below)	\$	-

Consequences of Delaying or Eliminating

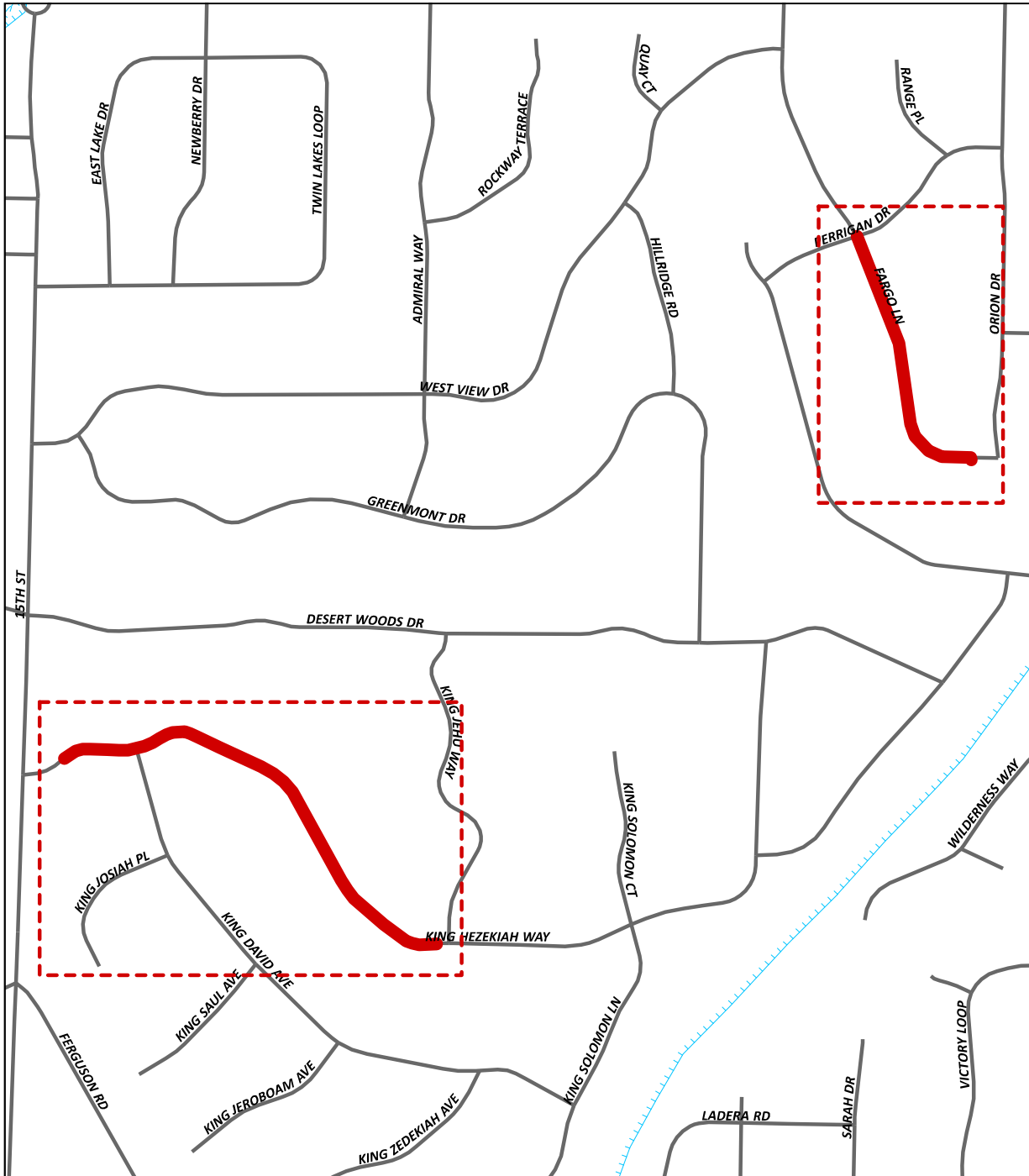
Connection to City sewer increases treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of the owner participating in the conversion program to connect to City sewer is minimal.



Impact on Operating Budget: Negligible

Method of Financing: Water Reclamation Rates, Oregon Department of Environmental Quality (DEQ) Loan

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 125,000	\$ 1,440,000	\$ 1,310,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$2,875,000



 CITY OF BEND	<p>15N09</p> <hr/> <p>King Hezekiah and Fargo Sewer Project</p>	 NOT TO SCALE
---	---	---

1SNEP Bend Sewer Neighborhood Extension Program

Primary Fund: Water Reclamation

Project Manager: Jason Suhr / Teresa Findley

Project Status: Active

Project Phase: Active

Cost Estimate Classification: 5

Est. Start Date: Ongoing

Est. End Date: Ongoing

Description & Background

This program allows property owners to apply for City construction of gravity and pressure sewers in neighborhoods currently served by private septic systems. As of 2022, \$3.5 million per year has been budgeted for Septic to Sewer Conversion Projects. Given the annual funding, the City estimates installing approximately 4,000-lf of mainline per year.

Need/Justification

Meets Collection System Master Plan (CSMP), Public Facilities Plan (PFP), and Septic to Sewer Conversion Program goals to eliminate on-site septic systems and install sewer collection systems. Current and upcoming projects include: 1SN07, 1SN08, and 1SN09.

Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.

Financial Summary

Total Project Spending by Fund

Accessibility Construction	\$ -
Transportation Construction	\$ -
Water	\$ -
Water Reclamation	\$ 14,900,500
Stormwater	\$ -
General Obligation Bond	\$ -
Other (see below)	\$ -

Consequences of Delaying or Eliminating

Connection to City sewer increases treatment reliability and groundwater quality. If a property's septic system fails, and City sewer is not physically available, the property is eligible to obtain a septic system repair permit. Once repaired, the likelihood of the owner participating in the conversation program to connect to City sewer is minimal.

Impact on Operating Budget: Minimal

Method of Financing: Water Reclamation Rates, Oregon Department of Environmental Quality (DEQ) Loans

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 500	\$ -	\$ 150,000	\$ 750,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000
Total Project Cost Estimate:							\$14,900,500

(This page intentionally left blank)

1SPGA Large Gravity Pipe Condition Assessment

Primary Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Jason Suhr		Est. Start Date: FY2026-27	Est. End Date: FY2027-28
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 specialized equipment not currently owned by the O&M Department so the City will hire a consultant to assist with this project.			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Potential increase to O&M costs and increased risk exposure due to irregular maintenance of the collection system.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 400,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Water Reclamation Rates			

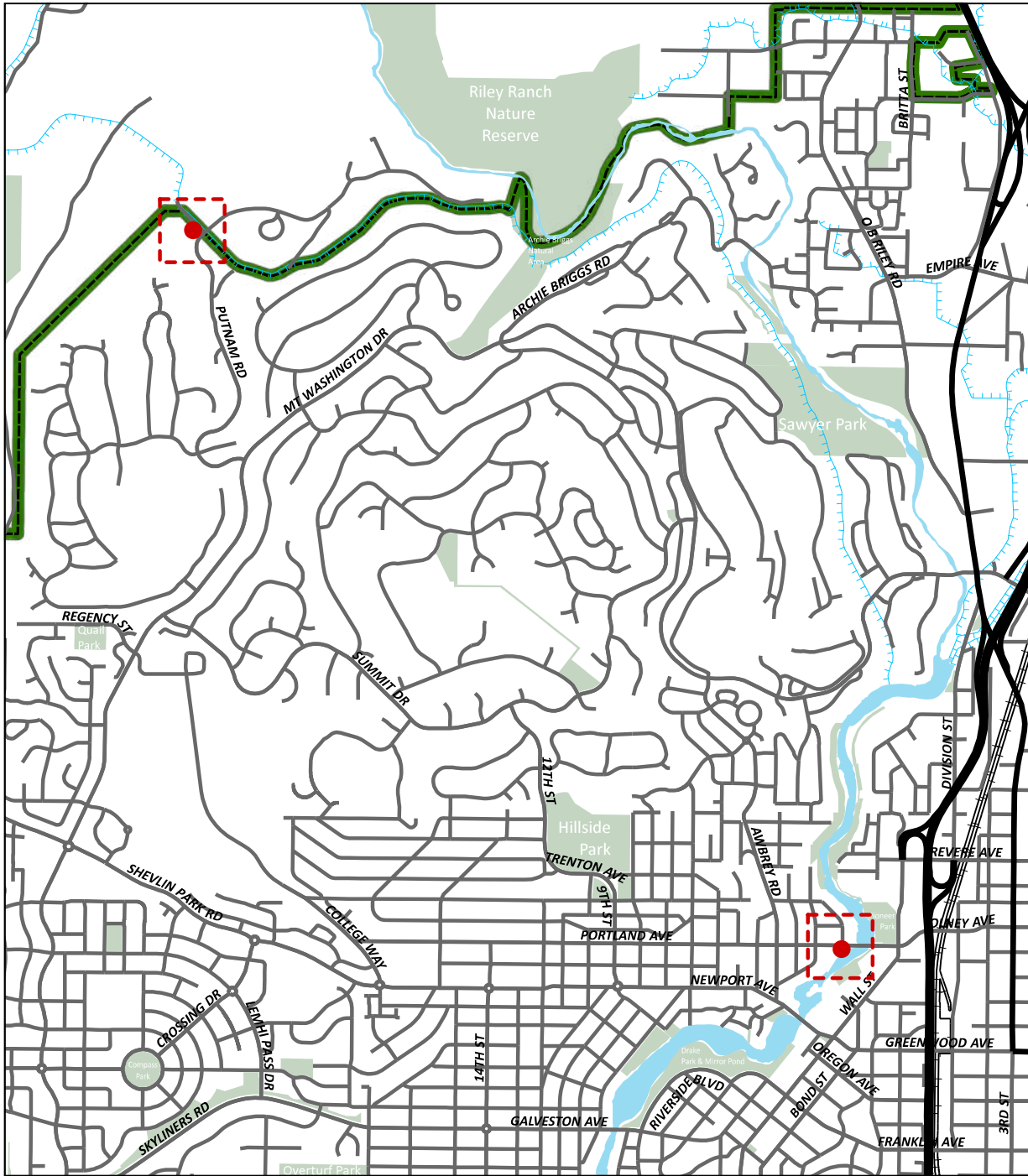
Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$400,000



(This page intentionally left blank)

1SPS1 Awbrey Glen and Westside Pump Station Improvements

Primary Fund: Water Reclamation		Project Status: Active	Project Phase: Design/Construction
Project Manager: Lisa Cameli		Est. Start Date: FY2021-22	Est. End Date: FY2026-27
Cost Estimate Classification: 1			
Description & Background			
<p>The Awbrey Glen and Westside Pump Station Improvements project includes electrical, instrumentation, mechanical, and controls upgrades at both the Awbrey Glen and Westside Pump Stations. Site circulation and safety will also be improved with this project. Improvements will address important safety, operational and maintenance issues at these aging pump stations. Several additional work items have been included in the scope to accommodate shortening of the WS force main and increased serviceability of the FM. Added bypass manhole at Westside PS for ease of construction and potential future bypass.</p>			
Need/Justification			
<p>The Awbrey Glen and Westside Pump Stations are nearing the end of their useful lives and upgrades are needed to continue to run these pump stations efficiently and safely.</p> <p>Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Failure at either station would result in damages to the surrounding area and would require emergency response.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 7,787,400		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Water Reclamation Rates, Oregon Department of Environmental Quality (DEQ) Loan			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 895,400	\$ 1,517,000	\$ 5,095,000	\$ 280,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$7,787,400

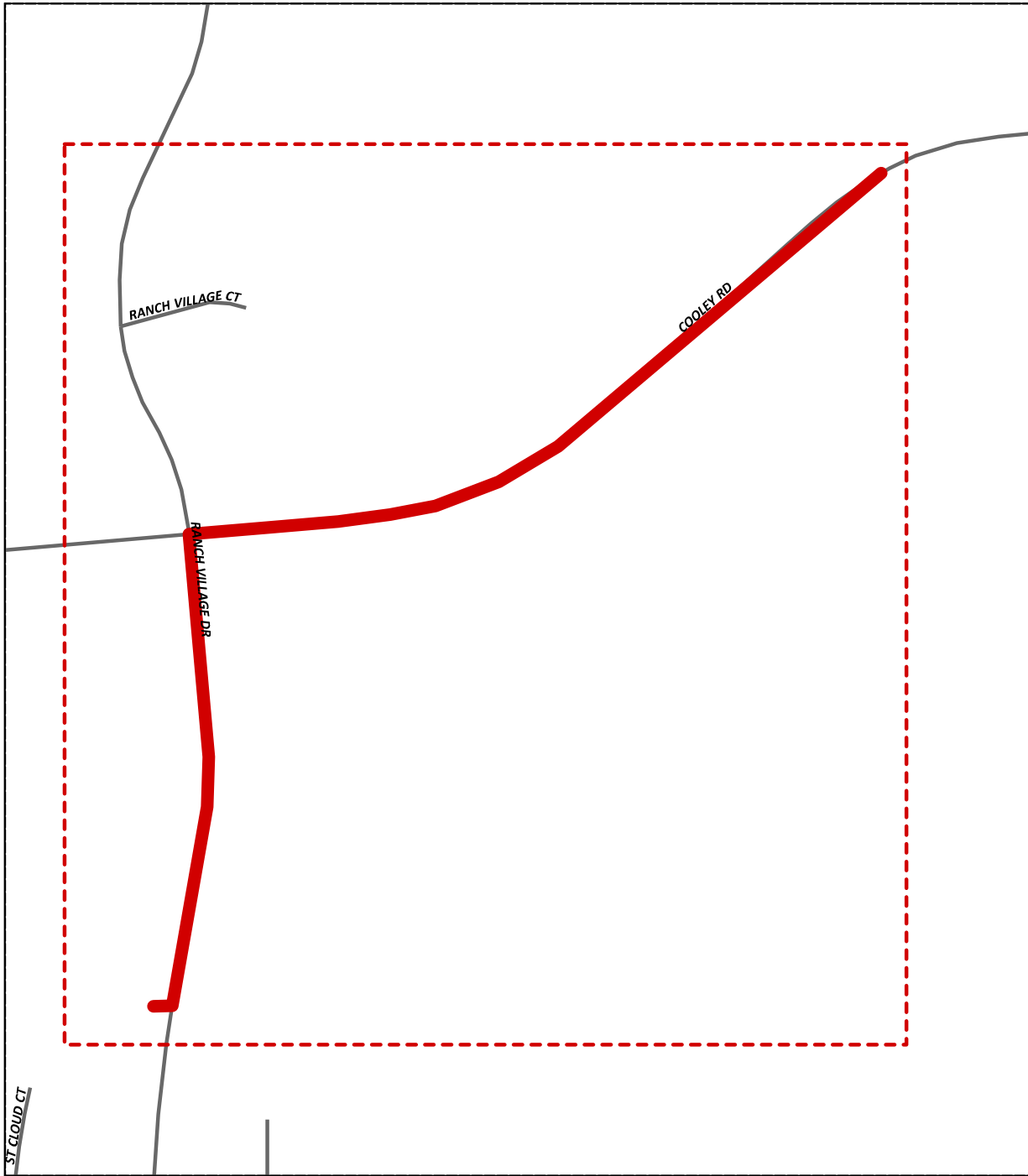




 <p>CITY OF BEND</p>	<h1>1SPS1</h1> <hr/> <h2>Awbrey Glen and Westside Pump Station Improvements</h2>	 <p>NOT TO SCALE</p>
---	--	---

1SPS2 Phoenix Pump Station Decommissioning

Primary Fund: Water Reclamation		Project Status: Pending	Project Phase: Pending
Project Manager: Jason Suhr		Est. Start Date: FY2025-26	Est. End Date: FY2026-27
Cost Estimate Classification: 5			
Description & Background			
New 8-inch gravity line along Ranch Village Drive from Phoenix Lift Station to Cooley Road, then east along Cooley Road, connecting to existing 8-inch line west of Cooley Road and 18th Street intersection. The decommissioning of Phoenix Lift Station includes the removal of the existing lift station facility and all associated appurtenances except for the force main, which will be abandoned in place.			
Need/Justification			
This improvement allows the contributing area of Phoenix Lift Station to be served by gravity through build-out, increases the reliability of the local system and results in a lower long-term life cycle cost compared to a pumped system.			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Potential of additional sunk costs to keep station operational before it can be properly decommissioned. System failures and overflow events are also possible. Without a gravity mainline, septic to sewer conversions in this area are unavailable.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 2,300,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Water Reclamation Rates, SDCs, Oregon Department of Environmental Quality (DEQ) Loan			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 300,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$2,300,000



 **1SPS2** 
CITY OF BEND Phoenix Pump Station Decommissioning NOT TO SCALE

1SPSX Pump Station Program Funding

Primary Fund: Water Reclamation		Project Status: Active	Project Phase: Active
Project Manager: Jason Suhr		Est. Start Date: Ongoing	Est. End Date: Ongoing
Cost Estimate Classification: N/A			
Description & Background			
This program includes capital repair and 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			
This program manages the repair and or replacement or decommissioning of systems identified along with mitigation of outdated and potentially undersized or oversized systems. Projects related to prior, current, and future; 1CSMP Collection System Master Plan Update, 1XNIP North Interceptor Projects, 1XSE Southeast Interceptor Projects, 1SBSS/1SNEP Septic to Sewer Program, 1SPS2 Phoenix Pump Station Decommissioning.			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.			
Financial Summary			
Total Project Spending by Fund		Consequences 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	\$ 10,220,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Water Reclamation Rates, SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 220,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Total Project Cost Estimate:							\$10,220,000

(This page intentionally left blank)

1SRRR Water Reclamation Capital Repair and Replacement Projects

Primary Fund: Water Reclamation

Project Manager: Jason Suhr

Project Status: Active

Project Phase: Active

Cost Estimate Classification: N/A

Est. Start Date: Ongoing

Est. End Date: Ongoing

Description & Background

Program funding is allocated to rehabilitation projects to address the aging collection system and enables synergy opportunities with other projects to address sewer system deficiencies or expansions.

Need/Justification

A significant portion of the City's collection system has been in operation for close to its design life and needs rehabilitation to ensure reliable operation. Initiating rehabilitation projects and/or contributing sewer funds to other projects allows sewer improvements to be completed in a synergistic manner, reducing the overall cost that a fund would incur as a stand-alone project.

Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.

Financial Summary

Total Project Spending by Fund

Accessibility Construction	\$	-
Transportation Construction	\$	-
Water	\$	-
Water Reclamation	\$	15,257,200
Stormwater	\$	-
General Obligation Bond	\$	-
Other (see below)	\$	-

Consequences of Delaying or Eliminating

Not addressing collection system needs puts the City at risk of a future system failure and the need to return to the same area and address previously known deficiencies. Addressing the aging infrastructure in a planned approach reduces construction costs that would result from performing the same improvements in an emergency scenario.

Impact on Operating Budget: None

Method of Financing: Water Reclamation Rates

Project Lifecycle Spending Projection

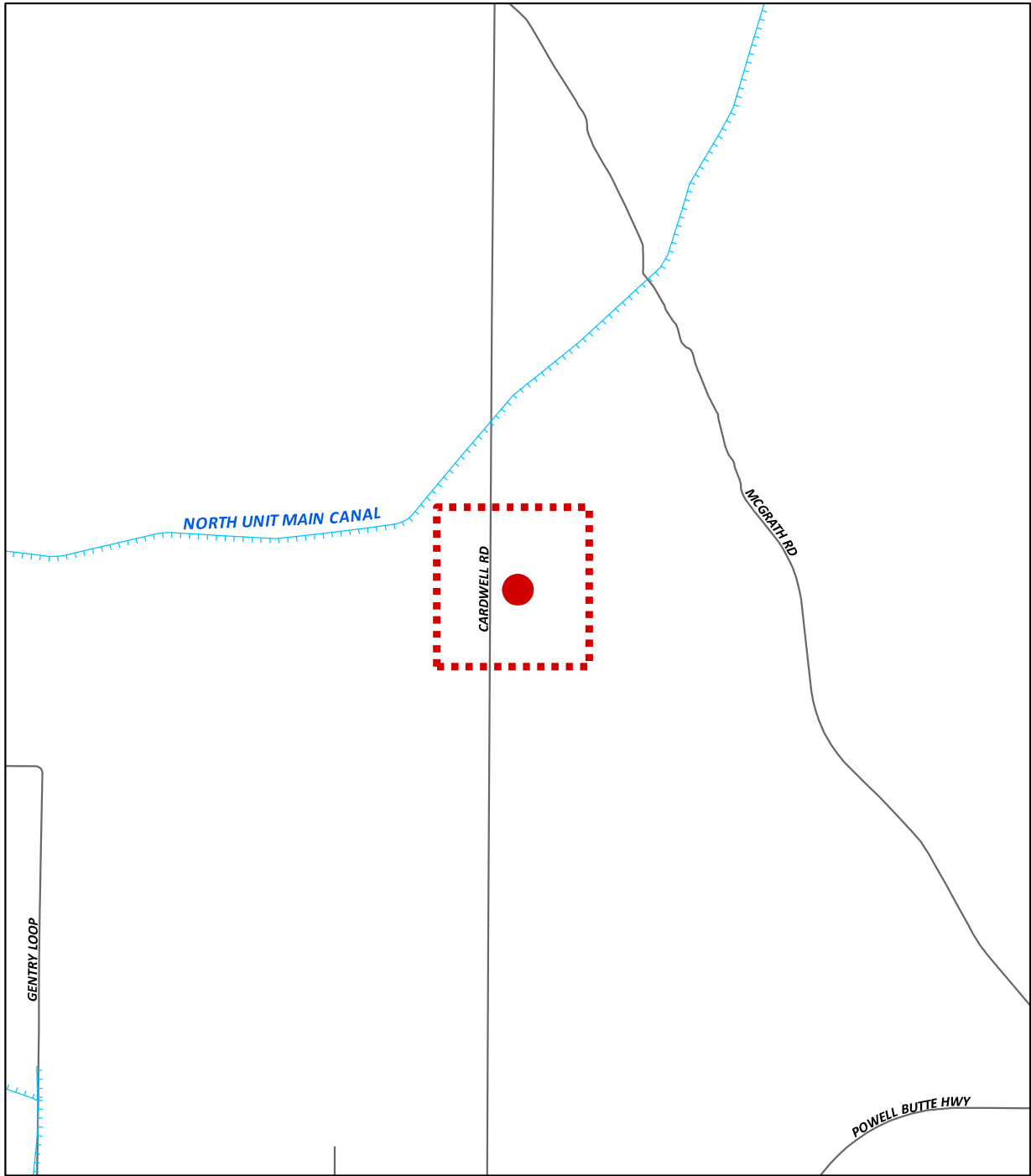
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 7,200	\$ 250,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Total Project Cost Estimate:							\$15,257,200



(This page intentionally left blank)

1SSFU Support Facilities Upgrade

Primary Fund: Water Reclamation		Project Status: Inactive	Project Phase: Inactive
Project Manager: Jason Suhr		Est. Start Date: FY2026-27	Est. End Date: FY2027-28
Cost Estimate Classification: 5			
Description & Background			
Upgrades to the Water Reclamation Facility (WRF) support facilities including administration buildings, the laboratory, and various operations and maintenance building to house staff, materials and equipment.			
Need/Justification			
Several existing buildings were constructed as part of the original plant in 1980 and need upgrades and/or remodeling. New buildings are also needed to meet the demands of a growing plant. The objective of the facility upgrade is to ensure the adequacy of support facilities at the plant to meet current and future needs.			
Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Decreased efficiencies in treatment plant operations.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ 1,000,000		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: 100% Water Reclamation Rates, SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$1,000,000



 **1SSFU** 

CITY OF BEND **Support Facilities Upgrade** NOT TO SCALE

1SSW3 SW Sewer Basin Improvements Phase 3

Primary Fund: Water Reclamation	Project Status: Active	Project Phase: Planning
Project Manager: Alex Doza	Est. Start Date: FY2024-25	Est. End Date: FY2027-28
Cost Estimate Classification: 5		

Description & Background

Gravity sewer line in SW Bend that provides additional capacity to the City’s existing infrastructure and new service to currently unserved areas. Phase 3 is a continuation of previous phases (under project number 1SAMM) extending the sewer trunkline approximately 5,800 lineal feet to further serve the entire SW Basin. The project will decommission the Poplar Park pump station as well as City-owned and maintained residential pump stations that serve one to three lots in the Romaine Village neighborhood that are directly adjacent to the sewer alignment.

Need/Justification

The project will extend a “backbone” trunk sewer to currently unsewered areas, thus facilitating the future capability of properties to convert off of septic and onto public sewer. Additional deficiencies have been identified regarding the City-owned sewer pressure system that includes numerous individual pumps in the Romaine Village area. According to staff, these smaller pumping units have harsh wastewater environments, which leads to hydrogen sulfide generation and corrosion. Furthermore, the existing electrical components for these pumps are outdated. The alignment passes through residential parcels within the Romaine Village Area which will provide the opportunity to decommission many of the individual pumping stations.

Project Related to Council Goal: Transportation and Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Without providing City trunkline sewer to an on-site septic area, development within the area and the ability for homes to convert to public sewer via the septic to sewer program are hindered.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ 13,323,700	
Stormwater	\$ 500,000	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Minimal		

Method of Financing: Water Reclamation Rates / SDCs, Stormwater Rates, Oregon Department of Environmental Quality (DEQ) Loan

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 5,148,700	\$ 50,000	\$ 1,425,000	\$ 5,500,000	\$ 1,700,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$13,823,700

1SWGR WRF Grit Removal

Primary Fund: Water Reclamation		
Project Manager: Dade Pettinger	Project Status: Inactive	Project Phase: Inactive
Cost Estimate Classification: 5	Est. Start Date: FY2025-26	Est. End Date: FY2027-28

Description & Background

The Water Reclamation Facility (WRF) does not include grit removal, which is unusual for municipal wastewater treatment facilities. Grit removal is a preliminary treatment process that removes sand, gravel, eggshells, coffee grounds, etc. from influent sludge by gravity or centrifugal methods. If this material is not removed, it can damage downstream equipment or potentially block pipes and pump inlets resulting in overflows and increased equipment maintenance and/or replacement. This project will be based on an alternative analysis being implemented as a priority initiative under the Water Reclamation Facility – Facility Plan Update. The recommendation from the analysis will be designed and implemented as this capital project.

Need/Justification

Grit removal will protect downstream equipment from damage and blockages. It also can mitigate frequent maintenance of the Influent Pump Station, which currently requires the stoppage of live sewage flow. Stoppage of live sewage flow introduces the risk of potential sewage overflows. Damage to equipment results in ongoing maintenance costs and can shorten equipment lifecycle, which results in premature replacement.

Project Related to Council Goal: Environment and Climate; Transportation and Infrastructure

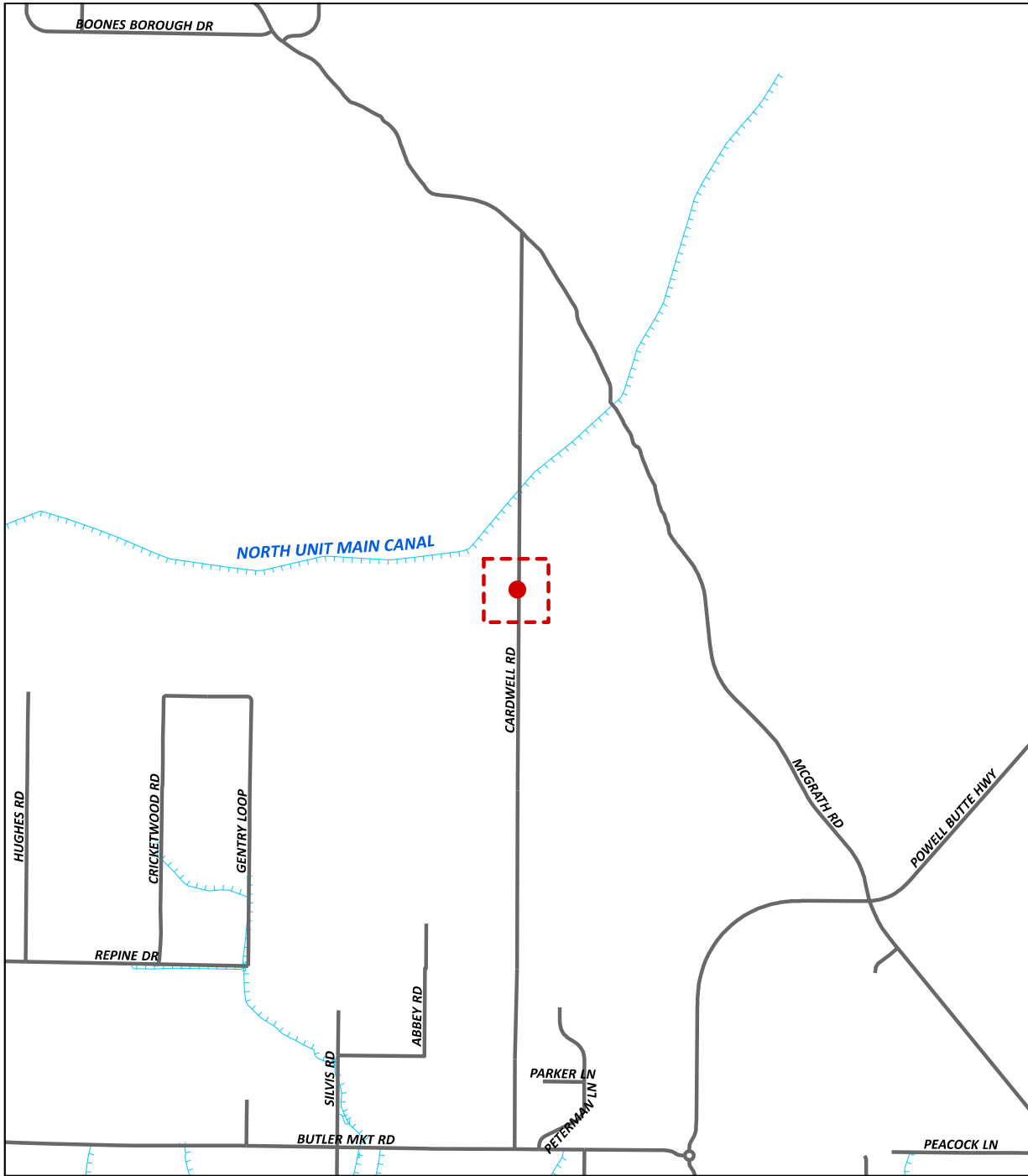
Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Risk of sewage overflows, costs associated with unnecessary maintenance and replacement.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ 5,750,000	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: 100% Water Reclamation Rates

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 750,000	\$ 3,000,000	\$ 2,000,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$5,750,000

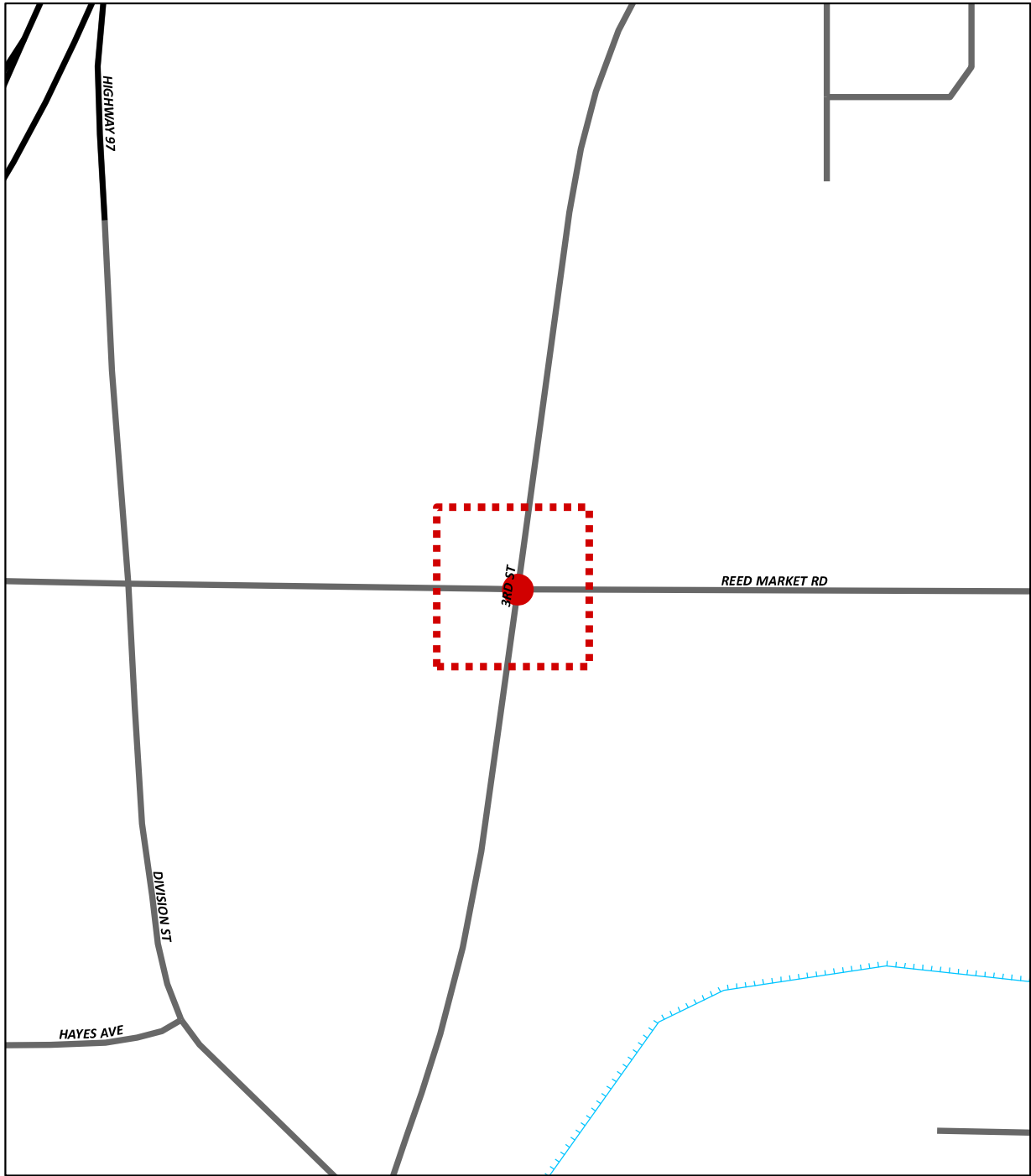




 **1SWGR** 
CITY OF BEND **WRF Grit Removal** NOT TO SCALE

1T3IN 3rd & Reed Market Intersection

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2028-29	Est. End Date: TBD
Cost Estimate Classification: 5			
Description & Background			
Improve intersection for all modes and safety; coordinate with ODOT for Reed Market/Hwy 97.			
Synergy opportunity with ODOT interchange and Streets & Operations overlay for Reed Market.			
Need/Justification			
The intersection is reaching capacity as a primary hub for both east/west and north/south travel in the City. The project needs to be connected to the larger ODOT Reed Market Interchange efforts that are currently unfunded.			
Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Increased travel times, delays and possible missed synergy opportunity with ODOT and the Streets & Operations Division overlay program.	
Transportation Construction	\$ 5,000,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 500,000	\$ 4,350,000
Total Project Cost Estimate:							\$5,000,000

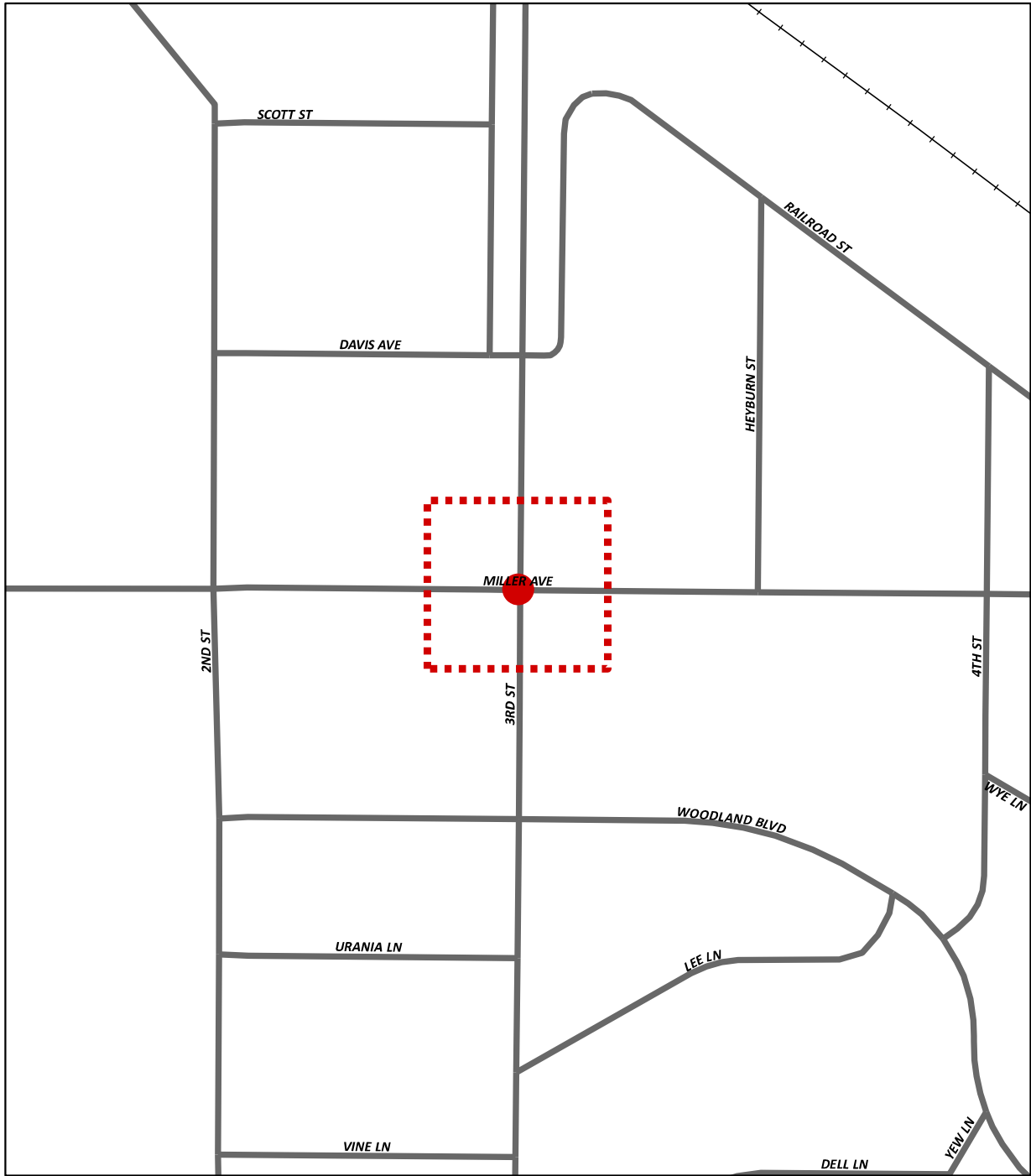


 **1T31N** 
CITY OF BEND 3rd & Reed Market Intersection NOT TO SCALE

1T3ML 3rd & Miller Intersection Improvements

Primary Fund: Transportation Construction		Project Status: Active	Project Phase: Study
Project Manager: Ryan Oster		Est. Start Date: FY2024-25	Est. End Date: FY2026-27
Cost Estimate Classification: 5			
Description & Background			
Study of intersection improvements and 3rd Street modifications, per the City of Bend Transportation System Plan (TSP) project S-5. Phase two will construct intersection improvements and 3rd Street modifications, project S-6.			
Need/Justification			
The left turn movement from Miller to 3 rd Street creates a safety hazard. High speeds and limited sight lines create issues with the high volume of vehicles attempting to use any of the related side streets to turn north onto 3 rd Street.			
Project Related to Council Goal: Transportation & Infrastructure - Enhance safety and accessibility for all modes of travel.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Diminishing safety at the bike and pedestrian crossing of 3rd Street. Missed opportunity with both private development housing and the Aune Key Route GO Bond projects.	
Transportation Construction	\$ 3,100,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 200,000	\$ 250,000	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$3,100,000



1T3ML

3rd & Miller Intersection Improvements



NOT TO SCALE

1TABB Archie Briggs Bridge Replacement

Primary Fund: Transportation Construction		
Project Manager: Janet Hruby	Project Status: Active	Project Phase: Active
Cost Estimate Classification: 5	Est. Start Date: FY2024-25	Est. End Date: FY2028-29

Description & Background

This project combines the replacement of two adjacent bridges (#17CO5 and #17C040). The existing bridges were installed in 1973 using non-standard construction with rail cars of unknown age. The bridges are load restricted which limits heavy loads of some service vehicles, including larger emergency vehicles. Also, there is no sidewalk or bike lane, and the low guardrails are shorter than required for walking and biking. The city obtained a grant for design and construction of a new bridge (or bridges).

This bridge replacement project includes a new bridge (or bridges) that can support projected traffic volumes, heavy vehicles, a sidewalk, bike lanes, utility relocations, (including City water and sewer) and a shared-use path on one side of the street from the Deschutes River Trail to Caddis Fly Way.

Need/Justification

The pre-1980s bridges were constructed from old rail cars and do not meet standards for current vehicles so they are restricted to lighter loads. The bridge conditions have deteriorated over the past two inspections to poor sufficiency ratings below 30. Bridge ratings of 60 – 100 are considered good and below 30 require replacement rather than repair. The city has an opportunity to leverage funding awarded by a local bridge program grant to fund the majority of the bridge replacement cost.

Project Related to Council Goal: Transportation & Infrastructure – Develop solutions to improve safety, maintenance, and capital needs, with a focus on pedestrian and bike infrastructure.

Financial Summary

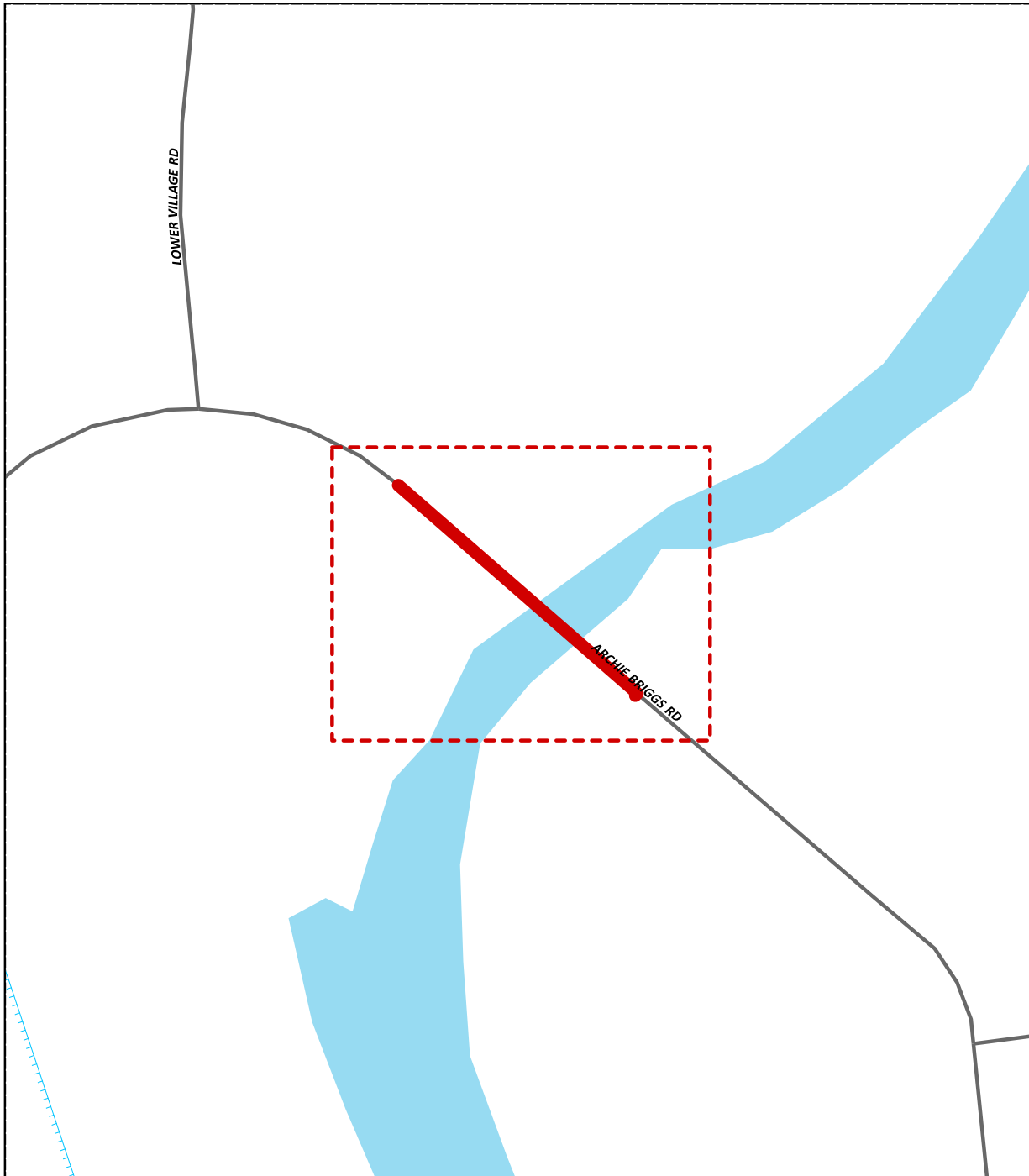
Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ 2,000,000	
Water	\$ 1,000,000	
Water Reclamation	\$ 1,500,000	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	



Impact on Operating Budget: Negligible

Method of Financing: Transportation SDCs, Water Rates, Water Reclamation Rates

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 600,000	\$ 400,000	\$ 2,000,000	\$ 1,400,000	\$ 100,000	\$ -	\$ -
Total Project Cost Estimate:							\$4,500,000

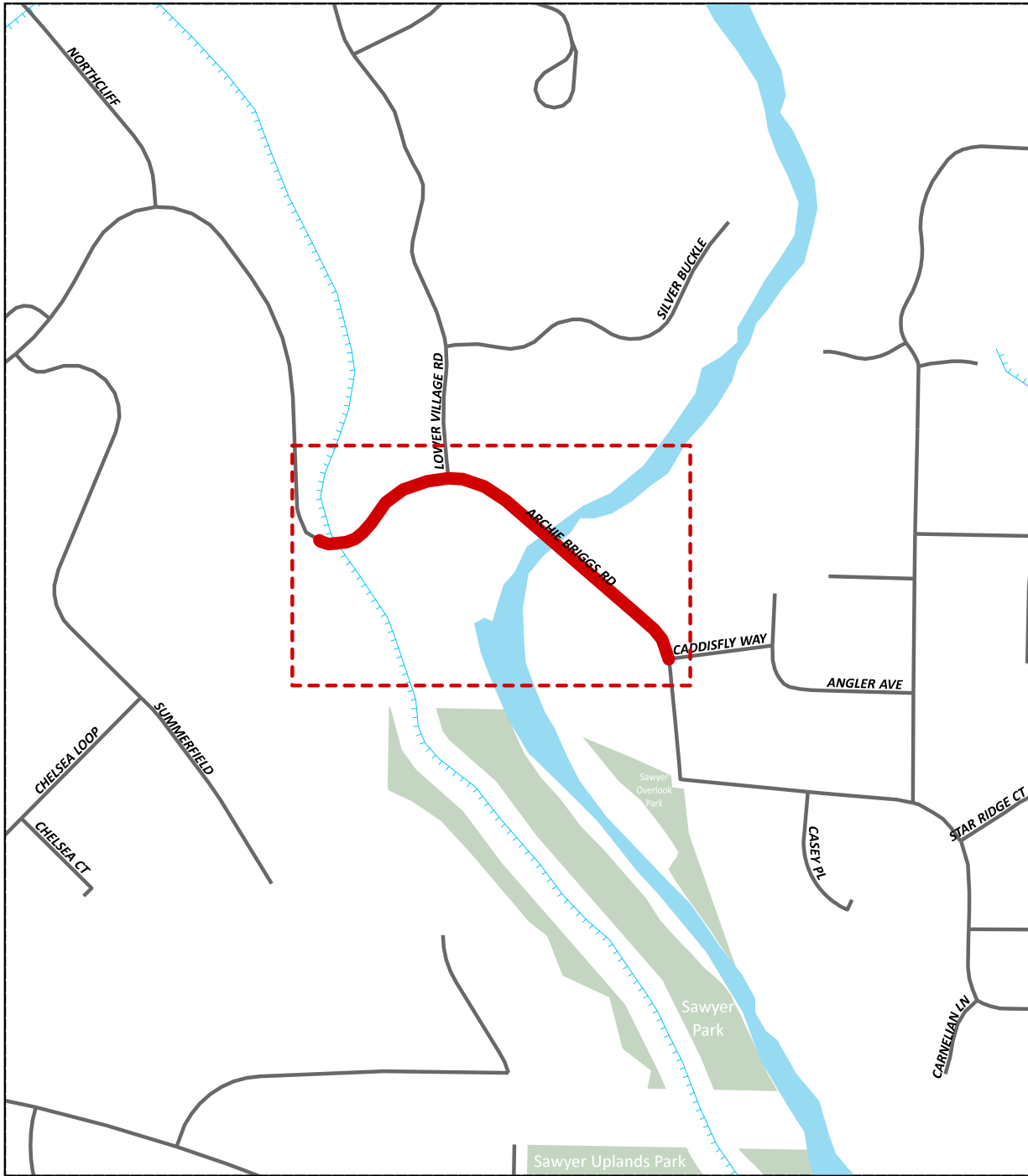




 **1TABB** 
CITY OF BEND Archie Briggs Bridge Replacement NOT TO SCALE

1TABP Archie Briggs Improvements (Pedestrian Connections)

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Janet Hruby		Est. Start Date: FY2026-27	Est. End Date: FY2027-28
Cost Estimate Classification: 5			
Description & Background			
Construction of a path on one side of Archie Briggs Road from Caddis Fly Way to the Deschutes River Trail.			
Need/Justification			
<p>Archie Briggs Road is an unimproved rural road and there is no sidewalk or bike lanes on the narrow, hilly, 2-lane section. Connecting this pedestrian/bike network gap will provide a comfortable, safe travel route between residences and businesses in the north end of town and the Deschutes River Trail. There are limited alternate travel options due to the constraints of the butte, river, and highway.</p> <p>Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	This project connects a pedestrian and bike network gap to provide a comfortable commuting and recreation route between the residences and business in the north end of town and our primary north-south trail corridor – the Deschutes River trail. Without this project, there is no designated alternative to vehicular travel and bike and pedestrians would continue to share the narrow travel lane, increasing the safety risk for all travel modes. The project is planned in conjunction with the Archie Briggs Bridge Replacement (1TABB).	
Transportation Construction	\$ 1,000,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$1,000,000

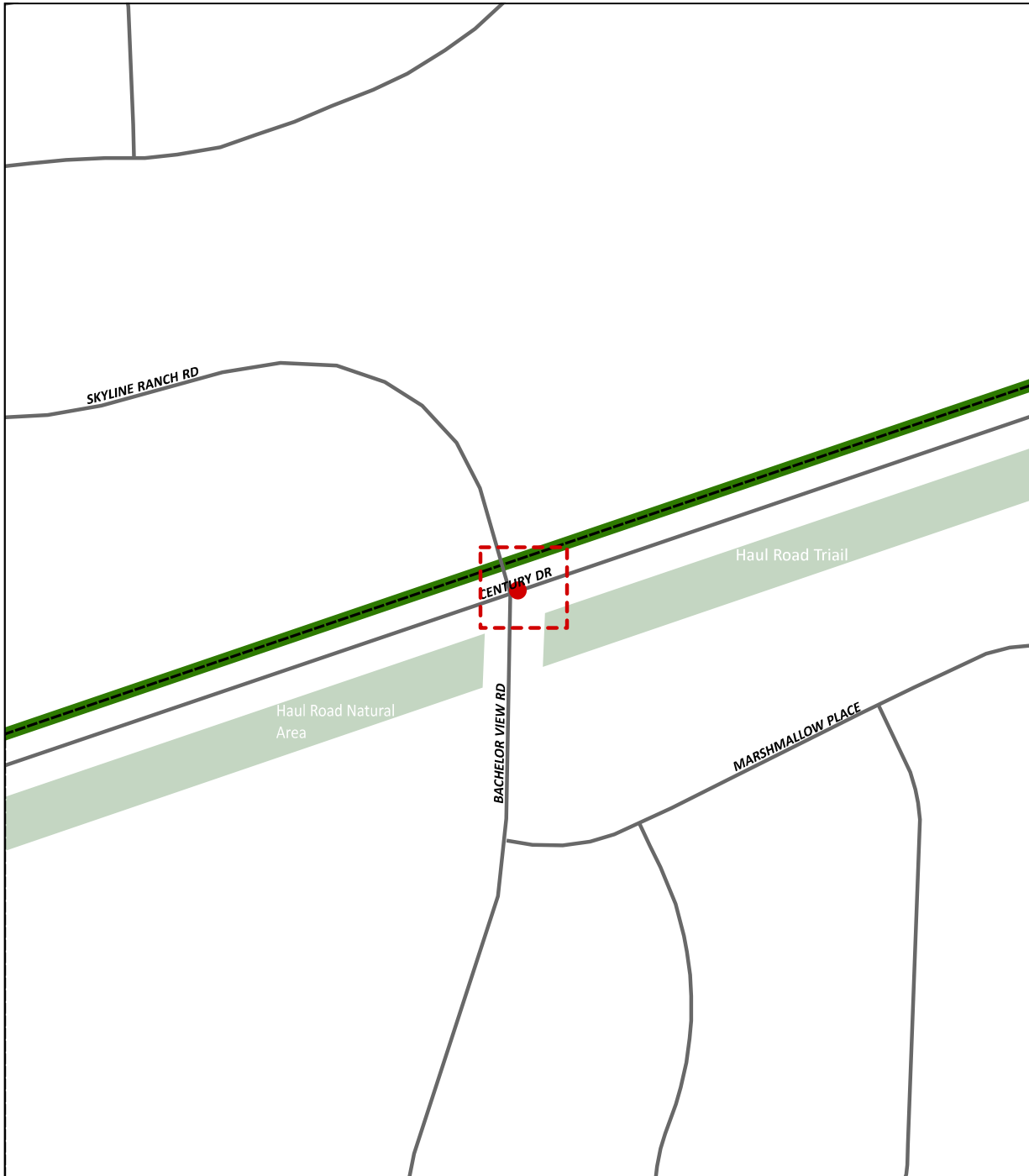




 **1TABP** 
CITY OF BEND Archie Briggs Improvements NOT TO SCALE

1TACB Tetherow and Century Drive (RAB)

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2029-30	Est. End Date: FY2030-31
Cost Estimate Classification: 5			
Description & Background			
A large increase in housing has created an influx of traffic on Century Drive at Tetherow.			
Need/Justification			
Safety concerns are growing with a higher demand of traffic volume due to additional housing. This is also a key crossing for pedestrians and bicycles across Century Drive.			
Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety risk with turning movements.	
Transportation Construction	\$ 4,250,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 3,500,000
Total Project Cost Estimate:							\$4,250,000

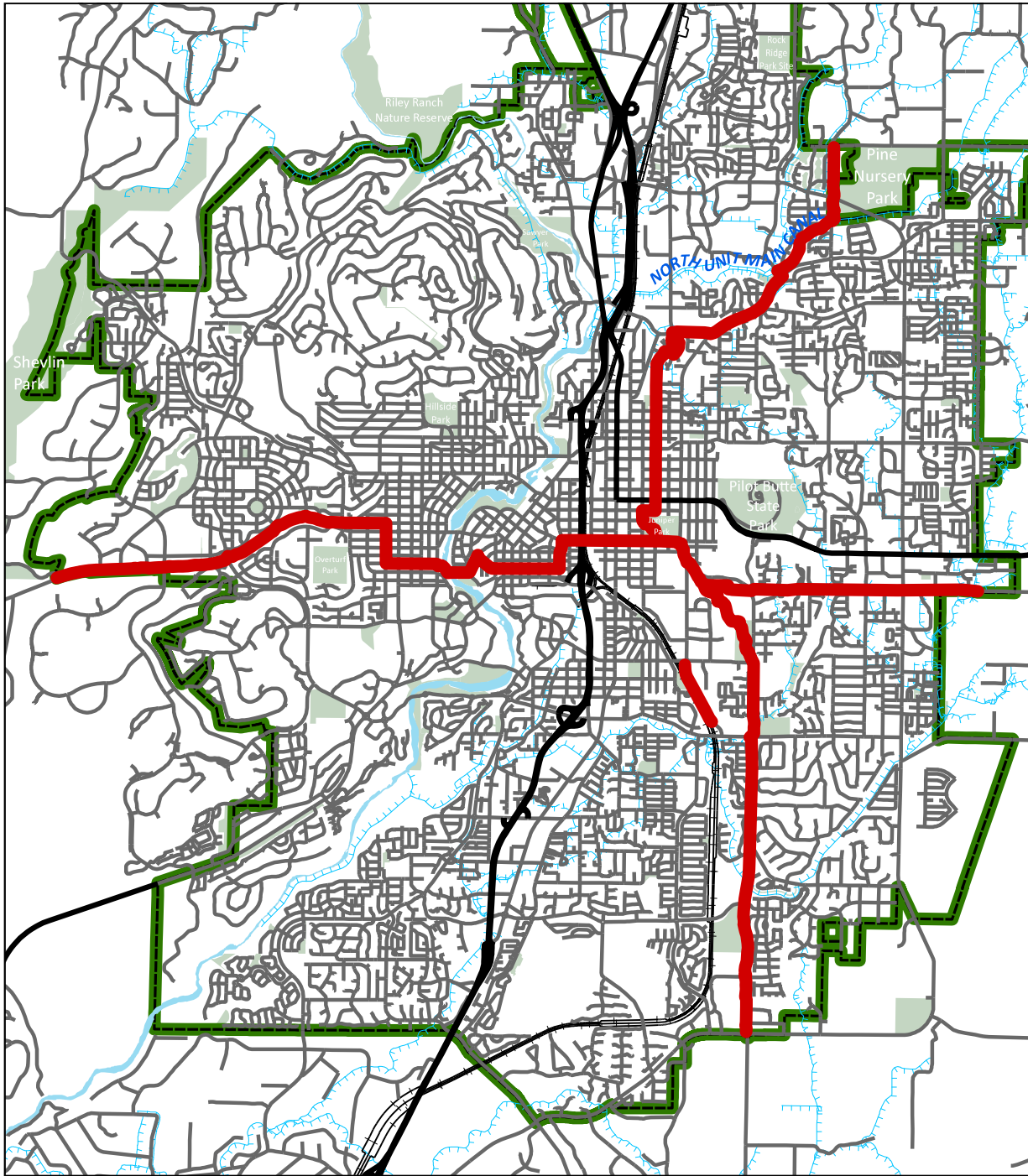




 **1TACB** 
CITY OF BEND Tetherow and Century Drive (RAB) NOT TO SCALE

1TBKE Bicycle Greenways

Primary Fund: Transportation Construction		Project Status: Active	Project Phase: Design
Project Manager: Kevin Howard		Est. Start Date: FY2023-24	Est. End Date: FY2026-27
Cost Estimate Classification: 2			
Description & Background			
<p>The Bend Bikeway project was developed in 2023 to help reach City Council’s goal of constructing continuous North-South and East-West key walking and bicycling routes by June of 2027. This project will identify, select, design and construct bike and pedestrian improvements that are continuous, easy to navigate and as separated from traffic as feasible along the routes selected.</p> <p>Pedestrian and biking improvements on the crosstown routes are included in project 1TBKE in the Transportation Construction and Accessibility Construction funds. Additionally, shared-use paths will be constructed adjacent to 9th Street between Reed Market Road and Wilson Avenue, and adjacent to 15th Street between Ferguson Road and Reed Market Road by project 1TBKE on the 2020 General Obligation Bond Construction CIP.</p>			
Need/Justification			
<p>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.</p> <p>Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ 1,302,900	Leaves the existing streets vulnerable to fast moving cut through traffic, causing a public loss of confidence in the City.	
Transportation Construction	\$ 11,419,500		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ 2,334,000		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Synergy projects partially funded by Accessibility Construction, General Obligation Bond and/or Transportation Construction			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 406,300	\$ 1,050,000	\$ 9,850,100	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$15,056,400



 **1TBKE** 

CITY OF BEND **Bicycle Greenways** NOT TO SCALE

1TBMW Butler Market & Wells Acres Improvements

Primary Fund: Transportation Construction		
Project Manager: Matthew Jaroslowski	Project Status: Active	Project Phase: Planning/Design
Cost Estimate Classification: 2	Est. Start Date: FY2023-24	Est. End Date: FY2026-27

Description & Background

This is a synergy project funded by the Transportation Construction, Water Reclamation, and 2020 GO Bond Construction funds. The scope of the project includes intersection improvements on Butler Market Road and Wells Acres Road; a single lane roundabout will be constructed through the intersection and a 36" interceptor will be installed beneath the roundabout to facilitate the future sewer interceptor improvements beneath Butler Market Road. As part of the north/south key pedestrian and bicyclist route, the Butler Market Road corridor will receive pedestrian and bicyclist improvements to bring traffic stress to a level 1 or 2. With the addition of the Boyd Acres and Butler Market intersection from the Bend Bikeways project, this construction has been split into 2 construction solicitations. Phase 1 construction solicitation will include the Butler Market Road and Wells Acres Road Roundabout, 36" sewer interceptor from Sandy Drive to Canal Park, and Key Routes improvements along Butler Market Road from 8th St to Brinson Blvd. Phase 2 construction solicitation will include Key Routes improvements along Butler Market Rd from Boyd Acres Rd to 8th St and Boyd Acres Rd and Butler Market Rd intersection improvements.

Need/Justification

Project was identified in the 2020 Transportation System Plan (TSP) as near term Key Walking and Bicycling Route R5-A. The proposed roundabout at Butler Market Rd and Wells Acres Rd was identified in the TSP as a Transportation Capital Improvement Project.

Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel

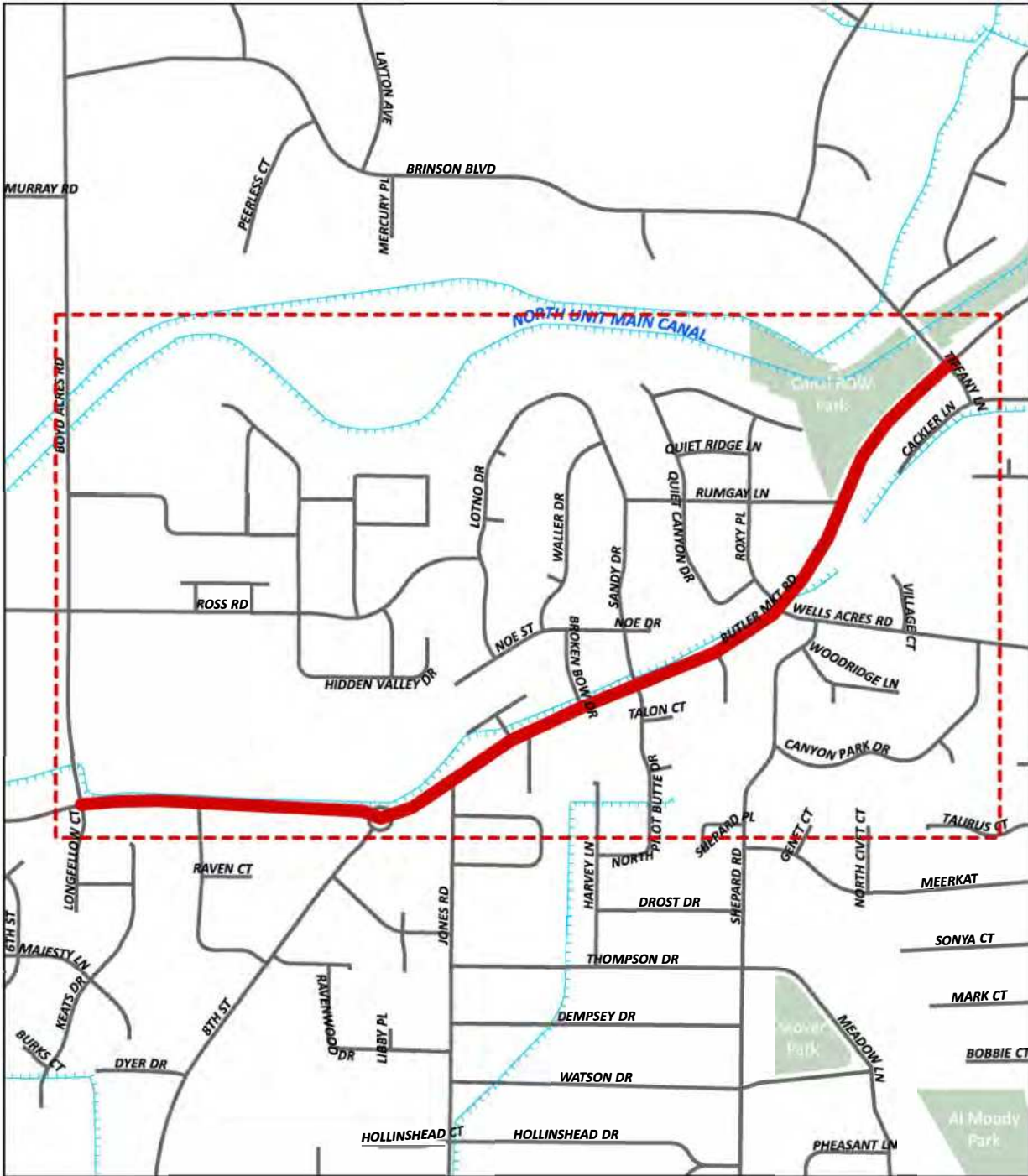
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety with turning movements. Safety consequences of incomplete pedestrian and bicyclist connections north and south of project site.
Transportation Construction	\$ 3,634,500	
Water	\$ -	
Water Reclamation	\$ 3,000,000	
Stormwater	\$ -	
General Obligation Bond	\$ 3,100	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		

Method of Financing: Synergy projects partially funded by Water Reclamation, General Obligation Bond and Transportation Construction

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 662,600	\$ 1,250,000	\$ 3,455,000	\$ 1,270,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$6,637,600

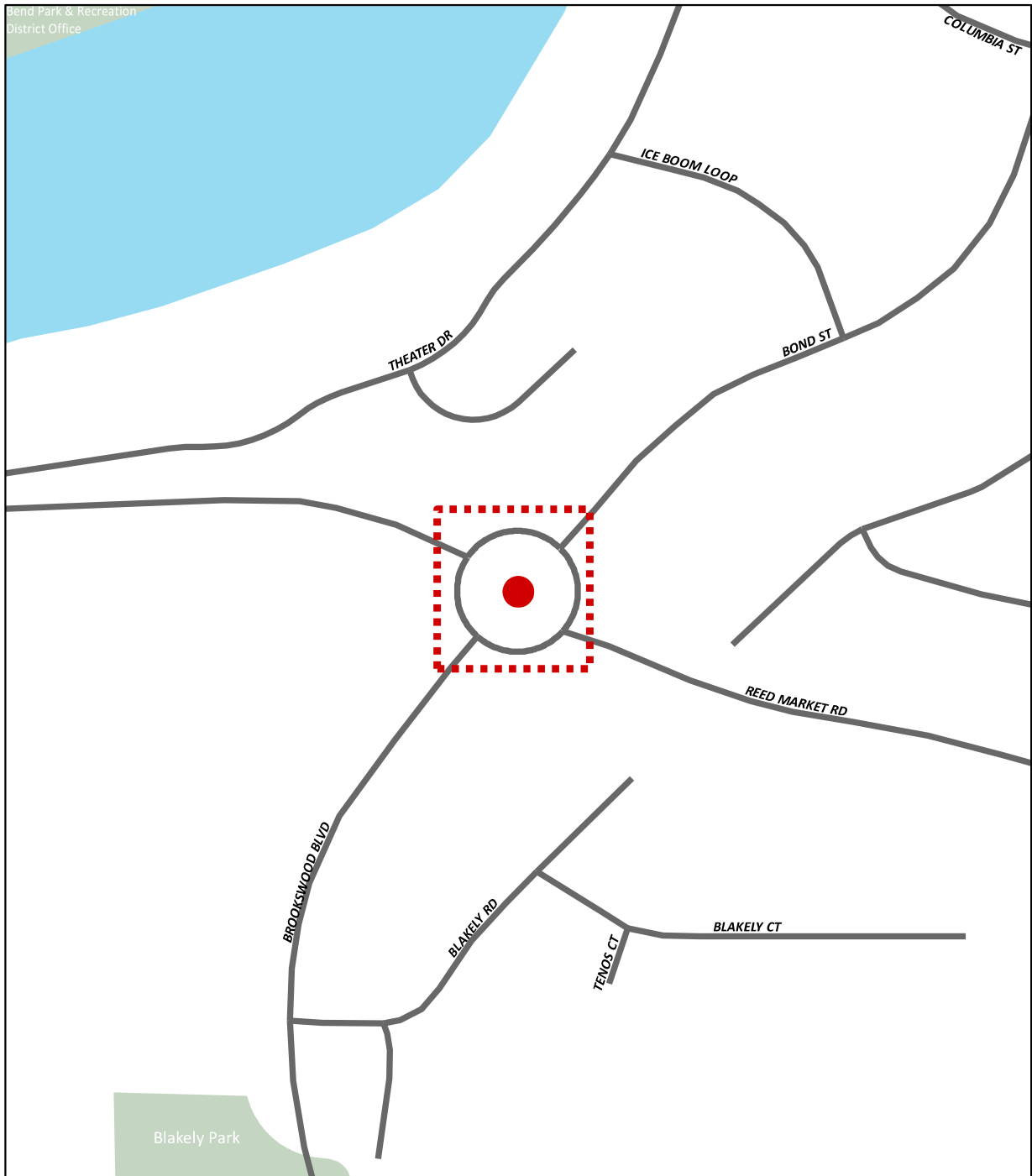


 **1TBMW** 
CITY OF BEND **Butler Market & Wells Acres Improvements** NOT TO SCALE

1TBRB Bond & Reed Market Roundabout

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2028-29	Est. End Date: FY2029-30
Cost Estimate Classification: 5			
Description & Background			
Determine short- and long-range improvements; improve, monitor and manage short term demonstration project to modify and improve traffic flow.			
Need/Justification			
The Bond and Reed Market Roundabout is nearing its operational capacity at peak hour. The City initially investigated doing a signaled roundabout approach but has since determined to do modifications of the roundabout to potentially install slip lanes with dedicated turning movements.			
Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety risks.	
Transportation Construction	\$ 4,250,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 3,500,000	\$ -
Total Project Cost Estimate:							\$4,250,000



 **1TBRB** 

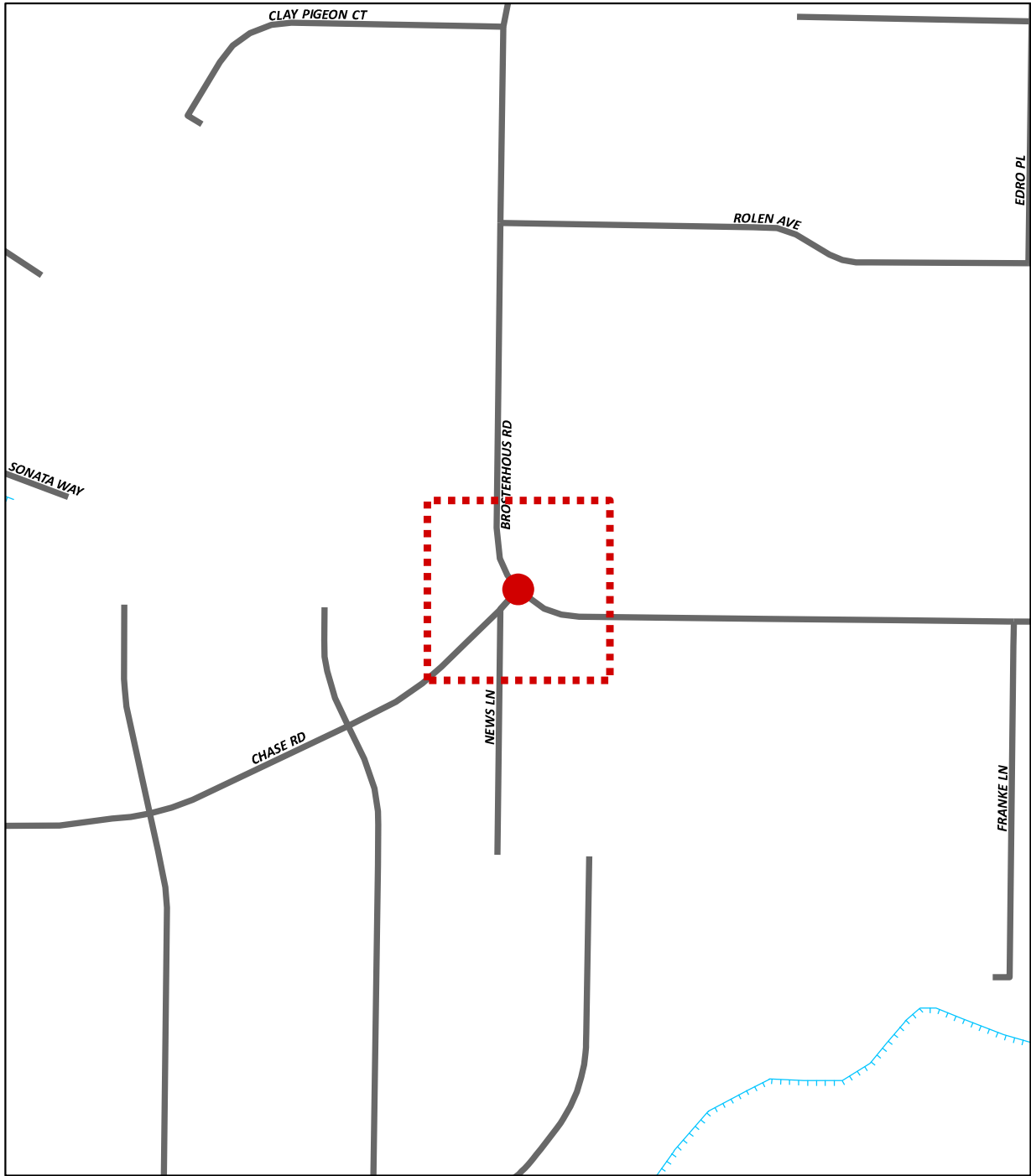
Bond & Reed Market Roundabout



CITY OF BEND NOT TO SCALE

1TCHI Brosterhous & Chase Intersection

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2026-27	Est. End Date: FY2027-28
Cost Estimate Classification: 5			
Description & Background			
Inlay/overlay Brosterhous Road from 3 rd Street to SE Brosterhous Road.			
Need/Justification			
This intersection improvement provides an additional connection from Brosterhous Road to Chase Road, which connects to 3 rd Street closer to the Powers Interchange. This improvement will alleviate congestion along Reed Market and at the Reed Market Interchange.			
Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety risks.	
Transportation Construction	\$ 4,250,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 750,000	\$ 3,500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$4,250,000

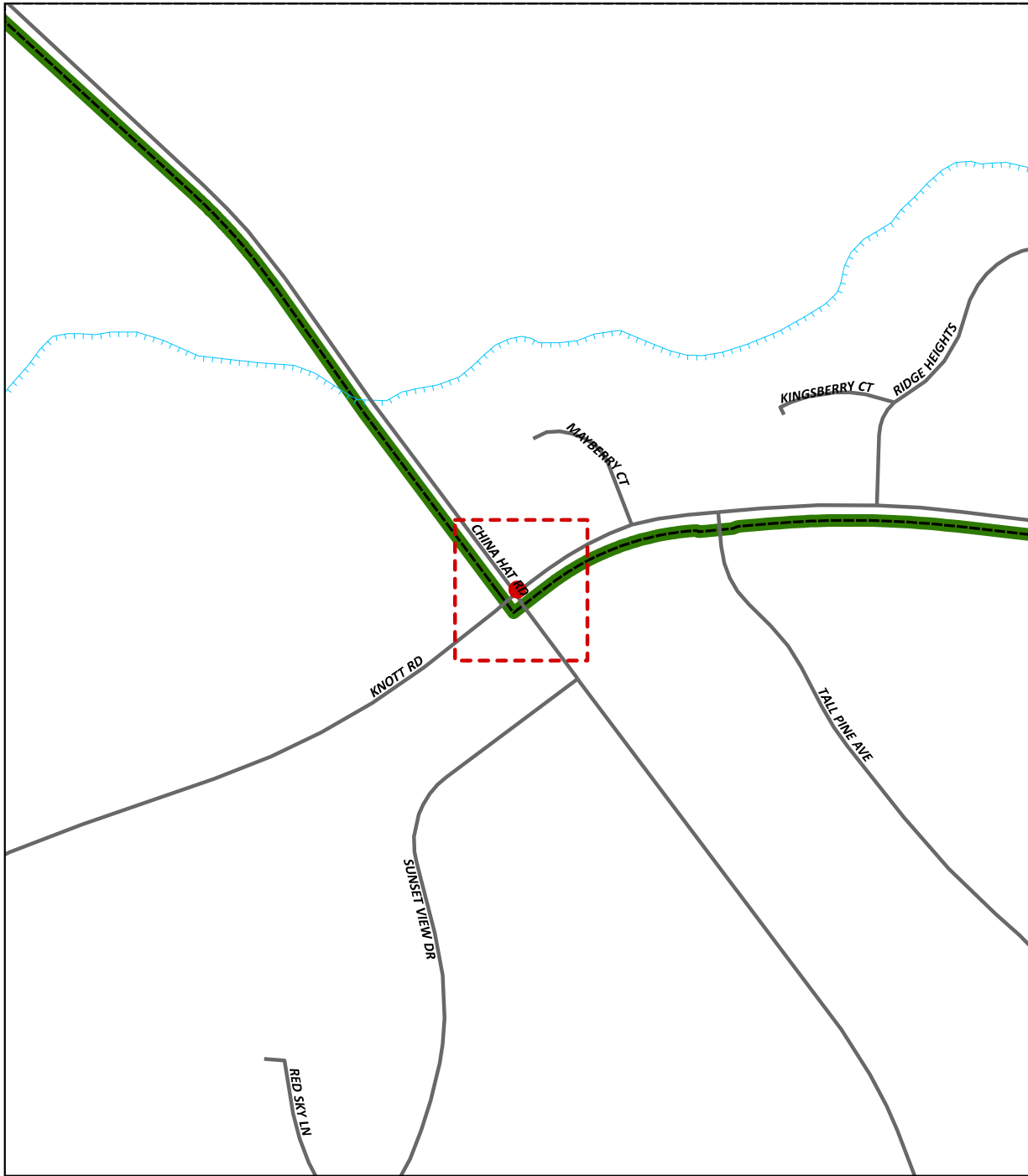




 **1TCHI** 
CITY OF BEND Brosterhaus & Chase Intersection NOT TO SCALE

1TCHK China Hat and Knott (RAB)

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2029-30	Est. End Date: FY2030-31
Cost Estimate Classification: 5			
Description & Background			
Documented safety issues at this intersection, which is partially within City limits and partially under Deschutes County control.			
Need/Justification			
Documented safety concerns are growing with a higher demand of traffic volume due to additional housing. Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety risk with turning movements.	
Transportation Construction	\$ 4,250,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 3,500,000
Total Project Cost Estimate:							\$4,250,000

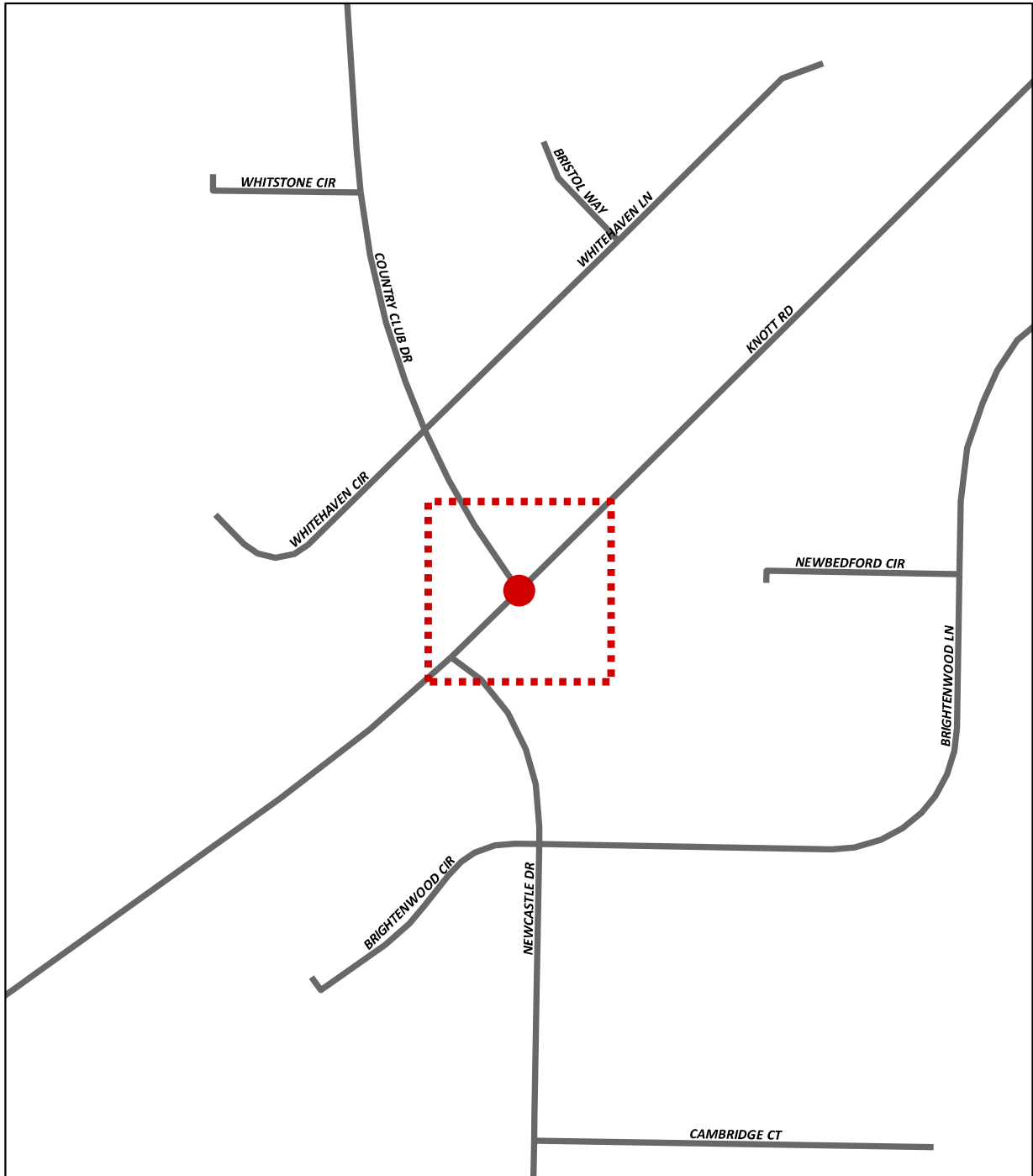




 CITY OF BEND	<p>1TCHK</p> <hr/> <p>China Hat and Knott (RAB)</p>	 NOT TO SCALE
---	---	---

1TCKR Country Club Road / Knott Road Intersection Improvements

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2028-29	Est. End Date: FY2029-30
Cost Estimate Classification: 5			
Description & Background			
Improve intersection capacity and safety per the Transportation System Plan (TSP) and related connectivity and capacity improvements. TSP Project C-33.			
Need/Justification			
This project will improve intersection capacity and safety at the Country Club Road & Knott Intersection.			
Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety risks with turning movements. Housing will be delayed, and opportunity will be missed with private development housing.	
Transportation Construction	\$ 4,250,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 3,500,000	\$ -
Total Project Cost Estimate:							\$4,250,000

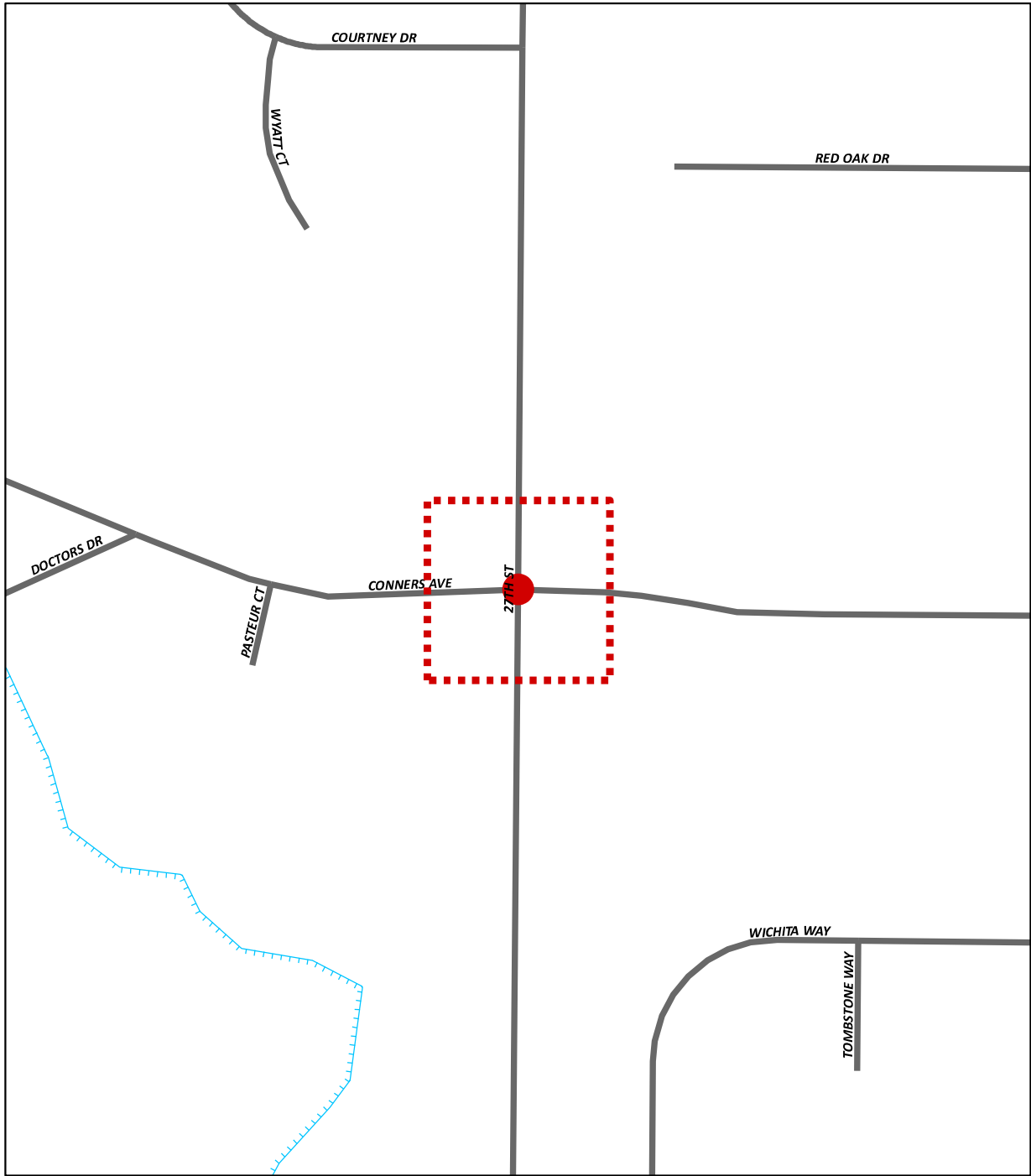




 **1TCKR** 
Country Club Road / Knott Road Intersection Improvements
CITY OF BEND NOT TO SCALE

1TCON 27th & Conners Intersection

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2026-27	Est. End Date: FY2027-28
Cost Estimate Classification: 5			
Description & Background			
Construction of a roundabout at 27 th and Conners intersection.			
Need/Justification			
This intersection is a vital piece of the transportation network. North/South movement on 27 th is often hindered to the East/West and needs connecting to the hospital, new housing and medical developments to the East.			
Project Related to Council Goal: Transportation & Infrastructure – Enhanced safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety risks with turning movements. Housing will be delayed, and opportunity will be missed with private development housing.	
Transportation Construction	\$ 4,250,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 750,000	\$ 3,500,000	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$4,250,000

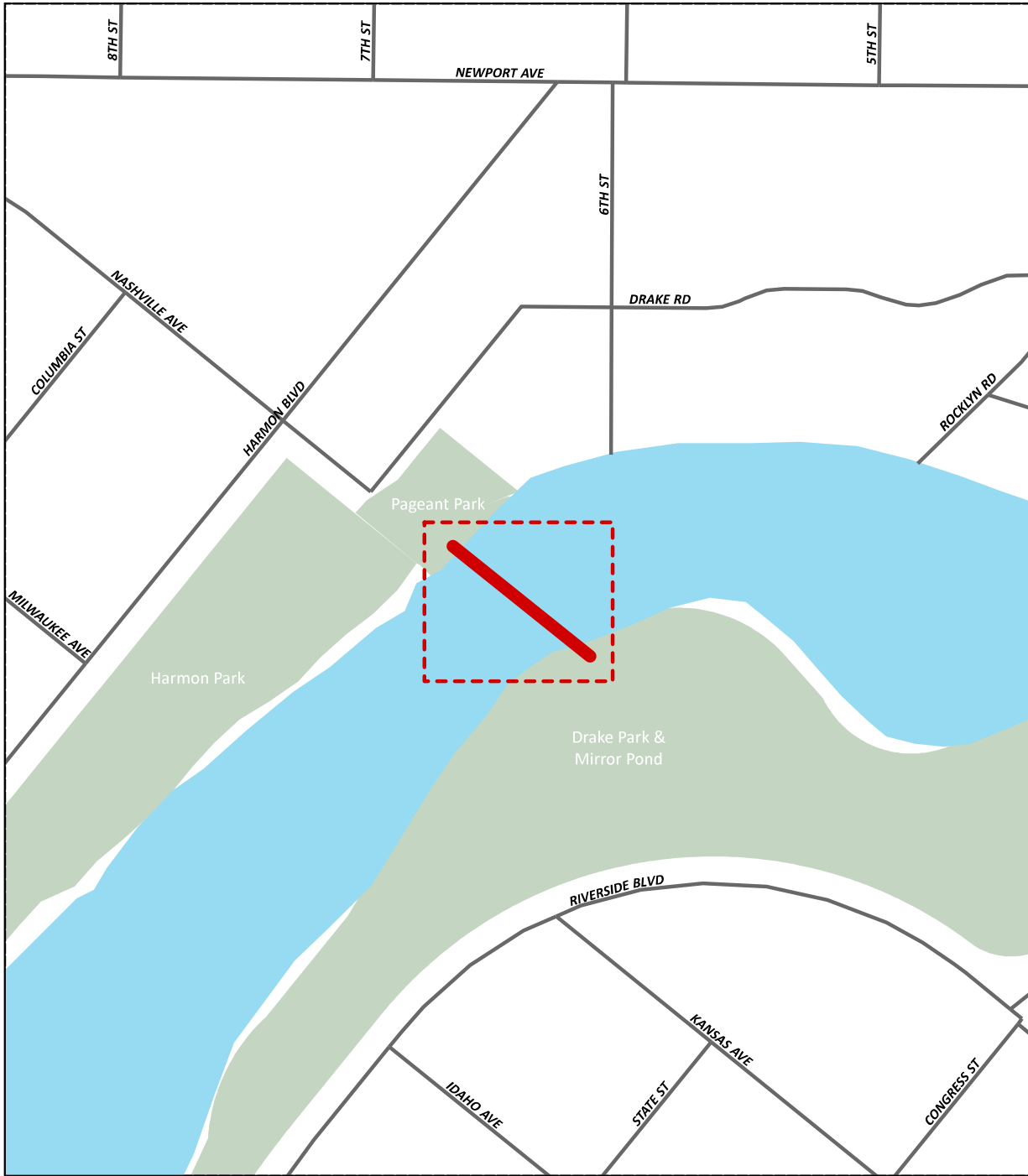




 **1TCON** 
CITY OF BEND 27th & Conners Intersection NOT TO SCALE

1TDPB Drake Park Bridge

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2026-27	Est. End Date: FY2027-28
Cost Estimate Classification: 5			
Description & Background			
Existing Drake Park Bridge has reached the end of its useful life. This project would provide initial funding for potential design and allow for the pursuance of state and/or federal grant funding.			
Need/Justification			
Existing Drake Park Bridge is failing and needs to be replaced. Project Related to Council Goal: Transportation & Infrastructure – Develop solutions to improve safety, maintenance, and capital needs, with a focus on pedestrian and bike infrastructure.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Bridge would be required to close until it can be replaced.	
Transportation Construction	\$ 3,000,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 2,000,000
Total Project Cost Estimate:							\$3,000,000

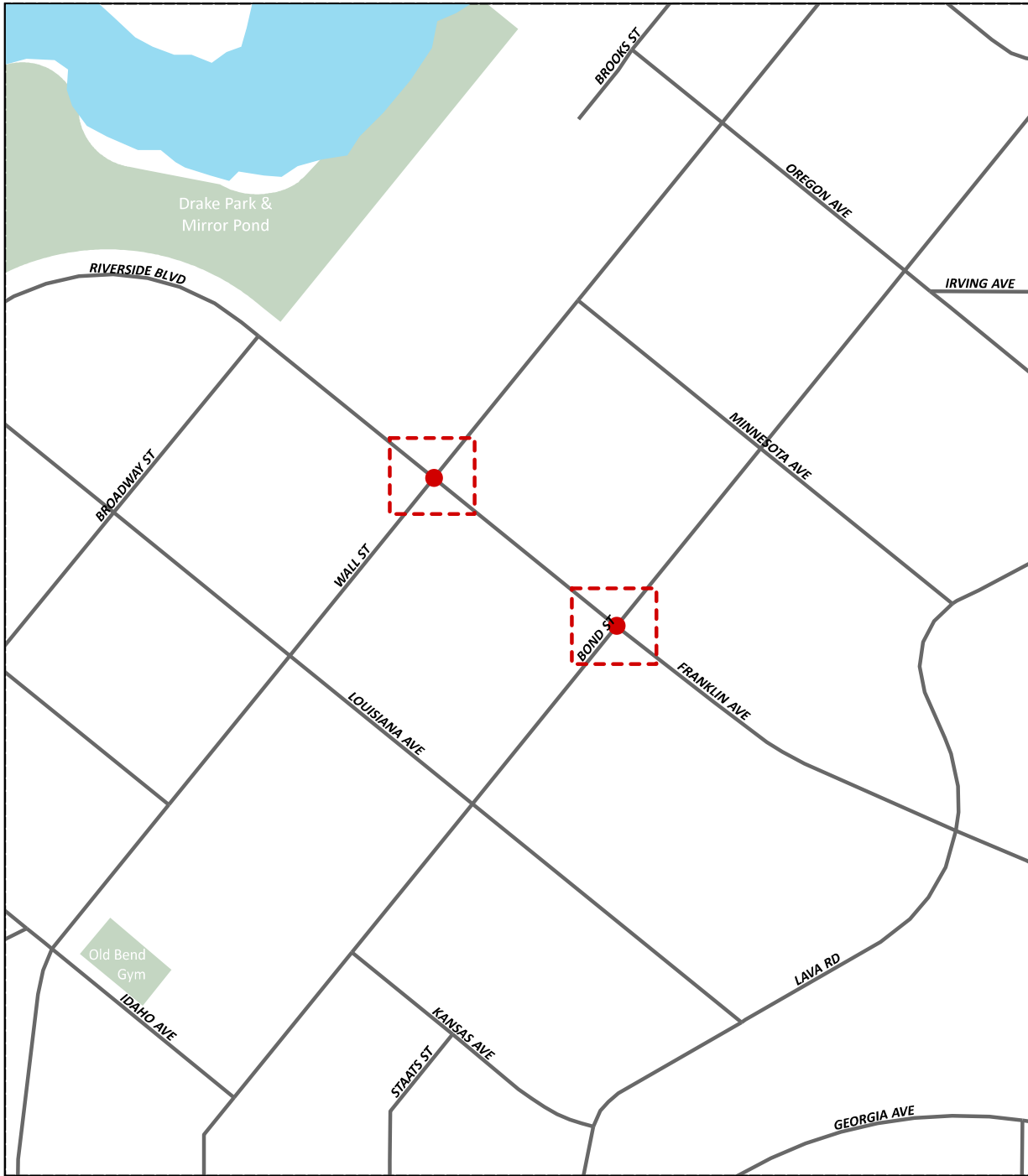




 **1TDPB** 
CITY OF BEND **Drake Park Bridge** NOT TO SCALE

1TFWS Franklin, Wall & Bond Signals

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Janet Hruby		Est. Start Date: FY2025-26	Est. End Date: FY2026-27
Cost Estimate Classification: 5			
Description & Background			
Design new traffic signals on Franklin at Wall and Bond. The design within the existing right of way includes replacing the existing traffic signals at the end of their lifecycle, resolving operational limitations, improving the intersections for all modes, managing access at the Mirror Pond parking lot, and identifying concept options to add an eastbound bike facility from Broadway St to Tin Pan alley.			
Need/Justification			
These signals are 2 of the 8 traffic signals (out of the City's 34 traffic signals) that are identified in the Signal Master Plan as needing replacement based on age and condition. The City was awarded a Surface Transportation Block Grant (STBG) to fund this project.			
Project Related to Council Goal: Transportation Goal for Funding Sources and Implementing Plans			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Delaying or eliminating this project will forego the opportunity to utilize grant funding and require the City to reallocate capital funding. As the equipment continues to age, it puts the signals at higher risk of deterioration that may limit operations in this high visibility corridor or require emergency replacement.	
Transportation Construction	\$ 640,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs, STBG			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 200,000	\$ 440,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$640,000

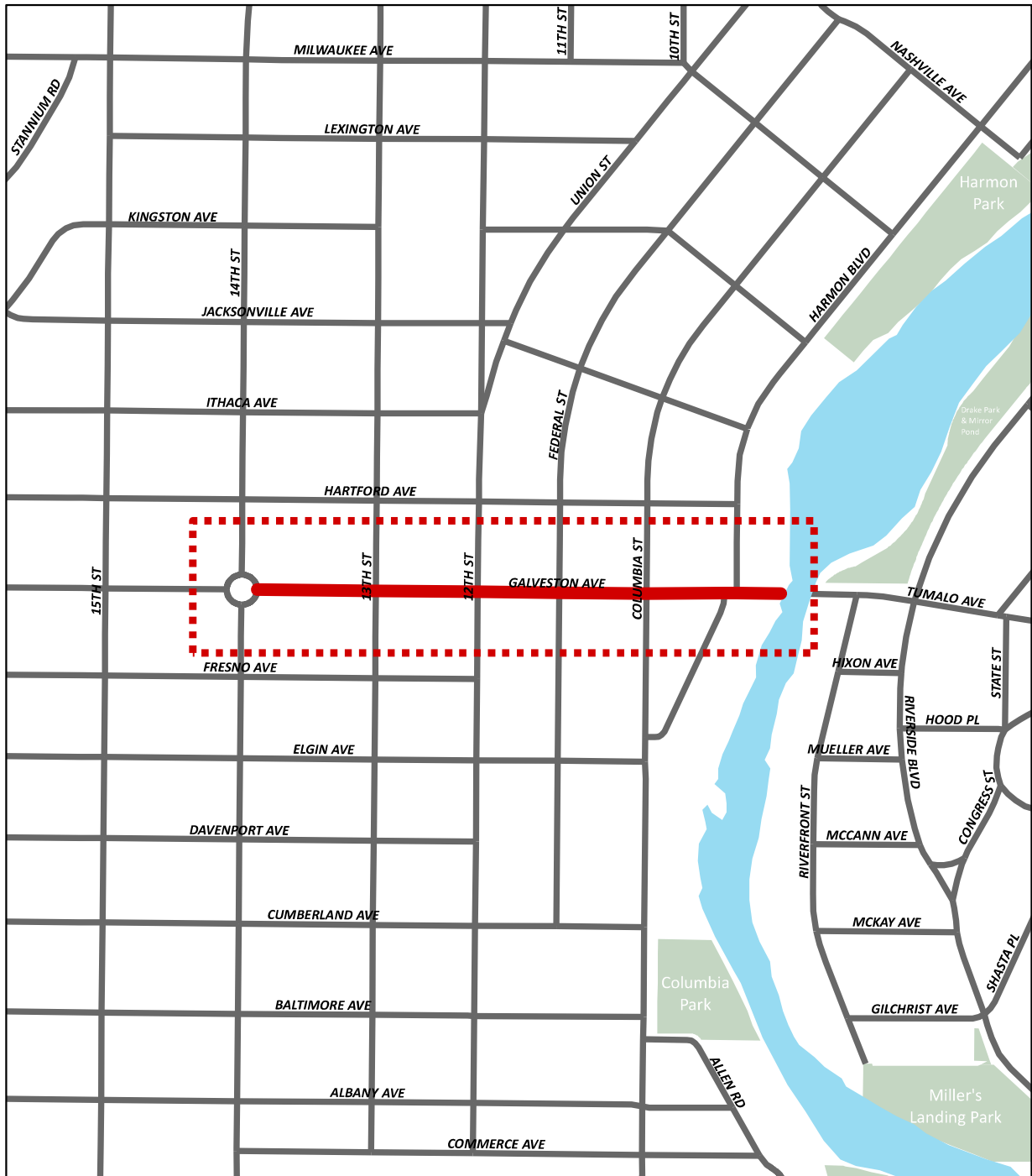




 **1TFWS** 
CITY OF BEND **Franklin, Wall & Bond Signals** NOT TO SCALE

1TGCI Galveston Corridor Improvements

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2023-24	Est. End Date: FY2026-27
Cost Estimate Classification: 3			
Description & Background			
<p>In July 2015, City Council approved the recommended 3-lane hybrid concept, with minimal median treatment and authorized the project to proceed to 30% design. The 3-lane hybrid includes the reconstruction of the Galveston Ave right of way, 14th Street to Deschutes River. Improvements include buffered bike lanes, accessible crossings, sidewalks, transit facilities, on-street parking, and several aesthetic improvements. Improvements are reflective of a typical complete street transportation project approach.</p>			
Need/Justification			
<p>Galveston Avenue, from 14th Street to the Deschutes River, has long been a priority arterial for improvement as identified by the Traffic Safety Advisory Committee (TSAC) during the evaluation of arterial and collector street safety projects. The safety criteria rated projects based on crashes, pedestrian and bicycle use estimates, speeds, volumes, and missing sidewalks. The sidewalks, storm drainage and general street infrastructure are currently substandard.</p> <p>Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Potential for continued crashes resulting in serious injuries.	
Transportation Construction	\$ 2,370,100		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 211,100	\$ 10,000	\$ 1,649,900	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$2,370,100



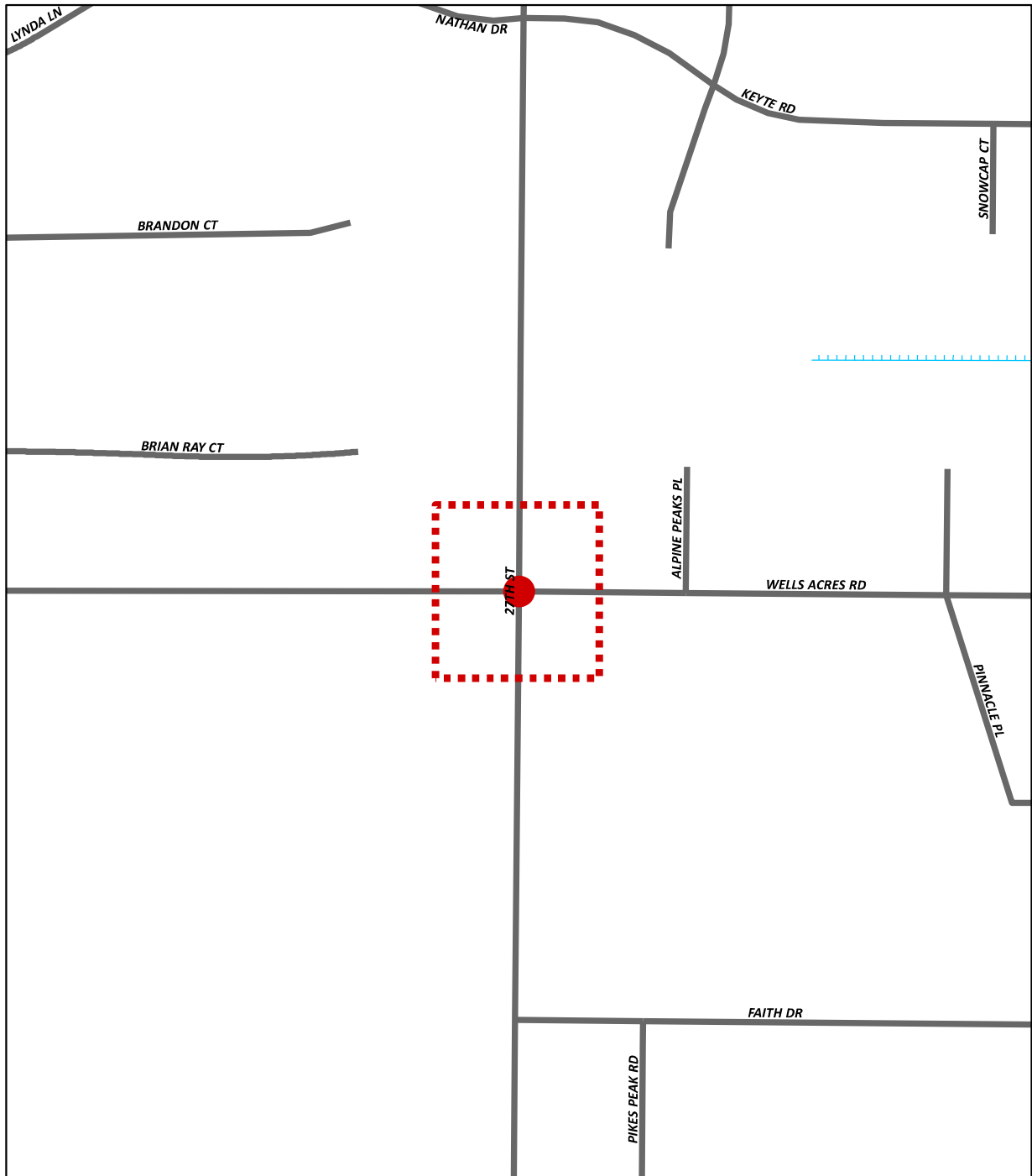
 **1TGCI** 



CITY OF BEND Galveston Corridor Improvements NOT TO SCALE

1TWAC 27th & Wells Acres Intersection Improvements

Primary Fund: Transportation Construction		Project Status: Pending	Project Phase: Pending
Project Manager: Ryan Oster		Est. Start Date: FY2027-28	Est. End Date: FY2028-29
Cost Estimate Classification: 5			
Description & Background			
Improve intersection capacity and safety per the Transportation System Plan (TSP) and related to connectivity and capacity improvements. TSP project C-35.			
Need/Justification			
This project will improve intersection capacity and safety at 27 th Street and Wells Acres Road, at a key intersection near Mountain View High School.			
Project Related to Council Goal: Transportation & Infrastructure – Enhance safety and accessibility for all modes of travel			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	Congestion and delay will worsen, as will safety risks with turning movements. Housing will be delayed, and opportunity will be missed with private development housing.	
Transportation Construction	\$ 4,250,000		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: Negligible			
Method of Financing: Transportation SDCs			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 3,500,000	\$ -	\$ -
Total Project Cost Estimate:							\$4,250,000



 **1TWAC** 
27th Street & Wells Acres Road Intersection Improvements
CITY OF BEND NOT TO SCALE

1WAHD Awbrey In-Conduit Hydropower

Primary Fund: Water	Project Status: Active	Project Phase: Planning
Project Manager: Austin Somhegyi	Est. Start Date: FY2025-26	Est. End Date: FY2026-27
Cost Estimate Classification: 5		

Description & Background

The 2024 In-Conduit Hydropower Feasibility Study evaluated potential locations for in-conduit hydropower generation within the City of Bend’s municipal water system. The study identified the Awbrey Reservoir Pressure Reducing Valve (PRV) site as an area of opportunity for implementation of in-conduit hydropower for energy recovery. As part of the Awbrey Butte Waterline Project, a new valve building with electrical upgrades was constructed with consideration to housing a future in-conduit hydropower system.

Need/Justification

On December 4, 2019, City Council approved the Bend Community Climate Action Plan (CCAP) and appointed an Environmental and Climate Committee (ECC) to advise City Council and oversee and guide the implementation of the CCAP. The intent of the CCAP is to bring community members together to preserve Bend’s natural environment while promoting economic opportunity and resilience for current and future generations. Specifically, it sets a goal to achieve a 40% decrease in fossil fuel use emissions by 2030 and a 70% decrease by 2050 (from a baseline year of 2016). In order to achieve the target fossil fuel reduction, ECC identified five specific Energy Supply Goals: 1) demonstrate leadership in the state in accelerating the transition to renewable energy; 2) identify options, develop projects, and grow a market-driven, renewable energy economy in Bend; 3) improve access to renewable energy for all Bend residents; 4) optimize the energy portfolio in Bend to balance carbon intensity, cost and reliability; and 5) invest in local infrastructure and technology to meet energy supply goals.

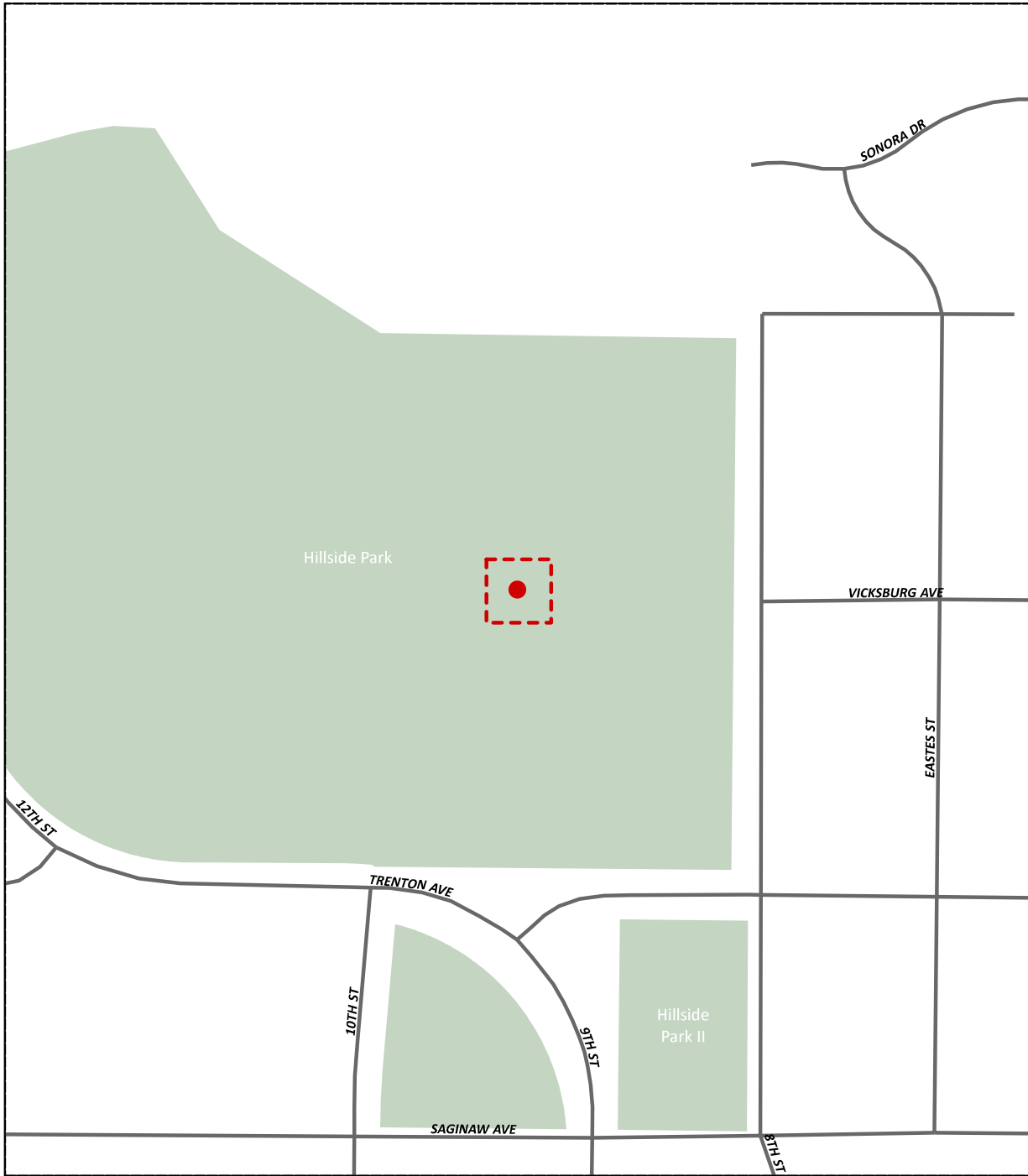
Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth; Climate Resiliency – Advance the Community Climate Action Plan (CCAP) and encourage sustainable development.



Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Not meeting Community Climate Action Plan goals and reduced resiliency for the City.
Transportation Construction	\$ -	
Water	\$ 1,000,000	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Unknown		
Method of Financing: Water Rates, SDCs		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$1,000,000



 **1WAHD** 
CITY OF BEND **Awbrey In-Conduit Hydropower** NOT TO SCALE

1WFRB Fire Rock Bridge

Primary Fund: Water	Project Status: Active	Project Phase: Planning
Project Manager: Carter Lawrence	Est. Start Date: FY2023-24	Est. End Date: FY2026-27
Cost Estimate Classification: 5		

Description & Background

The Fire Rock footbridge is a pedestrian bridge that spans the Deschutes River approximately 1,400-lineal feet downstream of the Archie Briggs vehicular bridge. The bridge connects privately-owned land in the Rimrock West neighborhood on the west side of the river and a publicly owned parcel in the Rimrock Village Subdivision on the east side of the river. The project will remove the non-compliant, structurally deficient, derelict bridge and associated staircase on the east side of the river. Additionally, the project will include the rebuilding of the associated staircase on the east side of the river, as well as restoration of the riverbank and land effected by bridge removal processes.

Need/Justification

The footbridge previously supported a waterline that conveyed water across the river. That main is longer is use and beyond repairable. The bridge has been closed to the public since 2015 due to concerns regarding the structural integrity.

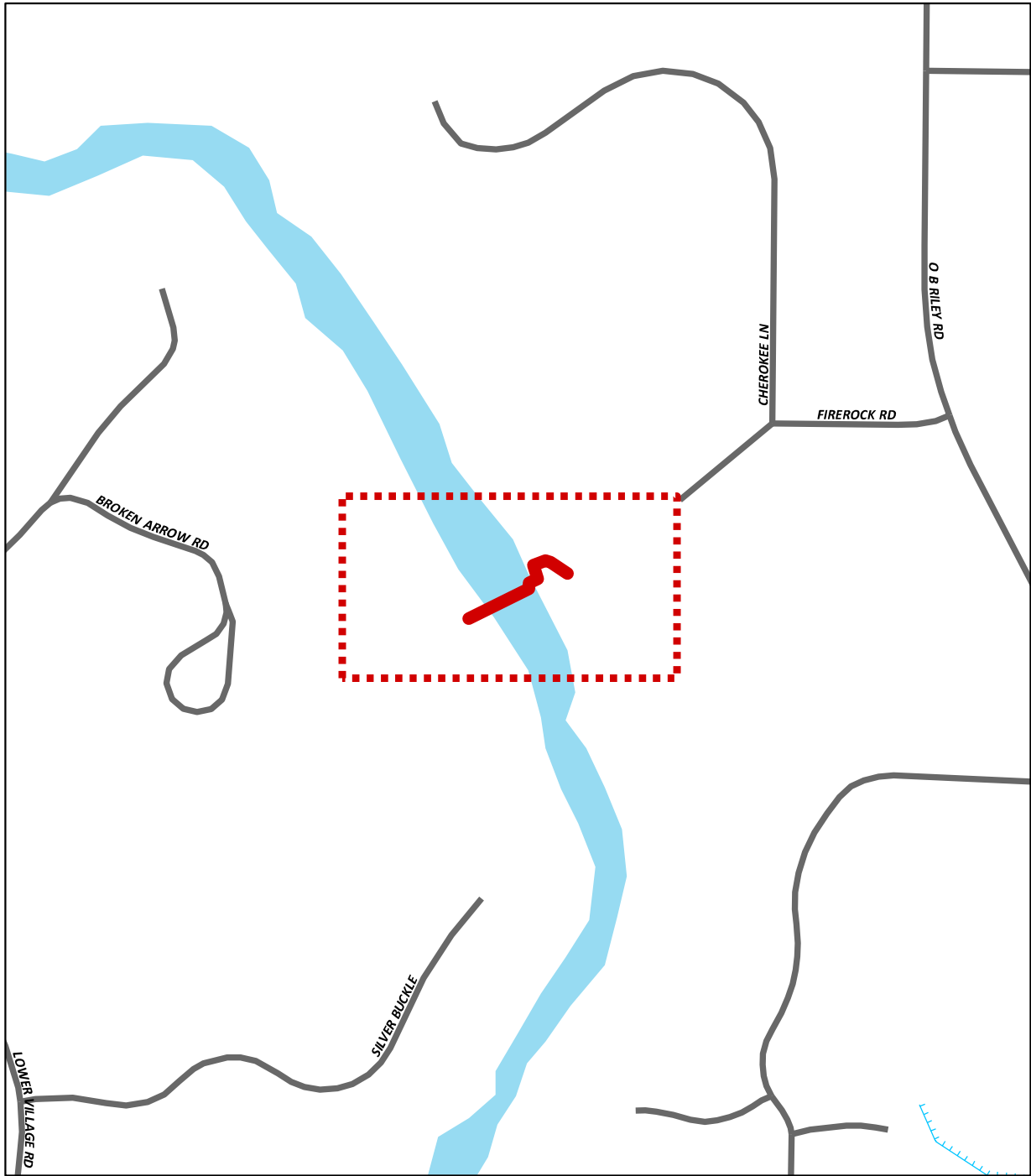
Project Related to Council Goal: Transportation & Infrastructure – Enhance Safety and accessibility for all modes of travel



Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ 549,900	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		
Method of Financing: Water Rates		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 162,800	\$ 30,000	\$ 70,000	\$ 287,100	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$549,900



 **1WFRB** 
CITY OF BEND

 Firerock Bridge
 NOT TO SCALE

1WFRR Water Capital Repair and Replacement Program

Primary Fund: Water	Project Status: Active	Project Phase: Planning
Project Manager: Nicholas Barnhardt	Est. Start Date: FY2024-25	Est. End Date: Ongoing
Cost Estimate Classification: 5		

Description & Background

In 2021, the City of Bend adopted the Integrated Water System Master Plan (iWSMP), which evaluates the ability of the City's water distribution system to meet level of service standards under both current and future demand conditions. The iWSMP identified a need to address deteriorating water distribution pipe infrastructure through a Repair and Replacement Program to mitigate main breaks and leaks. There was limited funding available for waterline replacement synergy opportunities through the end of fiscal year 2023-24, while prioritization software and an implementation strategy were being evaluated. This program will continue until the existing identified pipe segments have been replaced.

The City's current replacement rate is 1 mile per year, but with the start of this program, the City will look to double this rate while prioritizing replacement decisions based on objective data.

Need/Justification

The City has 485 miles of pipe for water distribution, some reaching or exceeding its useful life. The iWSMP, assigns replacement ratings to the pipe within the system based on pipe material, diameter, valve frequency, and break history. This program will provide the City with a strategy to proactively address pipe failure to prevent the need for more costly repairs in the future.

Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Aging infrastructure results in line breaks that pose a high risk to public health, private property damage, and higher repair costs.
Transportation Construction	\$ -	
Water	\$ 5,886,600	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Negligible		
Method of Financing: Water Rates, SDCs		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 6,600	\$ 10,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 3,000,000
Total Project Cost Estimate:							\$5,886,600

(This page intentionally left blank)

1WLWC Lafayette Waterline Connection

Primary Fund: Water	Project Status: Active	Project Phase: Planning
Project Manager: Brittany Barker	Est. Start Date: FY2025-26	Est. End Date: FY2027-28
Cost Estimate Classification: 5		

Description & Background

The Awbrey Waterline Project installed an upsized pipe from the Awbrey Reservoir south to 9th Street and traveling eastbound along Portland Avenue. The Olney Pedestrian & Bike Project will install an upsized pipe from where the Awbrey Waterline Project left off along Olney to 2nd Street. An upcoming Waterline Repair & Replacement Project will install an upsized pipe where the Olney Project left off along 2nd Street south to Lafayette and stub out just west of 3rd Street. This project will pick up where that project left off and install an upsized pipe all the way along Lafayette Avenue to the Pilot Butte Reservoir.

Need/Justification

The City of Bend's water system has limited east-west transmission lines. With Bend experiencing rapid growth and expanding Urban Growth Boundaries on the east side, this upsized line connecting the Awbrey Reservoir to the Pilot Butte Reservoir will provide the water system with additional resiliency to transmit water across town to serve customers on the east side.

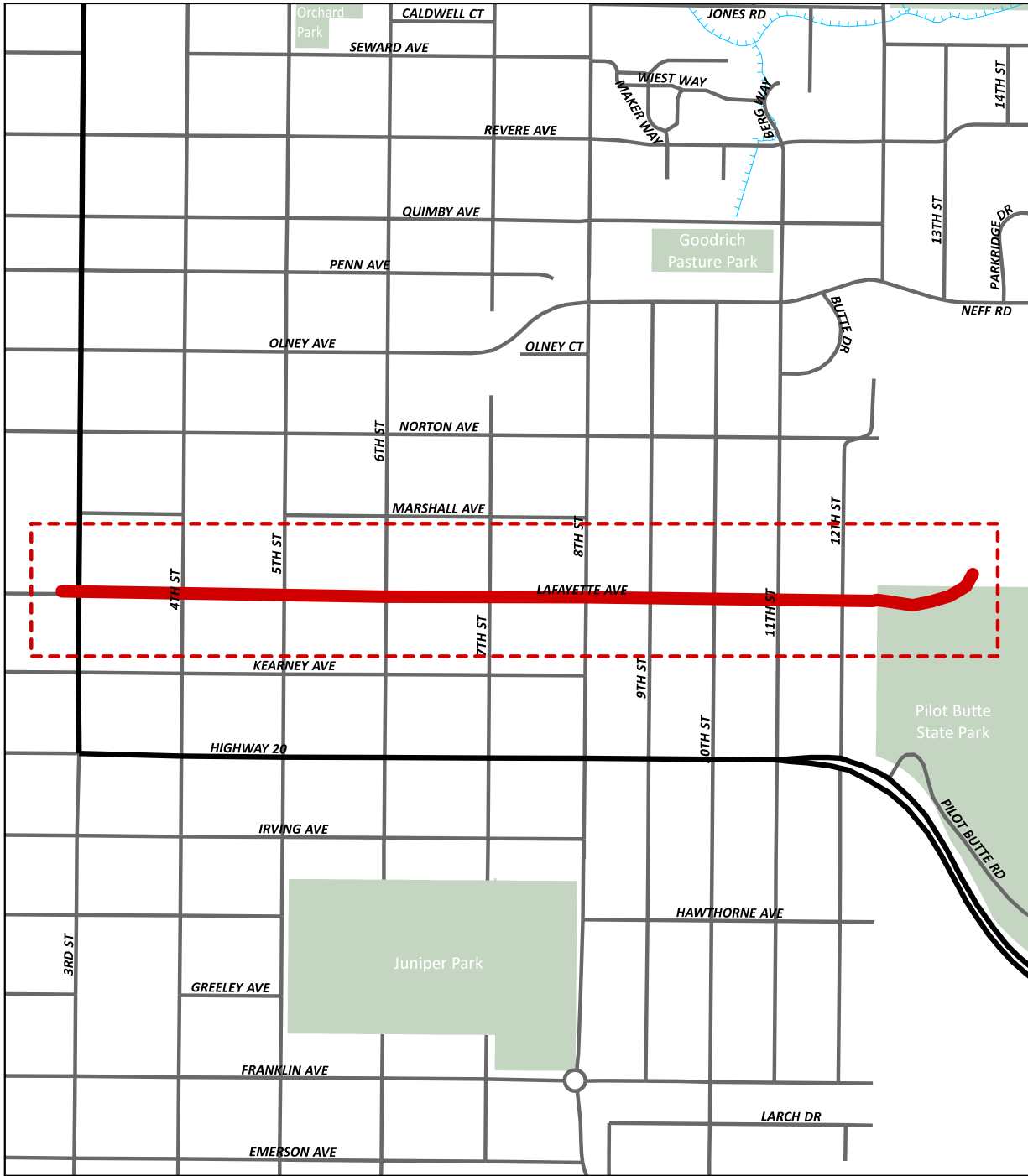
Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.



Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	This project addresses the critical need to convey water from the west to the east side of the river. Aging infrastructure requires replacement and upsizing to meet customer demand and fire flow needs. A delay may result in not meeting Water Services' level of service goals and a possible localized water curtailment.
Transportation Construction	\$ -	
Water	\$ 3,780,000	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		
Method of Financing: Water Rates, SDCs		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$	\$ -	\$ -	\$ 480,000	\$ 1,650,000	\$ 1,650,000	\$ -	\$ -
Total Project Cost Estimate:							\$3,780,000



 **1WLWC** 
CITY OF BEND **Lafayette Waterline Connection** NOT TO SCALE

1WMCP Water Management Conservation Plan Update

Primary Fund: Water	Project Status: Pending	Project Phase: Pending
Project Manager: Brittany Barker	Est. Start Date: FY2029-30	Est. End Date: FY2029-30
Cost Estimate Classification: 5		

Description & Background

In 2021, the Water Management Conservation Plan (WMCP) was last adopted. This planning activity is done simultaneously with a Water Master Plan Update. The recommendation is to update these plans every 10 years. The WMCP will explore integrated conservation, energy reduction, and water management practices into long-term planning.

Need/Justification

The WMCP Update will advance strategies identified in the Community Climate Action Plan (CCAP) and implementation of conservation goals.

Project Related to Council Goal: Environment & Climate – Protect our watershed through conservation and water stewardship.

Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Not meeting Community Climate Action Plan goals.
Transportation Construction	\$ -	
Water	\$ 200,000	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		
Method of Financing: Water Rates		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -
Total Project Cost Estimate:							\$200,000

(This page intentionally left blank)

1WOFI Outback Facility Improvements

Primary Fund: Water	Project Status: Active	Project Phase: Active
Project Manager: Brittany Barker	Est. Start Date: FY2022-23	Est. End Date: FY2029-30
Cost Estimate Classification: 5		

Description & Background

The adopted Integrated Water System Master Plan 2021 (iWSMP) identified a need to expand the City-owned 15-acre Outback site with an additional 48-acres of adjacent Forest Service (FS) land to serve the growing community over the next 20 years and beyond. The Outback site has nearly reached its development capacity with both above- and below-ground infrastructure. Expanding the Outback site will help the City meet several key needs identified in the master plan. The first step needed to complete essential infrastructure improvements, accommodate future needs of the community, and provide greater protections and resiliency of the City's water supply for both drinking and emergency response, requires acquiring the adjacent 48-acres of FS land through a process called the Townsite Act. Future projects include creating an Outback Facility Plan and phasing of CIP improvements starting with the most critical fire resiliency projects, Pretreatment & In-Conduit Hydropower.

Need/Justification

The City's Water Filtration Facility (WFF), located at the Outback Site, treats all surface water generated within the City of Bend. Pretreatment serves as a first step in settling out sediment resulting from water quality events (i.e. rain, snow melt, etc.) before reaching the filters. Pretreatment will help sustain the current water supply during normal operations and help mitigate water quality degradation in the case of a turbidity event, wildfire, or other catastrophic event. In-Conduit Hydropower would offset the City's energy consumption with carbon-free energy and reduce greenhouse gases to align with the City's Community Climate Action Plan and Council goals. More space for additional reservoirs would allow operational flexibility to perform required maintenance and upgrades to existing reservoirs and related facilities, as new wells are added and existing wells are refurbished and upgraded.

Project Related to Council Goals: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing City; Climate Resiliency – Advance the Community Climate Action Plan (CCAP) and encourage sustainable development.

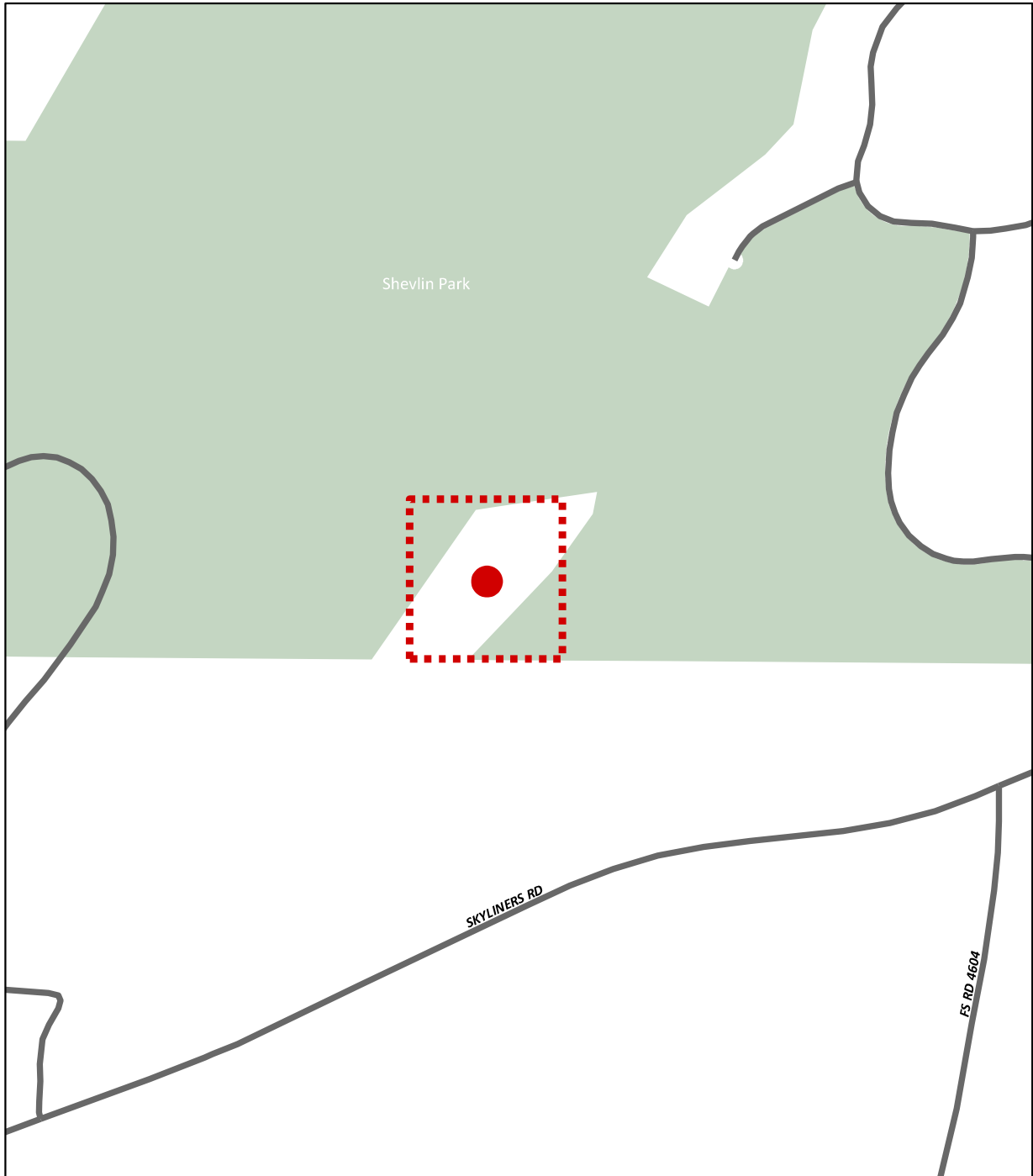
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ 63,254,400	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: Unknown		

Method of Financing: Water Rates, SDCs, Debt

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 154,400	\$ 600,000	\$ 1,800,000	\$ 9,500,000	\$ 16,250,000	\$ 15,100,000	\$ 19,850,000	\$ -
Total Project Cost Estimate:							\$63,254,400



 **1WOFI** 

CITY OF BEND Outback Facility Improvements NOT TO SCALE

1WOFP Outback Facility Plan

Primary Fund: Water	Project Status: Active	Project Phase: Planning
Project Manager: Ramsey Kriepps	Est. Start Date: FY2024-25	Est. End Date: FY2025-26
Cost Estimate Classification: 4		

Description & Background

The purpose of this project is to engage the professional services of a consultant to develop and evaluate a comprehensive plan for the facilities and processes at the Outback Site. The Outback Facility Plan will build off the previously prepared Integrated Water System Master Plan (iWSMP), Outback Siting Study, and In-Conduit Hydropower Feasibility Study to develop and evaluate a comprehensive plan for the facilities and processes at the Outback Site.

Need/Justification

The City's Water Filtration Facility (WFF), located at the Outback Site, treats all surface water generated within the Municipal Watershed and distributes water to the rest of the water system within City limits. The Outback Facility Plan is a planning document that summarizes existing, near-term, and anticipated long-term improvements, maintenance, hydraulic impacts of improvements, and permitting needs of improvements. The Facility Plan is a useful tool for planning necessary facility upgrades and improvements to the water system which are needed to provide system resilience and meet the demands of a growing community, as well as federal/state regulatory requirements.

Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.

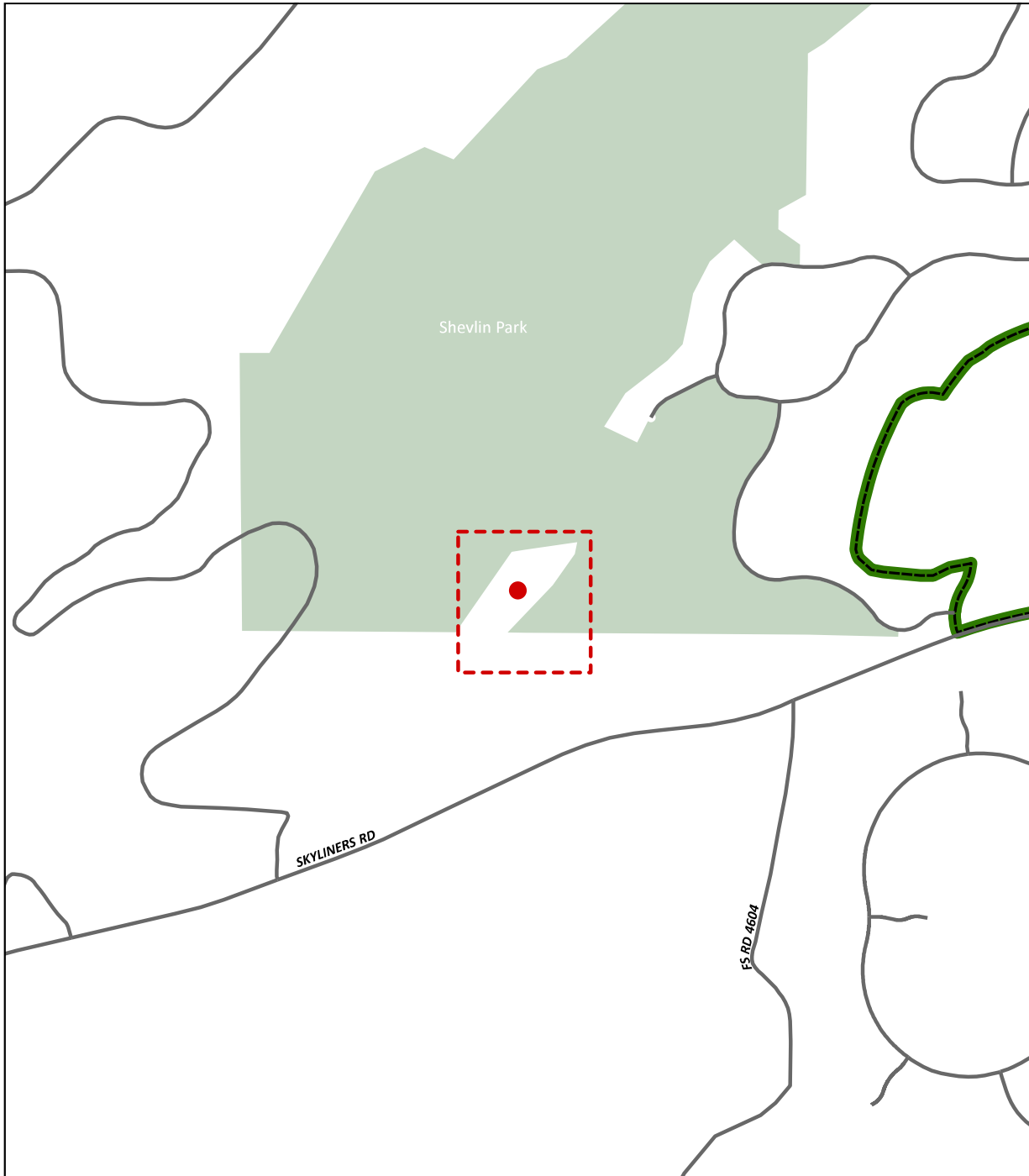
Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ 619,000	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		

Method of Financing: Water Rates, SDCs

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 475,000	\$ 144,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$619,000



 **1WOFP** 
CITY OF BEND **Outback Facility Plan** NOT TO SCALE

1WWCM Well Capital Maintenance

Primary Fund: Water	Project Status: Active	Project Phase: Planning
Project Manager: Brittany Barker	Est. Start Date: FY2024-25	Est. End Date: FY2025-26
Cost Estimate Classification: 5		

Description & Background

The River Well 1 building is settling and a condition assessment performed on the well casing has indicated that there are substantial repairs needed to put the well back in service. During peak periods, approximately 60% of the City's water comes from surface water and the remaining 40% is produced from groundwater wells. The City cannot produce enough water from one source during peak summer months. River Well 1 is one of the oldest and highest producing wells in our water system that runs constantly during summer peak periods. Without River Well 1 in service, the water system may not be able to keep up with demand, especially during peak periods.

Need/Justification

This project will assess retrofitting and/or replacing River Well 1 on its existing site and explore an alternative location for a new groundwater well.

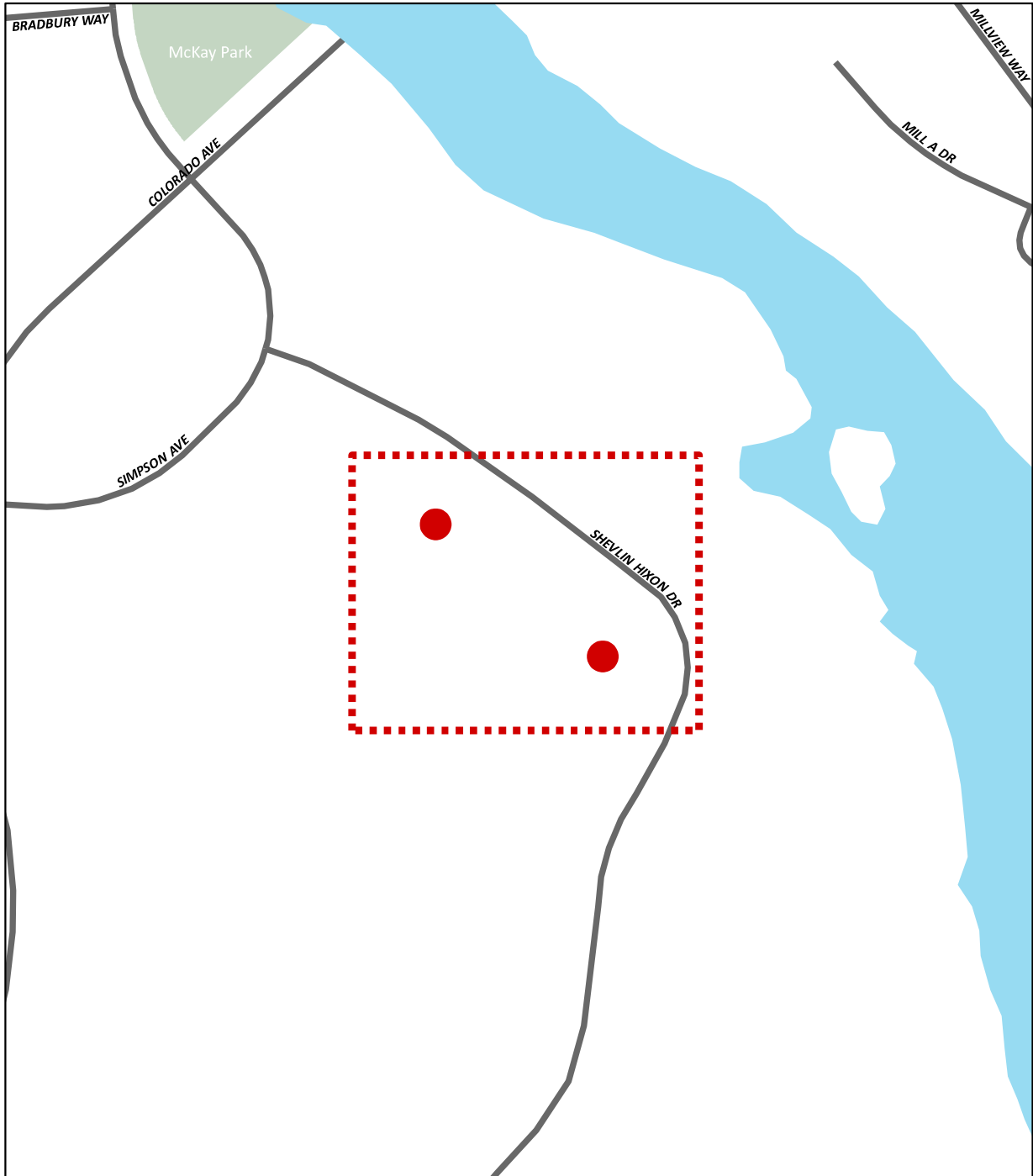
Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.



Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Until this project is completed, the City is short 2,000 gallons per minute of water needed to meet demand in peak periods. A delay may result in not meeting Water Services' level of service goals, regulatory quality standards, and a city-wide water curtailment may be necessary.
Transportation Construction	\$ -	
Water	\$ 5,126,000	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ -	
Impact on Operating Budget: None		
Method of Financing: Water Rates, SDCs		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 450,000	\$ 4,676,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$5,126,000



 **1WWCM** 
CITY OF BEND Well Capital Maintenance NOT TO SCALE

1WWMP Water Master Plan Update

Primary Fund: Water		Project Status: Pending	Project Phase: Pending
Project Manager: Brittany Barker		Est. Start Date: FY2029-30	Est. End Date: FY2030-31
Cost Estimate Classification: 5			
Description & Background			
<p>The Integrated Water System Master Plan (iWSMP) was last adopted in 2021. This planning activity is done simultaneously with a Water Management Conservation Plan Update. The recommendation is to update these plans every 10 years. The purpose of the Water System Master Plan Update is to provide the City with information and guidance for the water system's operation, maintenance, and development, as well as incorporate integrated conservation, energy reduction, and water management practices into long-term planning. The plan will emphasize the optimization of Water Operations to decrease operational and energy costs, with the potential to reduce capital improvement replacements, while continuing to provide a safe and reliable water supply to the growing Bend community.</p>			
Need/Justification			
<p>The Water Master Plan Update will complete long-range master planning efforts for the water system.</p> <p>Project Related to Council Goal: Transportation & Infrastructure - Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city and understand capacity for growth.</p>			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	The City's water system is over 100 years old. A delay in updating the Water Master Plan could result in misplaced priorities, costly maintenance, not meeting regulatory requirements or level of service goals, and being underfunded for major projects.	
Transportation Construction	\$ -		
Water	\$ 1,000,000		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ -		
Impact on Operating Budget: None			
Method of Financing: Water Rates			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Total Project Cost Estimate:							\$1,000,000

(This page intentionally left blank)

AP22B Air Traffic Control Tower

Primary Fund: Airport	Project Status: Active	Project Phase: Active
Project Manager: Tracy Williams	Est. Start Date: FY2022-23	Est. End Date: FY2025-26
Cost Estimate Classification: 1		

Description & Background

Project will design and construct an Air Traffic Control Tower (ATCT) at the Bend Municipal Airport (BDN) to satisfy the objectives provided by the FAA's Federal Contract Tower (FCT) program. In an early 2020 stakeholder survey, an ATCT at BDN was identified as the most important project to improve safety, reduce air traffic congestion, address neighbor noise concerns, and increase operational efficiency. By October 2020, the FAA agreed and notified the city was accepted as a candidate for the FCT program. Project includes a supplemental weather station.

Funding received to date includes \$190,500 for Site Selection and Environmental Assessment (033), \$1.6 million for design (034), \$1.29 million for construction (035), \$6 million for construction (038), \$4 million for construction (039), \$7.5 million for construction (Connect Oregon). This project will be complete in 3rd quarter of fiscal year 2026 (by March 2026).

Need/Justification

The ATCT has been identified by FAA Air Traffic Control staff as a critical need for Central Oregon air traffic.

AffFinancial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	The City is obligated under Federal and State Grant Assurances to complete the project. Delays under City control or elimination of the project will require the City to reimburse the FAA and State for expended grant funds.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 14,087,900	
Impact on Operating Budget: Moderate		
Method of Financing: Federal Aviation Administration Grants (FAA), other state and local funds		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 2,086,900	\$ 5,574,000	\$ 6,427,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$14,087,900



AP22B

Air Traffic Control Tower



NOT TO SCALE

AP25A Taxiway A & B Rehabilitation & Lighting

Primary Fund: Airport	Project Status: Active	Project Phase: Construction
Project Manager: Tracy Williams	Est. Start Date: FY2023-24	Est. End Date: FY2025-26
Cost Estimate Classification: 1		

Description & Background

Project will design and construct a seal coat on Taxiways A & B, install medium intensity Taxiway Lighting, change runway numerals from 16-34 to 17-35, and update associated sign panels at the Bend Municipal Airport.

Need/Justification

The rehabilitation area for the project encompasses approximately 75,000 square yards of taxiway pavement. The rehabilitation is anticipated to consist of crack seal, surface seal, and asphalt repair identified as needed in the 2022 Pavement Evaluation/Maintenance Management Program. Currently, Taxiways A & B are unlit. Installation of pilot-controlled lighting will increase safety by enhancing pilot situational awareness during times of low visibility and at night. The change of runway numerals from 16-34 to 17-35 is due to the earth's magnetic variation, resulting in the need to change panels on existing lighted airfield signs.

Financial Summary



Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 4,087,900	
Impact on Operating Budget: Negligible		

Method of Financing: Various grants; 95% federal, 3.75% state, and 1.25% local

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 19,900	\$ 331,200	\$ 3,736,800	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$4,087,900





 **AP25A** 
CITY OF BEND **Taxiway A & B Rehabilitation & Lighting** NOT TO SCALE

AP26A Taxilane Rehabilitation

Primary Fund: Airport		Project Status: Active	Project Phase: Active
Project Manager: Tracy Williams		Est. Start Date: FY2023-24	Est. End Date: FY2025-26
Cost Estimate Classification: 5			
Description & Background			
Rehabilitate multiple failed taxilane pavements at the Bend Municipal Airport.			
Need/Justification			
Multiple taxilanes must be repaired due to poor and failing pavement conditions.			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	FAA historically does not participate in funding taxilane pavement rehabilitation projects. Bipartisan Infrastructure Law (BIL) grants provided a once-in-a-generation opportunity to receive 95% grant funding for such projects. Multiple taxilanes at the Bend Airport are at or nearing failure. Delaying or eliminating this project will result in no federal funding for this soon to expire program and would require the city to fund the project at 100%.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ 2,447,600		
Impact on Operating Budget: None			
Method of Financing: A combination of grants; 95% federal, 3.75% state, and 1.25% local			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 30,200	\$ 317,400	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							2,447,600



 CITY OF BEND	<p>AP26A</p> <hr/> <p>Taxilane Rehabilitation</p>	 NOT TO SCALE
---	---	---

AP27A West Apron Rehabilitation

Primary Fund: Airport	Project Status: Pending	Project Phase: Pending
Project Manager: Tracy Williams	Est. Start Date: FY2027-28	Est. End Date: FY2028-29
Cost Estimate Classification: 5		

Description & Background

This project will design and construct the rehabilitation of the West Apron at the Bend Municipal Airport. The north portion of the apron will be rehabilitated with crack seal and surface seal (approximately 19,500 square yards). The south portion of the apron will be fully reconstructed (approximately 19,500 square yards).

Need/Justification

In 2018, the north half of the West Apron was fully reconstructed with a new structural pavement section and the south half was rehabilitated with slurry seal. By 2028, the north half of the West Apron will warrant a seal coat, and the South half of the West Apron will have PCI values between 28 and 67, warranting reconstruction.



Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	The north portion of the pavement will be approximately 10 years old, which is an ideal time for preventative maintenance toward the extension of the safe and useful life of the asphalt. The south portion is in fair condition, deteriorating toward poor condition. Delays in reconstruction will cause continued deterioration which create Foreign Object Debris (FOD), a known hazard for jet aircraft.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 3,777,800	
Impact on Operating Budget: None		
Method of Financing: Pursuing Federal Grant Assistance		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 3,477,778	\$ -	\$ -
Total Project Cost Estimate:						\$3,777,800	



 CITY OF BEND	<p>AP27A</p> <hr/> <p>West Apron Rehabilitation</p>	 NOT TO SCALE
---	---	---

AP28A Perimeter Fence (Environmental, Design, and Construction)

Primary Fund: Airport	Project Status: Pending	Project Phase: Pending
Project Manager: Tracy Williams	Est. Start Date: FY2029-30	Est. End Date: FY2031-32
Cost Estimate Classification: 5		

Description & Background

Project will design and construct perimeter fencing for the Bend Municipal Airport, consistent with the 2021 Airport Master Plan (AMP) recommendations.

Need/Justification

Project will prepare pre-design to the extent necessary to complete an Environmental Determination in accordance with NEPA requirements. The current AMP identifies the airport perimeter fencing as a priority short-term project for security and wildlife hazard mitigation. Recommendations following a 2024 FAA site visit identified perimeter fencing as a priority project considering the planned Air Traffic Control Tower project completion.



Financial Summary

Total Project Spending by Fund		Consequences of Delaying or Eliminating
Accessibility Construction	\$ -	Delaying or eliminating the Bend Airport perimeter fencing project will prolong the current condition that makes the active runway freely accessible to wildlife, pedestrians, and vehicles.
Transportation Construction	\$ -	
Water	\$ -	
Water Reclamation	\$ -	
Stormwater	\$ -	
General Obligation Bond	\$ -	
Other (see below)	\$ 166,700	
Impact on Operating Budget: None		
Method of Financing: TBD		

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 166,700	\$ TBD
Total Project Cost Estimate:						\$166,700	

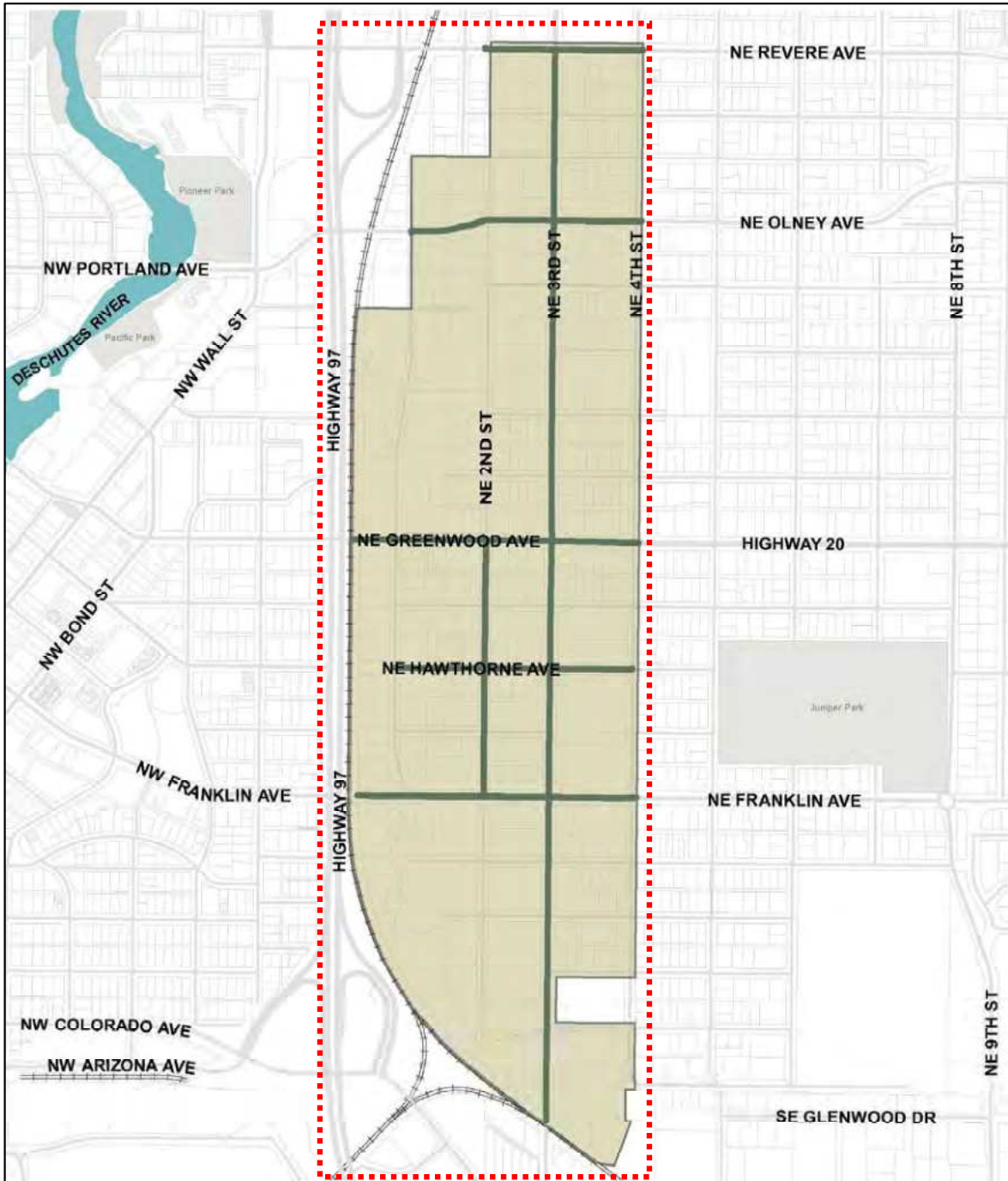


 **AP28A** 
CITY OF BEND **Perimeter Fence - Environmental Study** NOT TO SCALE

City Hall Replacement

Primary Fund: Facilities Management		Project Status: Pending	Project Phase: Pending
Project Manager: TBD		Est. Start Date: FY 2024-25	Est. End Date: TBD
Cost Estimate Classification: 5			
Description & Background			
Combine all the departments from the Downtown Campus and Municipal Court employees from the Pilot Butte Campus into a new City Hall in the Bend Central District. The site, yet to be determined, will maximize efficiencies of similar facility functions and improve operations to better serve the City of Bend’s growing community. It will be built to serve current needs and allow for future growth and flexibility.			
Need/Justification			
The current City Hall and 5 adjacent annex buildings comprise the Downtown Campus. These existing facilities are inefficient, failing and beyond their current useful life.			
Project Related to Council Goal: Accessible and Effective Government			
Financial Summary			
Total Project Spending by Fund		Consequences of Delaying or Eliminating	
Accessibility Construction	\$ -	The departments moving to the new City Hall are experiencing inefficiencies and their operational needs are outgrowing the existing facilities which are outdated and separated from one another at the Downtown Campus. New facilities are required to keep up with the demands of the community and ensure a high level of service to community members.	
Transportation Construction	\$ -		
Water	\$ -		
Water Reclamation	\$ -		
Stormwater	\$ -		
General Obligation Bond	\$ -		
Other (see below)	\$ 134,400,000		
Impact on Operating Budget: None			
Method of Financing: Future debt to be issued in the Internal Service Fund - City Wide Administration, Facilities Management. Debt service will be paid by affected departments through interfund transfers.			

Project Lifecycle Spending Projection							
Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ -	\$ 200,000	\$ 450,000	\$ 450,000	\$ 3,000,000	\$ 10,000,000	\$ 10,000,000	\$ 110,300,000
Total Project Cost Estimate:							\$134,400,000



 **CITY OF BEND**

City Hall Replacement

 **NOT TO SCALE**

Public Works Campus

Primary Fund: Facilities Management

Project Manager: Jo Wells

Project Status: Active

Project Phase: Active

Cost Estimate Classification: 1

Est. Start Date: FY2021-22

Est. End Date: FY2026-27

Description & Background

The new Public Works Campus will house Engineering, Facilities, Fleet, Transportation & Mobility, Water Services and other supportive workgroups in one location. The new site will maximize efficiencies of similar facility functions and improve operations to better serve the City of Bend's growing community. It will be built to serve current needs and allow for future growth and flexibility.

Long term debt will be issued to fund the project. Annual debt service payments will be funded through interfund transfers from the departments located at the new campus.

Need/Justification

The existing facilities are inefficient, failing and beyond their useful life. Transportation & Mobility, Fleet, and Facilities have outgrown the existing facility at Pilot Butte and the Boyd Acres campus has been sold and must be vacated to the new owner by the end of 2025 to avoid lease back costs.

Project Related to Council Goal: Accessible and Effective Government

Financial Summary

Total Project Spending by Fund

Accessibility Construction	\$	-
Transportation Construction	\$	-
Water	\$	-
Water Reclamation	\$	-
Stormwater	\$	-
General Obligation Bond	\$	-
Other (see below)	\$	130,000,000

Consequences of Delaying or Eliminating

All departments that will be moving to this campus are experiencing inefficiencies and outgrowing their existing facilities which are outdated and aging. New facilities are required to keep up with the demands of the community and ensure that departments can continue to provide a high level of service to community members. Additionally, Water Services is required to find a new place to conduct business due to the sale of the Boyd Acres property.

Impact on Operating Budget: None

Method of Financing: Debt issued in the Internal Service Fund - City Wide Administration, Facilities Management. Debt service will be paid by affected departments through interfund transfers.

Project Lifecycle Spending Projection

Prior	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future
\$ 32,056,600	\$ 58,003,400	\$ 39,860,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate:							\$130,000,000



Public Works Campus



(This page intentionally left blank)

Acronyms

ADA Americans with Disabilities Act of 1990

ARPA American Rescue Plan Act

BEDAB Bend Economic Development Advisory Board, a Council appointed committee charged with advocating for local businesses, facilitating business retention and recruitment, marketing Bend as a business friendly community, and coordinating city resources applied to economic development.

BMPO The Bend Metropolitan Planning Organization, the federally designated regional transportation planning organization for Bend.

BURA Bend Urban Renewal Agency

CCAP Community Climate Action Plan

CDBG Community Development Block Grant, as a CDBG direct entitlement community, the City of Bend will receive an annual allocation of CDBG funds from the U.S. Department of Housing and Urban Development (HUD).

CEDD Community and Economic Development Department which includes the City of Bend's Building, Planning, Private Development Engineering, Growth Management, Business Advocacy, Licensing, and Code Enforcement programs.

CET Cascade East Transit which provides bus service to Deschutes, Crook and Jefferson Counties and is operated by the Central Oregon Intergovernmental Council.

CICT Commercial and Industrial Construction Tax is a fee of 1/3 of 1% of the total building permit valuation on commercial and industrial building permits issued by the City.

CIP Capital Improvement Program, a plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or other capital needs. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the resources estimated to be available to finance the projected expenditures.

CMO City Manager's Office

COBEA City of Bend Employees Association, a labor association representing labor, technical and clerical employees in the Utilities, Streets & Operations, Financial Services, Information Technology and Community Development departments.

COIC Central Oregon Intergovernmental Council organized under ORS 190. COIC provides services to the counties of Crook, Deschutes and Jefferson and the cities of Bend, Culver, La Pine, Madras, Metolius, Prineville, Redmond and Sisters. Services include: employment and training, alternative high school education, business loans, transportation, and community and economic development.

CSMP Collection System Master Plan

CWSRF Clean Water State Revolving Fund loans

DCRFPD #2 Deschutes County Rural Fire Protection District No. 2, which encompasses 250 square miles and is serviced by the Bend Fire Department. This acronym is used interchangeably with RFPD.

DEI Diversity, Equity and Inclusion, may also be referenced as DEIA or Diversity, Equity, Inclusion and Accessibility

DEQ Oregon Department of Environmental Quality

ECC Environmental and Climate Committee

FAA Federal Aviation Administration

FTE Full Time Equivalent, staffing levels are measured in FTE's to give a consistent comparison from year to year. In most instances an FTE is one full time position filled for the entire year, however, in some instances an FTE may actually consist of several part time positions.

GAAP Generally Accepted Accounting Principles, which are uniform minimum standards and guidelines for financial accounting and reporting. They govern the form and content of the financial statements of an entity. GAAP encompass the conventions, rules and procedures necessary to define accepted accounting practice at a particular time. They include not only broad guidelines of general application, but also detailed practices and procedures.

GFOA Government Finance Officers Association, the professional association of state/provincial and local finance officers in the United States and Canada, that has served the public finance profession since 1906.

GO Bond General Obligation (GO) Bond, a municipal bond backed by the full faith and credit of the issuing municipality. This means the municipality commits its full resources to paying bondholders, including the raising of property taxes. The City has two GO Bonds for transportation improvements: \$30 million approved by voters in 2011 and \$190 million that was approved by voters in 2020.

HR Human Resources department

HREC Human Rights and Equity Commission

IT Information Technology department

ITS Intelligent Information Systems

LTE Limited Term Employee, which are employees hired for a limited contract term, typically 2-3 years, to complete specific projects. May also be referred to a LTD or Limited Duration Employee.

MPO Metropolitan Planning Organization

NA Neighborhood Association

NLA Neighborhood Leadership Alliance, which is a Council advisory committee comprised of one representative from each neighborhood association

O&M Operations & Maintenance

ODOT Oregon Department of Transportation

OPEB Other Post-employment Benefits

OPM Office of Performance Management

ORS Oregon Revised Statutes

PERS Public Employees Retirement System for the State of Oregon

PFP Public Facilities Plan

PMO Project Management Office

RAB Roundabout, an abbreviation commonly used in the Capital Improvement Program.

RFPD Deschutes County Rural Fire Protection District #2, which encompasses 250 square miles and is serviced by the Bend Fire Department.

RMV Real Market Value, the value of real property as determined by the Deschutes County Assessor's Office in terms of what it would be worth on the open market.

SCADA Supervisory Control and Data Acquisition program within the Utilities Department which allows for systems automation, control, and monitoring.

SDC's Systems Development Charges, which are fees charged to new development for their fair share of the cost of infrastructure built or needed to serve the new development.

TAV Taxable Assessed Valuation, a valuation set upon real estate or other property by a government as a basis of levying taxes. Assessed value is determined by the Deschutes County Assessor's Office.

TIF Tax Increment Financing, the primary funding mechanism for urban renewal is called tax increment financing. Increases in property values within an urban renewal district are responsible for generating the revenue that is directed to the district. Under Measure 50, the increases are mainly a result of new construction and / or improvements to properties.

TSAC Traffic Safety Advisory Committee

TSP Transportation System Plan, which is part of the City's Comprehensive Plan and is dedicated to planning for transportation needs over the next 20 years.

UEFB Unappropriated Ending Fund Balance, resources not appropriated but budgeted to account for the cash flow requirements of operations and to preclude the necessity for short-term borrowing of funds prior to receipt of budgeted revenues.

UGB Urban Growth Boundary, an officially adopted and mapped line that separates an urban area from surrounding open lands. All cities in Oregon are required to have a 20-year supply of land for housing and employment in their Urban Growth Boundary.

WRF Water Reclamation Facility

Glossary

Accrual Basis The recording, of the financial effects on a government, of transactions and other events and circumstances that have cash consequences for the government in the periods in which those transactions, events and circumstances occur, rather than only in the periods in which cash is received or paid by the government.

Activity Classification Expenditure classification according to the specific type of work performed by organizational units (e.g., police is an activity within the Public Safety service area).

ADA Acronym for the Americans with Disabilities Act of 1990.

Adopted Budget Proposed budget amended and approved by the Budget Committee becomes the adopted budget after City Council takes action on it. The adopted budget becomes effective July 1 and includes all Council adopted changes through the year.

Ad Valorem Tax A property tax computed as a percentage of the value of taxable property.

Agency Fund A fund normally used to account for assets held by government as an agent for individuals, private organizations or other governments and/or other funds.

Annexation The incorporation of land into an existing city with a resulting change in the boundaries of that city.

Appropriated Budget The expenditure authority created by the appropriation bills and ordinances, which are signed into law, and the related estimated revenues. The appropriated budget would include all reserves, transfers, allocations, supplemental appropriations and other legally authorized legislative and executive changes.

Appropriation A legal authorization granted by a legislative body to make expenditures and to incur obligations for specific purposes.

Approved Budget Proposed budget as amended and approved by the Budget Committee and recommended to the City Council for adoption.

Assessed Valuation A valuation set upon real estate or other property by a government as a basis of levying taxes.

Asset A probable future economic benefit obtained or controlled by a particular entity as a result of past transactions or events.

Balanced Budget The State of Oregon defines a balanced budget as “the total resources in a fund equal the total of expenditures and requirements for that fund”.

Basis of Accounting A term used to refer to when revenues, expenditures, expenses, and transfers – and the related assets and liabilities – are recognized in the accounts and reported in the financial statements.

BEDAB Acronym for Bend Economic Development Advisory Board, a Council appointed committee charged with advocating for local businesses, facilitating business retention and recruitment, marketing Bend as a business friendly community, and coordinating city resources applied to economic development.

BMPO The Bend Metropolitan Planning Organization, the federally designated regional transportation planning organization for Bend.

Bond A long-term promise to repay a specified amount of money (the face amount of the bond) on a particular date (the maturity date).

Budget A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

Budget Committee As dictated by Oregon State Statute, the budget committee consists of the governing body and an equal number of appointed community members and is charged with the task of reviewing the proposed budget, taking public comment and approving the budget.

Budgetary Control The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

BURA Abbreviation for Bend Urban Renewal Agency.

Capital Assets Long-lived tangible assets obtained or controlled as a result of past transactions, events or circumstances. Capital assets, also referred to as fixed assets, include land, right-of-way, buildings, improvements, infrastructure and equipment costing over \$10,000 with an estimated life of one year or more.

Capital Expenditures Expenditures resulting in the acquisition of or addition to the government's general fixed assets.

Capital Improvement Fund A fund that accounts for the resources to be used for the acquisition or construction of major capital facilities.

Capital Improvement Program (CIP) A plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or other capital needs. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the resources estimated to be available to finance the projected expenditures.

Capital Improvement Project Expenditures which result in the acquisition of land, improvements to existing facilities, and construction of streets, sewers, storm drains and other public facilities.

Capital Projects Fund A fund created to account for financial resources to be used for the acquisition or construction of major capital facilities (other than those financed by proprietary funds and trust funds).

Capitalization Policy The criteria used by the government to determine which outlays should be reported as fixed assets. As of July 1, 2019, the City's capitalization limit is \$10,000, an increase from \$5,000.

Cash Basis A basis of accounting under which transactions are recognized only when cash is received or disbursed.

CDBG Abbreviation for Community Development Block Grant. As a CDBG direct entitlement community, the City of Bend will receive an annual allocation of CDBG funds from the U.S. Department of Housing and Urban Development (HUD).

CEDD Abbreviation for Community & Economic Development Department, which includes the City of Bend's Building, Planning, Private Development Engineering, Growth Management, and Code Enforcement programs.

CET Acronym for Cascade East Transit which is operated by Central Oregon Intergovernmental Council and provides bus service to Deschutes, Crook and Jefferson Counties.

CICT Commercial and Industrial Construction Tax is a fee of 1/3 of 1% of the total building permit valuation on commercial and industrial building permits issued by the City.

COBEA City of Bend Employees Association, a union representing labor, technical and clerical employees in the Utilities, Streets & Operations, Financial Services, Information Technology and Community Development departments.

COIC Acronym for Central Oregon Intergovernmental Council organized under ORS 190. COIC provides services to the counties of Crook, Deschutes and Jefferson and the cities of Bend, Culver, La Pine, Madras, Metolius, Prineville, Redmond and Sisters. Services include: employment and training, alternative high school education, business loans, transportation, and community and economic development.

Contingency An appropriation established in certain funds for the funding of unforeseen events. Contingency may be appropriated for a specific purpose by the City Council upon the approval of a resolution.

Debt An obligation resulting from the borrowing of money or from the purchase of goods and services.

Debt Limit The maximum amount of outstanding gross or net debt legally permitted.

Debt Proceeds The difference between the face amount of debt and the issuance discount or the sum of the face amount and the issuance premium. Debt proceeds differ from cash receipts to extent issuance costs, such as underwriters' fees, are withheld by the underwriter.

Debt Service Fund A fund established to account for the accumulation of resources for, and the payment of, general long-term debt principal and interest.

Debt Service Requirements The amount of money required to pay interest on outstanding debt, serial maturities of principal for serial bonds and required contributions to accumulate monies for future retirement of term bonds.

DEI Diversity, Equity and Inclusion, may also be referenced as DEIA or Diversity, Equity, Inclusion and Accessibility.

Delinquent Taxes Taxes remaining unpaid on or after the date to which a penalty for nonpayment is attached. Even though the penalty may be subsequently waived and a portion of the taxes may be abated or cancelled, the unpaid balances continue to be delinquent taxes until abated, canceled, paid or converted into tax liens.

Deschutes County Rural Fire Protection District # 2 (DCRFPD #2) which encompasses 250 square miles and is serviced by the Bend Fire Department. This is used interchangeably with RFPD.

Employee Benefits Benefits include social security, retirement, group health, dental and life insurance, workers' compensation, and disability insurance.

Encumbrances Commitments related to unperformed (executory) contracts for goods and services. Used in budgeting, encumbrances are not GAAP expenditures or liabilities, but represent the estimated amount of expenditures ultimately to result if unperformed contracts in process are completed.

Enterprise Fund A fund established to account for operations financed and operated in a manner similar to private business enterprises (e.g., water, airport, sewer).

Expenditures Decreases in net financial resources. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service and capital outlays, and intergovernmental grants, entitlements and shared revenues.

Fees General term used for any charge levied by local government in connection with providing a service, permitting an activity or imposing a fine or penalty. Major types of fees include business and non-business licenses, fines, and user charges.

Fiduciary Fund Type The Trust and Agency funds used to account for assets held by a government unit in a trustee capacity or as an agent for individuals, private organizations, other government units and/or other funds.

Financial Resources Cash or other assets that, in the normal course of operations, will become cash.

Fiscal Year A twelve-month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations. The City's fiscal year begins on July 1 and ends the following June 30.

Fixed Assets Long-lived tangible assets obtained or controlled as a result of past transactions, events or circumstances. Fixed assets, also referred to as capital assets, include land, right-of-way, buildings, improvements, infrastructure and equipment costing over \$10,000 with an estimated life of one year or more.

Franchise A special privilege granted by a government, permitting the continued use of public property, and usually involving the elements of monopoly and regulation.

FTE Abbreviation for Full Time Equivalent. Staffing levels are measured in FTE's to give a consistent comparison from year to year. In most instances an FTE is one full time position filled for the entire year, however, in some instances an FTE may actually consist of several part time positions.

Fund A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities, or balances, and changes therein, are recorded and segregated to carry on specific activities or attain certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance The difference between fund assets and fund liabilities of governmental and similar trust funds.

Fund Type Any one of seven categories into which all funds are classified in governmental accounting. The seven types are: general, special revenue, debt service, capital projects, enterprise, internal service, and trust and agency.

General Fund The fund used to account for all financial resources, except those required to be accounted for in another fund.

Generally Accepted Accounting Principles (GAAP) Uniform minimum standards and guidelines for financial accounting and reporting. They govern the form and content of the financial statements of an entity. GAAP encompass the conventions, rules and procedures necessary to define accepted accounting practice at a particular time. They include not only broad guidelines of general application, but also detailed practices and procedures.

GFOA Government Finance Officers Association, the professional association of state/provincial and local finance officers in the United States and Canada, that has served the public finance profession since 1906.

GO Bond General Obligation Bond, a municipal bond backed by the full faith and credit of the issuing municipality. This means the municipality commits its full resources to paying bondholders, including the raising of property taxes. The City of Bend issued GO Bonds during the 2011-2013 Biennium for transportation system improvements that were approved by the voters in May 2011. In November 2020 voters approved a \$190 million bond for transportation improvements.

Governmental Accounting The composite activity of analyzing, recording, summarizing, reporting and interpreting the financial transactions of governments.

Governmental Fund Types Funds used to account for the acquisition, use and balances of expendable financial resources and the related current liabilities – except those accounted for in proprietary funds and fiduciary funds.

Grants Contributions or gifts of cash or other assets from another government to be used or expended for a specified purpose, activity, or facility.

Infrastructure Assets Public domain fixed assets such as roads, bridges, curbs and gutters, streets and sidewalks, drainage systems, lighting systems, and similar assets that are immovable and of value only to the government unit.

Interfund Transactions Transactions between funds of the same government reporting entity. They include 1) Quasi-external Transactions, 2) Reimbursements, 3) Residual Equity Transfers, 4) Operating Transfers and 5) Interfund Loans.

Interfund Transfers All interfund transactions except loans, quasi-external transactions and reimbursements.

Intergovernmental Revenues Revenues from other governments in the form of grants, entitlements, shared revenues or payments in lieu of taxes.

Interim Borrowing 1) Short-term loans to be repaid from general revenues during the course of a fiscal year. 2) Short-term loans in anticipation of tax collections, grants or bond issuance.

Internal Service Fund A fund used to account for the financing of goods and services provided by one department or agency to other departments or agencies of a government, or to other governments, on a cost reimbursement basis.

Legal Level of Budgetary Control The level at which spending in excess of budgeted amounts would be a violation of law.

Liabilities Probable future sacrifices of economic benefits, arising from present obligations of a particular entity to transfer assets or provide services to other entities in the future as a result of past transactions or events.

Local Budget Law Oregon Revised Statutes (ORS) dictates local budgeting practices. ORS Chapter 294 contains Local Budget Law provisions.

LTE Abbreviation for Limited Term Employee, which are employees hired for a limited contract term, typically 2-3 years, to complete specific projects.

Materials and Services Object classification to account for purchases of materials and services excluding capital outlay, personnel and debt service.

Measurable and Available An accounting convention employed in the modified accrual accounting basis to determine if a revenue is recognized in the current period.

Modified Accrual Basis of accounting in which expenditures other than accrued interest on general long-term debt are recorded at the time liabilities are incurred and revenues are recorded when received. All governmental funds are accounted for using the modified accrual basis of accounting.

NLA Neighborhood Leadership Alliance, which is a Council advisory committee comprised of one representative from each neighborhood association.

O&M Acronym for Operations & Maintenance.

Object Class Expenditure classification according to the types of items purchased or services obtained (e.g., personal services, materials, supplies and equipment).

ODOT Abbreviation for Oregon Department of Transportation.

Operating Budget Planned, current expenditures and the proposed means of financing them. The annual operating budget is the primary means by which most of the financing, acquisition, spending and service delivery activities of a government are controlled.

Operating Transfers All interfund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended).

Ordinance A formal legislative enactment by the governing body of a municipality. The difference between an ordinance and a resolution is that the later requires less legal formality and has a lower legal status.

Permanent Fund A fund established to report resources that are legally restricted so that only earnings, and not principal, may be used for purposes that support the program.

PERS Abbreviation for the State of Oregon Public Employees Retirement System.

Personnel Services Object classification to account for compensation to City employees in the form of salaries, wages and employee benefits.

PRO Housing Grant Pathways to Removing Obstacles Housing grant awarded by the U.S. Department of Housing.

Program A group of related activities to accomplish a major service or function for which the local government is responsible.

Proposed Budget The budget proposed by the City Manager and submitted to the Budget Committee prior to their deliberations.

Proprietary Fund Types Sometimes referred to as income determination or commercial-type funds, the classification used to account for a government's ongoing organizations and activities that are similar to those often found in the private sector (i.e., enterprise and internal service funds).

Quasi-External Transactions Interfund transactions that would be treated as revenues, expenditures or expenses if they involved organizations external to the government unit. (e.g., internal service fund billings to departments). These transactions should be accounted for as revenues, expenditures or expenses in the funds involved.

RAB Abbreviation for roundabout. This abbreviation is commonly used in the Capital Improvement Program.

Reimbursements (1) Repayments of amounts remitted on behalf of another party. (2) Interfund transactions that constitute reimbursements to a fund for expenditures or expenses initially made from it but that properly apply to another fund. These transactions are recorded as expenditures or expenses in the reimbursing fund and as reductions of expenditures or expenses in the fund reimbursed.

Requirements Total expenditures, contingency, reserves, and unappropriated fund balance.

Reserved Fund Balance Those portions of fund balance that are not appropriable for expenditure or that are legally segregated for a specific future use.

Residual Equity Transfer Nonrecurring or nonroutine transfers of equity between funds (e.g., transfers of residual balances of discontinued funds to the general fund or debt service fund).

Resolution A special or temporary order of a legislative body; an order of a legislative body requiring less legal formality than an ordinance or statute.

Resources Total amounts available for appropriation consisting of the estimated beginning carryover balance plus anticipated revenues.

Restricted Assets Monies or other resources, the use of which is restricted by legal or contractual requirements.

Revenues (1) Increases in the net current assets of a governmental fund type from other than expenditure refunds and residual equity transfers. (2) Increases in the net total assets of a proprietary fund type from other than expense refunds, capital contributions and residual equity transfers.

RFPD Abbreviation for the Deschutes County Rural Fire Protection District #2, which encompasses 250 square miles and is serviced by the Bend Fire Department. This is used interchangeably with DCRFPD #2.

RMV Real Market Value. The value of real property as determined by the Deschutes County Assessors Office in terms of what it would be worth on the open market.

Special Revenue Fund A fund used to account for the proceeds of specific revenue sources (other than expendable trusts or major capital projects) that are legally restricted to expenditure for specific purposes.

Supplemental Budget Prepared to meet unexpected needs or to spend revenues not anticipated at the time the regular budget was adopted. The supplemental budget cannot be used to increase a tax levy.

Systems Development Charges (SDCs) SDCs are fees charged to new development for their fair share of the cost of infrastructure built or needed to serve the new development.

TAV Taxable Assessed Valuation, a valuation set upon real estate or other property by a government as a basis of levying taxes. Assessed value is determined by the Deschutes County Assessor's Office.

TIF An acronym for tax increment financing. The primary funding mechanism for urban renewal is called tax increment financing. Increases in property values within an urban renewal district are responsible for generating the revenue that is directed to the district. Under Measure 50, the increases are mainly a result of new construction and / or improvements to properties.

Trust Funds Funds used to account for assets held by a government in a trustee capacity for individuals, private organizations, other governments and/or other funds.

TSP Transportation System Plan, which is part of the City's Comprehensive Plan and is dedicated to planning for transportation needs over the next 20 years.

Unappropriated Ending Fund Balance (UEFB) Resources not appropriated but budgeted to account for the cash flow requirements of operations and to preclude the necessity for short-term borrowing of funds prior to receipt of budgeted revenues.

UGB Urban Growth Boundary, an officially adopted and mapped line that separates an urban area from surrounding open lands. All cities in Oregon are required to have a 20-year supply of land for housing and employment in their Urban Growth Boundary.

Working Capital Unspent resources that can be carried over to the following fiscal year and which are available for appropriation.

WRF An acronym for the Water Reclamation Facility, which converts wastewater into water that can be reused for other purposes.

(This page intentionally left blank)

Staffing Schedule by Service Area

	2025-26 Changes at Budget Adoption				2026-27 Changes at Budget Adoption				
	Revised FY24-25	New Positions	Transfers & Reclasses	Eliminated Positions	Adopted FY25-26	New Positions	Transfers & Reclasses	Eliminated Positions	Adopted FY26-27
PUBLIC SAFETY									
Police Department	162.50	4.00	-	-	166.50	-	-	-	166.50
Fire Department	150.62	1.50	-	-	152.12	-	-	-	152.12
Municipal Court	5.00	-	-	-	5.00	-	-	-	5.00
PUBLIC SAFETY TOTAL	318.12	5.50	-	-	323.62	-	-	-	323.62
INFRASTRUCTURE									
Water	41.00	1.00	-	-	42.00	-	-	-	42.00
Water Reclamation	35.00	-	-	-	35.00	-	-	-	35.00
Stormwater	8.00	-	-	-	8.00	-	-	-	8.00
Water Quality Laboratory	9.00	-	1.00	-	10.00	-	-	-	10.00
Water Services Support	29.00	-	(1.00)	-	28.00	-	-	-	28.00
Engineering	37.00	-	-	-	37.00	-	-	-	37.00
Streets & Operations	59.00	5.00	-	-	64.00	-	-	-	64.00
Cemetery	2.00	-	-	-	2.00	-	-	-	2.00
Parking Services	2.00	-	-	-	2.00	-	-	-	2.00
Airport	2.50	-	-	-	2.50	-	-	-	2.50
Public Works Warehouse	1.00	1.00	-	-	2.00	-	-	-	2.00
INFRASTRUCTURE TOTAL	225.50	7.00	-	-	232.50	-	-	-	232.50
COMMUNITY & ECONOMIC DEVELOPMENT									
Community and Economic Development (CEDD) Admin	22.75	-	-	-	22.75	-	-	-	22.75
Building	43.00	-	-	-	43.00	-	-	-	43.00
Planning	18.00	-	-	-	18.00	-	-	-	18.00
Private Development Engineering	19.00	-	-	-	19.00	-	-	-	19.00
Code Enforcement	4.00	-	-	-	4.00	-	-	-	4.00
Growth Management	6.00	-	-	-	6.00	-	-	-	6.00
Bend Urban Renewal Agency (BURA)	1.00	-	-	-	1.00	-	-	-	1.00
Housing	6.00	-	-	-	6.00	-	-	-	6.00
Business Advocacy	1.00	-	(1.00)	-	-	-	-	-	-
COMMUNITY & ECONOMIC DEVELOPMENT TOTAL	120.75	-	(1.00)	-	119.75	-	-	-	119.75
ADMINISTRATION & CENTRAL SERVICES									
Office of Performance Management	18.00	-	-	-	18.00	-	-	-	18.00
Project Management Office	6.00	-	-	-	6.00	-	-	-	6.00
City Manager's Office	16.00	1.00	2.00	-	19.00	-	-	-	19.00
Communications & Engagement	7.75	-	-	-	7.75	-	-	-	7.75
Human Resources	12.00	-	-	-	12.00	-	-	-	12.00
Financial Services	20.00	-	-	-	20.00	-	-	-	20.00
Real Estate	4.00	-	-	-	4.00	-	-	-	4.00
Procurement & Public Contracts	7.00	-	-	-	7.00	-	-	-	7.00
City Attorney's Office	6.00	-	-	-	6.00	-	-	-	6.00
Accessibility & Equity	3.50	-	-	-	3.50	-	-	-	3.50
Sustainability	2.00	-	(1.00)	-	1.00	-	-	-	1.00
Information Technology	23.00	-	-	-	23.00	-	-	-	23.00
Risk & Emergency Management	4.00	-	-	-	4.00	-	-	-	4.00
Facilities Management	10.00	-	-	-	10.00	-	-	-	10.00
Fleet Management	13.00	1.00	-	-	14.00	-	-	-	14.00
ADMINISTRATION & CENTRAL SERVICES TOTAL	152.25	2.00	1.00	-	155.25	-	-	-	155.25
TOTAL POSITIONS *	816.62	14.50	-	-	831.12	-	-	-	831.12

* includes regular and limited term employees

Descriptions of New Full-Time Equivalents (FTE) and Limited-Term Employees (LTE)

The following pages include detailed descriptions of the 14.50 requested new positions. Explanations are presented by service area.

Public Safety – Additional 5.5 Positions

Police Training Analyst (1.0) FTE

The Police Department requests one Police Training Analyst. This position supports the City Council's Public Safety goal to reduce crime and increase community safety by addressing the growth in the City's demand for police services. New regulations for law enforcement personnel are continually being mandated, which creates more work for the Police training division to implement. Sworn officers are currently doing the work of a Training Analyst, which can result in overtime. This position will relieve officers of this administrative work and allow them to spend more time meeting required training certifications and performing specialized police work. This position is planned to begin in fiscal year 2025-26.

Police Officer – Digital Forensics (1.0) FTE

The Police Department requests one Police Officer – Digital Forensics. This position supports the City Council's Public Safety goal to reduce crime and increase community safety by addressing the growth in the City's demand for police services. The Digital Forensics Unit currently has a backlog of forensic examinations and devices waiting to be examined. With current staffing the backlog is expected to increase and the Unit will be unable to analyze incoming internet crime tips in a timely manner. This position is planned to begin in fiscal year 2025-26.

Traffic Enforcement Agents (2.0) FTE

The Police Department requests two Traffic Enforcement Agents. These positions support the City Council's Public Safety goal by improving traffic safety and expanding the use of technology to better meet community needs. On January 17, 2024, the City Council directed the Police Department to move forward with implementing an Automated Traffic Enforcement Program. This program requires Traffic Enforcement Agents to review the cameras prior to issuing citations. These positions are planned to begin in fiscal year 2025-26. Beyond fiscal year 2025-26, costs will be offset by funds raised from citations.

Wildfire Preparedness Coordinator (1.0) FTE

The Fire Department requests one Wildfire Preparedness Coordinator position. This position supports the City Council's Public Safety goal by enhancing emergency planning and increasing community preparedness. This position will build community wildfire resilience by promoting awareness, education and risk management. By focusing on proactive mitigation efforts, this position helps protect lives, property, and natural resources before a wildfire starts. This position is planned to begin in fiscal year 2025-26.

Fire Community Relations Manager (0.5) FTE

The Fire Department requests one 0.5 FTE Fire Community Relations Manager position. This position supports the City Council's Public Safety goal by increasing community participation, education and preparedness. This position will enhance public communication, support community engagement efforts, and help ensure transparency in fire operations. By building trust through consistent outreach, this position strengthens the department's relationship with the community. This position is planned to begin in fiscal year 2025-26.

Infrastructure – Additional 7.0 Positions

Water Filtration Facility (WFF) - Water Operations Supervisor (1.0) FTE

The Utility Department requests one WFF Water Operations Supervisor in the Water Fund. This position supports the City Council's Transportation & Infrastructure goal by planning for effective long-term management of the growing city's water system. Institutional knowledge and expertise are critical for the smooth operation of the water system. This position allows for the knowledge transfer, training, development and experience required to progress to Oregon Health Authority Water System Operator Level 3 and Level 4. The supervisor will provide operational resiliency, respond to regulatory changes, assess new technologies and prepare the City for future challenges and opportunities. This position is planned to begin in fiscal year 2025-26.

Transportation Planner (1.0) FTE

The Transportation & Mobility Department requests one Transportation Planner in the Streets & Operations Fund. This position supports the City Council's Transportation & Infrastructure goal by assisting in the implementation of the Transportation System Plan (TSP), enhancing safety and accessibility, and increasing options for all modes of travel. This position is necessary to advance TSP programs including the bicycle program, pedestrian program, and Travel Demand Management program, improving safety across multiple modes of transportation. Vision Zero, the Transportation Safety Action Plan, and statewide mandates such as Climate-Friendly and Equitable Communities (CFEC) will also be supported and advanced by the Transportation Planner. This position is planned to begin in fiscal year 2025-26 and is funded by Phase 2 of the Transportation Fee.

Public Works Technician (3.0) FTE

The Transportation & Mobility Department requests one Public Works Technician I, one Public Works Technician II, and one Public Works Technician III in the Streets & Operations Fund. These positions support the City Council's Transportation & Infrastructure goal by increasing safety and reliability across various modes of transportation. The technicians will support various initiatives and plans including the Transportation System Plan (TSP), Climate-Friendly and Equitable Communities (CFEC), Vision Zero, Transportation Safety Action Plan, and Winter Operations Snow and Ice Plan. These positions will serve as a legends crew providing the transportation system with more striping, green bike lane paint, delineators, quick build safety enhancements,

legends, curb painting, crosswalks and school zones, and increasing safety to meet City Council's goal for zero fatalities. Additionally, these positions will increase the City's winter operations capacity. These positions are planned to begin in fiscal year 2025-26 and are funded by Phase 2 of the Transportation Fee.

Health and Safety Code Compliance (1.0) LTE

The Transportation & Mobility Department requests one Health and Safety Code Compliance position in the Streets & Operations Fund. This position will focus on notification, enforcement and supporting land management strategies for City-owned property outside of City limits. This position is funded by the General Fund Houseless Services program and is planned to begin in fiscal year 2025-26.

Warehouse Technician (1.0) FTE

The Public Works Department requests one Warehouse Technician. This position supports the City Council's Accessible & Effective Government goal by implementing process improvements to meet the needs of a growing city. This position will support the Department's transition to the Juniper Ridge Public Works Campus and the establishment of a centralized warehouse. The technician will account for inventory, tools and equipment, a necessary function of the new warehouse. This position is planned to begin in fiscal year 2025-26.

Administration & Central Services – Additional 2.0 Positions

Senior Management Analyst (Water Services) (1.0) FTE

The City Manager's Office requests one Senior Management Analyst that is allocated to Water Services. This position supports the City Council's Transportation & Infrastructure goal by ensuring water systems are aligned with the needs of a growing city. This position leads the City's water rate structure update and conducts affordability and climate impact analyses to support rate policies and inform long-term water resource and infrastructure planning. The position plays a key role in monitoring state and federal legislation related to Water Services and contributes to regional policy development by aligning local strategies with state-level priorities, including advancing water reuse programs. This position is planned to begin in fiscal year 2025-26.

Fleet Equipment Technician (1.0) FTE

The Fleet Management Department requests one Equipment Technician. This position supports the City Council's Accessible & Effective Government goal by implementing process improvements to meet the needs of a growing city. The City of Bend currently has 802 total fleet assets including automotive, heavy equipment, equipment attachment, generators, police, fire, and snow removal assets. The current repair and work order backlog results in a disruption to fleet availability, overtime costs, potential for increased costs to outsource maintenance, and increases risks. This position will help to maintain the growing fleet and reduce backlog and resulting disruptions to city-wide services, including police, fire and winter operations. This position is planned to begin in fiscal year 2025-26.

RESOLUTION NO. 3436

A RESOLUTION OF THE CITY COUNCIL ADOPTING THE CITY OF BEND 2025-2027 BIENNIAL BUDGET FOR THE BUDGET PERIOD BEGINNING JULY 1, 2025

THE CITY COUNCIL OF THE CITY OF BEND RESOLVES AS FOLLOWS:

1. To adopt the 2025-2027 Biennial Budget as approved by the Budget Committee on May 14, 2025, with changes within the limits allowed under ORS 294.456. The 2025-2027 Biennial Budget as approved and amended is attached as Exhibit A.
2. That the amount for the biennial period beginning July 1, 2025, is appropriated in the aggregate sum of \$1,157,916,700, excluding reserves for future expenditures. As shown below and in Exhibit A, the total City of Bend biennial budget, including reserves is \$1,440,521,100.

TOTAL CITY OF BEND:

Total Appropriations, including Contingency	\$ 1,157,916,700
Total Reserved for Future Expenditures	\$ 282,604,400
Total City of Bend Budget	\$ 1,440,521,100

Adopted by the Bend City Council on June 18, 2025.

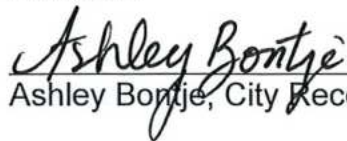
YES: Kebler, Franzosa, Méndez, Norris, Perkins, Platt, Riley

NO:



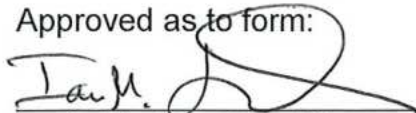
Melanie Kebler, Mayor

ATTEST:



Ashley Bontje, City Recorder's Office

Approved as to form:


Ian Leitheiser, City Attorney

**Resolution to Adopt 2025-27 Biennial Budget
Exhibit A**

General Fund - 1000

Public Safety Program	\$ 83,399,100
Community & Economic Development Program	8,951,800
Interfund Transfers	86,785,500
Contingency	7,992,100
Total Fund Appropriations	\$ 187,128,500
Reserved for Future Expenditures	15,060,000
Budget Total	\$ 202,188,500

General Fund Stabilization Fund - 1001

Reserved for Future Expenditures	\$ 10,627,200
Budget Total	\$ 10,627,200

Fire/EMS Fund - 1110

Public Safety Program	\$ 88,622,900
Debt Service	1,451,000
Interfund Transfers	13,140,000
Contingency	9,866,900
Total Fund Appropriations	\$ 113,080,800
Reserved for Future Expenditures	\$ 750,000
Budget Total	\$ 113,830,800

Helen Lorenz Estate Fund - 1120

Interfund Transfers	\$ 160,000
Total Fund Appropriations	\$ 160,000

Police Reserve Fund - 1130

Reserved for Future Expenditures	\$ 805,400
Budget Total	\$ 805,400

Affordable Housing Fund - 1200

Community & Economic Development Program	\$ 5,058,400
Interfund Transfers	995,600
Contingency	3,120,300
Total Fund Appropriations	\$ 9,174,300

Commercial & Industrial Construction Tax Fund - 1205

Community & Economic Development Program	\$ 953,300
Interfund Transfers	42,000
Contingency	397,200
Total Fund Appropriations	\$ 1,392,500

Community Development Block Grant Fund - 1210

Community & Economic Development Program	\$ 1,449,400
Debt Service	200,000
Interfund Transfers	75,200
Contingency	731,700
Total Fund Appropriations	\$ 2,456,300

**Resolution to Adopt 2025-27 Biennial Budget
Exhibit A**

Houseless Fund - 1215

Community & Economic Development Program	\$ 7,303,600
Interfund Transfers	550,400
Contingency	5,600
Total Fund Appropriations	\$ 7,859,600

Business Advocacy Fund - 1220

Community & Economic Development Program	\$ 1,128,900
Interfund Transfers	384,500
Contingency	741,900
Total Fund Appropriations	\$ 2,255,300

Tourism Fund - 1230

Community & Economic Development Program	\$ 10,905,900
Interfund Transfers	207,800
Total Fund Appropriations	\$ 11,113,700

Economic Improvement District - 1240

Community & Economic Development Program	\$ 605,000
Interfund Transfers	29,600
Total Fund Appropriations	\$ 634,600

American Rescue Plan Act Fund - 1250

Interfund Transfers	\$ 2,757,900
Total Fund Appropriations	\$ 2,757,900

PRO Housing Grant - 1260

Community & Economic Development Program	\$ 4,279,700
Debt Service	200,000
Interfund Transfers	200,000
Total Fund Appropriations	\$ 4,679,700

Building Fund - 1300

Community & Economic Development Program	\$ 16,430,200
Interfund Transfers	8,940,600
Contingency	17,020,300
Total Fund Appropriations	\$ 42,391,100

Planning Fund - 1310

Community & Economic Development Program	\$ 6,010,700
Interfund Transfers	3,753,600
Contingency	15,400
Total Fund Appropriations	\$ 9,779,700

**Resolution to Adopt 2025-27 Biennial Budget
Exhibit A**

Private Development Engineering - 1320

Community & Economic Development Program	\$ 7,095,300
Interfund Transfers	3,516,200
Contingency	3,850,700
Total Fund Appropriations	\$ 14,462,200

System Development Charge Fund - 1400

Interfund Transfers	\$ 51,675,500
Total Fund Appropriations	\$ 51,675,500
Reserved for Future Expenditures	7,241,500
Budget Total	\$ 58,917,000

Streets & Operations Fund - 1410

Infrastructure Program	\$ 41,871,100
Debt Service	1,274,600
Interfund Transfers	15,520,000
Contingency	561,200
Total Fund Appropriations	\$ 59,226,900

PERS Debt Service Fund - 2200

Debt Service	\$ 3,601,300
Interfund Transfers	27,500
Total Fund Appropriations	\$ 3,628,800
Reserved for Future Expenditures	517,700
Budget Total	\$ 4,146,500

2011 General Obligation Bond Debt Service - 2410

Debt Service	\$ 3,506,800
Total Fund Appropriations	\$ 3,506,800
Reserved for Future Expenditures	1,859,200
Budget Total	\$ 5,366,000

2020 General Obligation Bond Debt Service - 2420

Debt Service	\$ 14,049,300
Total Fund Appropriations	\$ 14,049,300
Reserved for Future Expenditures	1,005,800
Budget Total	\$ 15,055,100

Transportation Construction Fund - 3400

Infrastructure Program	\$ 25,998,800
Debt Service	9,292,500
Interfund Transfers	6,103,100
Contingency	737,100
Total Fund Appropriations	\$ 42,131,500
Reserved for Future Expenditures	33,849,900
Budget Total	\$ 75,981,400

**Resolution to Adopt 2025-27 Biennial Budget
Exhibit A**

2020 General Obligation Bond Construction Fund - 3420

Infrastructure Program	\$ 74,906,500
Contingency	24,100
Total Fund Appropriations	\$ 74,930,600
Reserved for Future Expenditures	74,968,900
Budget Total	\$ 149,899,500

Accessibility Construction Fund - 3500

Infrastructure Program	\$ 1,547,200
Debt Service	27,000
Interfund Transfers	892,100
Contingency	25,000
Total Fund Appropriations	\$ 2,491,300
Reserved for Future Expenditures	955,800
Budget Total	\$ 3,447,100

Local Improvement District Construction Fund - 3600

Interfund Transfers	\$ 12,700
Total Fund Appropriations	\$ 12,700
Reserved for Future Expenditures	679,100
Budget Total	\$ 691,800

Airport Fund - 4000

Infrastructure Program	\$ 14,563,300
Debt Service	3,201,400
Interfund Transfers	1,343,400
Contingency	364,900
Total Fund Appropriations	\$ 19,473,000
Reserved for Future Expenditures	53,100
Budget Total	\$ 19,526,100

Cemetery Fund - 4100

Infrastructure Program	\$ 1,113,900
Debt Service	5,800
Interfund Transfers	215,800
Contingency	34,100
Total Fund Appropriations	\$ 1,369,600

Water Fund - 4200

Infrastructure Program	\$ 64,802,300
Debt Service	8,364,700
Interfund Transfers	15,781,600
Contingency	8,259,600
Total Fund Appropriations	\$ 97,208,200
Reserved for Future Expenditures	13,105,900
Budget Total	\$ 110,314,100

**Resolution to Adopt 2025-27 Biennial Budget
Exhibit A**

Water Reclamation Fund - 4300

Infrastructure Program	\$ 75,903,900
Debt Service	31,318,800
Interfund Transfers	22,734,200
Contingency	11,131,800
Total Fund Appropriations	\$ 141,088,700
Reserved for Future Expenditures	90,323,500
Budget Total	\$ 231,412,200

Stormwater Fund - 4400

Infrastructure Program	\$ 21,989,000
Debt Service	3,391,700
Interfund Transfers	5,497,700
Contingency	2,246,600
Total Fund Appropriations	\$ 33,125,000
Reserved for Future Expenditures	8,307,200
Budget Total	\$ 41,432,200

Parking Services Fund - 4500

Infrastructure Program	\$ 3,731,300
Debt Service	177,200
Interfund Transfers	748,400
Contingency	1,286,800
Total Fund Appropriations	\$ 5,943,700
Reserved for Future Expenditures	1,470,000
Budget Total	\$ 7,413,700

Internal Service Fund: City Wide Administration - 5000

Administration & Central Services Program	\$ 116,679,600
Debt Service	24,324,400
Interfund Transfers	2,779,300
Contingency	2,862,500
Total Fund Appropriations	\$ 146,645,800
Reserved for Future Expenditures	5,999,700
Budget Total	\$ 152,645,500

Internal Service Fund: Departmental Administration - 5100

Community & Economic Development Program	\$ 7,672,400
Infrastructure Program	20,302,200
Administration & Central Services Program	10,176,500
Interfund Transfers	13,088,600
Contingency	503,300
Total Fund Appropriations	\$ 51,743,000

**Resolution to Adopt 2025-27 Biennial Budget
Exhibit A**

Internal Service Fund: Other Post-Employment Benefits (OPEB) - 5200

Interfund Transfers	\$ 254,700
Total Fund Appropriations	\$ 254,700
Reserved for Future Expenditures	14,347,800
Budget Total	\$ 14,602,500

Cemetery Permanent Maintenance Fund - 6100

Infrastructure Program	\$ 15,600
Interfund Transfers	69,800
Total Fund Appropriations	\$ 85,400
Reserved for Future Expenditures	676,700
Budget Total	\$ 762,100

TOTAL CITY OF BEND:

Total Appropriations, including Contingency	\$ 1,157,916,700
Total Reserved for Future Expenditures	\$ 282,604,400
Total City of Bend Budget	\$ 1,440,521,100

RESOLUTION NO. 3439

**A RESOLUTION OF THE CITY COUNCIL LEVYING AD VALOREM TAXES AND
GENERAL OBLIGATION BOND TAXES**

THE CITY COUNCIL OF THE CITY OF BEND RESOLVES AS FOLLOWS:

1. To levy the taxes provided for in the adopted budget for fiscal year 2025-26 at the City's permanent rate of \$2.8035 per \$1,000 of taxable assessed value.
2. To levy local option operating taxes for fire and emergency services for fiscal year 2025-26 at the rate of \$0.7600 per \$1,000 of taxable assessed value as approved by voters on May 16, 2023.
3. To levy the 2011 General Obligation Bond taxes provided for in the adopted budget for fiscal year 2025-26 in the amount of \$1,615,000 for bonded indebtedness related to transportation bonds approved by voters on May 17, 2011.
4. To levy the 2020 General Obligation Bond taxes provided for in the adopted budget for fiscal year 2025-26 in the amount of \$7,220,000 for bonded indebtedness related to transportation bonds approved by voters on November 3, 2020.
5. These taxes are levied upon all taxable properties within the City of Bend.
6. The following allocation and categorization subject to the limits of Article XI, Section 11b of the Oregon Constitution make up the above aggregate levy:

	Subject to General Government Limitation	Excluded from the Limitation
City of Bend Permanent Tax Levy	\$ 2.8035 / \$1,000	
City of Bend Local Option Levy	\$ 0.7600 / \$1,000	
2011 General Obligation Bond Levy		\$ 1,615,000
2020 General Obligation Bond Levy		\$ 7,220,000

Adopted by the Bend City Council on June 18, 2025.

YES: Kebler, Franzosa, Méndez, Norris, Perkins, Platt, Riley
NO:



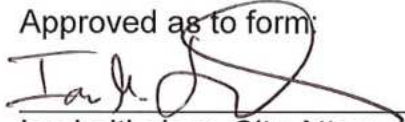
Melanie Kebler, Mayor

ATTEST:



Ashley Bontje, City Recorder's Office

Approved as to form:



Ian Leitheiser, City Attorney

City of Bend, Oregon
2025-2027 Adopted Biennial Budget

5-Year CIP: The 5-year Capital Improvement Program (CIP) includes \$494.8 million in total infrastructure investments. To fund these projects, the City will leverage fee and rate increases and issue long-term debt, ensuring both current and future generations share the costs of infrastructure investment and replacement. The proposed budget includes \$85.5 million in long-term debt for General Obligation Bond projects.

Materials and Services: Budgeted to increase by 1.7% (\$2.2 million) city-wide versus the prior biennium, departments have worked to identify cost-saving measures where feasible. Examples of these cost saving measures include modernizing the City phone system to reduce technical debt, consolidating and eliminating copiers where other options exist, and using staff expertise to conduct analysis versus contracting out the work to consultants where feasible.

Debt Service: Budgeted to increase by 29.4% (\$26.2 million) over the prior biennium, primarily due to the issuance of debt to fund the Public Works campus.

Revenues

The \$1.48 billion biennial budget includes \$591 million in operating revenues, interfund transfers, and one-time funding from debt proceeds, land sales, grants, and reserves. Of the operating revenues, \$162.5 million (27%) is discretionary revenue in the General Fund, where City Council has the maximum amount of discretion in allocating these resources during budget development. The remaining 73% of revenue is restricted, allocated to enterprise funds like development services, capital projects, water utilities, airport, and parking, and have restrictions in how they are used.

Key revenue drivers:

- **Property Taxes:** Expected to increase by 4.5% annually, they fund police, fire, and street services. This increase represents a lower than historical average growth in tax assessed value. Property taxes are a primary discretionary funding source for the General Fund.
- **Local Option Levy:** Approved in May 2023, provides fire and emergency medical services funding at \$0.76 per \$1,000 of assessed property value.
- **Transient Room Taxes (TRT):** Projected to remain flat in the first year and increase by 1% in the second year, impacting General Fund revenue.
- **Franchise Fees:** Expected to increase by 2% annually, these fees are derived from public and private use of the City's rights of way.
- **Utility Rates:** Proposed increases of 4.9% for water, 1.8% for sewer, and 8% for stormwater, leading to an average utility bill increase of 4%. These increases are necessary to meet operational and maintenance needs while planning for future requirements.
- **Development Fees:** Strategic increases will significantly improve the long-term financial sustainability of the Community Development Department. Efforts are underway to take a more strategic approach to aligning fees with service performed - which has recently been completed with Planning, with Engineering and Building to follow in FY 26 with average increases ranging from 5-15% per year.
- **Transportation and Mobility:** The second phase of the Transportation Fee targets \$10 million in revenue per fiscal year. The Streets and Operations Fund will receive a \$10 million General Fund subsidy for 2025-2027, demonstrating the need for both new Transportation Fee revenue and continued General Fund support to keep pace with inflationary expenses.

Contingency and Reserves

Given the current economic conditions, the City has chosen to draw down reserves for several funds as an alternative to raising revenue through new or increased fees. It's important to note that reserves are used for ongoing operations, not one-time events, and won't be replenished without new revenue or expense reductions. We will need to closely monitor spending levels in the short term and consider new revenue or further expense reductions as we look toward the 2027-2029 biennium.

In the FY 25-27 Proposed Budget, General Fund reserve levels are projected to decline but remain in line with the City Council's adopted Financial Policy of 16% of operating expenditures, projected to be over 18% by the end of the biennium. Development Fund Reserve balances for Engineering and Building Funds will be eight and 15 months respectively at the end of the FY 25-27 Biennium, within acceptable policy ranges. For the Planning Fund, additional support from the General Fund is needed along with continued implementation of planned fee increases. With the economic uncertainty and volatility, Planning, Engineering and Building fund reserve levels need to be watched closely. Infrastructure service area reserves are decreasing as the City invests in multi-year water services capital projects extending beyond the 2025-2027 biennium. Administration and Central Services reserves are expected to remain relatively flat.

Implementation of the City Council Goal Framework

As specified in the Council Rules, the City Council goal setting process is aligned with the development of the biennial budget. The process is guided by input from community members, community organizations, City advisory boards and committees, Councilor priorities and City staff. A copy of the Council Goal Framework that includes detailed strategies and actions that support each goal area, can be found at the end of the "Introductory Section" of the budget document.

Budget Summary and Looking Forward

This biennial budget is more than a financial plan—it is a roadmap for achieving the City Council's vision for Bend. It reflects a commitment to delivering core services while advancing bold goals in housing, transportation, climate resiliency, public safety, economic prosperity, and accessible government. Despite economic uncertainties, the City remains focused on innovation, efficiency, and long-term sustainability. Through strategic investments and community partnerships, we are laying the foundation for a resilient, inclusive, and thriving Bend.

PROPERTY TAX LEVIES				
	Rate or Amount Imposed Previous Year 2023-24	Rate or Amount Imposed Current Year 2024-25	Rate or Amount Approved 1st Year of Biennium 2025-26	Rate or Amount Approved 2nd Year of Biennium 2026-27
Permanent Rate Levy	2.8035 per \$1,000 TAV	2.8035 per \$1,000 TAV	2.8035 per \$1,000 TAV	2.8035 per \$1,000 TAV
Local Option Levy	\$0.20 per \$1,000 TAV	\$0.76 per \$1,000 TAV	\$0.76 per \$1,000 TAV	\$0.76 per \$1,000 TAV
Levy For General Obligation Bonds	\$4,195,000	\$9,254,400	\$8,835,000	\$8,835,000

STATEMENT OF INDEBTEDNESS		
LONG TERM DEBT	Estimated Debt Outstanding July 1, 2025	Estimated Debt Authorized, But Not Incurred on July 1, 2025
General Obligation Bonds	\$96,785,000	\$85,549,000
Other Bonds	\$306,514,289	\$12,422,200
Other Borrowings	\$183,232,565	\$30,981,400
Total	\$586,531,854	\$128,952,600

Notice of Property Tax and Certification of Intent to Impose a Tax, Fee, Assessment or Charge on Property

**FORM OR-LB-50
2025-2026**

City of Bend, Oregon
2025-2026, Fiscal Year

To assessor of Deschutes County

Check here if this is an amended form.

Be sure to read instructions in the Notice of Property Tax Levy Forms and Instruction booklet

The City of Bend has the responsibility and authority to place the following property tax, fee, charge or assessment on the tax roll of Deschutes County. The property tax, fee, charge or assessment is categorized as stated by this form.

PO Box 1024 Bend OR 97701 7/8/2025
Mailing Address of District City State ZIP code Date
Samantha Nelson Chief Financial Officer 541-693-2154 snelson@bendoregon.gov
Contact Person Title Daytime Telephone Contact Person E-Mail

CERTIFICATION - You **must** check one box if your district is subject to Local Budget Law.

- The tax rate or levy amounts certified in Part I are within the tax rate or levy amounts approved by the budget committee.
- The tax rate or levy amounts certified in Part I were changed by the governing body and republished as required in ORS 294.456.

PART I: TAXES TO BE IMPOSED

		Subject to General Government Limits		
		Rate -or- Dollar Amount		
1.	Rate per \$1,000 or Total dollar amount levied (within permanent rate limit)	1	2.8035	Excluded from Measure 5 Limits Dollar Amount of Bond Levy
2.	Local option operating tax	2	0.76	
3.	Local option capital project tax	3		
4.	City of Portland Levy for pension and disability obligations	4		
5a.	Levy for bonded indebtedness from bonds approved by voters prior to October 6, 2001	5a.		
5b.	Levy for bonded indebtedness from bonds approved by voters on or after October 6, 2001	5b.	8,835,000	
5c.	Total levy for bonded indebtedness not subject to Measure 5 or Measure 50 (total of 5a + 5b)	5c.	8,835,000	

PART II: RATE LIMIT CERTIFICATION

6.	Permanent rate limit in dollars and cents per \$1,000	6	2.8035
7.	Election date when your new district received voter approval for your permanent rate limit	7	
8.	Estimated permanent rate limit for newly merged/consolidated district	8	

PART III: SCHEDULE OF LOCAL OPTION TAXES - Enter all local option taxes on this schedule. If there are more than two taxes, attach a sheet showing the information for each.

Purpose (operating, capital project, or mixed)	Date voters approved local option ballot measure	First tax year levied	Final tax year to be levied	Tax amount -or- rate authorized per year by voters
Operating	5/16/2023	2024-25	2028-29	\$0.76/\$1,000 TAV

Part IV. SPECIAL ASSESSMENTS, FEES AND CHARGES*

Description	ORS Authority**	Subject to General Government Limitation	Excluded from Measure 5 Limitation
1			
2			

*If fees, charges, or assessments will be imposed on specific property within your district, you must attach a complete listing of properties, by assessor's account number, to which fees, charges, or assessments will be imposed. Show the fees, charges, or assessments uniformly imposed on the properties. If these amounts are not uniform, show the amount imposed on each property.

**The ORS authority for putting these assessments on the roll must be completed if you have an entry in Part IV.

BURA RESOLUTION NO. 165

**A RESOLUTION OF THE BEND URBAN RENEWAL AGENCY ADOPTING THE
BEND URBAN RENEWAL AGENCY 2025-2027 BIENNIAL BUDGET FOR THE
BUDGET PERIOD BEGINNING JULY 1, 2025**

THE BEND URBAN RENEWAL AGENCY RESOLVES AS FOLLOWS:

1. To adopt the 2025-2027 Biennial Budget as approved by the Budget Committee on May 14, 2025. The 2025-2027 Biennial Budget is attached as Exhibit A.
2. That the amount for the biennial period beginning July 1, 2025 is appropriated in the aggregate sum of \$32,289,700, excluding reserves for future expenditures. As shown below and in Exhibit A, the total Bend Urban Renewal Agency (BURA) biennial budget, including reserves is \$42,149,600.

TOTAL CITY OF BEND:

Total Appropriations, including Contingency	\$ 32,289,700
Total Reserved for Future Expenditures	9,859,900
Total BURA Budget	\$ 42,149,600

Adopted by the Bend Urban Renewal Agency on June 18, 2025.

YES: Riley, Franzosa, Kebler, Méndez, Norris, Perkins, Platt
NO:


Mike Riley, Chair

ATTEST:


Ashley Bortje, City Recorder's Office

Approved as to form:


Ian Leitheiser, City Attorney

**Resolution to Adopt BURA 2025-2027 Biennial Budget
Exhibit A**

BURA Murphy Crossing Debt Service Fund - 2310

Debt Service	\$ 966,800
Total Fund Appropriations	\$ 966,800
Reserved for future expenditures	3,658,900
Budget Total	\$ 4,625,700

BURA Juniper Ridge Debt Service Fund - 2320

Debt Service	\$ 7,891,700
Total Fund Appropriations	\$ 7,891,700
Reserved for future expenditures	4,041,100
Budget Total	\$ 11,932,800

BURA Core Area Debt Service Fund - 2330

Debt Service	\$ 2,317,400
Total Fund Appropriations	\$ 2,317,400
Reserved for future expenditures	2,159,900
Budget Total	\$ 4,477,300

BURA Murphy Crossing Construction Fund - 3310

Community & Economic Development Program	\$ 231,400
Interfund Transfers	10,200
Contingency	500
Total Fund Appropriations	\$ 242,100

BURA Juniper Ridge Construction Fund - 3320

Community & Economic Development Program	\$ 12,948,800
Interfund Transfers	528,200
Contingency	500
Total Fund Appropriations	\$ 13,477,500

BURA Core Area Construction Fund - 3330

Community & Economic Development Program	\$ 7,045,100
Interfund Transfers	348,600
Contingency	500
Total Fund Appropriations	\$ 7,394,200

TOTAL BEND URBAN RENEWAL AGENCY (BURA):

Total Appropriations, including Contingency	\$ 32,289,700
Total Reserved for Future Expenditures	9,859,900
Total BURA Budget	\$ 42,149,600

BURA RESOLUTION NO. 167

A RESOLUTION OF THE BEND URBAN RENEWAL AGENCY LEVYING AD VALOREM TAX INCREMENT AMOUNTS

THE BEND URBAN RENEWAL AGENCY RESOLVES AS FOLLOWS:

1. The BURA Board certifies to the Deschutes County Assessor of the Board's intent to collect 100% of the maximum amount of tax increment revenue that may be raised by dividing the taxes under Article IX section 1c of the Oregon Constitution, and ORS Chapter 457 for the Juniper Ridge Urban Renewal Plan Area for fiscal year 2025-26.
2. The BURA Board certifies to the Deschutes County Assessor of the Board's intent to collect 100% of the maximum amount of tax increment revenue that may be raised by dividing the taxes under Article IX section 1c of the Oregon Constitution, and ORS Chapter 457 for the Murphy Crossing Urban Renewal Plan Area for fiscal year 2025-26.
3. The BURA Board certifies to the Deschutes County Assessor of the Board's intent to collect 100% of the maximum amount of tax increment revenue that may be raised by dividing the taxes under Article IX section 1c of the Oregon Constitution, and ORS Chapter 457 for the Bend Core Area Urban Renewal Plan Area / Tax Increment Financing District for fiscal year 2025-26.

Adopted by the Bend Urban Renewal Agency Board on June 18, 2025.


YES: Riley, Franzosa, Kebler, Méndez, Norris, Perkins, Platt
NO:


Mike Riley, Chair

ATTEST:


Ashley Bontje, City Recorder's Office

Approved as to form:


Ian Leitheiser, City Attorney

FORM UR-1

NOTICE OF BUDGET HEARING

A public meeting of the Bend Urban Renewal Agency will be held on June 18th, 2025 at 4 p.m. The purpose of this meeting is to discuss the budget for the biennial budget period beginning July 1, 2025 as approved by the Bend Urban Renewal Agency Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at City Hall, between the hours of 8 a. m. and 5 p. m. or online at bendoregon.gov/budget. This budget is for a biennial budget period. This budget was prepared on a basis of accounting that is the same as used the preceding year.

This will be a hybrid meeting. The public is invited to join in person at City Council Chambers, City Hall, 710 NW Wall Street, Bend, Oregon or watch online at: www.bendoregon.gov/councilagenda. Please refer to the agenda (available by 5 p.m. on June 13th at www.bendoregon.gov/councilagenda) for instructions to call in to provide comment for the public hearing or send written comments to snelson@bendoregon.gov by 4 p.m. on June 18th.

Contact: Samantha Nelson, Chief Financial Officer Telephone: 541-693-2154 Email: snelson@bendoregon.gov

FINANCIAL SUMMARY - RESOURCES			
TOTAL OF ALL FUNDS	Actual Amount 2021-2023 Biennium	Adopted Budget This Biennium 2023-2025	Approved Budget Next Biennium 2025-2027
Beginning Fund Balance/Net Working Capital	\$5,196,640	\$7,997,700	\$11,844,000
Federal, State and All Other Grants	0	0	0
Revenue from Bonds and Other Debt	4,308,805	13,997,300	19,584,900
Interfund Transfers			
All Other Resources Except Division of Tax & Special Levy	252,804	171,400	899,400
Revenue from Division of Tax	5,823,185	7,137,200	9,821,300
Total Resources	\$15,581,434	\$29,303,600	\$42,149,600

FINANCIAL SUMMARY - REQUIREMENTS BY OBJECT CLASSIFICATION			
Personnel Services	\$302,131	\$549,300	\$358,800
Materials and Services	257,479	5,358,200	8,646,500
Capital Outlay	2,930,836	5,040,000	11,220,000
Debt Service	3,162,776	8,675,300	11,175,900
Interfund Transfers	582,776	549,800	887,000
Reserves		9,131,000	9,861,400
Total Requirements	\$7,235,998	\$29,303,600	\$42,149,600

FINANCIAL SUMMARY-REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM *			
Bend Urban Renewal Agency Juniper Ridge Construction Fund	\$3,196,925	\$4,965,900	\$13,477,500
FTE	0.4	0.4	0.33
Bend Urban Renewal Agency Juniper Ridge Debt Service Fund	1,566,091	9,029,200	11,932,800
FTE	0	0	0
Bend Urban Renewal Agency Murphy Crossing Construction Fund	306,432	268,500	242,100
FTE	0.2	0.2	0.33
Bend Urban Renewal Agency Murphy Crossing Debt Service Fund	1,030,825	3,342,500	4,625,700
FTE	0	0	0
Bend Urban Renewal Agency Core Area Construction Fund	569,865	8,762,900	7,394,200
FTE	1.4	0.4	0.34
Bend Urban Renewal Agency Core Area Debt Service Fund	565,860	2,934,600	4,477,300
FTE	0	0	0
Total Requirements	\$7,235,998	\$29,303,600	\$42,149,600
Total FTE	2.0	1.0	1.0

STATEMENT OF CHANGES IN ACTIVITIES and SOURCES OF FINANCING *

In the proposed budget, Urban Renewal activity is under the purview of the Real Estate Department. The proposed budget cycle includes one (1) Program Manager position shared with the Murphy Crossing, Juniper Ridge, and Core Area urban renewal funds. Each of these three Urban Renewal funds also contain short-term debt proceeds from the General Fund which allow the tax increment revenue to pay for staffing through repayment of the General Fund debt. The 'Estimated Debt Authorized, But Not Incurred on July 1, 2025' section of the UR-1 includes the amount of long-term debt budgeted to be issued in the approved 2025-2027 biennial budget.

Juniper Ridge Urban Renewal Area:
The proposed budget assumes a 7.5% Taxable Assessed Value (TAV) increase in each fiscal year of the 2025-2027 Biennium for the Juniper Ridge area. Urban renewal agencies are required to have a "general fund" for financial reporting purposes. Since the Juniper Ridge Construction Fund has historically been the largest and most established BURA fund, this fund will continue to serve as the "general fund" for annual audit and financial reporting purposes.

Murphy Crossing Urban Renewal Area:
The proposed budget assumes a 4.0% TAV increase for the Murphy Crossing area in both fiscal years of the 2025-2027 Biennium.

Core Area Urban Renewal Area:
The proposed budget assumes a 1.25% TAV increase for the Core Area in both fiscal years of the 2025-2027 Biennium.

In addition, funding allocations for Community and Economic Development staff are re-evaluated each biennium as Council goals and program needs change, which results in a fluctuation of the number of full-time equivalents (FTE) in each fund from one biennium to the next.

STATEMENT OF INDEBTEDNESS		
LONG TERM DEBT	Estimated Debt Outstanding July 1, 2025	Estimated Debt Authorized, But Not Incurred on July 1, 2025
General Obligation Bonds	\$0	\$0
Other Bonds	10,538,122	12,240,000
Total	\$10,538,122	\$12,240,000

FORM OR-UR-50

NOTICE TO ASSESSOR

2025-2026

• Submit two (2) copies to county assessor by July 15.

Check here if this is an amended form.

Notification

_____ authorizes its 2025-2026 ad valorem tax increment amounts
(Agency Name)

by plan area for the tax roll of _____
(County Name)

_____ 541-693-2158 7/8/2025
(Contact Person) (Telephone Number) (Date Submitted)

_____ snelson@bendoregon.gov
(Agency's Mailing Address) (Contact Person's E-mail Address)

Yes, the agency has filed an impairment certificate by May 1 with the assessor (ORS 457.445).

Part 1: Option One Plans (Reduced Rate). [ORS 457.435(2)(a)]

Plan Area Name	Increment Value to Use*		100% from Division of Tax	Special Levy Amount**
	\$	OR	<input type="checkbox"/> Yes	\$
	\$	OR	<input type="checkbox"/> Yes	\$

Part 2: Option Three Plans (Standard Rate). [ORS 457.435(2)(c)]

Plan Area Name	Increment Value to Use***		100% from Division of Tax	Special Levy Amount****
	\$	OR		\$

Part 3: Other Standard Rate Plans. [ORS 457.445(2)]

Plan Area Name	Increment Value to Use*		100% from Division of Tax	
	\$	OR	<input type="checkbox"/> Yes	

Part 4: Other Reduced Rate Plans. [ORS 457.445(6)]

Plan Area Name	Increment Value to Use*		100% from Division of Tax	
Juniper Ridge Urban Renewal Plan	\$	OR	<input checked="" type="checkbox"/> Yes	
Murphy Crossing Urban Renewal Plan	\$	OR	<input checked="" type="checkbox"/> Yes	
Bend Core Area Urban Renewal Plan Area / Tax Increment Financing District	\$	OR	<input checked="" type="checkbox"/> Yes	

Part 5: Permanent Rate Plans. [ORS 445(7)]

Plan Area Name	Increment Value to Use*		100% from Division of Tax	
	\$	OR	<input type="checkbox"/> Yes	

Notice to Assessor of Permanent Increase in Frozen Value. Beginning tax year 2025-26, permanently increase frozen value to:

Plan Area Name	New frozen value \$

* **All Plans except Option Three:** Enter amount of Increment Value to Use that is less than 100% Or check "Yes" to receive 100% of division of tax. Do NOT enter an amount of Increment Value to Use AND check "Yes".

** If an **Option One plan** enters a Special Levy Amount, you MUST check "Yes" and NOT enter an amount of Increment to Use.

*** **Option Three plans** enter EITHER an amount of Increment Value to Use to raise less than the amount of division of tax stated in the 1998 ordinance under ORS 457.435(2)(c) OR the Amount from Division of Tax stated in the ordinance, NOT both.

**** If an **Option Three plan** requests both an amount of Increment Value to Use that will raise less than the amount of division of tax stated in the 1998 ordinance and a Special Levy Amount, the Special Levy Amount cannot exceed the amount available when the amount from division of tax stated in the ordinance is subtracted from the plan's Maximum Authority.

(This page intentionally left blank)