



BOARD OF COMMISSIONERS

FY 2023-24 BUDGET COMMITTEE MEETING

9:00 AM, THURSDAY, MAY 25, 2023

Barnes Sawyer Rooms - Deschutes Services Building - 1300 NW Wall St - Bend
(541) 388-6570 | www.deschutes.org

MEETING FORMAT: In accordance with Oregon state law, this meeting is open to the public and can be accessed and attended in person or remotely, with the exception of any executive session.

Members of the public may view the meeting in real time via YouTube using this link: <http://bit.ly/3mmlnzy>. To view the meeting via Zoom, see below.

Zoom Meeting Information: This meeting may be accessed via Zoom using a phone or computer.

- To join the meeting from a computer, copy and paste this link: bit.ly/3h3oqdD.
- To join by phone, call 253-215-8782 and enter webinar ID # 899 4635 9970 followed by the passcode 013510.

AGENDA AND MATERIALS

- [1.](#) FY 2023-24 Budget Committee Agenda (see attached)
- [2.](#) FY 2023-24 Budget Committee PowerPoint Presentations
- [3.](#) FY 2023-24 Budget Committee Supplemental Materials



Deschutes County encourages persons with disabilities to participate in all programs and activities. This event/location is accessible to people with disabilities. If you need accommodations to make participation possible, call (541) 388-6572 or email brenda.fritsvold@deschutes.org.



FY 2023-24 BUDGET COMMITTEE AGENDA

Day 1 - Monday, May 22, 2023

8:30 - 8:55 AM	Deschutes County Budget Meeting Elect chair Nominate representative to the Investment Advisory Committee	Nick Lelack, County Administrator Chair
8:55 - 9:35 AM	Deschutes County Proposed Budget Open Public Meeting Public Comment Deschutes County Budget Message	Chair Chair Nick Lelack, County Administrator
9:35 - 10:30 AM	Deschutes County Proposed Budget Overview	Robert Tintle, Dan Emerson
10:30 - 2:00 PM	RECESS	

SUPPORT SERVICES

2:00 - 2:10 PM	Board of County Commissioners Fund 628	Erik Kropp/Whitney Hale
2:10 - 2:25 PM	Administrative Services Fund 625	Whitney Hale
2:25 - 2:35 PM	Risk Management Fund 670	Erik Kropp
2:35 - 2:50 PM	Veterans' Services Fund 001-23	Keith MacNamara
2:50 - 3:20 PM	Human Resources Funds 650, 675	Kathleen Hinman
3:20 - 3:40 PM	Information Technology Funds 660, 661, 305, 040	Tania Mahood
3:40 - 4:00 PM	Finance Funds 630, 001-18	Robert Tintle
4:00 - 4:30 PM	Property Management Fund 001-25	Kristie Bollinger
4:30 - 4:45 PM	Cannabis Advisory Panel Recommendations	Erik Kropp

At conclusion of presentation, continue the Deschutes County budget meeting to Tuesday, May 23, 2023.



FY 2023-24 BUDGET COMMITTEE AGENDA

Day 2 - Tuesday, May 23, 2023

9:00 - 9:10 AM **Reconvene Deschutes County Budget Meeting** Chair
Review agenda changes and follow-up items

SUPPORT SERVICES CONTINUED

9:10 - 10:00 AM **Fiscal Entities** Dan Emerson
Funds 135, 160, 170, 060, 200

10:00 - 10:10 AM **Legal Counsel** Dave Doyle
Fund 640

PUBLIC SAFETY

10:10 - 11:10 AM **Community Justice** Deevy Holcomb
Funds 030, 355

11:10 - 11:30 AM **Justice Court** Judge Charles Fadely
Fund 220

11:30 - 12:30 PM **District Attorney/Victims' Assistance** Steve Gunnels, District Attorney
Funds 001-11, 211

12:30 - 3:45 PM **RECESS**

3:45 - 4:30 PM **Sheriff's Office** Shane Nelson, Sheriff
Fund 255, 256

4:30 - 4:45 PM **SO - Countywide Law Enforcement District #1** Shane Nelson, Sheriff
Fund 701

Open Public Meeting Chair
Introductions
Budget Discussion
Public Comment
Close Public Meeting Chair

4:45 - 5:00 PM **SO - Rural Law Enforcement District #2** Shane Nelson, Sheriff
Fund 702

Open Public Meeting Chair
Introductions
Budget Discussion
Public Comment
Close Public Meeting Chair

At conclusion of presentation, continue the Deschutes County budget meeting to Wednesday, May 24, 2023. Chair



FY 2023-24 BUDGET COMMITTEE AGENDA

Day 3 - Wednesday, May 24, 2023

9:00 - 9:10 AM **Reconvene Deschutes County Budget Meeting** Chair
Review agenda changes and follow-up items

PUBLIC SAFETY CONTINUED

9:10 - 9:40 AM **Deschutes County 911 Service District** Sara Crosswhite
Funds 705, 710
Open Public Meeting Chair
Introductions
Budget Discussion
Public Comment
(see second page for motions)
Motions to:
1. Approve Deschutes County 9-1-1 Service District operating budget of \$X and set tax rate at X per \$1,000 of assessed valuation (Fund 705).
2. Approve Deschutes County 9-1-1 Service District Equipment Reserve budget of \$X (Fund 710).
Motions seconded
Budget Committee votes
Close Public Meeting Chair

DIRECT SERVICES

9:40 - 9:55 AM **Assessor's Office** Scot Langton, County Assessor
Fund 001-02
9:55 - 10:20 AM **Clerk's Office** Steve Dennison, County Clerk
Fund 001-05, 001-06, 218
10:20 - 10:35 AM **Natural Resources** Kevin Moriarty
Fund 326
10:35 - 11:35 AM **Community Development** Peter Gutowsky
Funds 295-303
11:35 - 12:05 PM **Lunch**
12:05 - 12:45 PM **Fair & Expo Center** Geoff Hinds
Funds 615-619
12:45 - 1:55 PM **Facilities and Facilities Improvement Plan** Lee Randall
Funds 620, 070, 463
1:55 - 2:45 PM **Solid Waste** Tim Brownell, Chad Centola
Funds 610-614
2:45 - 4:15 PM **Health Services** Janice Garceau
Fund 270, 274, 276
4:15 - 4:50 PM **Office of Coordinated Houselessness** Cheyenne Purrington

At conclusion of presentation, continue the Deschutes County budget meeting to Thursday, May 25, 2023. Chair



FY 2023-24 BUDGET COMMITTEE AGENDA

Day 4 - Thursday, May 25, 2023

9:00 - 9:10 AM **Reconvene Deschutes County Budget Meeting** Chair
Review agenda changes and follow-up items

9:10 - 10:10 AM **Road Department and CIP** Chris Doty
Funds 325, 328-336, 465, 680

SPECIAL SERVICE DISTRICTS

10:10 - 10:25 AM **Deschutes County Extension & 4-H District** Holly Lyons
Fund 720

Open Public Meeting Chair

Introductions

Public Comment

Budget Discussion

Motion to:

- Approve Deschutes County Extension & 4-H Service District operating budget of \$X and set tax rate at \$X per \$1,000 of assessed valuation.

Motions seconded

Budget Committee votes

Close Public Meeting Chair

10:25 - 10:40 AM **Sunriver Service District**
Non-county fund, see handouts in budget binder

Open Public Meeting Chair

Introductions

Public Comment

Budget Discussion

Motions to:

- 1. Approve Sunriver Service District Operating budget of \$X and set tax rate at \$X per \$1,000 of assessed valuation.
- 2. Approve Sunriver Service District Reserve budget of \$X.
- 3. Approve Sunriver Service District Capital budget of \$X and set local option capital improvement tax rate at \$X per \$1,000 of assessed valuation.

Motions seconded

Budget Committee votes BOCC + Citizen Committee Members (Mike Gocke)

Close Public Meeting Chair



FY 2023-24 BUDGET COMMITTEE AGENDA

Day 4 - Thursday, May 25, 2023 (continued)

10:40 - 10:55 AM	Black Butte Service District Non-county fund, see handouts in budget binder Open Public Meeting Introductions Public Comment Budget Discussion Motion 1. Approve Black Butte Ranch Service District operating budget of \$X and set tax rate at \$X per \$1,000 of assessed valuation. 2. Set local option operating tax rate at \$X per \$1,000 of assessed valuation. Motions seconded Budget Committee votes Close Public Meeting	Chief Jason Van Meter BOCC + Citizen Committee Members Chair Budget Committee
SPECIAL REQUESTS AND DELIBERATIONS		
10:55 - 11:35 PM	Review of special requests Open Public Meeting	Chair
11:35 - 12:15 PM	Lunch	
SPECIAL REQUESTS AND DELIBERATIONS		
12:15 - 3:30 PM	Continue review of special requests and budget decision points	Budget Committee
3:30 - 3:45 PM	Elected Officials Compensation Approval Motion to: Approve Elected Officials Compensation Committee Salary Recommendations from May 3rd Public Meeting Motion seconded Budget Committee votes	Budget Committee Chair
3:45 - 4:00 PM	Budget Approval Motion to: Approve Deschutes County budget of \$X adjusted for approved changes and set the tax rate at \$X per \$1,000 of assessed valuation. Motion seconded Budget Committee votes Close Deschutes County Budget Meeting	Budget Committee Chair
	SO - Countywide Law Enforcement District #1 Fund 701 Open Public Meeting Introductions	Shane Nelson, Sheriff Chair



FY 2023-24 BUDGET COMMITTEE AGENDA

Public Comment

Budget Discussion

Motion to:

Motion to approve Countywide Law Enforcement County Service District budget of \$X adjusted for approved changes and set the tax rate at \$X per \$1,000 of assessed valuation.

Motion seconded

Budget Committee votes

Close Countywide Law Enforcement District Budget Meeting

Chair

SO - Rural Law Enforcement District #2

Shane Nelson, Sheriff

Fund 702

Open Public Meeting

Chair

Introductions

Public Comment

Budget Discussion

Motion to:

(continued on second page)

Motion to approve Rural Law Enforcement County Service District budget of \$X adjusted for approved changes and set the tax rate at \$X per \$1,000 of assessed valuation.

Motion seconded

Budget Committee votes

Close Rural Law Enforcement County District Budget Meeting

Chair

FY23-24 Proposed Budget Presentation

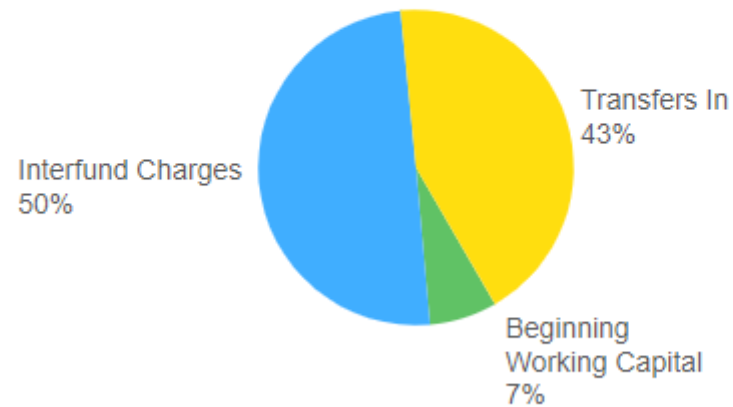
Fund 628: Board of County Commissioners

Presenters: Whitney Hale & Stephanie Robinson



FY 23-24 Department Budget Details

Board of County Commissioners Resources



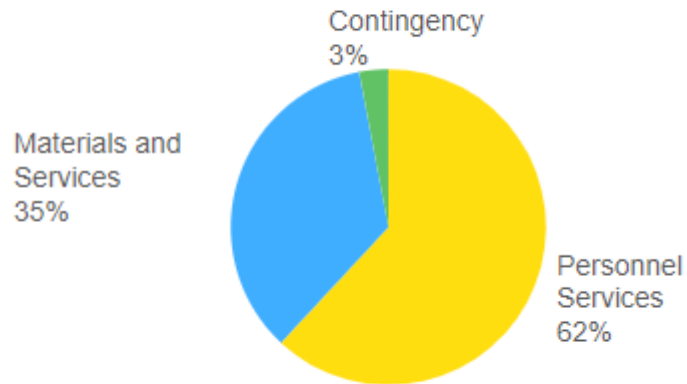
23-24 RESOURCES

- Internal Service Fund Charges
- General Fund



FY 23-24 Department Budget Details

Board of County Commissioners Requirements



23-24 REQUIREMENTS

- Increased costs for lobbyist services (new contract in early FY '23)
- Reduced costs for AV services (Monday BOCC meetings moving upstairs)



Thank you



FY23-24 Proposed Budget Presentation

Fund 625: County Administration

Presenter: Whitney Hale & Stephanie Robinson



Department Accomplishments

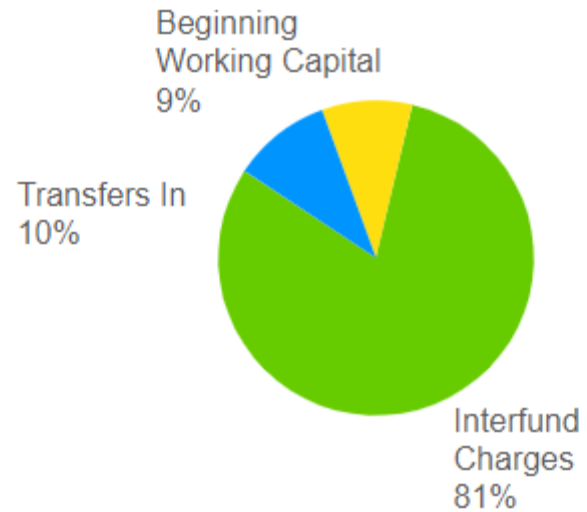


- Received multiple audit awards from ALGA
- Launched new podcast
- Formed new Wolf Depredation Compensation Committee
- Coordinated new Coffee with a Commissioner Events
- Implemented new language access capabilities
- Facilitated transition to new Medical Examiner
- Hired four new staff and multiple department heads
- Initiated C-PACE implementation
- Facilitated process to create & staff Coordinated Houseless Response Office
- Secured two OR Dept. of Energy grants and pursuing a third



FY 23-24 Department Budget Details

Administrative Services Resources



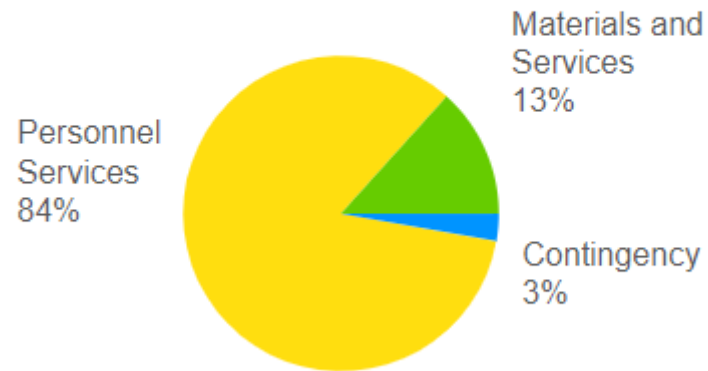
23-24 RESOURCES

- Internal Service Fund Charges
- General Fund
- Video Lottery



FY 23-24 Department Budget Details

Administrative Services Requirements



23-24 REQUIREMENTS

- Increased training/education and corresponding travel expenses
- Return to normal following pandemic (reduced training/travel) and department growth



Current Challenges and Future Initiatives

Challenges

- Coordinated Houseless Response Office strategies, implementation and future funding
- Working with the Board of County Commissioners, Finance and Facilities on funding for near and medium term capital projects.

Future Initiatives

- Onboarding a new County Internal Auditor
- Reviewing and improving the County's contract process, in coordination with Legal
- Continuing implementation of the Commercial Property Assessed Clean Energy (C-PACE) finance program



Thank you



FY23-24 Proposed Budget Presentation

Risk Management

Presenter:
Erik Kropp,
Risk Manager/Deputy County
Administrator



Risk Management Overview



- **Workplace Safety**
- **Skid Car**
- **Event Permits**
- **Manage insurance programs**



Insurance Programs

Unemployment

- Fully self-insured

Vehicle

- Fully self-insured
- Purchase insurance for out-of-state vehicles

Property

- Insure \$226 million of buildings and equipment



Insurance Programs

General Liability

- Self-insured up to \$1 million
- Excess GL policy for \$1 million - \$10 million

Workers Comp

- Self-insured
- Purchase excess policy: \$1 million for sworn; \$500k other

Cyber

- Costs more for less every year



Current Challenges and Future Initiatives

Challenges

- Insurance premiums are increasing
- Workers comp PTSD claims
- Vehicle repair costs increasing significantly
- Cost of workers comp medical claims increasing

Future Initiatives

- Skid Car automation
- Continuing to use the Oregon Public Entity Excess Pool (OPEEP) to purchase general liability and cyber policies



Thank you



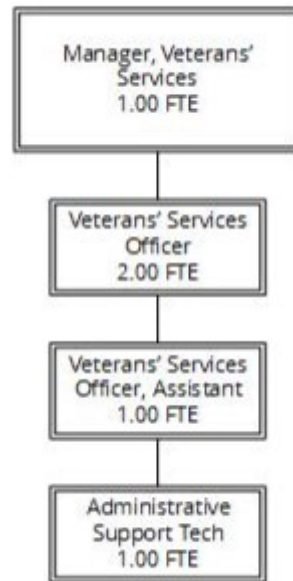
FY23-24 Proposed Budget Presentation

Veterans' Services

Presenter:
Keith MacNamara



Veterans' Services Overview



We provide Veterans and family members of Deschutes County with timely access to services.



Veterans' Services Overview (cont.)

We assist in connecting Veterans and their families with:

- Disability compensation
- Pension
- Healthcare
- Vocational rehab
- Survivors benefits
- Death benefits
- Limited education benefits
- State benefits
- Ordering records
- Referrals to other community resources



Veterans' Services Accomplishments

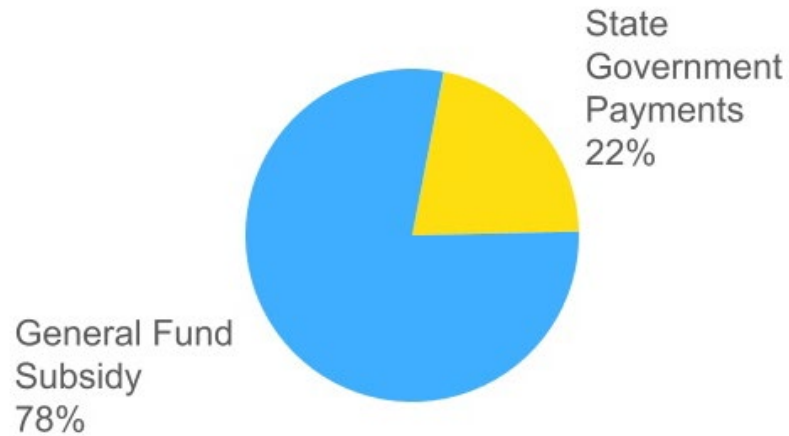


- Maintained a 10 day or less wait time for services.
- Provided services to 1,253 veterans and family members this year.
- Brought in over \$1,571,000 to our veterans this year.



FY 23-24 Finance Budget Details

Veterans' Services Resources



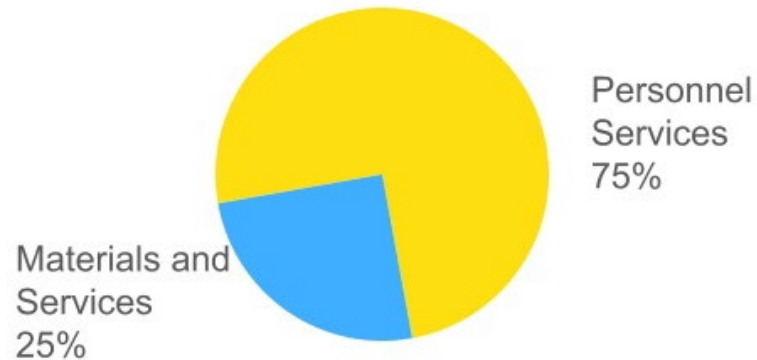
23-24 RESOURCES

- State payments and County General Fund support Veterans' Services which advocates for and assists veterans and their family members in applying for benefits that may be available to them.



FY 23-24 Finance Budget Details

Veterans' Services Requirements



23-24 REQUIREMENTS

- 75% of requirements is used for personnel.
- 25% of requirements goes toward materials and services.



FY 23-24 Finance Fiscal Issues

Fiscal Issues

- Increased cost associated with reclassifying a staff member

Operational Challenges

- Maintaining the 10 day wait time for services
- Conducting outreach services to other areas of the county
- Attending outreach events within the county



Thank you



FY23-24 Proposed Budget Presentation

Human Resources

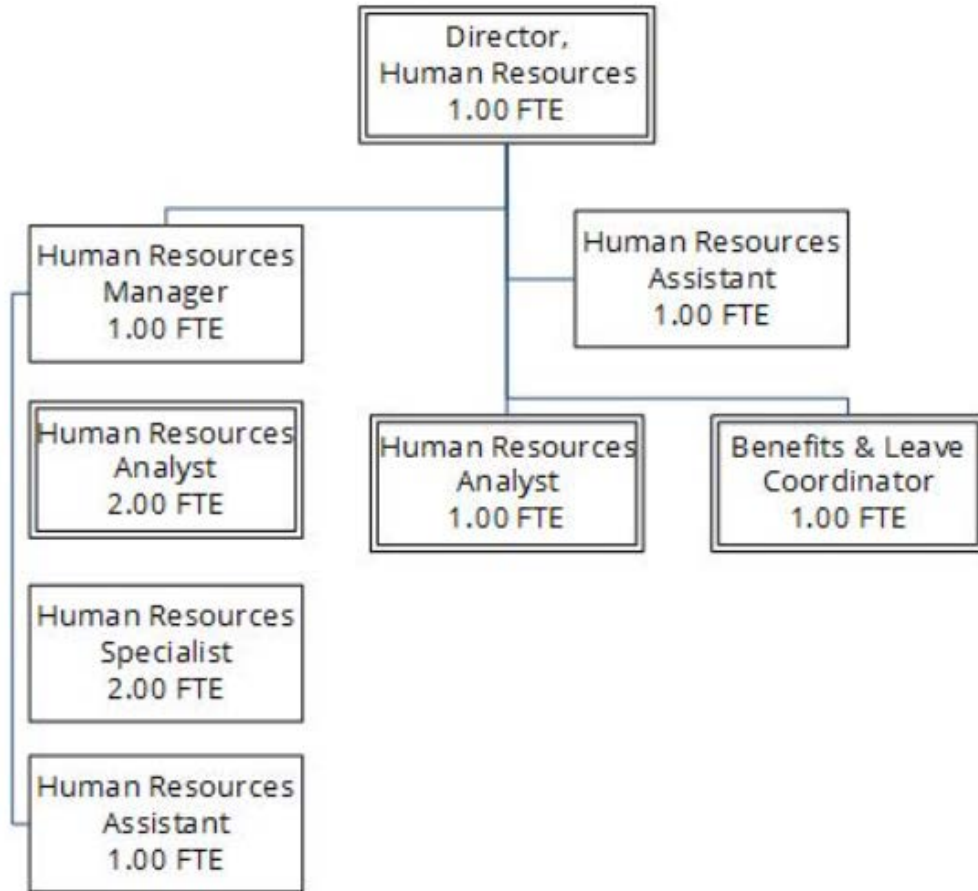
Presenters:

Kathleen Hinman, HR Director

Jason Bavuso, HR Manager



Department Overview



Mission: *We partner to develop people and an organization to meet the vision and objectives of Deschutes County.*

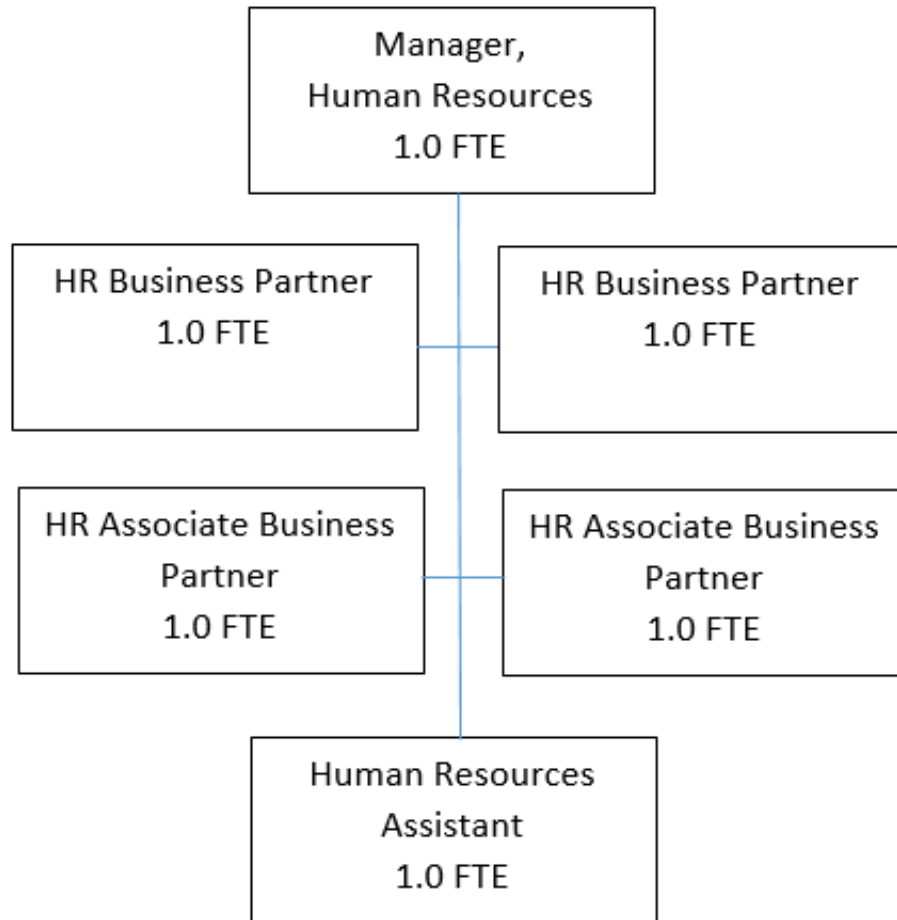


Department Overview

- Employment Services
- Talent Acquisition
- Classification & Compensation
- Performance Development
- Employee & Labor Relations
- Benefits & Leave Administration



Department Accomplishments



- Enhanced HR support and expertise through the transition to HR Business Partner model, departments and offices are assigned dedicated HR staff.
- New HR Manager position filled, resulting in 3 staff promotions.
- Succession planning and transfer of knowledge.



Department Accomplishments

	FY20			FY21			FY22			FY23*		
	# of Recruitments	Total Apps Received	Apps per Recruitment	# of Recruitments	Total Apps Received	Apps per Recruitment	# of Recruitments	Total Apps Received	Apps per Recruitment	# of Recruitments	Total Apps Received	Apps per Recruitment
Deschutes County												
Grand Total	166	5229	32	216	4867	23	299	3744	13	261	4828	18
<i>% from prior year</i>	-36%	8%	70%	30%	-7%	-28%	38%	-23%	-44%	-13%	29%	48%

Deschutes County FTE	FY20	FY21	FY22	FY23*
Budgeted FTE	1043	1072	1154	1207
<i>FTE increase over prior year</i>	23	29	83	52
<i>FTE % increase over prior year</i>	2%	3%	8%	5%
Vacancy rate	5.64%	6.52%	10.26%	10.49%

Turnover Report	FY20	FY21	FY22	FY23
All Employees				
Total Turnover - All Employees	90	96	162	147
Total Percent of FTE	8.4%	9.4%	15.1%	13.1%
Supervisors				
Total Turnover - Supervisor	7	17	16	14
Total Percent of Supervisor	3.7%	9.4%	8.6%	7.2%

- On pace to complete over 300 recruitments this Fiscal Year.
- Completed 2 Director level recruitments.



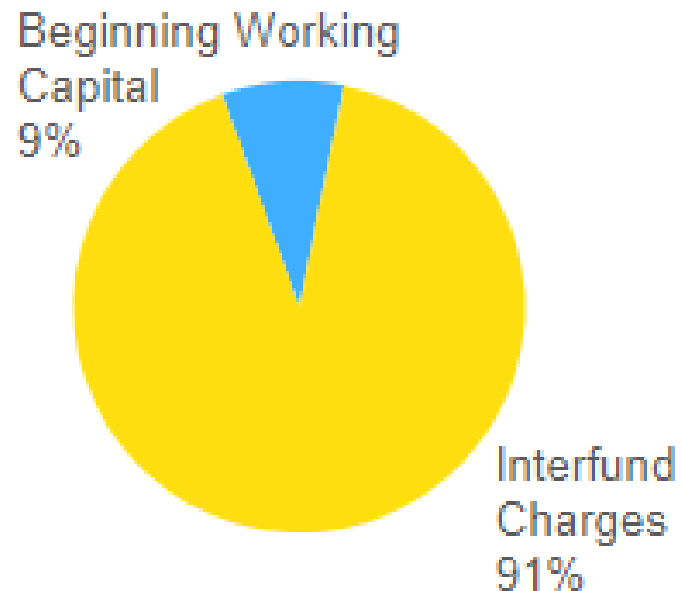
Department Accomplishments

- Concurrently bargained three successor collective bargaining agreements.
 - DCDAA – Deputy District Attorneys
 - FOPPO – Parole & Probation Officers
 - IUOE – Road and Solid Waste Departments
- Increased collaboration with union partners, foster a positive relationship among employees and employer.
 - [REDACTED] Investigation
 - Corrective Action: [REDACTED]
 - Performance Improvement Plan: [REDACTED]
 - [REDACTED] – Probationary Review



FY 23-24 Department Budget Details

Human Resources Resources



23-24 RESOURCES

Total Budget = \$2,150,360

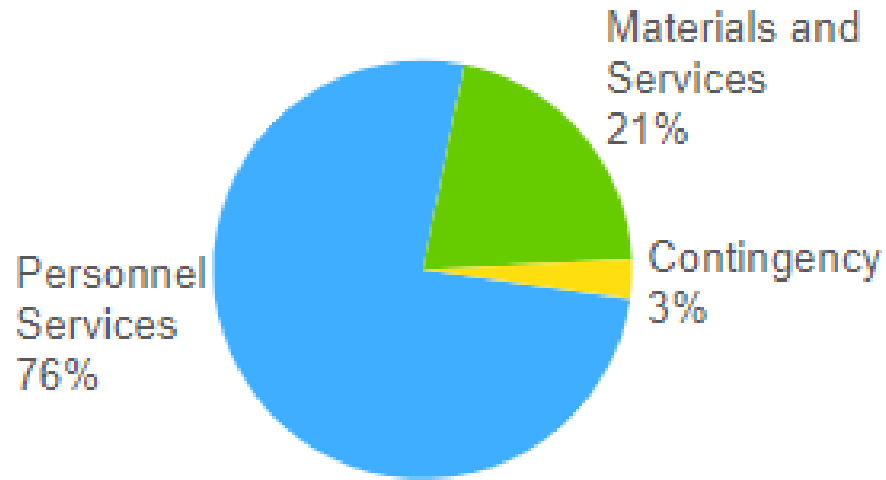
Budget Change = 10.80%

Department charges are based on budgeted FTE.



FY 23-24 Department Budget Details

Human Resources Requirements



23-24 REQUIREMENTS

Personnel Services:
Succession planning for an upcoming retirement.

Materials and Services:
Increase in cost of services generally and especially for training and education services.



FY 23-24 Department Fiscal Issues

Short-term Fiscal Issues

- Spiking costs in cost of living, materials, and services, specifically in performance development and training.
- Ensuring the Health Benefit Fund reserve stays within policy requirements, given costs of health care are increasing.

Long-term Fiscal Issues

- Increased cost of living and rising mortgage rates will continue to be a factor in attracting talent to the area.
- Balance providing robust and competitive health insurance and benefits package while managing the surging costs of health care.



Current Challenges and Future Initiatives

Challenges

- Transferring and replacing knowledge post staff retirement.
- Manual processes within Leave program administration.
- Manual processes around benefits enrollment, specifically retiree health insurance administration.

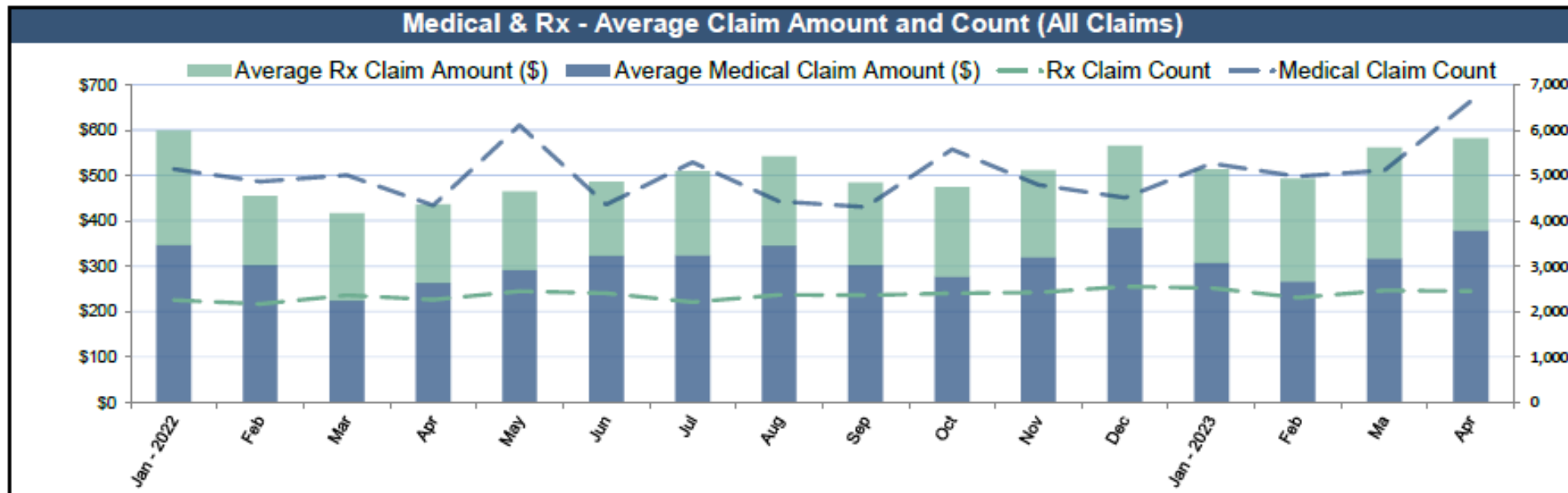
Future Initiatives

- Employee Performance Review Modernization
- Paid Leave Oregon Integration
- Policy and Rules Updates
- RFPs for Pharmacy Benefit Manager and Deferred Compensation (457 plans)



Health Benefits (Fund 675)

- The impacts of inflation, supply chain disruptions, historic labor shortages, and delayed care are creating significant economic challenges for the entire industry.



FY 23-24 Division Budget Details

	Funding Ratio		
	Total Expenses/Budget		
	1/22 - 12/22	1/22 - YOY	1/23 - YTD
Medical, Rx & Vision	126.7%	125.8%	130.0%
Gain / (Loss)	(\$5,717,113)	(\$1,376,361)	(\$1,652,901)
Dental	87.3%	97.2%	100.7%
Gain / (Loss)	\$302,386	\$16,366	(\$4,025)
Total Plans (Combined)	122.8%	123.0%	127.1%
Gain / (Loss)	(\$5,414,727)	(\$1,359,996)	(\$1,656,925)

As of March 2023

23-24 RESOURCES

- Beginning working capital projected at \$5.7M and ending near \$3.8M.
- The department rate is being increased by 11% this FY with plans to increase by 25%+ in the following year.
- Employee premium cost-shares typically make up 5.5% of the full premium rate.



FY 23-24 Division Budget Details

	Total Expenses Claims + Fixed		
	1/22 - 12/22	1/22 - YOY	1/23 - YTD
Net Medical	\$21,465,511	\$5,239,351	\$5,385,183
Rx	5,261,278	1,354,496	1,645,101
Vision	384,849	114,623	126,129
Dental	2,072,635	573,377	616,497
Total	\$29,184,272	\$7,281,846	\$7,772,910
Funding Ratio	122.8%	123.0%	127.1%

As of March 2023

23-24 REQUIREMENTS

- Claim spend has not returned to pre-pandemic increases as anticipated.
- Claim spend average year over year pre-pandemic was 3.5%, now averaging 10.8%.
- FY22 alone saw a 29.3% cost increase.
- Covered lives on the plan increased at a higher rate.



Thank you

The Deschutes County Human Resources Team

Make the Work You Do Matter.



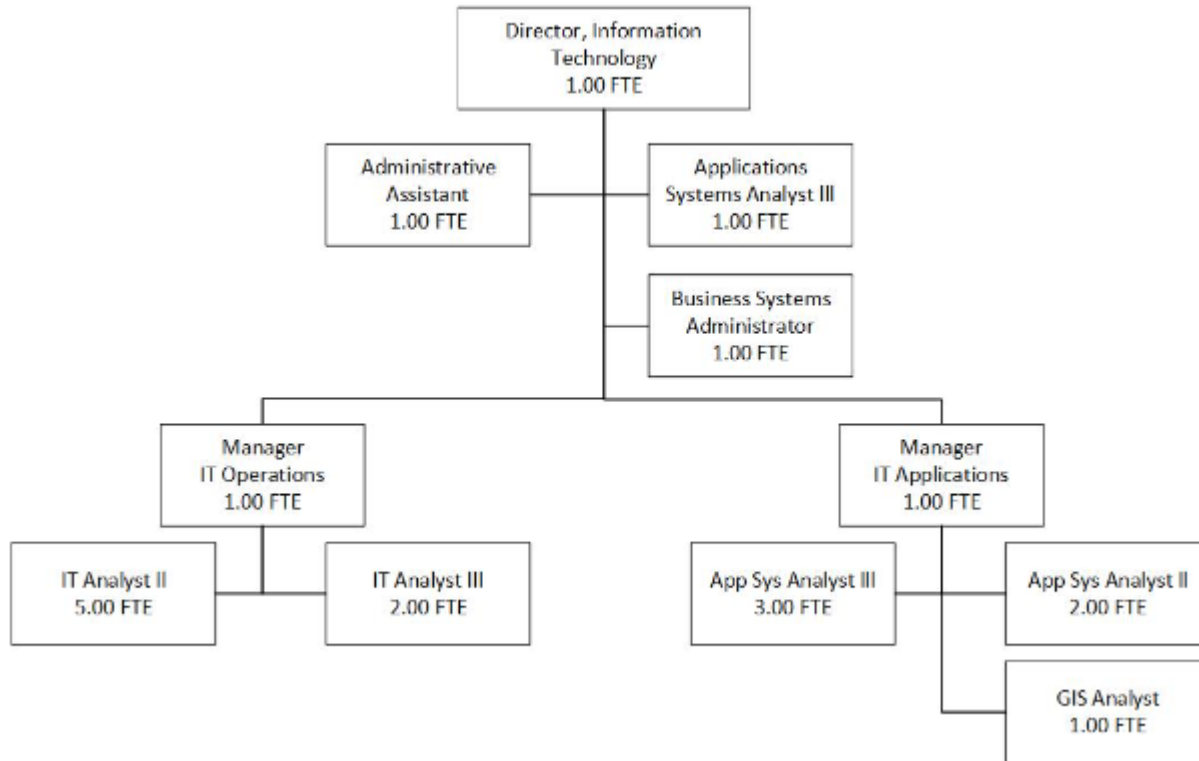
FY23-24 Proposed Budget Presentation

Information Technology

Presenters:
Tania Mahood
Kevin Furlong



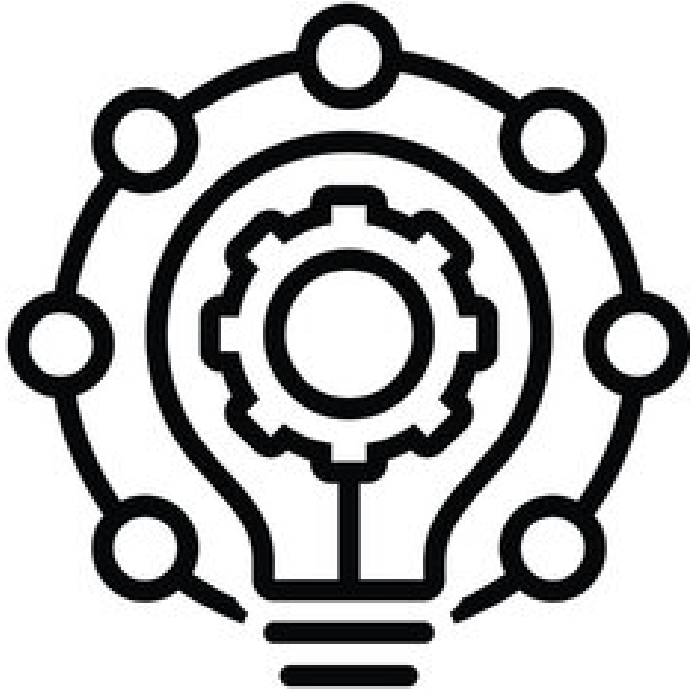
IT Overview



The IT Department for Deschutes County provides reliable, innovative, cost-effective, and proven solutions to residents, the business community, and County staff to contribute to the success of the citizens.



IT Accomplishments



- Converted all accounts to Microsoft 365
- Assembled an advisory group to provide direction on how the County implements and uses Microsoft 365
- Completed the onboarding of the managed cybersecurity service provider
- Filled the IT Director position
- Installed new firewalls



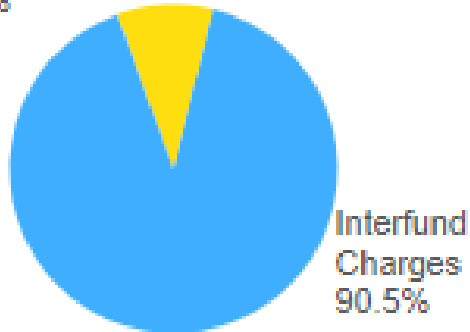
FY 23-24 IT Budget Details

Fund 660 - IT

23-24 RESOURCES

Information Technology Resources

Beginning
Working Capital
9.5%



- IT is funded by internal service charges
- ISF charges increased 5.42% from the previous budget year. Attributed to inflation and moving two FTE from other IT funds into this fund
- Moved Microsoft 365 licensing costs out of this fund and into 661 fund until licensing costs level out

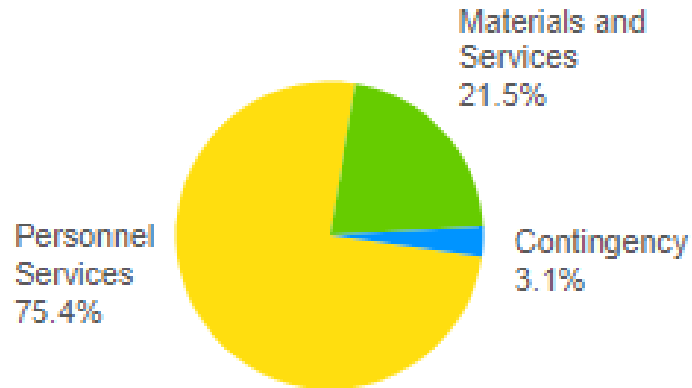


FY 23-24 IT Budget Details

Fund 660 - IT

23-24 REQUIREMENTS

Information Technology Requirements



- Personnel Services and the cost of employees projected at \$3.1M for FY24
- Major expenditures consist of \$200K in contracted services, \$226K for software maintenance and agreements
- Contracted services include managed cybersecurity vendor. Software maintenance and agreements majority of expenditure



FY 23-24 IT Fiscal Issues

Fund 660 - IT

Short-term Fiscal Issues

- Microsoft 365 licensing was moved out of this fund into the reserve fund (661)
- The department anticipates potential need for additional FTE pending further information

Long-term Fiscal Issues

- Meet the needs of a growing organization that is becoming more reliant on technology
- Preparing for and managing the increased cost of labor, acquisition of equipment, and maintaining systems to sustain current and expanding services
- Managing the costs associated with meeting security requirements



Current Challenges and Future Initiatives

Fund 660 - IT Challenges

- Increased cybersecurity requirements
- Increased costs of labor, services, and products
- Providing staff development and training to keep relevant and up-to-date
- Hiring and maintaining appropriate staffing to meet the needs of a growing organization
- 10% turnover in existing staff due to retirement
- Undefined maturity level of the IT organization to benchmark against other like-sized organizations

Future Initiatives

- Benchmark our security posture with peers
- Establish an emerging IT Service Management practice inspired by Information Technology Infrastructure Library (ITIL) framework starting with change management
- Objectively establish the maturity of the organization
- Possess a minimum level IG2 for 18 CIS Critical Security Controls
- Provide 10 employee trainings/yr. shaped by the outcome of the IT engagement with stakeholder's
- Provide opportunities, pathways, and processes to engage with stakeholders

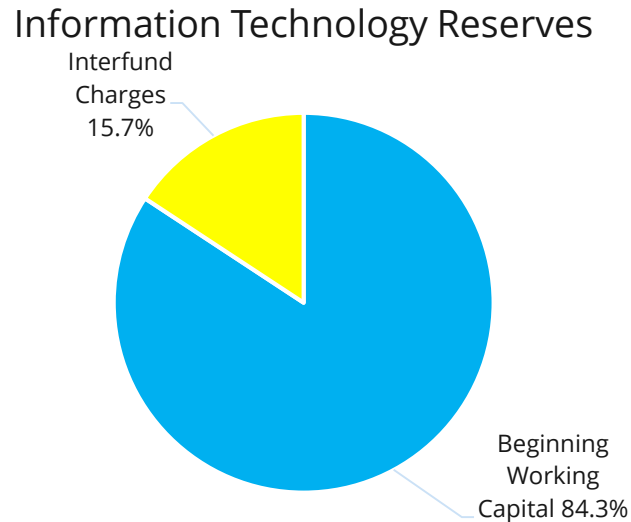


FY 23-24 IT Budget Details

Fund 661 – IT Reserve

23-24 RESOURCES

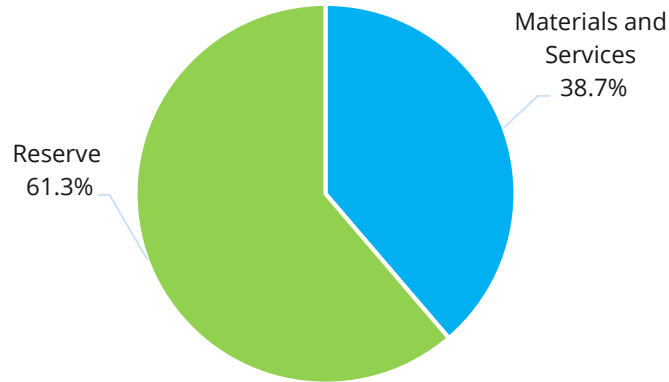
- IT Reserve is funded by internal service charges
- ISF charges increased 30.01% from the previous budget year
 - Attributed to the move of Microsoft 365 licensing costs out of fund 660 and into this fund



FY 23-24 IT Budget Details

Fund 661 – IT Reserve

Information Technology Reserves



23-24 REQUIREMENTS

- Major expenditures including software licensing of Microsoft 365 licensing (\$283.6K), computers & peripherals (\$70K), and technology improvements (\$248K)



FY 23-24 IT Fiscal Issues

Fund 661 – IT Reserve

Short-term Fiscal Issues

- Microsoft 365 licensing was moved to 661 from 660 but will be moved back to 660 when licensing stabilization has occurred, approximately FY26

Long-term Fiscal Issues

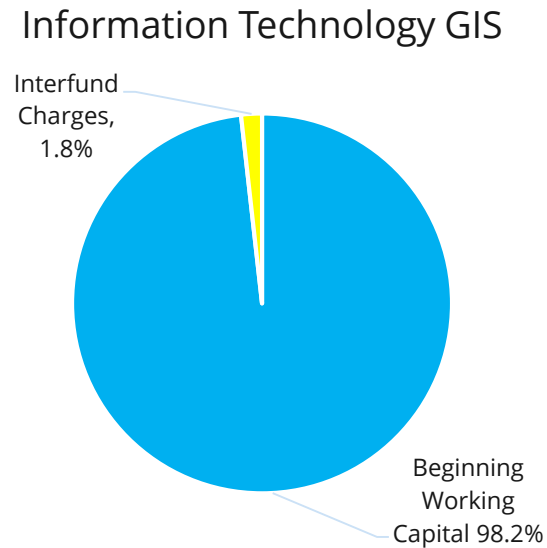
- None identified



FY 23-24 IT Budget Details

Fund 305 – GIS Dedicated

23-24 RESOURCES



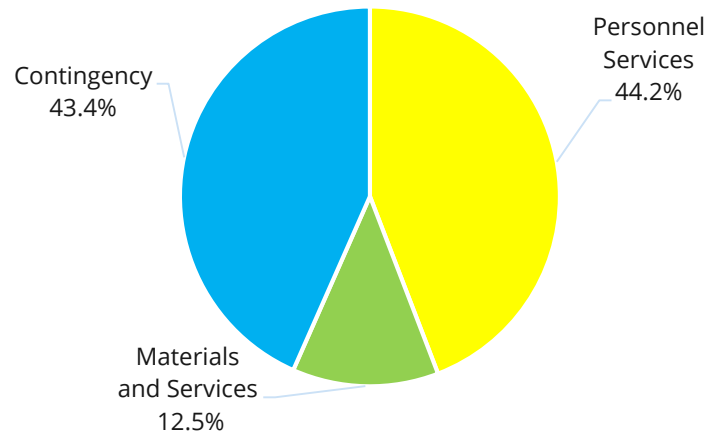
- Majority of revenues come from clerk and surveyor fees.



FY 23-24 IT Budget Details

Fund 305 – GIS Dedicated

Information Technology GIS



23-24 REQUIREMENTS

- Personnel Services and the cost of employees is projected at \$284K for 19 employees
- This decrease is attributed to moving 30% of one FTE into 660



FY 23-24 IT 305 Fiscal Issues

Fund 305 – GIS Dedicated

Short-term Fiscal Issues

- Revenue is projected to decline by 42% due to the decrease of recording title transfers and security interests
- Removed the funding for arial photography due to decreased revenue

Long-term Fiscal Issues

- The revenue instability creates challenges with long-term planning



Current Challenges and Future Initiatives

Fund 305 – GIS Dedicated

Challenges

- The funding instability creates challenges
- IT GIS provides services to specific departments, supporting both their internal GIS needs as well as the GIS infrastructure and resources required for their public engagement.

Future Initiatives

- Long-term planning for stability and vision of this fund



Thank you



FY23-24 Proposed Budget Presentation

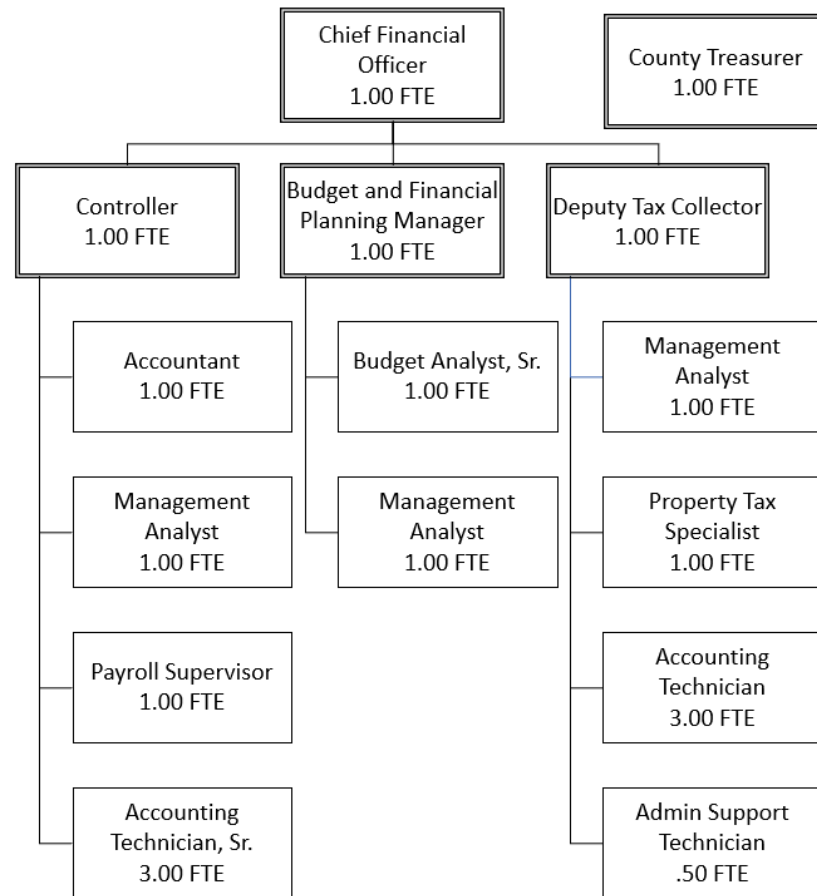
Finance

Presenter:

Robert Tintle, Chief Financial Officer



Finance Overview



18.50 FTE

Mission:

The Finance Department manages the financial activities of the County in accordance with generally accepted accounting standards, with prudence, integrity and transparency.



Finance Overview (continued)

Budget - 3 FTE

Annual Budget
Financial Planning
Financial Forecasting
ARPA Administration

Accounting - 7 FTE

Financial Reporting
Payroll
Accounts Payable / Receivable
General Ledger
Capital Assets
Cash Management

Tax Office - 6.5 FTE

Property Tax Collections
Transient Room Tax Administration
Dog Licensing



Finance Overview (continued)

Treasurer

Investment
Portfolio

Property Tax
Distribution

General
Banking/Merchant
Services

Community
Engagement

CFO

Direct Department

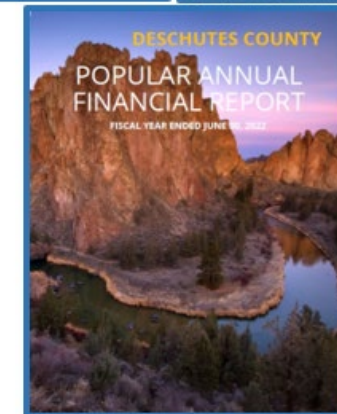
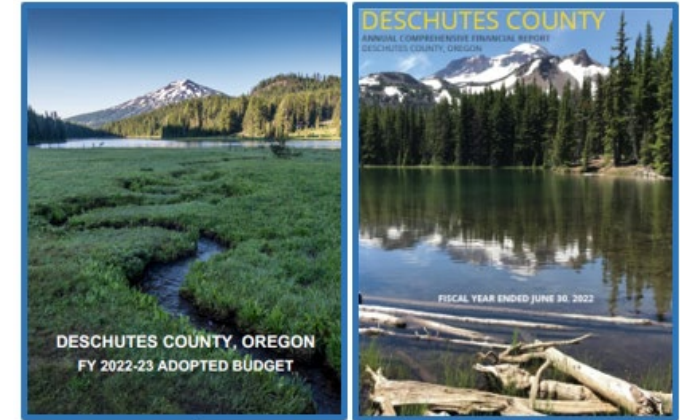
Financial Health &
Stability of County

Cash Management

Debt Management

Tax Collector

Room Tax
Administrator



Finance Accomplishments

- County Administrator appointed new CFO
- County Treasurer elected
- 21st consecutive year - Certificate of Achievement for Excellence in Financial Reporting
- 15th consecutive year - Distinguished Budget Presentation Award
- 3rd consecutive year –
 - Popular Annual Financial Report Award
 - Triple Crown Designation



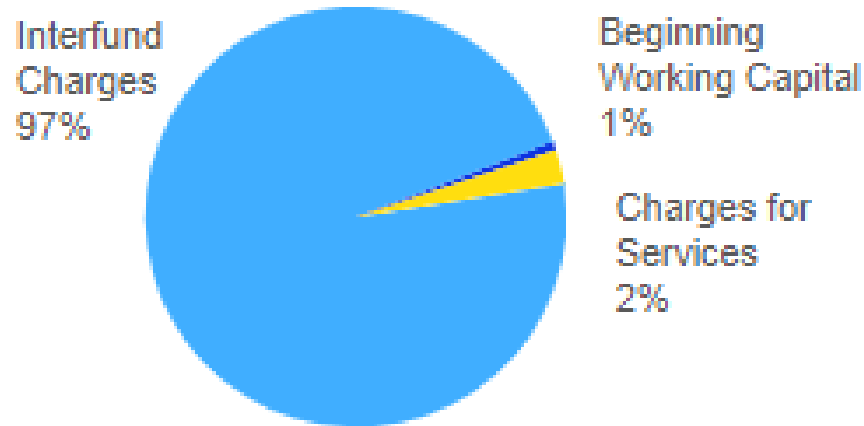
Finance Accomplishments

- Pay period alignment
- Increased TRT compliance and reporting
- Increased online payments for dog licensing
- Long-term financial forecasts
- Expanded use of DebtBook for GASB 96
- FF&C Obligations, Series 2022 for Negas Waste Transfer Station

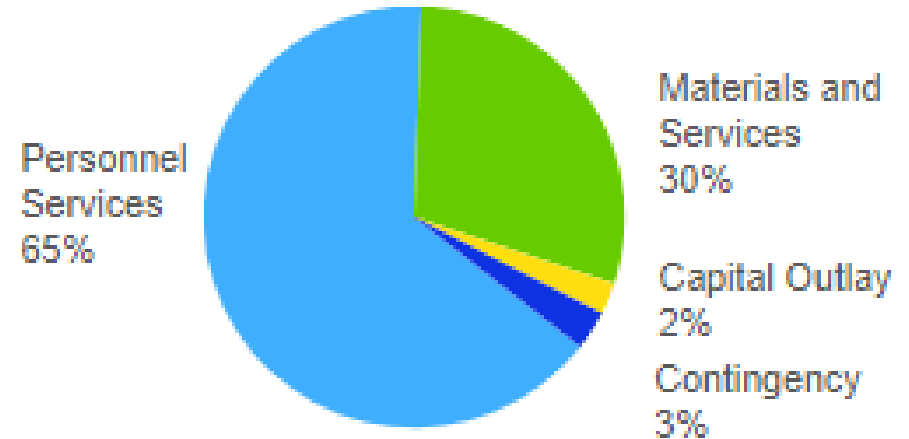


FY 23-24 Finance Budget Details

Finance Resources



Finance Requirements

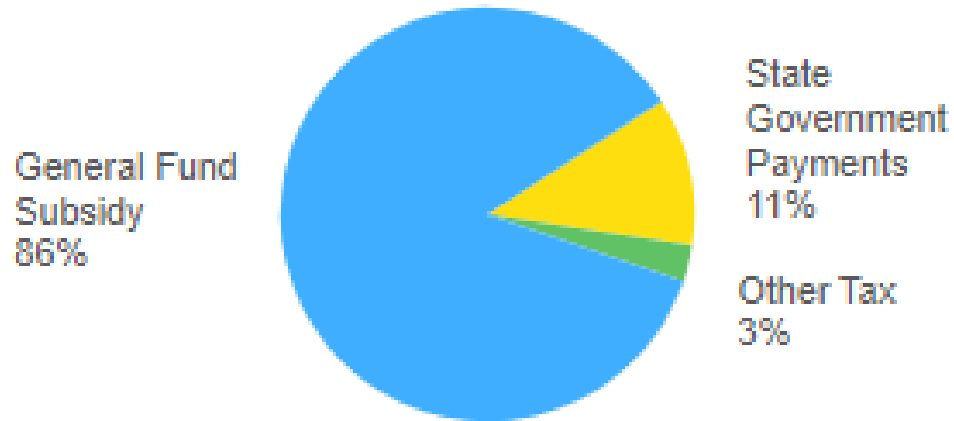


- M&S: audit contract, financial systems software (Munis, NovaTime, Workiva, Debtbook)
- Capital: ACFR builder software
- Increase in personnel for new Treasurer



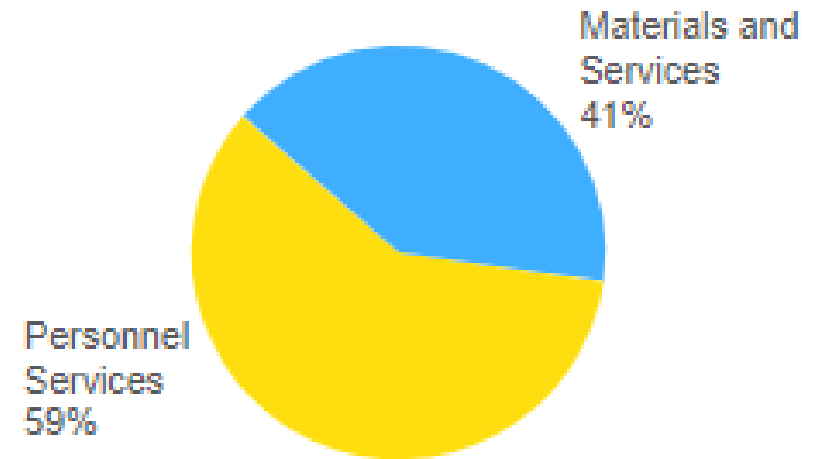
FY 23-24 Tax Office Budget Details

Tax Resources



- State: CAFFA payments \$108,800
- Other: Tax warrant fees and tax foreclosure fees

Tax Requirements



- No changes in FTE
- Postage, printing tax statements
- Helion software
- ISF charges



FY 23-24 Finance Fiscal Issues

Short-term Fiscal Issues

- County: Courthouse funding and timing of debt service
- Tax: Reduced CAFFA funding
- Increased costs for software subscriptions and overall M&S

Long-term Fiscal Issues

- County: 20-year debt service payments for courthouse
- Tax: Ongoing CAFFA funding levels
- Ongoing need for software and contract renewal costs
- Monitor delinquent taxes



Current Challenges and Future Initiatives

Challenges

- Implementing new GASB financial reporting standards
- Efficiencies in Enterprise ERP (Munis) system and other software
- Centralized procurement function and support for departments

Future Initiatives

- Administration of Transient Room Tax program and monitoring of revenues and expenses
- Develop user friendly finance dashboards for public use



FY 23-24 Finance Special Requests

Budget Officer included in FY24 Proposed Budget
Funded by ISF charges to departments

- 1) Financial reporting software to assist preparation of Annual Comprehensive Financial Report

\$100,000 for one-time implementation costs and ongoing support

- 2) Centralized Procurement Manager position

Add 1.0 FTE - \$152,103



Thank you



FY23-24 Proposed Budget Presentation

Property Management

Kristie Bollinger - Property Manager

Ryan Dunning - Property Analyst

Deborah Cook - Property Specialist



Department Overview

- Property Management is a Division of Administration
- Approx. 650 properties in inventory
- Consists of:
 - Asset
 - Foreclosed
 - Park Designated

Mission: Cost effectively manage the County's real estate portfolio, advise the Board of County Commissioners of property acquisition and disposition opportunities, and provide quality customer service to those we serve.



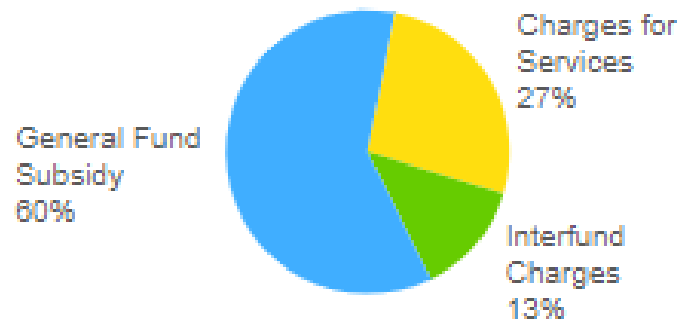
Department Accomplishments

- **Recruited and added a management analyst to Property Management**
- **Completed real property auction, resulting in the disposition of 10 properties with gross proceeds of \$702,600**
- **Executed Purchase & Sale Agreement to disposition 7.12-acre “Simpson property” for the development of affordable housing**
- **Disposition of 8.32-acre “Cinder Pit property” to City of Redmond for the development of affordable housing**
- **Acquired 0.10-acre property in downtown Bend core for potential future redevelopment**
- **Completed ‘Notice of Proposed Sale with Intent to Relocate Historic Structure’ for the AJ Tucker Building**
- **Completed Administrative Policy titled, Removal of Unsafe Encampments Location on County-owned Property**



FY 23-24 Department Budget Details

Property Management Resources



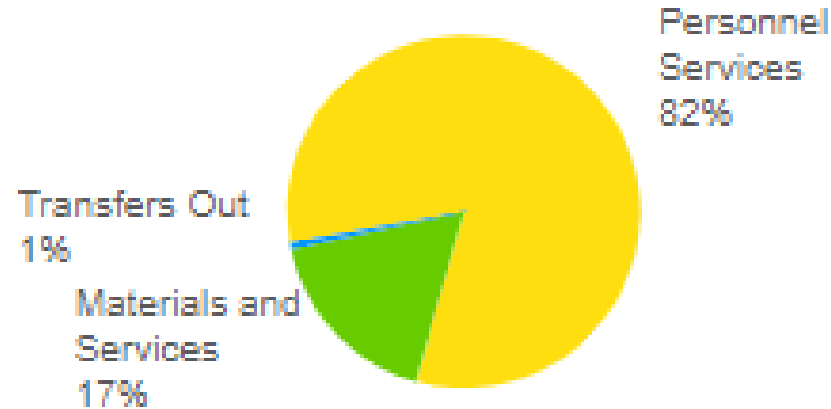
23-24 RESOURCES

- Charges for Services includes funds from tax foreclosed property sales
- Interfund Charges includes funds from Property Development & Debt Reserve fund



FY 23-24 Department Budget Details

Property Management Requirements



23-24 REQUIREMENTS

- 8% increase in Personnel Services partially due to new management analyst position



FY 23-24 Department Fiscal Issues

Short-term Fiscal Issues

- Encampments continuing to increase on County-owned properties, resulting in increased amounts of accumulated trash and debris
 - Cost to complete organized encampment cleanups would be substantial
- Increased costs for goods and services

Long-term Fiscal Issues

- Impacts from encampments



Current Challenges and Future Initiatives

Challenges

- Onboarding/training new management analyst to provide added capacity in Property Management
- Need to fill upcoming vacancy due to staff retirement
- Continued increase of workload demands within Property Management, which includes complex project management and competing priorities
- Encampments continuing to increase on County-owned properties,

Future Initiatives

- Implement real estate portfolio management system
- Explore the opportunity and feasibility to implement a real estate asset management plan



Thank you



FY23-24 Proposed Budget Presentation

County Legal

Presenter: Dave Doyle



Legal Overview

Mission: Provide full service legal advice, support and representation to all county departments; handle ALL transactional and litigation work (except bond work due to ORS requirements); public meetings, public records, contracts, labor negotiations, prosecute civil commitments, dog board hearings, property tax appeals, real property transactions, etc.

Also provide General Counsel to DC 911, SRSD, and BBR PD.



Legal – Who we are? What we do?

- Two paralegals
- One Legal Counsel
- Four Assistant Legal Counsels –
 - * Litigation
 - * HR/Personnel
 - * Land Use
 - * General Practice



FY 23-24 Department Budget Resources

Legal Counsel Resources

Beginning Working Capital
10%

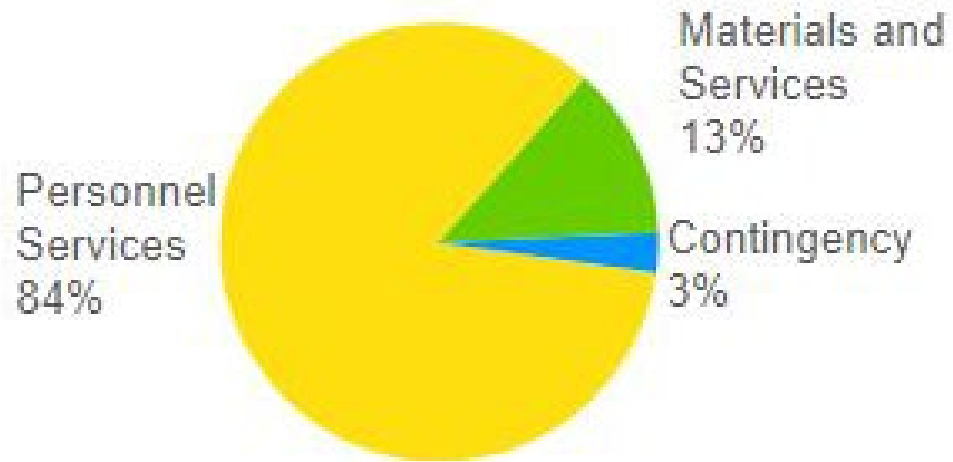


Interfund Charges
90%



FY 23-24 Department Budget Requirements

Legal Counsel Requirements



- Status quo budget



Current Challenges and Future Initiatives

Workload & Staffing Challenges

- Workload volume increases continuing (has averaged 5% increase annually)
- Primary Areas: Health Department, Civil Commitment Hearings; Contract support; emerging issues and programs associated with Homelessness and Housing; litigated land use matters, support for HR & employee matters; BOCC meeting staffing and support

Future Initiatives

- No anticipated capital needs



Current Challenges and Future Initiatives

Challenges (continued)

- Workplace: continue to implement hybrid remote work model; should reduce future office space needs
- Staffing challenges - staff retention



Thank you



FY23-24 Proposed Budget Presentation

Community Justice

Deevy Holcomb, Director
Trevor Stephens, Business Manager
Sonya Littledeer-Evans, Deputy Director
Tanner Wark, Deputy Director



Department Overview:

Two Divisions

- **Juvenile Community Justice**
- **Adult Parole and Probation**

Mission

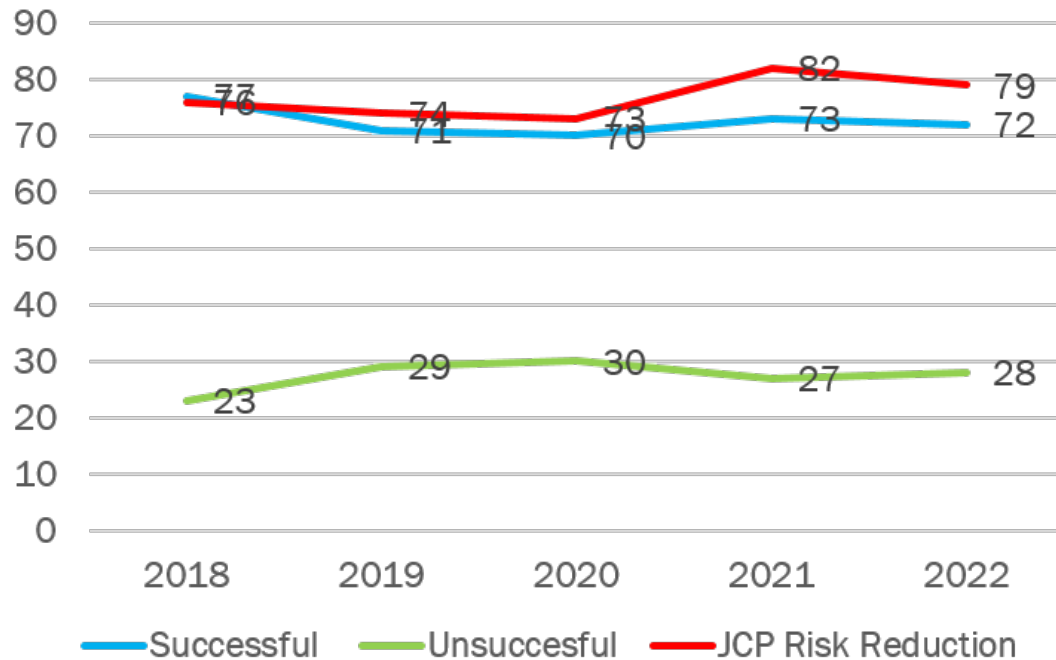
Repair harm, reduce risk, create opportunity.

Protect the public, repair harm, hold clients accountable, and facilitate pro-social thinking.



Juvenile Accomplishments:

Closure and Risk

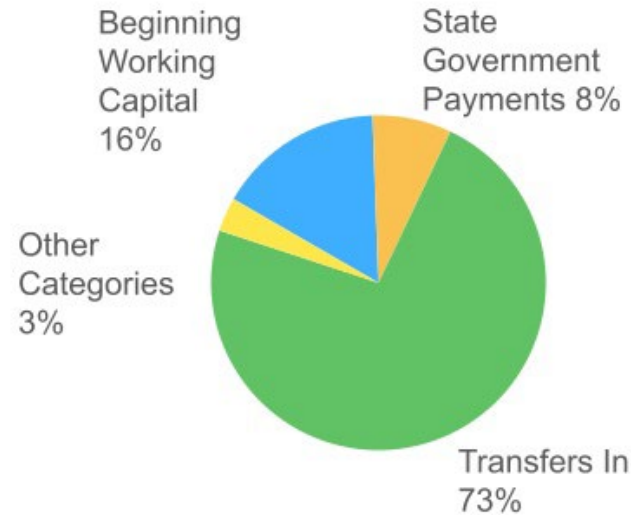


- **Maintained public safety, victim reparation, risk reduction and client behavior change in the face of a dynamic economic, public health and public safety outlook.**
 - 70% of young people paid their entire restitution obligation
 - 78% of young people completed their community service obligations (up from 69% the prior year)
- **Partnerships with stakeholders and community partners**
 - Schools
 - Community-based organizations
- **Innovate and Engage**
 - Workgroups



FY 23-24 Juvenile Budget Details

Juvenile Community Justice Resources



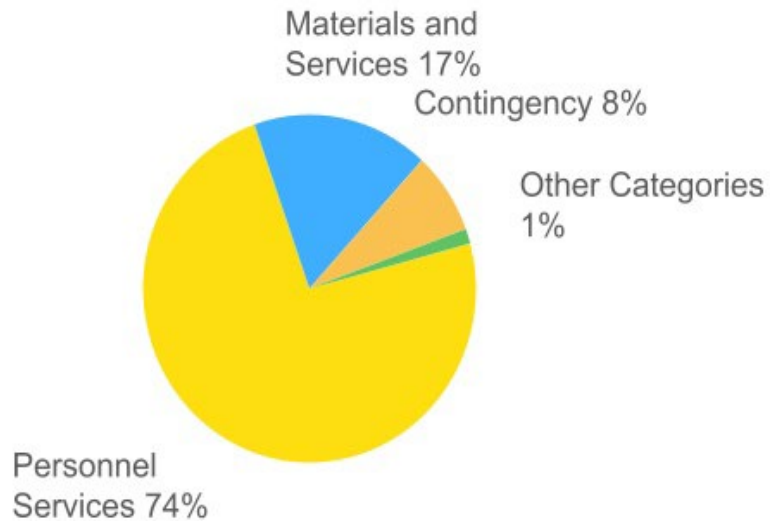
23-24 RESOURCES

- 4.1% increase in general fund transfer from FY 2023.
- Small reductions in state grant funding.
- Strong FY 2023 ending year balance projected due to personnel cost savings



FY 23-24 Juvenile Budget Details

Juvenile Community Justice Requirements



23-24 REQUIREMENTS

- Shared staff between adult and juvenile returned to 100% juvenile FTE.
- Detention security capital upgrade project.
- Gate upgrade project as part of larger public safety campus.



FY 23-24 Juvenile Fiscal Issues

Short-term Fiscal Issues

- Stable at this time
- Increasing department health insurance costs

Long-term Fiscal Issues

- Continued specialized detention upgrades due to an aging building and facility.
- County's statutory obligations and relationship to General Fund
- Retirement wave expected +/- 2025-2028



Current Challenges and Future Initiatives

Challenges

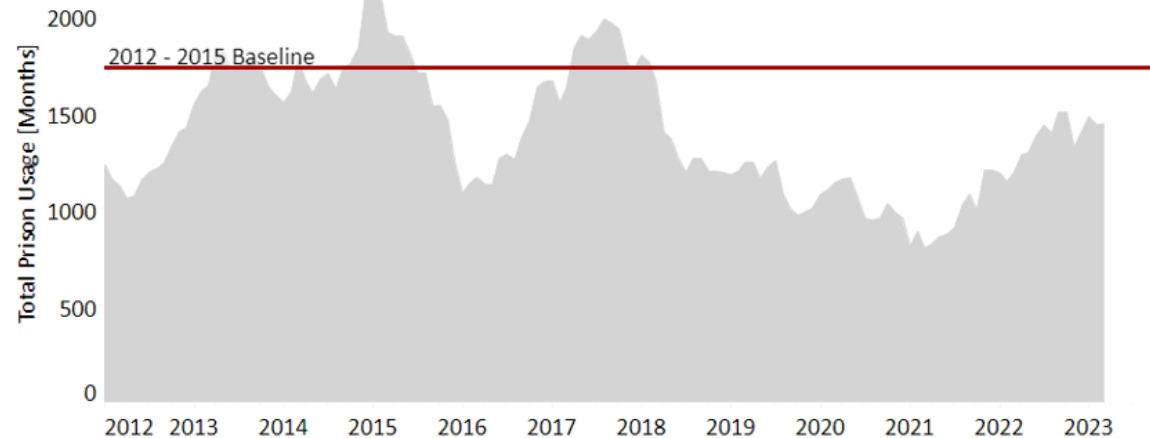
- Detention facility staffing
 - Shift work
 - Cost of living
 - Effective recruitment, onboarding, training and retention strategies

Future Initiatives

- Juvenile administrative space utility and upgrade
- Broader public safety campus
- Effective substance use disorder treatment for justice-involved young people



Adult Accomplishments

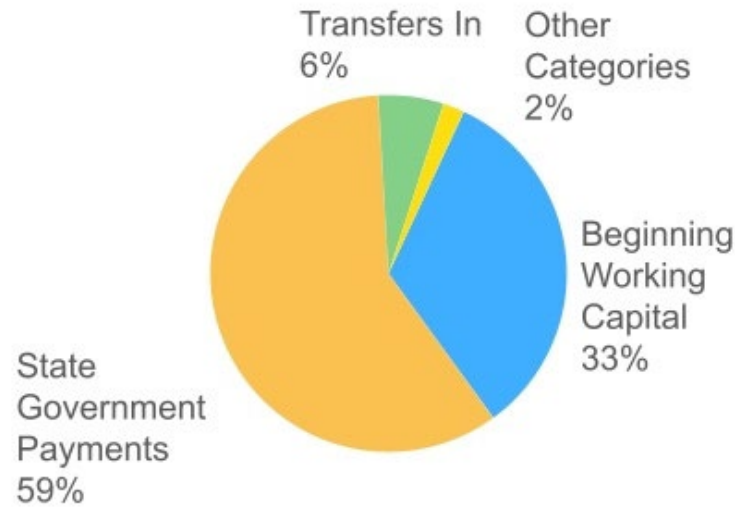


- **Maintained public safety, victim reparation, risk reduction and client behavior change in the face of a dynamic economic, public health and public safety outlook.**
 - 87% receive comprehensive risk and needs assessment within 60 days of admission.
 - Sustained 16% reduction in prison usage either decreasing or neutral impact on recidivism.
- **Partnerships with stakeholders and community partners**
 - Community Conversation
 - Community-based Organizations
 - District Attorney's Office and Circuit Court
- **Innovate and Engage**
 - National Institute Corrections Technical Assistance
 - Nimble/flexible human resource management



FY 23-24 Adult Budget Details

Adult Parole & Probation Resources



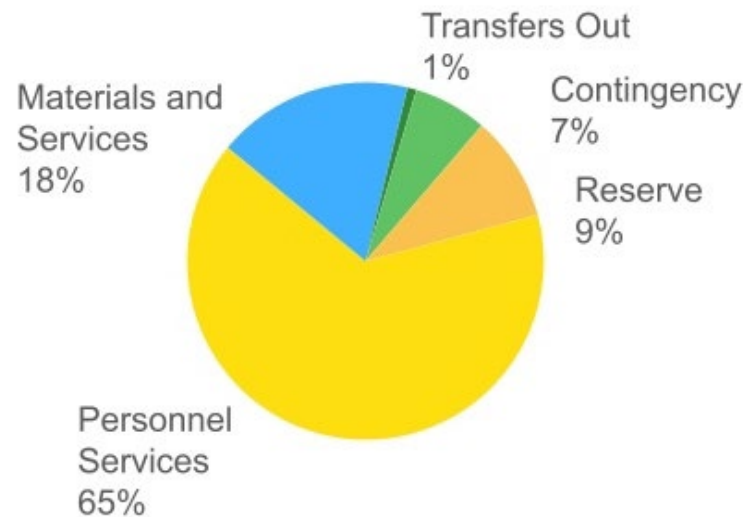
23-24 RESOURCES

- Grant in Aid reduction.
- Reserve for future expenditures.
- Same general fund request to support unsupervised Misdemeanors.



FY 23-24 Adult Details

Adult Parole & Probation Requirements



23-24 REQUIREMENTS

- Personnel up 4% shifted some shared staff back to Juvenile.
- Reduced materials and services by 14%.
- No capital projects on the forefront.



FY 23-24 Adult Fiscal Issues

Short-term Fiscal Issues

- FY 23-25 Biennial revenue forecast
- Spending down Reserves
- Increasing departmental health insurance costs

Long-term Fiscal Issues

- Current service level concerns FY26 and beyond without significant shift
- More with less
- Diversify revenue and partner to accomplish goals



Current Challenges and Future Initiatives

Challenges

- Volatile legal, administrative and social expectations of the field
- Balancing caseload sizes for optimal behavior change
- Affordable housing for justice involved individuals

Future Initiatives

- Future funding opportunities
- Responding to changing county demographics and needs - Gender and Culture
- Nimble and flexible staffing structures



FY 23-24 Special Requests

- No special requests at this time.



Thank you!



FY23-24 Proposed Budget Presentation

Justice Court

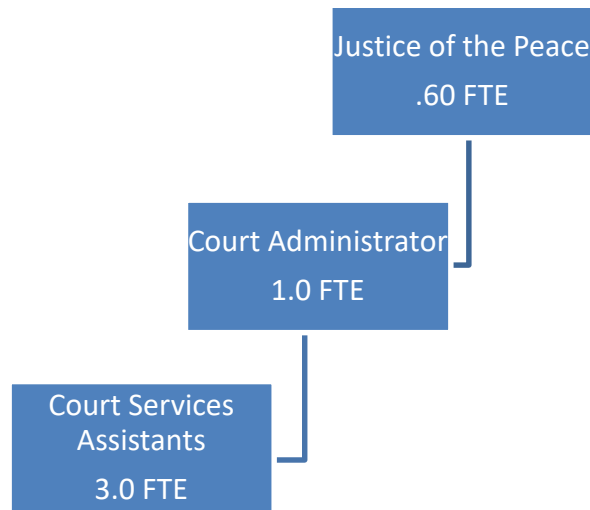
Presenter(s):

Charles Fadeley, Justice of the Peace

Jodi Stacy, Court Administrator



Justice Court Overview



Mission: Provide the citizens of Deschutes County with timely access to justice at a convenient time and location.



Justice Court Accomplishments

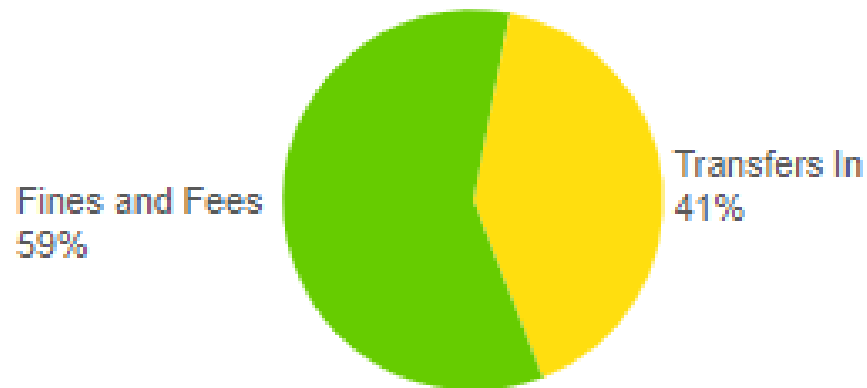


- Successfully completed three separate audits
- Participated in Active Threat Training
- Acquired & mastered the new LEADS 20/20 platform



FY 23-24 Justice Court Budget Details

Justice Court Resources

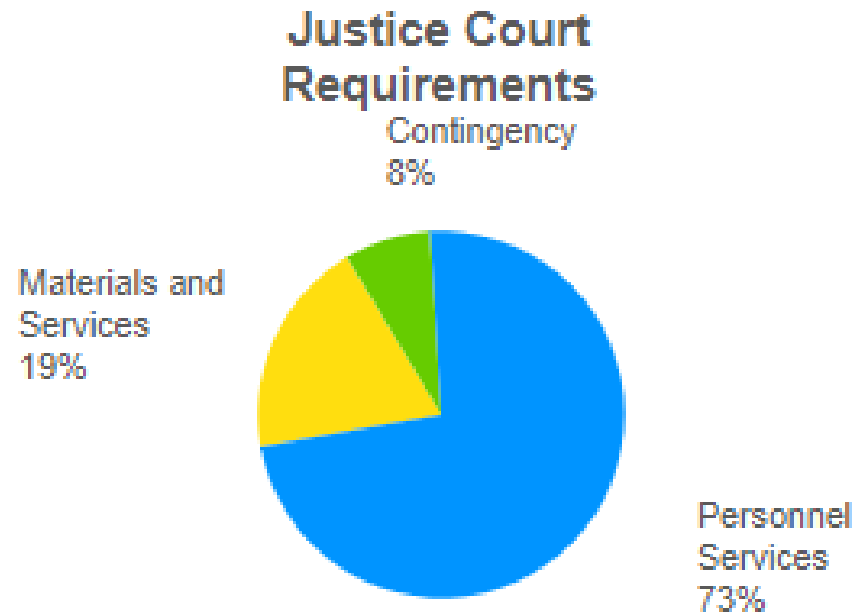


23-24 RESOURCES

- Projected Justice Court revenue payable to Deschutes County \$525,000
- Partial transfer of \$364,688 necessary to fulfill budget requirements



FY 23-24 Justice Court Budget Details



23-24 REQUIREMENTS

- Increased cost of health insurance and PERS contribution
- Upcoming retirement of current Court Administrator creates need to double fill position for necessary training



FY 23-24 Justice Court Fiscal Issues

Short-term Fiscal Issues

- Double fill of Court Administrator position
- Necessary replacement of outdated computers and peripherals

Long-term Fiscal Issues

- Loss of ability to sanction driver's licenses for failure to comply
- Governor's Order on Remission of Fines
- Continued increasing costs of health insurance and PERS



Current Challenges and Future Initiatives

Challenges

- Hire and train new Court Administrator
- Continued workload impact due to legislative amendments and an understaffed Department of Motor Vehicles

Future Initiatives

- Complete update of continuity of operations plan
- Consider new methods of collecting revenue



Thank you



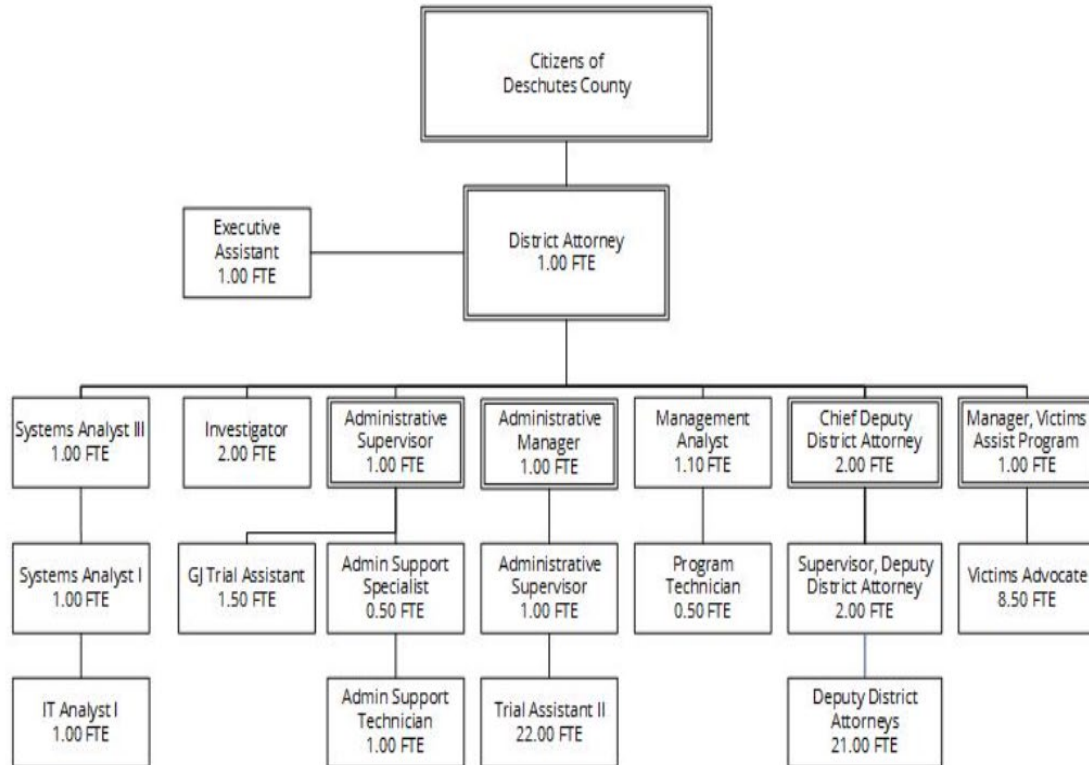
FY23-24 Proposed Budget Presentation

District Attorney's Office

Presenters:
Steve Gunnels
Jessica Chandler
Ashley Beatty



District Attorney (DA) Overview



It is the mission of the Deschutes County District Attorney's Office to seek justice, advance public safety and uphold the law. We strive to maintain public trust and serve the people of Deschutes County with fairness, integrity and honor.

-Mission Statement



DA Accomplishments

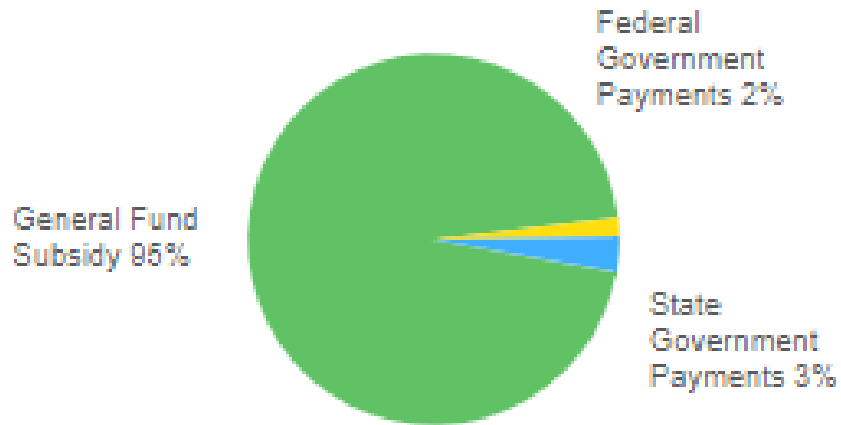


- **Veterans Intervention Strategy** – achieved two years of implementation, incorporated the Deschutes County Circuit Court into the program model and only had a 12.5% two-year incarceration recidivism rate, achieving our goal of no more than 20%.
- **Emerging Adult Program** –Secured \$1.1 M in state funding to support two additional years of restorative justice program. Successfully completed the pilot with a 7.7% one-year arrest recidivism rate, meeting our goal of less than 35%.
- **Working closely with the Marijuana grant-** have a dedicated DA Investigator to write search warrants.
- **Implemented DCDA patrol briefing and ride-along program** for DCDA personnel to learn the job demands of law enforcement and build stronger relationships with LE.
- **Participating in Community Outreach events** such as Polar Plunge and First Responder Career Fair and Community Event.



FY 23-24 DA Budget Details

District Attorney's Office Resources



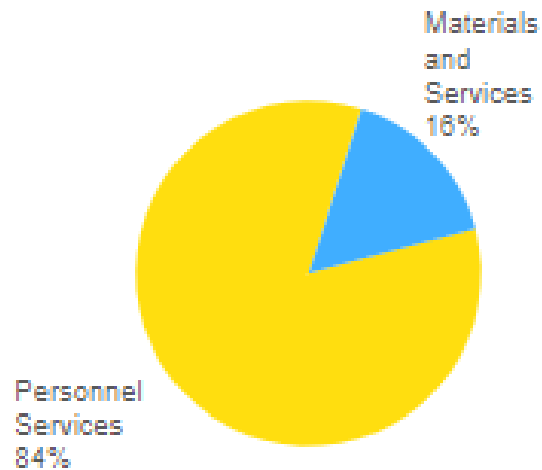
23-24 RESOURCES

- Federal Grants: 191,130
- State Grant: 329,918
- Discovery Fees: 20,000
- Local Grant: 11,000
- General Fund: 11,040,683



FY 23-24 DA Budget Details

District Attorney's Office Requirements



23-24 REQUIREMENTS

- DA Personnel: 9,705,227
- M&S: 1,823,745
- Some changes you will see:
 - Overtime (On-call/ OT combined)
 - Time Management Leave
 - Education and Training
 - Investigations
 - Legal Research
 - Other inflationary increases



FY 23-24 DA Fiscal Issues

Short-term Fiscal Issues

- JRP DDA .5 grant funded position ending 6/30/23.
 - P&P to apply for additional funding in September 2023.
 - Funding is likely to be less.
 - Holding a .5 DDA vacancy to fill need.

Long-term Fiscal Issues

- Implementing PCE Recommendations for FTE.
 - We are planning to remain status quo to focus on retention.
 - Considering county's long-term financial forecast.
 - Current additional FTE needs per PCE: 2 DDAs, 2 TAs, 1 HR professional and 1 Victim Advocate.
- DV grant that funds 1.0 DV Investigator to end 9/30/24.
 - Will likely apply for additional funding.



Current Challenges and Future Initiatives

Challenges

- **Employee retention & recruitment**
 - Since 2018 we have had 20 DDAs term w/ a 6.47 year average.
 - All staff turnover since 2018 has been 42 terms.
 - Recruitment numbers have been low.
 - Cost of living and current wages has impacted recruitment.
- **Increase in complex cases (e.g. homicides/complex sex abuse) and high caseloads of lesser complexity**
 - High turnover of deputy district attorneys results in difficulty staffing these cases with experienced attorneys.
- **Expungements**
 - Increased nearly 125% over the last three years, with 195 requests in 2020 and 833 requests in 2022.
- **Public record requests**
 - Increased by 35% over the last three years, with 454 requests in 2020 and 648 requests in 2022.

Future Initiatives

- **Communication & Collaboration**
 - Continue to provide Deputy DA- Law Enforcement trainings.
 - Partnering with Community Justice to develop equity plan.
- **Data**
 - Provide a cohesive public dashboard on our newly completed DCDA Website.
 - Create stronger data and metric tracking.
- **Policy and procedures**
 - Improvement of our policies and procedures.
- **Office structure**
 - Development of an efficient internal structure to handle caseload and reduce burnout.



FY 23-24 Special Requests

File Storage for 4th Floor Files

Priority #1:

- Cost: \$39,200 one-time request
- \$10,200 storage fees annually starting FY25
- Funding Source 0011150 (GF/DAO)



Justification

Our overall goal is to create usable space in our 4th floor area.

Currently, this space is filled with case files. We ideally wanted to get these case files scanned, but after reaching out to a CJIS compliant vendor, we were quoted 2.5 million for this project. In effort to save money, we felt that it would be better to store these case files at an offsite location until we are able to find a more fiscally reasonable solution. We currently use the vendor Moonlight BPO to house a portion of our case files and they are able to quickly locate files, as needed. We will need to fund either staff OT hours or hire a temp help service to pack all of these files into boxes and put on pallets for the move.

Moonlight BPO Estimate:
Pallets & Supplies - \$10,000
Boxes - \$3,000
Pick up pallets - \$1,000
Storage - \$10,200 (Annually)
Total: \$24,200

Overtime/ Temp Help: \$15,000 (600hrs * \$25/hour)

Overall Total- \$39,200



FY 23-24 Special Requests

4th Floor Feasibility Study

Priority #2:

- Cost: \$50,000 one-time request
- If feasible, we will submit future special request for remodel
- Funding Source 0011150 (GF/DAO)



Justification

In effort to create more useable space, we are requesting to complete a feasibility study for the 4th floor of our office in order to renovate/remodel. Currently, this space is used for storing case files, evidence and other miscellaneous items. Facilities has accessed the space and has directed us to first request funding for a feasibility study over the next FY and has quoted us \$50,000. This funding will be transferred to Facilities as the work is completed.

The lack of space that the DA's office has dealt with has had great impact on our department and staff. Some of these issues include:

- Lack of cohesion - It is harder to maintain a cohesive feeling and promote the idea of one team, one office, when employees are scattered about.**
- Time is wasted - Lack of meeting space is a constant struggle and so much time is wasted just trying to find a place to gather a group.**



Victim Assistance Program

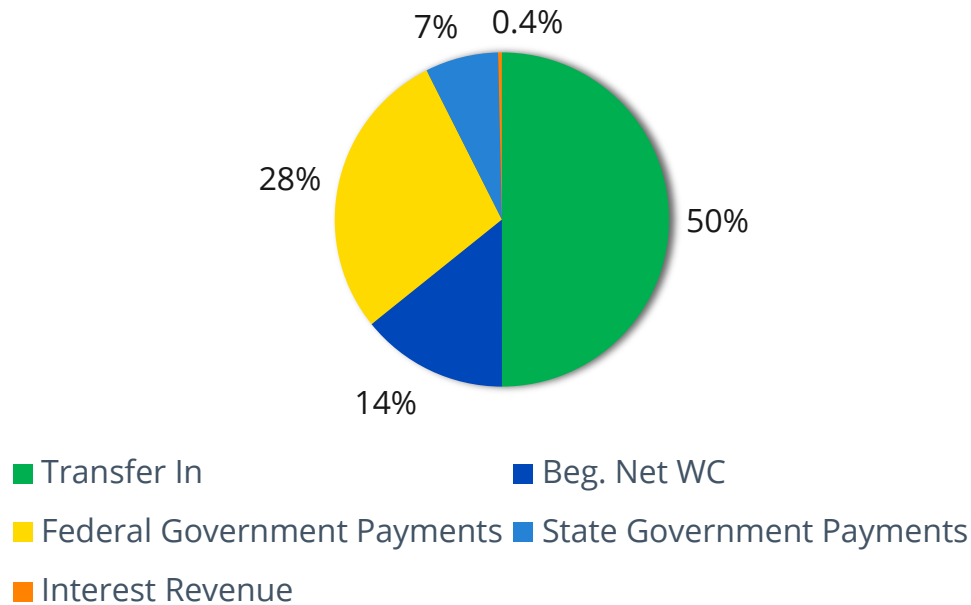
The District Attorney administers the Victims' Assistance Program (VAP), which provides services for victims of crime.

Our goal is to provide timely and effective services for all crime victims in the community. The services VAP provides are not replicated by any other agency in the community and are required under Oregon Statute.



FY 23-24 VAP Budget Details

Victims' Assistance Resources



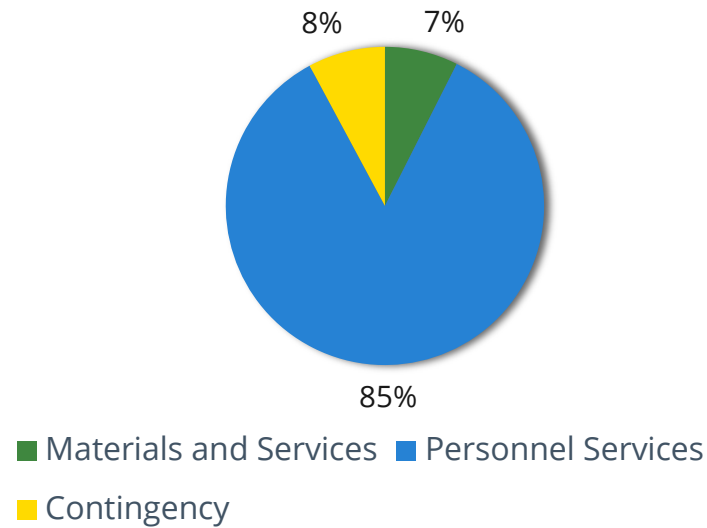
23-24 RESOURCES

- Beg Net WC: 205,200
- Federal Grant: 135,810
- VOCA (State): 270,129
- VOCA Other (State): 2,000
- Criminal Fine Acct: 101,980
- Interest Revenue: 5,130
- Transfer In GF: 719,813



FY 23-24 VAP Budget Details

Victims' Assistance Requirements



23-24 REQUIREMENTS

- Personnel: 1,219,784
- M&S: 107,311



FY 23-24 Special Requests

Proactive Threat Monitoring

Priority #1:

- Full cost: \$87,200 Annually
- Funding Source: 001 GF

Other funding options:

\$40,000: Fathers Group (Pending grant approval)

\$20,000: High Desert ESD Contribution (Pending budget approval)

\$15,000: Law Enforcement Contribution (Pending department approvals)

VAP new request: \$12,200



Justification

SST helps communities address violence and other threat-related issues and critical incidents including gang involvement, racism and incidents of hate. Deschutes County has formed a team that proactively reviews these reports and addresses the subjects of concern as appropriate.

Safer Schools Together (SST) was established in 2008 and is recognized internationally for its leadership, innovation, and evidence-informed strategies to ensure safe, caring, and trauma-informed school communities. SST's team of highly skilled professionals provide expertise, consultation and support to educators, law enforcement and other service providers across North America in addressing student, school, and community student safety-related concerns. SST helps school communities minimize and manage risks of student violence with reliable, professional training. Using best practice from the field of Behavioral Threat Assessment, school communities learn how to collect data and "connect the dots" to ensure early identification of youth at risk of harm to themselves or others and the interventions necessary to prevent needless tragedy, violence, and trauma.



Thank you



FY23-24 Proposed Budget Presentation

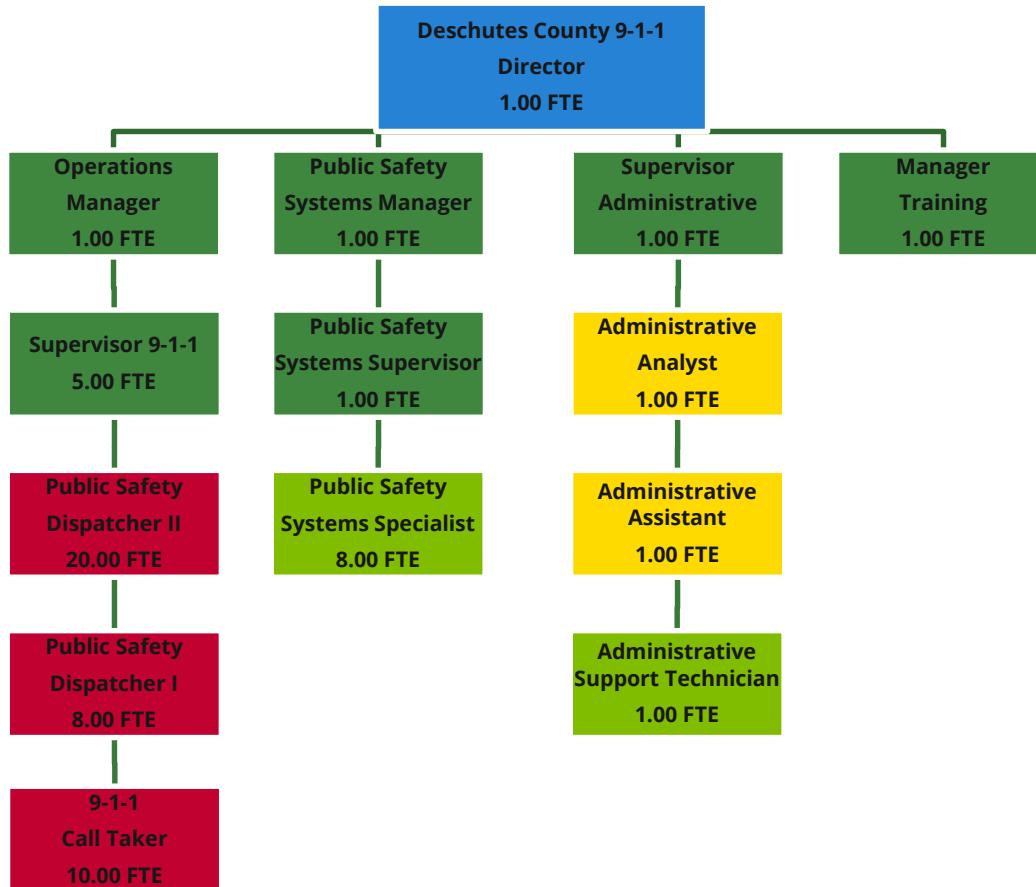
Deschutes County 9-1-1

Presenter(s):

Sara Crosswhite, Chris Perry and
Jonathan Spring



Department Overview



Mission: To provide prompt service in a caring, resourceful, and professional manner to those we serve.



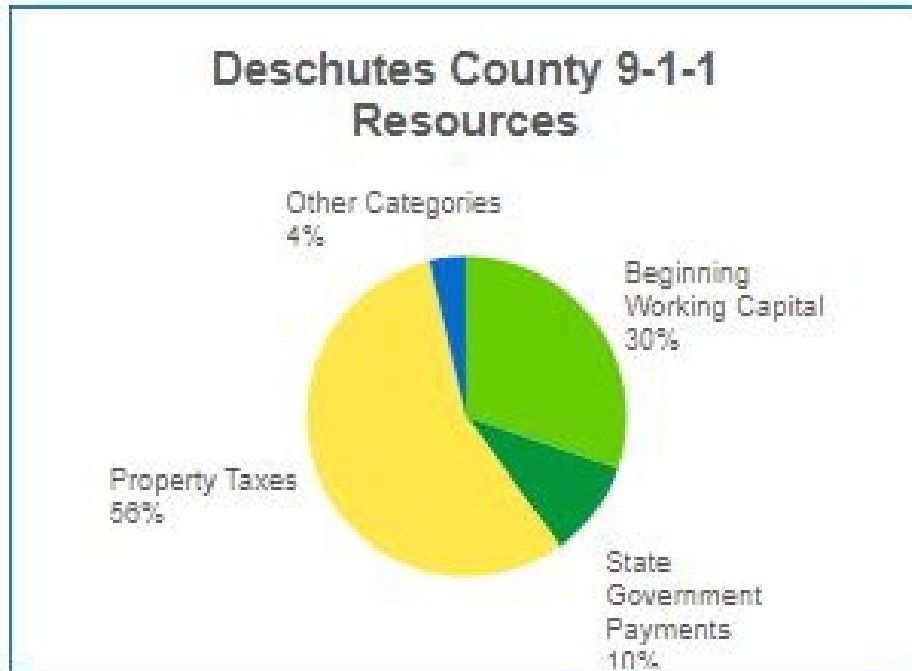
Department Accomplishments



- Upgraded our 9-1-1 phone system in March 2023. Upgrade was successful and there was a noticeable decrease in answer time on the dispatch floor.
- Successful implementation of automated alarm interface for law enforcement alarm processing. Reducing calls into the 9-1-1 for alarms.
- New 9-1-1 Back-Up Center completion in fall of 2023.



FY 23-24 Department Budget Details

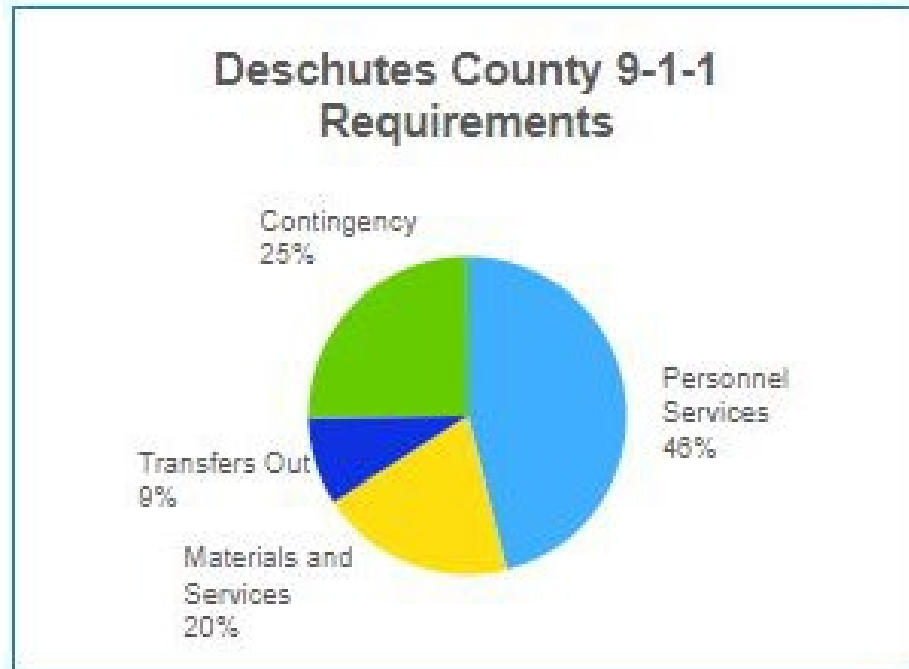


23-24 RESOURCES

- Maintaining current tax levy rate of \$.3618, for the 8th year in a row.
- Statewide Telephone Tax received quarterly from OEM.
- IT/Radio- Service Level Agreements with our police, fire, non-public safety agencies.



FY 23-24 Department Budget Details



23-24 REQUIREMENTS

- There are no significant changes to our current M&S expenses from last fiscal. As we continue to hire, we expect to have less in personnel savings the FY24 fiscal year.



FY 23-24 Department Fiscal Issues

Short-term Fiscal Issues

- Software/Hardware Technology assets have shorter life than previously.
- Supply Chain Issues
 - In FY23 there has been a lot of back-ordered inventory items for our radio sites that are delaying go-live

Long-term Fiscal Issues

- Ongoing radio system maintenance, enhancement and replacement.
- NextGen 911-bringing pictures and video into the 911 center in the future and potential technology infrastructure needs for that.
- As detailed in our Capital Reserves plan, we will continue to work on lifecycle replacements for our technology that goes end of life much quicker than it has previously.



Current Challenges and Future Initiatives

Challenges

- Recruiting/Training
 - Recruitment has been incredibly challenging
 - Training can be strenuous on current employees
- Job Applicants
 - Applications for open positions have decreased significantly

Future Initiatives

- Continue working with DCBH and 988 for Mental Health Crisis response programs.
- Collaborating with our school districts regarding the new panic buttons being implemented in the schools.
- Nextgen 9-1-1 is still being defined in the State of Oregon. There is the technical infrastructure as well as an operational component. As OEM and 911 PSAPS work to establish protocols and plans around implementations we will know better what budgeting will look like for the future of this endeavor.



Five Year Levy Rate Projections

Deschutes County 9-1-1 Levy Rate Projections for March 2023										
Fund 705	Actuals	Actuals	Estimated	Proposed	Projected	Projected	Projected	Projected	Projected	Projected
DESCRIPTION	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Beg Net Working Capital	6,015,808	5,964,818	4,841,323	5,937,271	5,583,972	6,093,149	6,081,341	5,961,243	5,619,018	5,721,542
Annual Revenue	12,035,967	13,451,484	13,460,691	13,873,323	14,355,749	14,894,588	15,394,916	16,036,670	17,214,158	17,417,982
Total Resources	18,051,775	19,416,301	18,302,014	19,810,594	19,939,721	20,987,736	21,476,257	21,997,913	22,833,176	23,139,525
Expenses										
Operations (w/ 95% spend rate)	10,089,700	10,361,874	10,614,743	12,276,622	13,331,572	14,391,396	15,000,014	15,863,895	16,596,634	17,578,230
Transfer to Reserves	1,997,257	4,213,104	1,750,000	1,950,000	515,000	515,000	515,000	515,000	515,000	515,000
Total Expenses	12,086,957	14,574,978	12,364,743	14,226,622	13,846,572	14,906,396	15,515,014	16,378,895	17,111,634	18,093,230
Ending Fund Balance (Contingency)	5,964,818	4,841,323	5,937,271	5,583,972	6,093,149	6,081,341	5,961,243	5,619,018	5,721,542	5,046,294
		33.22%	48.02%	39.25%	44.00%	40.80%	38.42%	34.31%	33.44%	27.89%
<i>Fund Balance Requirement - 4 months Property Taxes</i>										
	3,116,716	3,310,581	3,473,687	3,644,000	3,819,468	4,010,441	4,210,963	4,421,511	5,646,839	5,970,766
Balance Above (Below) Requirement	2,848,102	1,530,742	2,463,584	1,939,972	2,273,681	2,070,900	1,750,280	1,197,507	74,703	(924,472)
Tax Rate (max levy = .4250)	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618
Tax Increase	-	-	-	-	-	-	-	-	-	-
New Levy	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618	0.3618
FTE	60.00	60.00	60.00	60.00	60.00	62.00	62.00	62.00	62.00	62.00



710 Capital- Future Expenditures

See Attachment: DC911 Capital Reserves Plan –Details Sheet

FY24 Capital Projects	Total: \$1,851,000
FY25 Capital Projects	Total: \$1,265,000
FY26 Capital Projects	Total: \$1,825,000
FY27 Capital Projects	Total: \$125,000
FY28 Capital Projects	Total: \$300,000



Thank you

Any Questions?



- FY23-24 Proposed Budget Presentation

Deschutes County Sheriff's Office

Presenters:

Shane Nelson

Joe Brundage

Paul Garrison

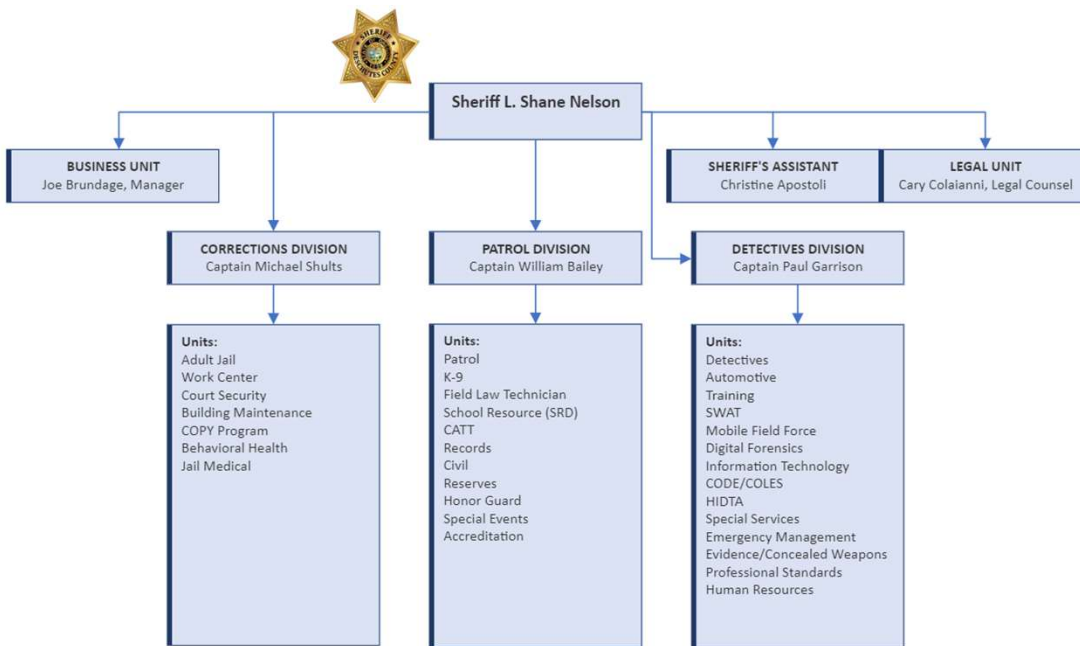
Michael Shults

William Bailey



Budget Committee Meeting | May 22, 2023

Sheriff's Office Overview



Our Mission

*Proudly serving our community
by providing superior public
safety and customer service.*



Sheriff's Office Accomplishments



- The Blue-Line Safety Zones throughout Deschutes County provide clearly marked and well-lit locations for our citizens to use for situations like child exchanges and online transactions that occur every day in Central Oregon. The three monitored sites (Bend, Sisters and La Pine) are being used regularly.
- Expanded our Safe Gun Storage program with additional safes to increase our storage capacity
- Continued to improve community service in the Concealed Handgun License Unit by expanding our abilities to process applications, renewals, and payments to provide convenience and safety due to the continued demand of the public; added 1.0 Limited-duration FTE to improve processing times.
- The Pre-Trial Release program has been a tremendous success, with over 100 people presently being supervised by the Pre-Trial Release Deputy; this not only helps the people who qualify for this program, but it has been a significant factor in keeping the jail daily population around 205, preventing the immediate need for jail expansion or forced releases.



Sheriff's Office Accomplishments (cont.)

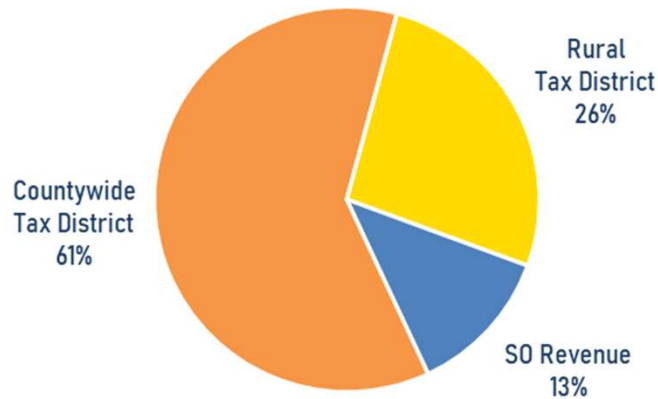


- Implemented the Medication-Assisted Treatment (MAT) program in the jail; we've seen successes in terms of hand-offs to Ideal Options, even as we are still working toward more robust staffing with LPN's.
- Completed the upgrade to the exterior façade and windows of our main office. This fixed leaks from the window frames that were causing dry rot and long-term damage to the exterior structure. We also remodeled the 2nd floor of the Administration building, adding 8 additional workspaces.
- Continued to expand our Health of the Force (HOF) program, completing the gym in La Pine and adding healthy snacks in our stations and substations; The HOF program is also an important part of our proactive recruiting, which targets colleges and the military.
- The online reporting System for community members to file non-emergency reports continues to be a success, cleaning up 34 graffiti sites and removing over 50,350 pounds of trash from illegal dump sites.



FY 23-24 Sheriff's Office Budget Details

Sheriff's Office Resources



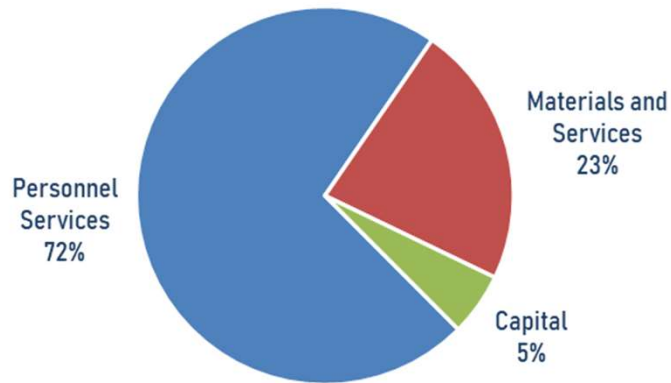
23-24 RESOURCES

- Countywide Tax District revenue is forecasted to increase 4.9%
- Rural Tax District Revenue is forecasted to increase 4.7%
- Grants, Contracts, Fees and Charges account for 13% of total Sheriff's Office revenue



FY 23-24 Sheriff's Office Budget Details

Sheriff's Office Requirements



23-24 REQUIREMENTS

- Personnel Services are increasing 14.3% over FY 23
- Materials and Services expenses are flat
- Capital increased \$715,425



FY 23-24 Sheriff's Office Fiscal Issues

- The uncertain economic conditions and inflation have driven up costs and continue to present challenges; we anticipate a continuation of the cuts we've seen to State and Federal revenue, along with a decrease in growth of property tax revenue. We are monitoring these issues closely and are maintaining flexibility to adapt necessary growth to future funding challenges.
- New technology and maintenance costs often outpace the funds available for such purchases.
- As technology evolves and case law and legislation change, training must be adapted to apply new systems or practices surrounding its use. This often necessitates changes to existing training plans and budget.
- The cost of providing medical, behavioral, and behavioral health care to treat inmates continues to increase.
- The cost to replace aging building systems and operating equipment continues to increase.
- Staffing levels and the ability to fill open positions remain a challenge for both Patrol and Corrections. The investment in hours on behavioral health related patrol calls has increased which, in turn, decreases the number of deputies available for calls. Recently, MCAT Field Operations, a new team supported by the Stabilization Center, began responding to behavior health related calls without Law Enforcement personnel. As the MCAT team grows, our efficiency in managing staffing levels will improve.



FY 23-24 Sheriff's Office Operational Challenges

- Recruiting, hiring, and training processes take additional time; revenue from state programs remains uncertain.
- Managing staffing to operate at optimum levels, while balancing staff availability and absences due to vacation, Family and Medical Leave Act (FMLA), illness and injury has become more difficult with the new Paid Oregon Leave, the increase in cost of living, and heightened media scrutiny.
- The recent decriminalization of recreational drugs requires additional resources and training. Property crimes are increasing across the State, DUI's are increasing and becoming problematic. Fentanyl continues to cross our borders and infiltrate our state and local communities, disrupting countless lives and requiring more resources to combat this scourge.
- Responding to behavioral health issues: The increase in persons experiencing a behavioral health crisis requires Patrol deputies to devote extra attention to such calls. This can impact availability for other calls for service and deputy safety. The new MCAT Field Response without Law Enforcement is a new approach we hope will offset the patrol response to such calls.
- Adjusting to inmate housing restrictions: Inmates are currently housed based on classification, which limits the types of offenders that can be housed in a unit.
- Limited visitation space is resulting in delays for visits by attorneys and other professionals. We are addressing this through the Public Safety Campus Master Plan, and hope to proceed with an expansion in the upcoming year.
- Recruiting and hiring qualified teammates to fill vacancies and meet the operational needs of the Sheriff's Office; we are targeting colleges and military bases; Providing competitive pay and benefits to meet the needs of a diverse workforce with the intent of retaining quality employees.



Current Challenges and Future Initiatives

Challenges

- Current space is nearly stretched to capacity within Sheriff's Office department.
- Recruiting / Staffing
- CHL demand and the uncertainty of the impact of Measure 114

Initiatives

- Health of The Force
- Public Safety Campus



FY 23-24 Sheriff's Office Special Requests

- Special Request #1
 - 2 Field Technicians
- Special Request #2
 - Criminal Analyst
- Special Request #3
 - Street Crimes Detective
- Special Request #4
 - Criminal Detective





Thank you



FY23-24 Proposed Budget Presentation

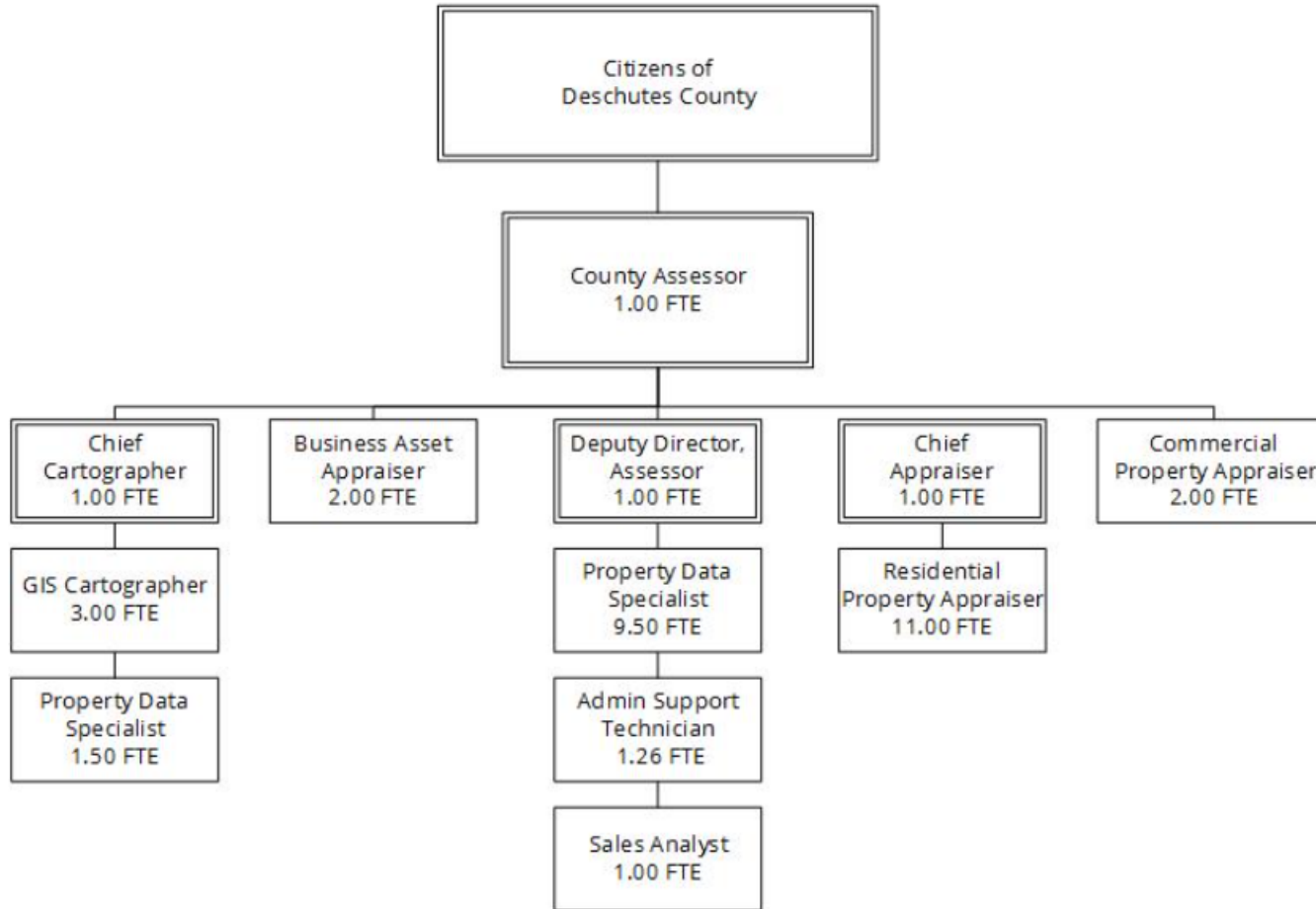
Assessor's Office

Scot Langton, County Assessor



Department Overview

Organizational Chart



Mission Statement

To provide quality customer service through the appraisal and assessment of all taxable property as mandated by the State of Oregon in a manner that merits the highest degree of confidence in our integrity, efficiency and fairness.



Department Accomplishments

SUCCESSES & CHALLENGES

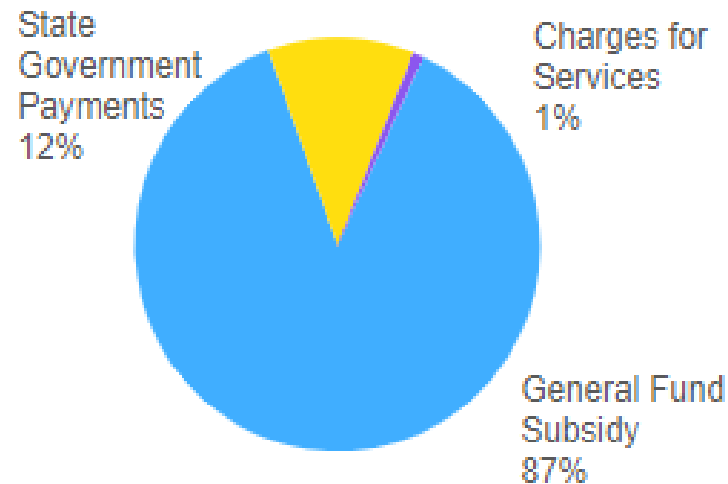
Significant Accomplishments

- Improved staff knowledge, skills, resources and tools necessary to deliver top-quality products.
- Ensured all appraisal staff are current on state-required continuing education hours to maintain appraisal registration.
- Conducted other staff trainings, in topics that include: customer service, deed and real estate law, exemptions, and other related courses to stay current on Oregon property tax laws, practices and standards.
- Completed assigned work timely and accurately:
 - All new construction and new land partition appraisals completed timely.
 - Assessment and map records updated and completed timely.
 - Annual tax rolls completed and mailed timely adhering to statutory requirements.
 - Maximized usefulness and accuracy of GIS data ensuring quality products and services.

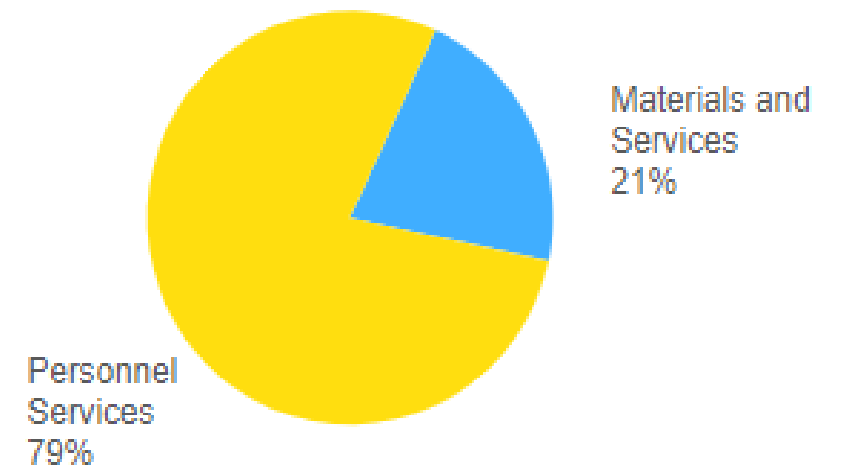


FY 23-24 Department Budget Details

Assessor's Office Resources



Assessor's Office Requirements

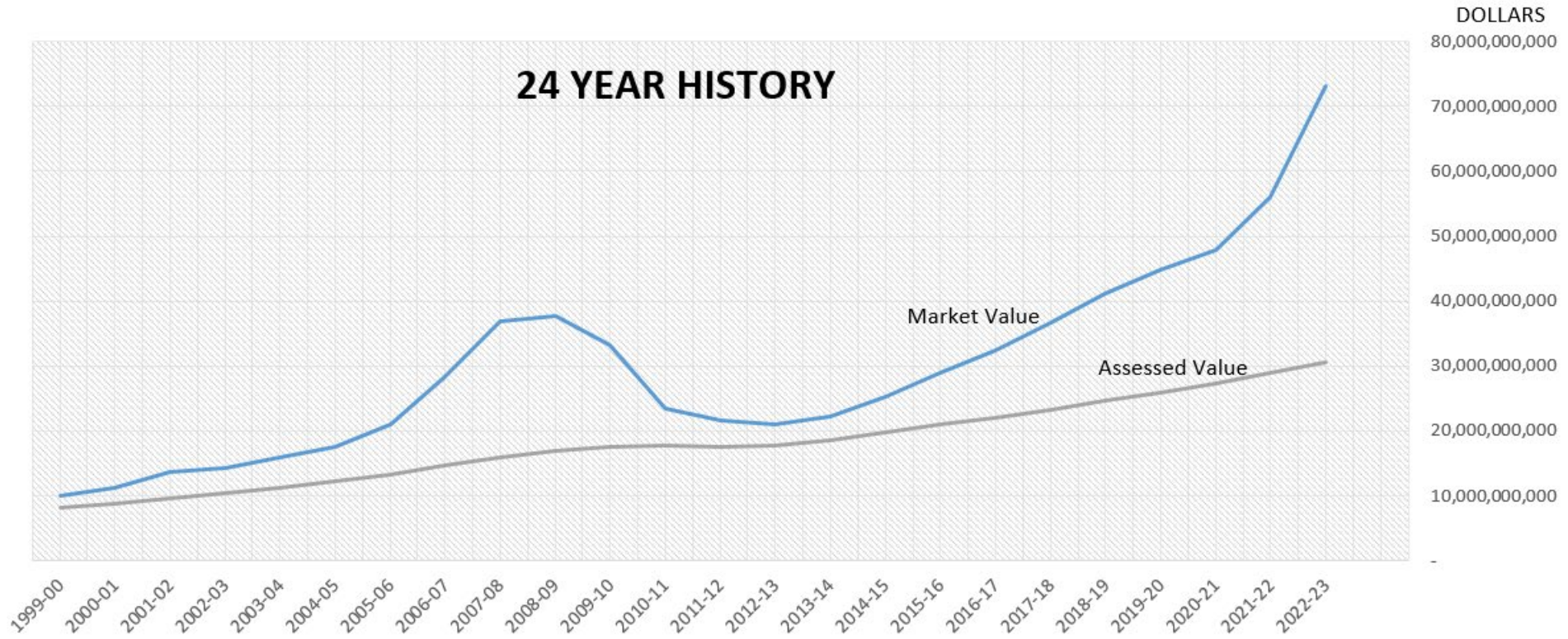


FY 23-24 Department Budget Details

23-24 REQUIREMENTS

- Status Quo Budget
- No changes in FTE
- 4.6% budget increase

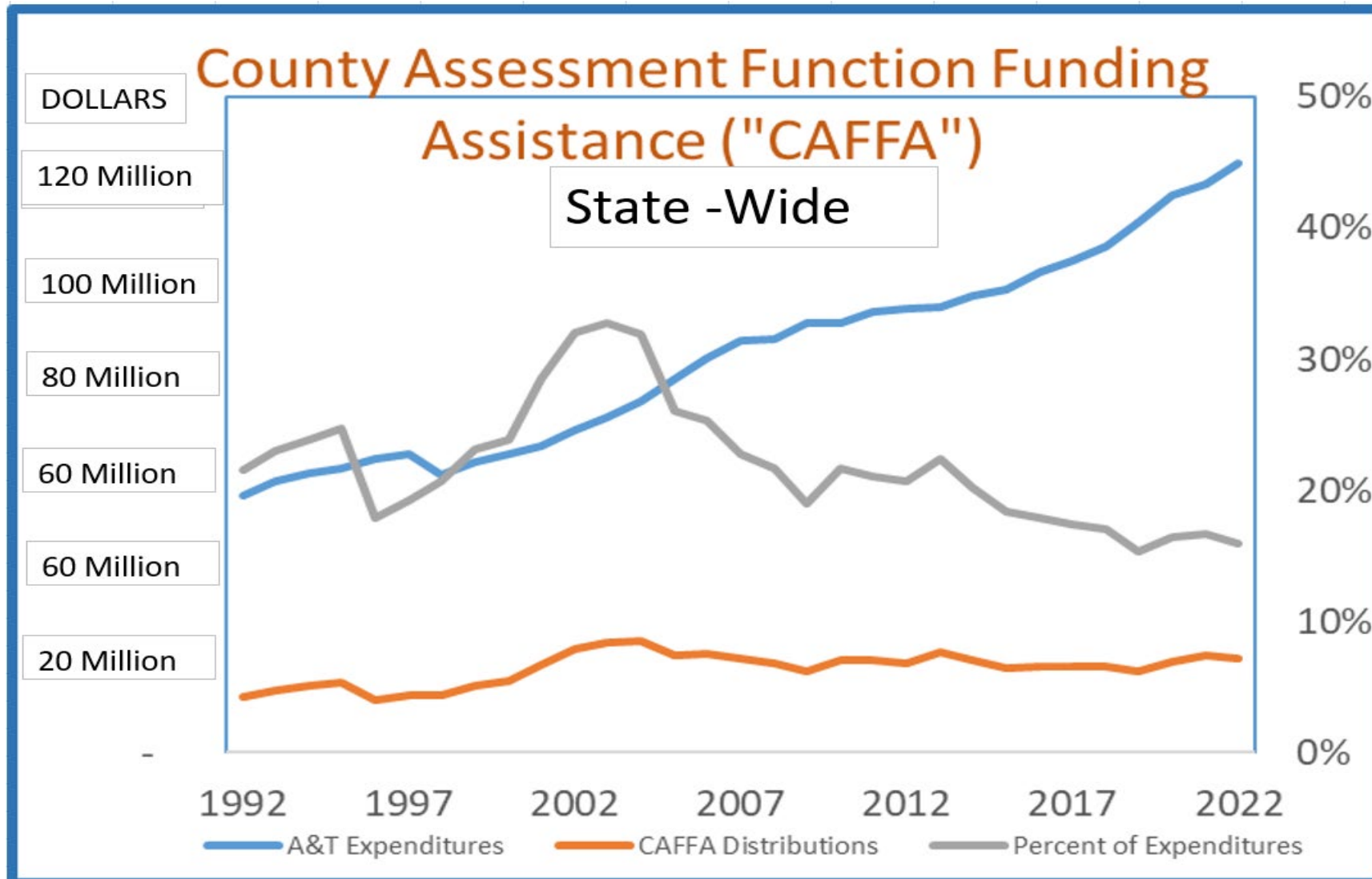




	Current FY22/23	Increase Last 24 Years	
FTE	35.26	+ 2.51 FTE	107.7%
Mkt Value	73,185,145,167	+ 63.2 Billion	729.6%
Assessed Value	30,476,624,032	+ 22.4 Billion	376.7%
Taxes Imposed	473,681,445	+ 364 Million	430.4%
Number of Accounts	110,637	+ 30 Thousand	137.2%



FY 23-24 Department Fiscal Issues



Current Challenges and Future Initiatives

Challenges

- Recruiting and retaining trained staff
 - Significant number of retirements
- Keeping current with rapid growth and volatile real estate market

Future Initiatives

- Maximize use of technology
 - Ipads
 - Dedicated IT Staff
- Cross-Train staff
 - Transition Management



Thank you



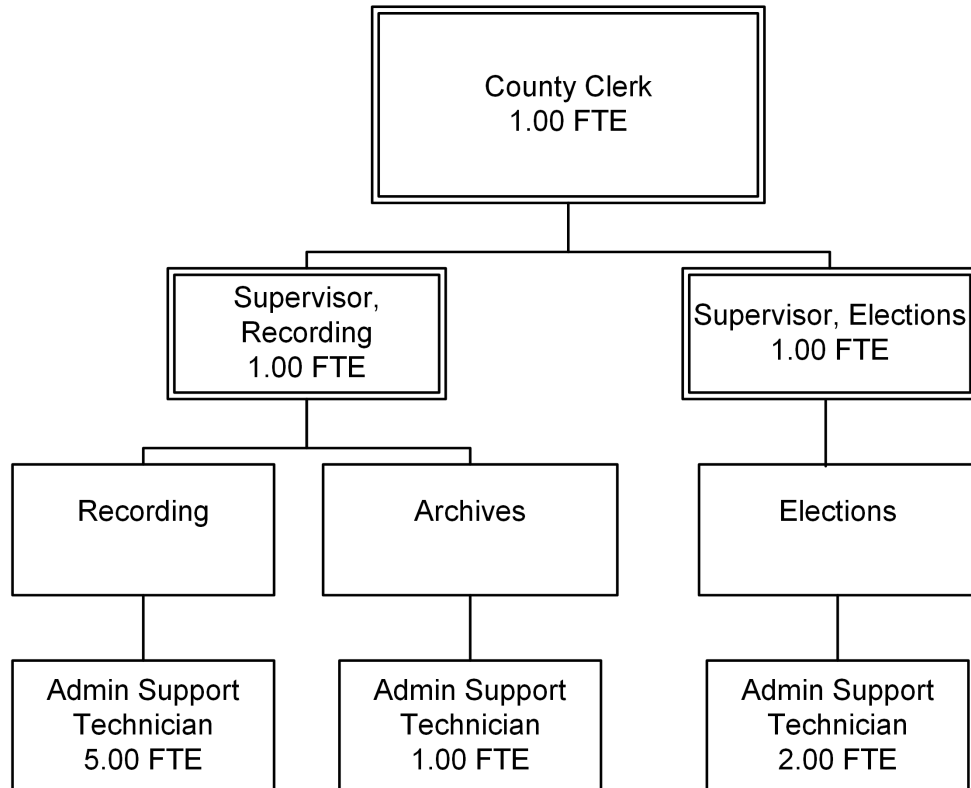
FY23-24 Proposed Budget Presentation

County Clerk's Office

Presenter(s):
Steve Dennison
Jeff Sageser
Michael Lui



Clerk's Office Overview



A professional, knowledgeable and friendly team that takes pride in its work, providing excellent and timely service to customers while embracing and actively meeting change.



Clerk's Office Overview (cont.)

- Archive / Records Center
- Recording of Real Property Records
- Marriage Licenses
- Passport Applications
- Deschutes County Business Licenses
- Finders Keepers (Finding item valued over \$250)
- Board of Property Tax Appeals (BOPTA)
- Elections and Voting



Clerk's Office Accomplishments

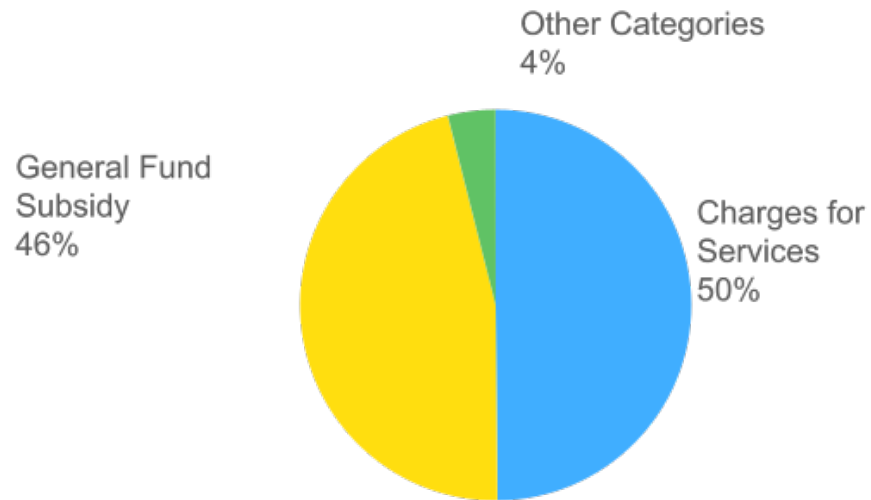


- Imported 22 volumes of miscellaneous records dating back to the 1900s.
- Migrated the audio tapes of board meeting recordings from the 1970s-1980s.
- Made Commissioners' Journals available online, including minutes, orders, resolutions and ordinances.
- Heavily involved in testing new statewide voter registration system.



FY 23-24 Clerk's Office Budget Details

Clerk's Office Resources



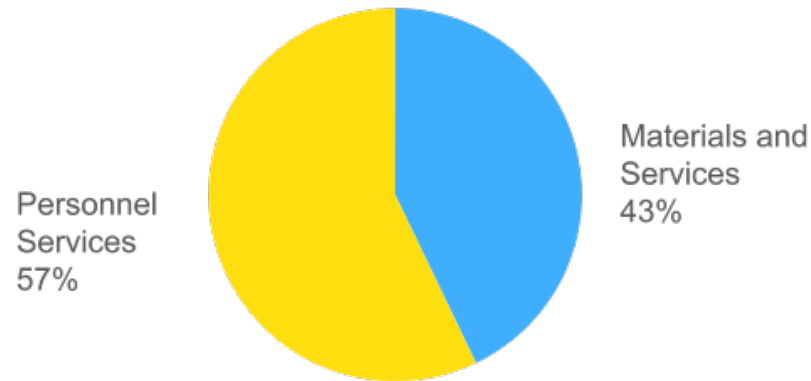
23-24 RESOURCES

- Accepting passport applications
- Issuing marriage licenses
- Recording real property transactions
- Reimbursement for some election costs



FY 23-24 Clerk's Office Budget Details

Clerk's Office Requirements



23-24 REQUIREMENTS

- Personnel
- Software and maintenance agreement increases
- Paper costs (ballots and envelopes)
- Postage for ballot mailings



FY 23-24 Clerk's Office Fiscal Issues

Short-term Fiscal Issues

- The primary revenue source for the Clerk's Office is recording fees. In FY 2023, recording revenues dropped by 50%. The primary driver for the reduction in revenue has been the recent increases in interest rates.
- Cyclical election revenues.

Long-term Fiscal Issues

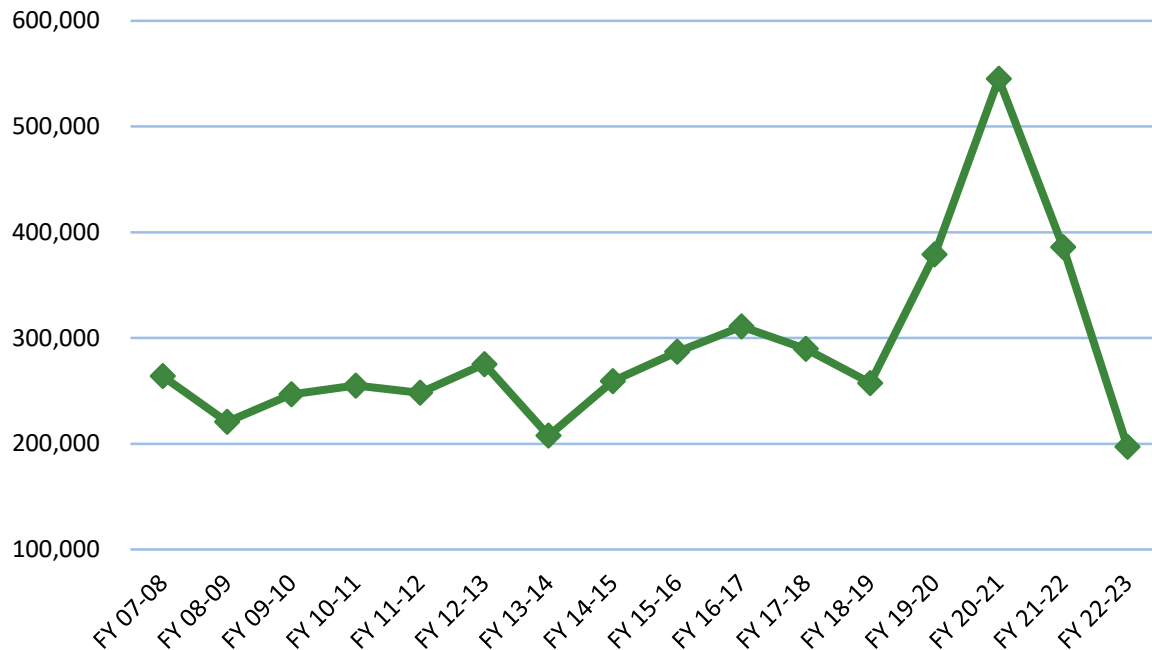
- Sustained higher interest rates could lead to long-term impact on revenue.
- Unknown costs relating to new statewide voter registration system.
- Some state legislation, if passed, could have significant long-term financial impact.



FY 23-24 Clerk's Office Fiscal Issues (cont.)

Short-term Fiscal Issues and Long-term Fiscal Issues Continued

Total Page Count of Recorded Documents
Deeds, Mortgages & Lien Records



- Recording fees are directly related to the number of pages the County Clerk's Office records.
- Mortgage records are the main revenue driver to page count.
- As the cost of borrowing money increases due to higher interest rates the Clerk's Office is projecting a 47% decrease in page county year over year.



Current Challenges and Future Initiatives

Challenges

- Space needs for elections operations are critically inefficient and pose risks.
- Some state legislation, if passed, would have significant impact on how elections are conducted.
- Succession planning continues to be reevaluated by the Clerk's Office

Future Initiatives

- Work with county to provide solution to space needs for conducting elections safely and securely.
- Consideration of subscription based access to real property records online.
- Increase voter outreach, education and engagement.



Thank you

We welcome any questions or comments.



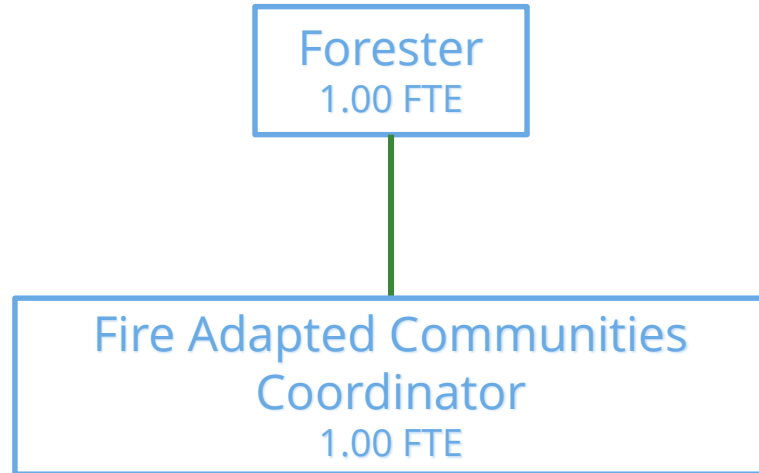
FY23-24 Proposed Budget Presentation

Natural Resources

Presenter:
Kevin Moriarty



Natural Resources Overview



The Natural Resource Department provides leadership, technical expertise and assistance to protect and enhance natural resources while reducing risks to life and property.



Natural Resources Overview (cont.)

- Project Wildfire
- Fire-Free
- Firewise™
- Deschutes Forest Collaborative
- Central Oregon Shared Stewardship Alliance
- Oregon Living with Fire
- Noxious Weed Program



Natural Resource Accomplishments

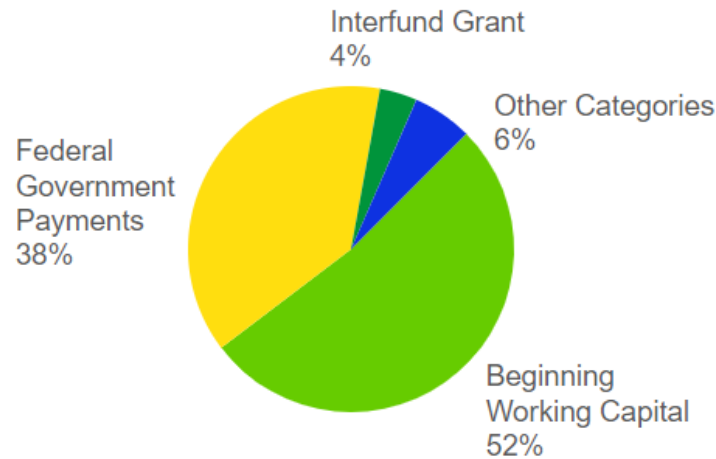


- Awarded 38 Firewise Communities Grant funding totaling \$172,000.
- Completed 566 acre East Redmond Project with FEMA grant funding.
- Completed 91 acre Hurtlely Ranch Project with LRP grant funding.
- Established a Project Wildfire Neighborhood Coalition Subcommittee.



FY 23-24 Finance Budget Details

Natural Resources Resources



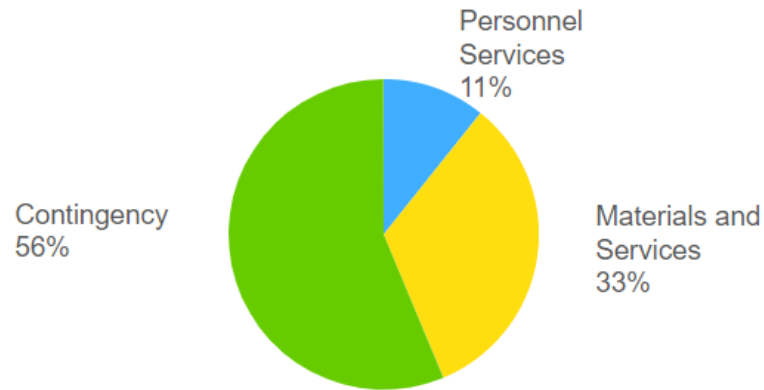
23-24 RESOURCES

- Natural Resources staff is funded by PILT and Title III.
- The majority of revenues come from grants and agreements.



FY 23-24 Finance Budget Details

Natural Resources Requirements



23-24 REQUIREMENTS

- \$15,000 added to 326 fund for noxious weed compliance and abatement.
- Need for personal services to administer fuel reduction contracts.



FY 23-24 Finance Fiscal Issues

Short-term Fiscal Issues

- Title III funding is reducing
- Discretionary funding from Video Lottery revenues reduced by 55%. Provides match for other grants.

Long-term Fiscal Issues

- Unstable capital for personal services needs.
- Keeping up with pace and scale of Deschutes county natural resource issues
 - Fire/fuels
 - Juniper encroachment
 - Drought
 - Climate Change
 - Noxious weeds



Current Challenges and Future Initiatives

Challenges

- Contract administration capacity.
- Population growth and increased fire risk increase need for funding and capacity.

Future Initiatives

- Streamline Deschutes County fuel reduction grant process.
- Increase pace and scale of fuel reduction and noxious weed removal.



Thank you



FY23-24 Proposed Budget Presentation

Community Development

Presenter(s):

Peter Gutowsky, Director

Sherri Pinner, Sr. Mgmt. Analyst



Department Overview

Community Development Divisions

- Building Safety & Electrical
- Code Compliance
- Coordinated Services/Admin
- Onsite Wastewater
- Planning
 - Current & Long Range

Mission: Facilitates orderly growth & development ... through coordinated programs & education & service to the public.



Department Accomplishments

Safe Communities – Protect the community through planning, preparedness, and delivery of coordinated services.

- Voluntary code compliance.
- Resolve code compliance cases within 12 months.

Service Delivery – Provide solution-oriented service that is cost-effective and efficient.

- Achieve 6 to 10 inspection stops per day.
- Issue onsite septic permits within 12 days of completed application.
- Issue administrative decisions with notice within 45 days of completed application.
- Issue administrative decisions without notice within 21 days of completed application.



Rural ADUs



Department Accomplishments

A Resilient County – Promote policies and actions that sustain and stimulate economic resilience and strong regional workforce.

- Implement statewide legislation:
 - SB391 – Rural Accessory Dwelling Units
 - HB4079 – Affordable Housing Pilot Project
- Comprehensive Plan Update initiated May '22 – est. 18 months to complete.
 - Community engagement through open houses, online surveys, over 50 local meetings reaching 550 community members.
 - Planning Commission identified as community advisory body, met 6 times to review and discuss project scope and plan.

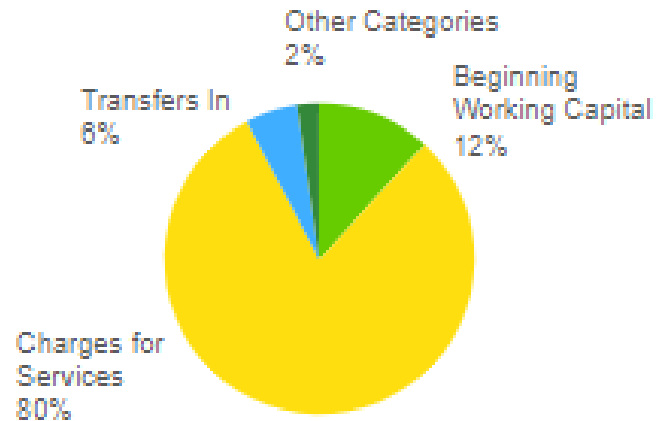


FY 23-24 Department Budget Details

23-24 RESOURCES

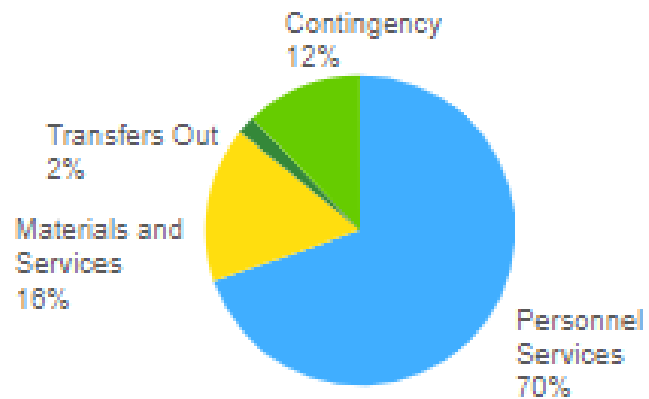
- Anticipate level permit volumes
- Includes fee increases:
 - BS PLM & MECH - 4%;
 - Elec. & Land Use - 15%
 - Onsite - 20%
 - Code Comp. - .02%; Planning - .05%
- ICC building valuation increase – 10.9%
- \$100K general fund – hearings officer services.
- \$20K MJ revenue

Community Development Resources



FY 23-24 Department Budget Details

Community Development Requirements



23-24 REQUIREMENTS

- Includes 64 FTE
- Personnel increases:
 - COLA, step increases, HBT, PERS
- Budget for hearings officer services



FY 23-24 Department Fiscal Issues

Short-term Fiscal Issues

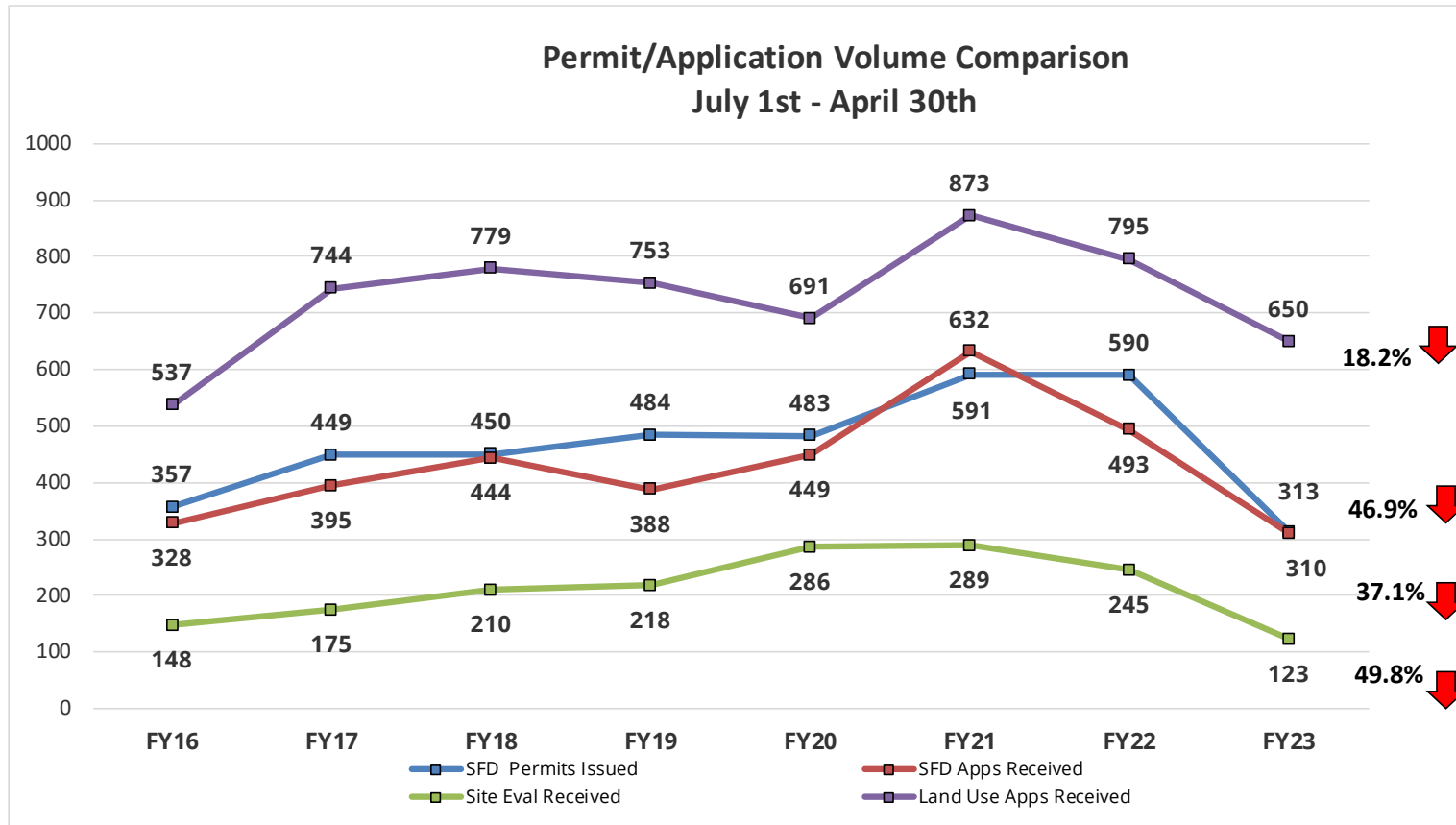
- Decrease in permitting volume.
- Non-fee generating work consumes limited resources.
- Staff turnover – training, obtaining certifications, retention efforts

Long-term Fiscal Issues

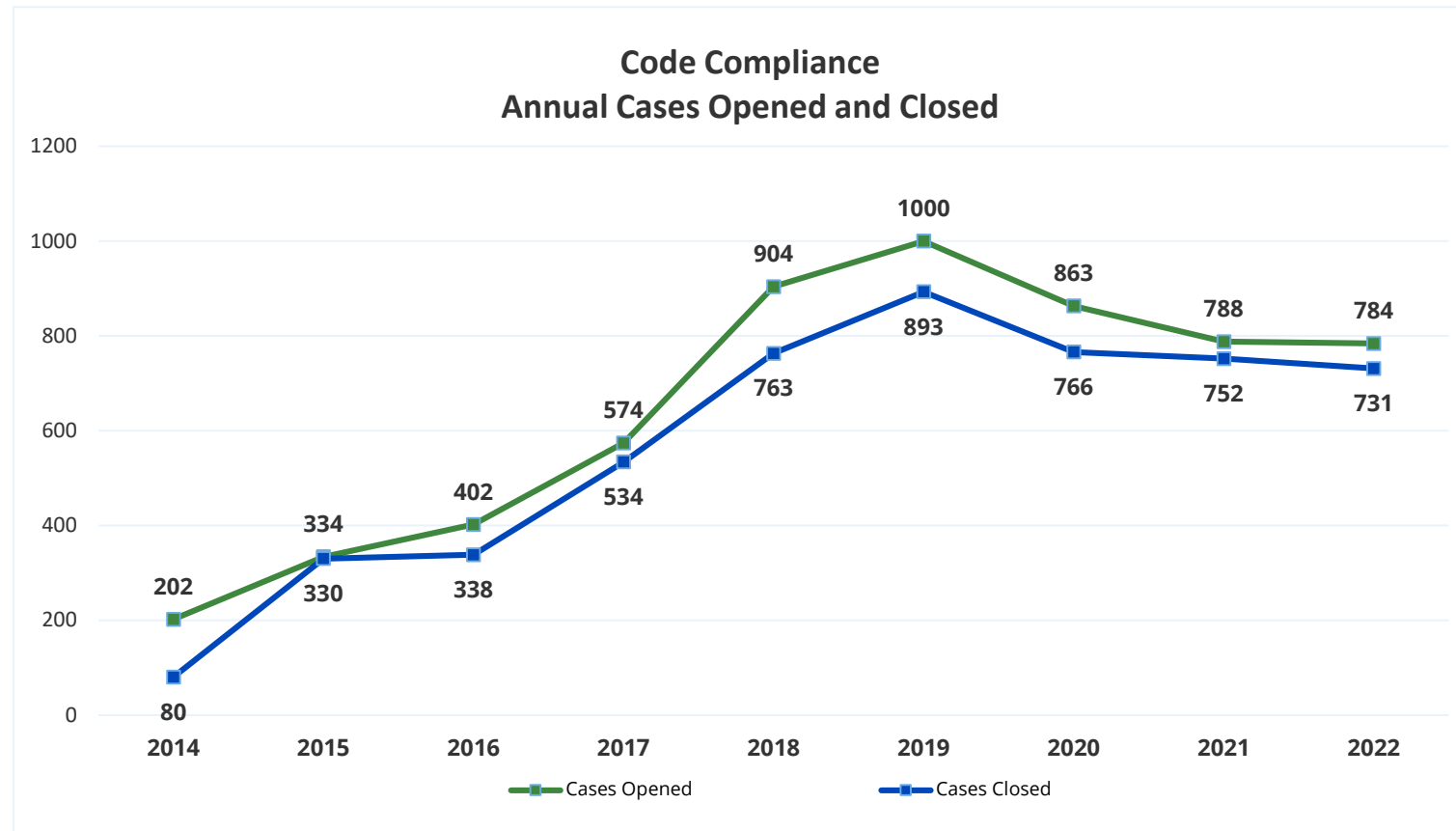
- Contingency plan for decrease in reserve funds.
- Staff recruitment and retention strategies.
- Succession planning.



FY 23-24 Department Fiscal Issues



FY 23-24 Department Fiscal Issues



Current Challenges and Future Initiatives

Challenges

- Maintaining productivity while experiencing staff turnover.
- Complexity of applications and code compliance cases.
- Succession planning – next 6 to 8 years 14% staff eligible for retirement based on length of service.

Future Initiatives

- Coordinate with Human Resources to implement strategies to retain staff.
- Explore opportunities to increase efficiencies in CDD's business practices.
- Continue website improvements with goal of improving content and customer experience.



CDD Reserve Funds (Funds 300-303)

- Ensure the financial stability and ongoing department operations, reduce risk of being unable to fulfill service delivery commitments, provide workforce continuity and provide source of funds for organizational priorities.
- Fund 300 – CDD General Reserve
- Fund 301 – Building Safety Reserve
- Fund 302 – Electrical Reserve
- Fund 303 – Capital Improvement



FY 23-24 Reserve Fund Budget Details



23-24 RESOURCES

- Transfers from Fund 295
- Anticipated balances:
 - Fund 300 - \$2.26M - 4.5 mos.
 - Fund 301 - \$6.65M - 20.6 mos.
 - Fund 302 - \$734K - 8.9 mos.
 - Fund 303 - \$25K
- Fund 301 & 302 ORS. req.



FY 23-24 Reserve Fund Budget Details



23-24 REQUIREMENTS

- Transfers to Fund 295
- Anticipated transfers:
 - Fund 300 - \$561K
 - Fund 301 - n/a
 - Fund 302 - \$87K
- Fund 303 – lobby hardening



Other Funds

- Fund 020 – Code Abatement – resources for enforcement of County solid waste and sanitation codes. Possible funding through Solid Waste fees, TBD.
- Fund 296 – Groundwater Partnership – prior years' proceeds from land sales and Reserve in the Pines Pollution Reduction Credits.
- Fund 297 – Newberry Neighborhood – prior years' proceeds from land sales to ensure groundwater quality in S. County.



Questions?

Thank you



FY23-24 Proposed Budget Presentation

Fair & Expo Center

Presenter:
Geoff Hinds



Department Overview

- **Fund 615: Fair & Expo year-round operations**
- **Fund 616: Annual Fair & Rodeo**
- **Fund 617: Fair & Expo Capital Reserve Fund**
- **Fund 618: RV Park**
- **Fund 619: RV Park Capital Reserve Fund**

Mission: Provide and operate a premiere multi-purpose facility offering exceptional customer service and an environment of fun while maximizing the economic potential of the facilities, as well as the economic impact for Deschutes County.



Department Accomplishments

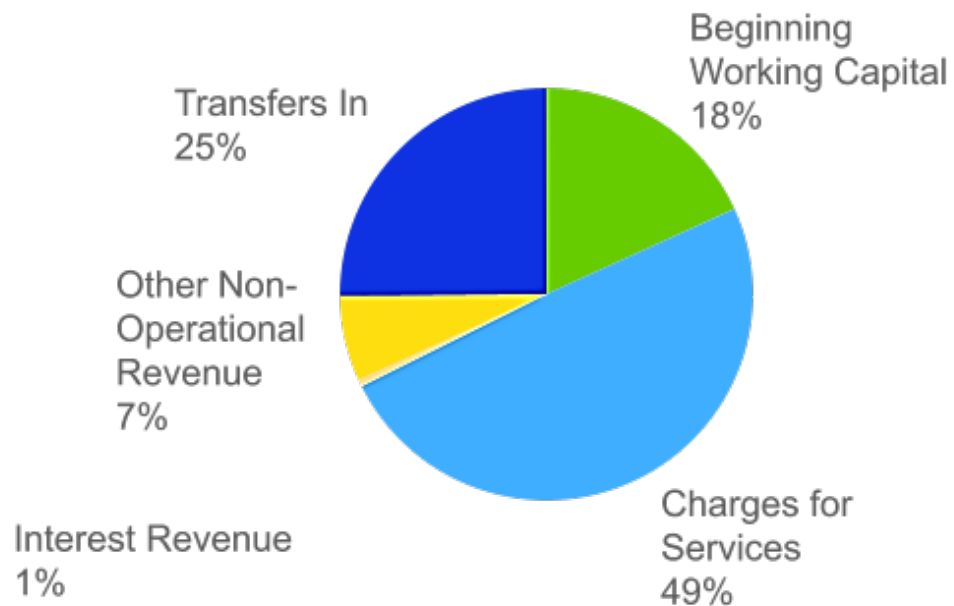


- Produced a highly successful 2022 Deschutes County Fair & Rodeo, with highest ever attendance and earnings in all categories.
- Received numerous industry awards including NPRA 2022 Fair Rodeo of the Year and 10 awards from Western Fairs Association.
- Continued to play an important role in emergency response as an evacuation center for fires and other local disasters, as well as a staging area in preparation for incidents.
- Served as an offsite host facility for the Deschutes County Circuit Court, allowing justice to continue to be served within our community despite the impacts of COVID 19.



FY 23-24 Department Budget Details

Fair & Expo Center Resources



23-24 RESOURCES

Fair & Expo is an enterprise fund, with multiple business lines across several funds. Resources are generated through the short-term leasing of space, Food & Beverage sales, and equipment rental

- Revenues from all funds are expected to increase significantly due to the recruitment of multiple new/large events

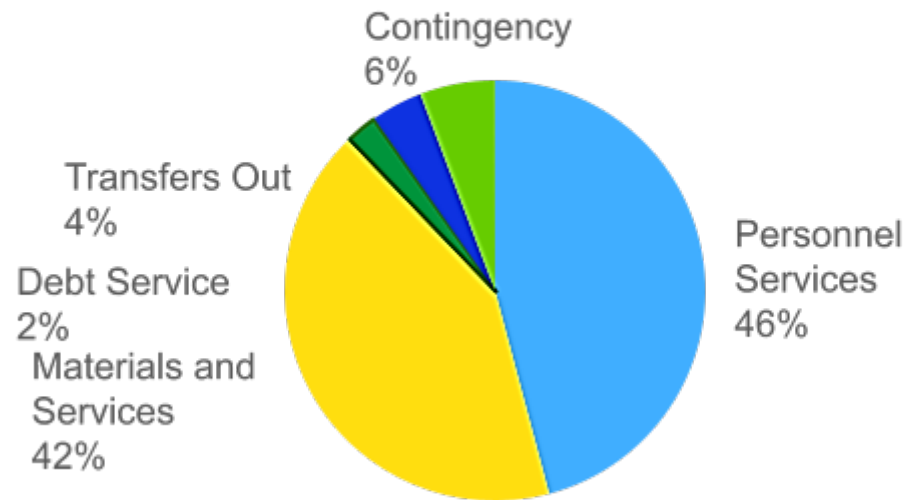
Funding is also received from Transient Lodging Tax (TLT) funding, spread across all funds including Capital Reserve funds

- TLT funding is anticipated to be reduced from FY22 and FY23 amounts by a small amount



FY 23-24 Department Budget Details

Fair & Expo Center Requirements



23-24 REQUIREMENTS

- Increases in number of FTE's and inflation will be the largest drivers of additional expense for all Fair & Expo funds.
- Addition of up to 4 new positions in order to meet demand of multiple new large contracts, and to continue to provide repair of an aging facility



FY 23-24 Department Fiscal Issues

Short and long-term Fiscal Issues

- Continued repair and replacement of aged equipment across the 320-acre Fair & Expo Campus.

Despite best efforts and significant growth of the Reserve fund over the past 5 years, current Reserve funds remain underfunded to address current and future repair; by a significant amount.



Current Challenges and Future Initiatives

Challenges

- While still the premier facility of its type in the Northwest, the Fair & Expo complex is now over 20 years old. An increase in repair and maintenance items is expected in order to keep the facility both first class and operational.

Future Initiatives

- Well and Irrigation repairs/replacements
- HVAC repair/replacements
- Roof repair/replacements
- Asphalt repair/replacement/enhancement
- Interior drop ceiling repairs/replacement
- Sidewalk repair/replacement
- Plumbing upgrade/replacement
- Facility exterior and interior fence repair/replacement
- Facility exterior siding repairs/replacement
- Interior/Exterior paint
- Flooring repairs/replacements
- North Sister/HDAC/Arena/Barns
- Exterior landscape repair/replacement
- Event Center Audio/Video System
- Outdoor Arena Electrical/Lighting upgrades
- R.V. Park Expansion
- On Grounds and Park Expansion



FY 23-24 Department Budget Details

• FUND 616 - Annual Fair & Rodeo



• Build on success of 2022 Fair

- Expect slightly lower attendee spending
- Significant cost increases across all areas of operation including Labor, Supplies, Materials, and Entertainment
- Continue to invest in brand building and creation of experience

• Continue to invest in brand building and creation of experience

- Significant increase in headline entertainment drove up expenses, and enhances our need to diversify type and scope of entertainment offerings
- Focus on providing relevant community focused entertainment and experiences
- Determination of key target growth demographics

• Outreach to new markets

- Continue to reach out to new markets with additional cultural celebration including a headline Spanish language concert

• Investment in education

- Future development of Agricultural based education offerings for our community



FY 23-24 Department Budget Details

- **FUND 617 – Fair & Expo Capital Reserve**



- **Investment into the property based on “S.C.A.R.” needs: Safety-Comfort-Aesthetics-Replace/Repair**
 - Investments into projects that have partnership/payback
 - LED Lighting/Controls through EnergyTrust
 - Investments designed to address/mitigate risk
 - Investments that maintain or increase facility
- **Continued Contribution to Fund Balance/Growth**
 - As facility ages additional facility failures expected; preparing the fund to be able to address these
 - Between 2020 and 2030 virtually every item on the F&E Campus will reach the end of its original useful life



FY 23-24 Department Budget Details

- **FUND 618 – RV Park**



- **Operations**

- **Adjustment in organizational staffing levels**
 - 2 new .75 FTE positions created in FY22, 1 remaining to be filled
 - Additional On-Call staff to supplement as needed
- **Additional competition in market and economic impacts**
 - Appears to have impacted Winter business, Spring, Summer, and Fall appear unaffected to date
- **Change in consumer behavior and visitation continues**
 - Higher midweek/recreational stays vs. event based visitation



FY 23-24 Department Budget Details

- **FUND 619 – RV Park Capital Reserve**



- **Investments based on “S.C.A.R.” needs, focused on enhanced guest experience**
 - Example: WI-FI Buildout
 - Funds allocated for catastrophic failure or damage
- **Fund building**
 - Continue to build the fund for future needs including the possibility of park expansion or remodel
 - Capital reserve program on track for current repair and replacement schedules



FY 23-24 Special Requests

- **Maintenance Specialist 1** – addition of two positions. The Fair & Expo campus is continually evolving and in high demand for events of all types and sizes. Increased utilization in tandem with a facility that has reached 20+ years of age continues to be a strain on existing staffing levels. As the facility continues to age, and additional business comes on line, additional Maintenance/Operations staff will be necessary. *Funding: 75% Fund 615; 25% Fund 616.*
- **Administrative Support Assistant.** Fair & Expo continues to grow in demand and utilization for events of all sizes. The addition of multiple large new events, while continuing to serve existing clients currently taxes existing team members; and creates wait times for those we serve. This position would create efficiencies in administration of Fair & Expo. *Funding: 75% Fund 615; 25% Fund 616.*
- **Sales, Marketing & Events Coordinator.** This position will allow Fair & Expo to provide support to existing clients; as well as to effectively market the facility to potential new clients and provide more effective community relations. This position would also work to identify and solicit new sponsors as well as to provide additional support to existing sponsors. *Funding: 75% Fund 615; 25% Fund 616.*



Thank you

Deschutes County Fair & Rodeo: August 2-6, 2023.

See you at the Fair!



FY23-24 Proposed Budget Presentation

Facilities

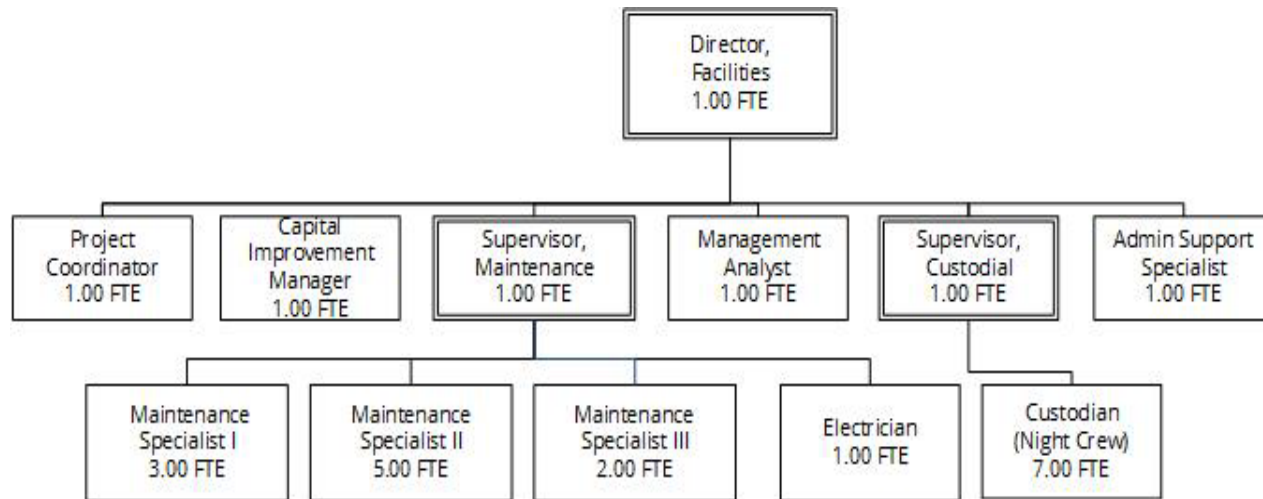
Presenters:

Lee Randall, Director

Jessica Campbell, Management Analyst



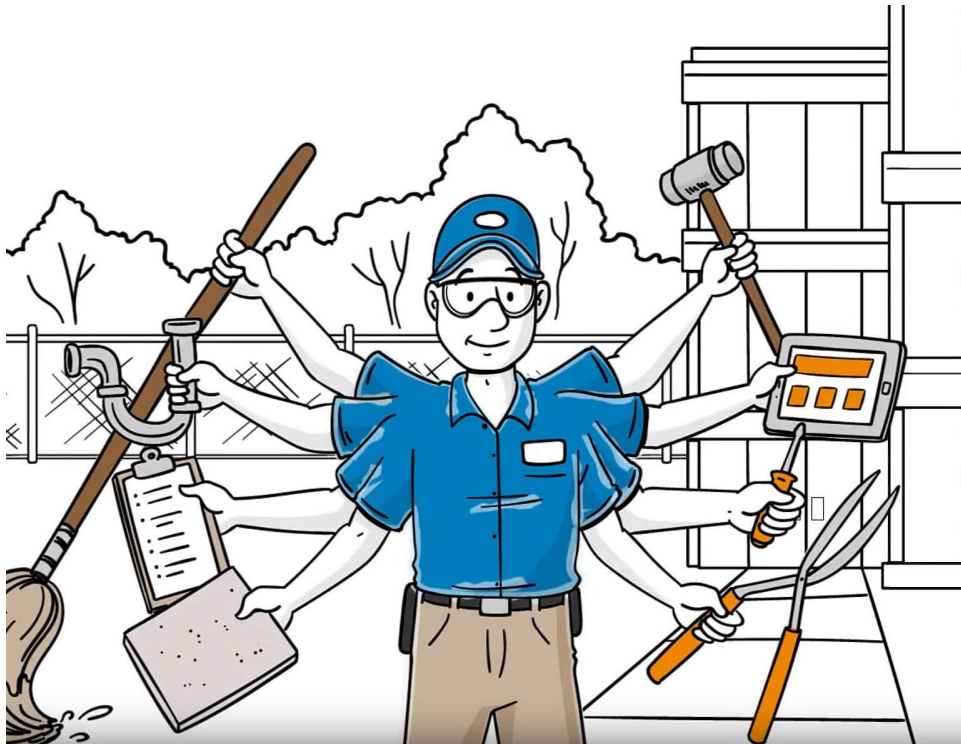
Facilities Overview



Develop and manage County-owned facilities and buildings to protect and enhance the value of public assets, provide a safe and efficient workplace for County employees and visitors and support future opportunities for community improvement

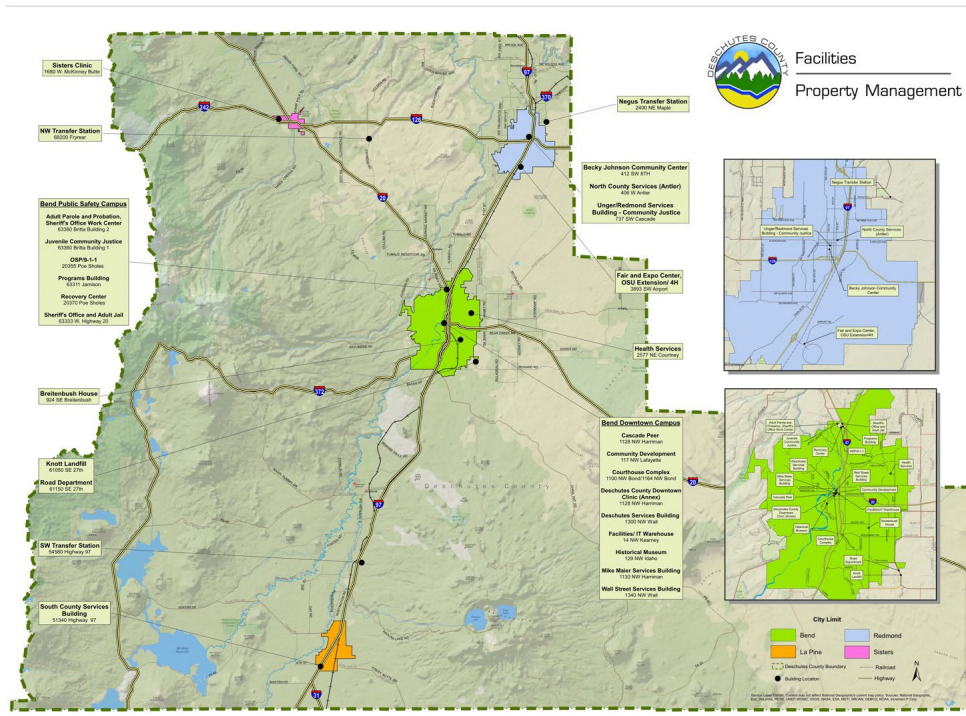


Facilities Overview (cont.)



- Facility Management
- Building and Grounds Maintenance
- Custodial Service

Facilities Overview (cont.)



- Located in four cities
- Approximately 40 buildings
- 500,000 square feet of office space
- 21% square footage increase projected from 2019 to 2026



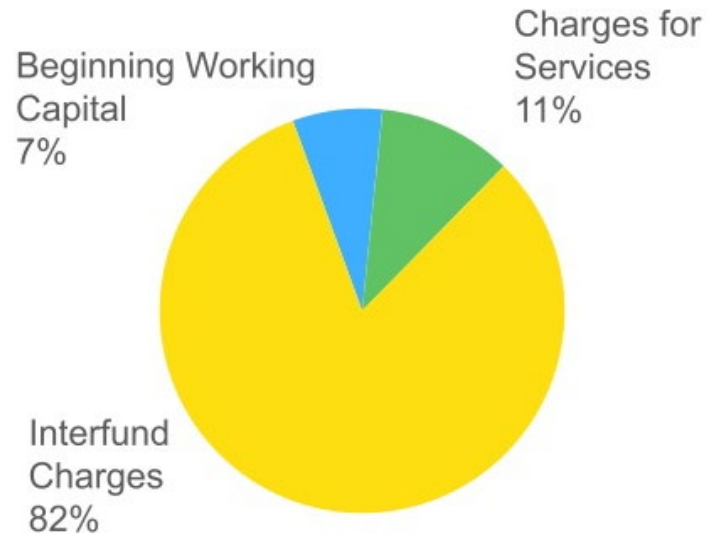
Department Accomplishments



- First phase of planned HVAC replacement at Juvenile Community Justice
- Direct Digital Controls migration of 6 buildings
- Exterior re-painting of 2 buildings

FY 23-24 Department Budget Details

Facilities Resources



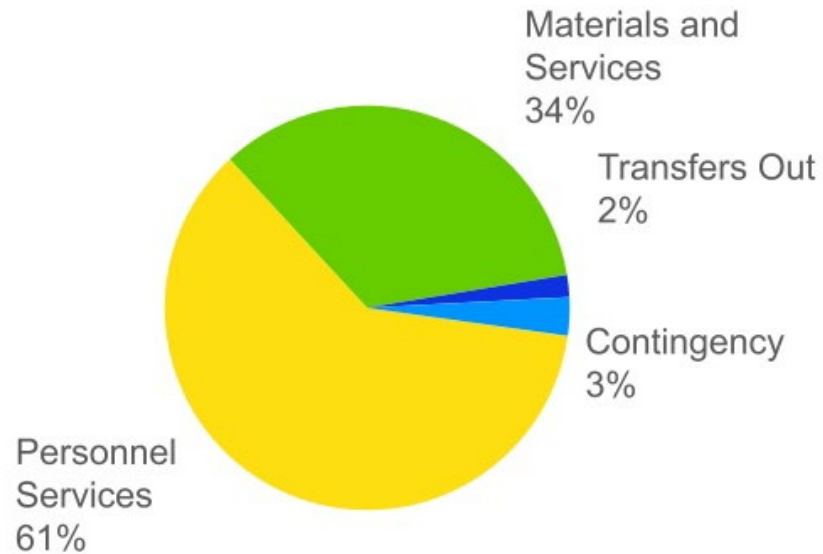
23-24 RESOURCES

- Majority of our resources come from internal service charges
- Facilities also receives resources from services provided to tenants.



FY 23-24 Department Budget Details

Facilities Requirements



23-24 REQUIREMENTS

- Increased custodial contracting costs due to added square footage
- Escalation in contracting and material costs



FY 23-24 Department Fiscal Issues

Short-term Fiscal Issues

- Managing the increased costs of materials, labor, and equipment and the age of County facilities.
- Preparing for increases in custodial costs for standard services and the additional cost of increased service levels due to increased building occupancy.

Long-term Fiscal Issues

- Managing conceptual budget estimates for capital projects in a changing construction environment.
- Identifying future costs of major capital asset replacement (hardscapes, HVAC systems, and roofs) and establishing replacement schedules that align with projected revenues.



Current Challenges and Future Initiatives

Challenges

- Expanding the department's capacity to respond to increased work order load generated by county-wide growth and the age of facilities.
- Maintaining service delivery levels for furniture reconfiguration, flooring replacements, safety and security improvements and minor remodels in response to the growth of direct service departments.

Future Initiatives

- Continued development of Facility Condition Assessments to aid in planning for future capital maintenance needs
- Ongoing technical training for HVAC technicians to increase department's internal capacity for maintenance of direct digital control (DDC) of HVAC systems
- Continued focus on safety and resiliency through seismic reviews and upgrades and building safety and security improvements



FY 23-24 Special Requests

- Administrative Assistant (.75 FTE):
 - Due to growth across all divisions (maintenance, custodial, capital maintenance and capital construction) there is a need for higher level administrative support.
 - Position would add capacity for maintenance and custodial contract processing, cost allocation and project budget updating, project document management, and department process improvement.
 - Existing Administrative Support Specialist would focus on general administrative support including accounts payable, work order management, reception duties, vendor badges, parking permits, etc.
- Licensed Trades Supervisor (1.0 FTE):
 - Due to continued growth there is a need for added capacity specific to HVAC and Electrical maintenance.
 - The existing maintenance supervisor position oversees three teams: HVAC/Electrical, Building Maintenance, and Grounds/Landscaping
 - Position would add capacity for supervision and performance of licensed trades work for Electrical and HVAC maintenance and would allow each supervisor to spend more time in the field providing direct supervision and performing hands-on maintenance work.



Thank you

Questions?



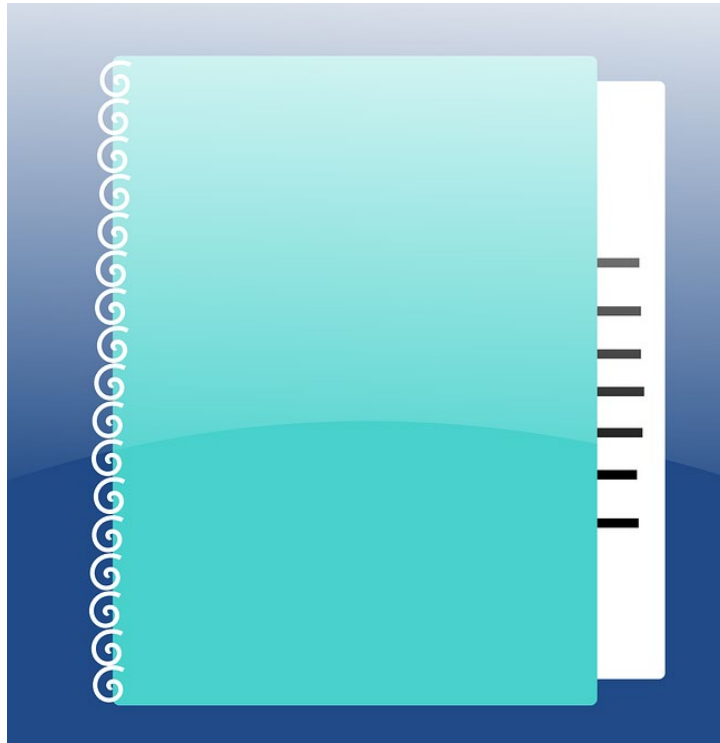
FY23-24 Pre-Budget Briefing Presentation

Health Services

Janice Garceau, HS Director
Holly Harris, BH Director
Heather Kaisner, PH Director
Cheryl Smallman, Business Officer



Agenda



- **May 4 Budget Briefing Recap**
 - Challenges and Opportunities
 - Fiscal Issues
 - FY24 Proposed Budget Recap
- **Medicaid Revenue, FY18-FY23**
- **OHP Mental Health Reserve**
- **Special Requests**
- **Summary**



FY23 Challenges



Staffing

- Historic and prolonged vacancies in key roles
- Impacts to access, outcomes and revenue



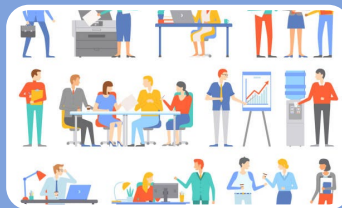
Housing

- Houslessness crisis
- Lack of affordable workforce housing



Acuity

- Growing acuity of service populations
- Increase impacts of health inequities, climate and disease risk



Infrastructure

- Technical supports stretched to capacity
- Space needs critical as staff return to in-person services



FY24 Opportunities



Integration

- Maximize on Behavioral Health, Public Health & Primary Care Co-location and Integration
- Apply lessons learned from multiple emergencies to Emergency Preparedness

Mitigation

- Aggressively target disease outbreak risk
- Apply recent investments to target intervention to high need service populations: perinatal women and children; unhoused individuals struggling with mental illness and addiction; at-risk youth; vulnerable service populations



FY 23-24 Department Fiscal Issues

Short-term Fiscal Issues

- OHP Redetermination
- Increased personnel costs
- Increased indirect expenses
- Expiring funds
 - COVID-19
 - CJC IMPACTS – Stabilization

Long-term Fiscal Issues

- Public Health funding
- Stabilization Center
- Space in Downtown Area
- Client acuity and team-based service model impact on billable hours



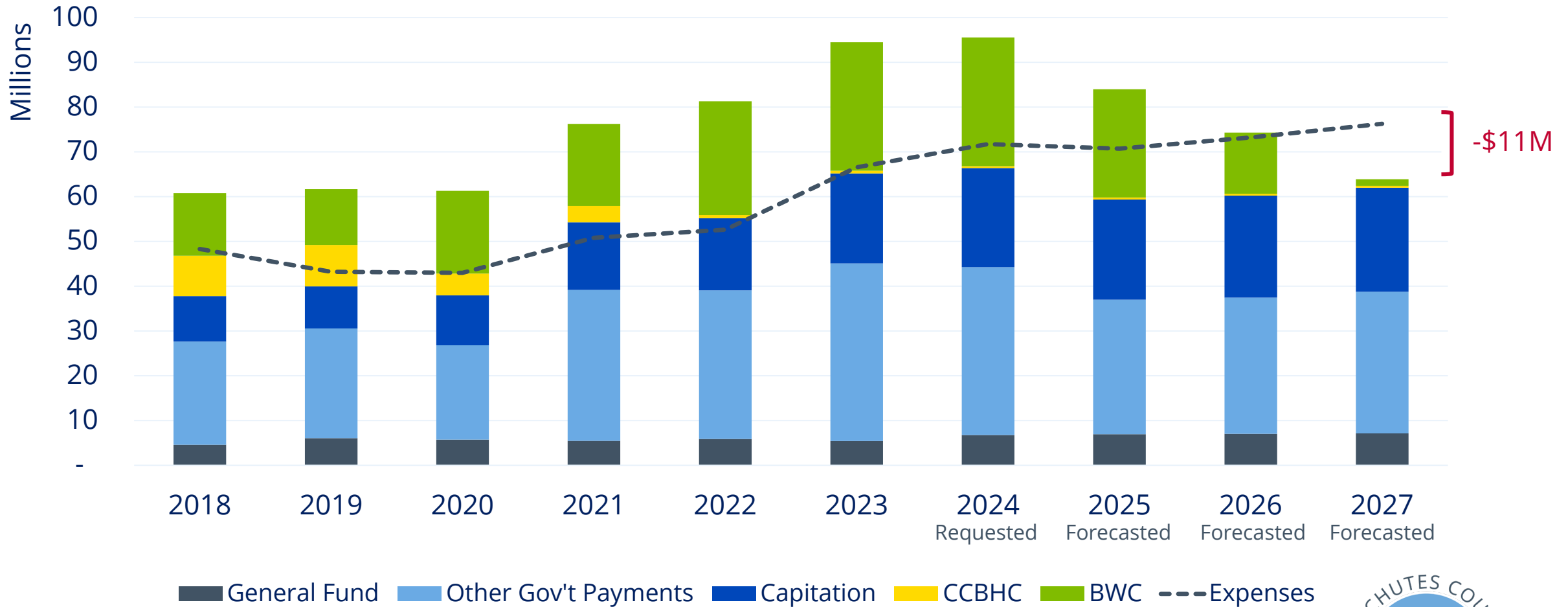
FY24 Budget Overview – Fund 274

- **Total FY24 Budget: \$79,568,046 (+3% from FY23)**
- **County General Fund: \$6,780,140 (+3% from FY23; 9% of Resources)**
- **Transient Room Tax: \$368,417 (-12% from FY23)**
- **Major one-time expenses: appx. \$6.4M**
- **FTE: 412.8* (-2.4% from FY23) (414.8 FTE with special requests)**

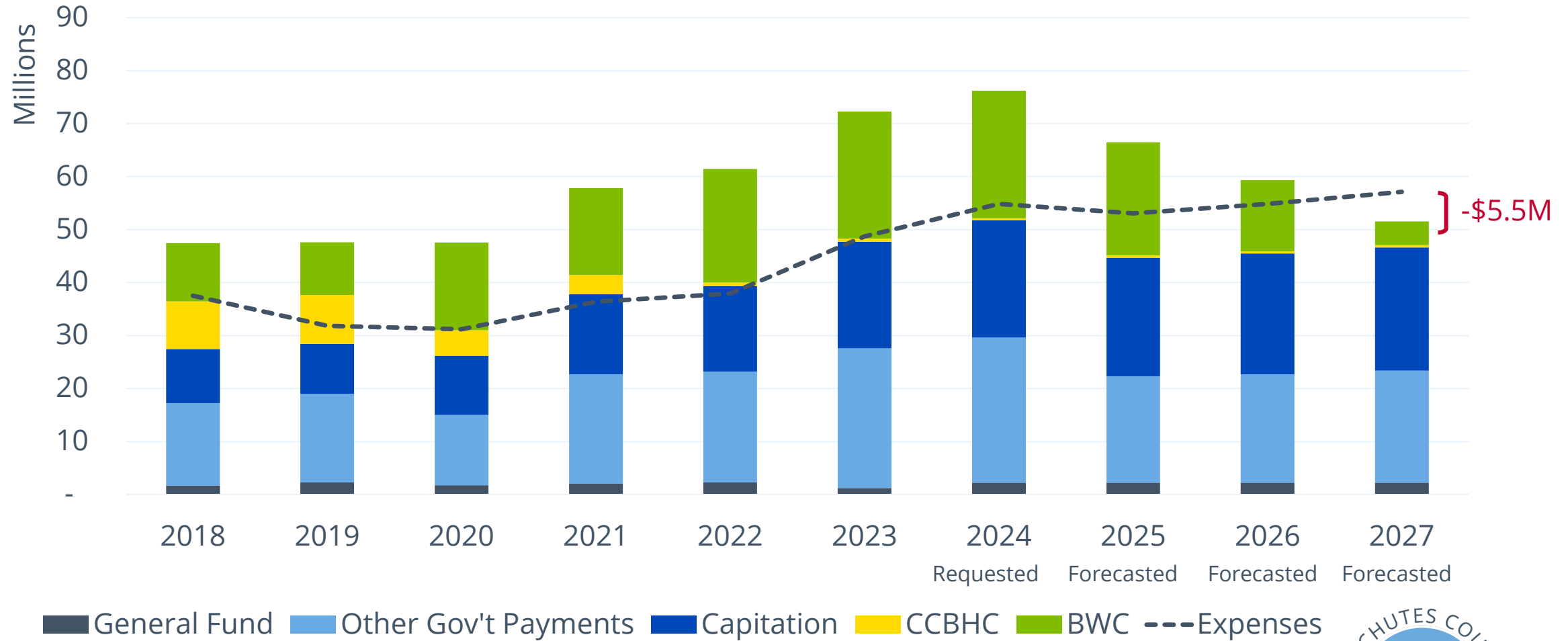
** Includes 1.0 FTE for Healthy Schools Year 3 Special Request*



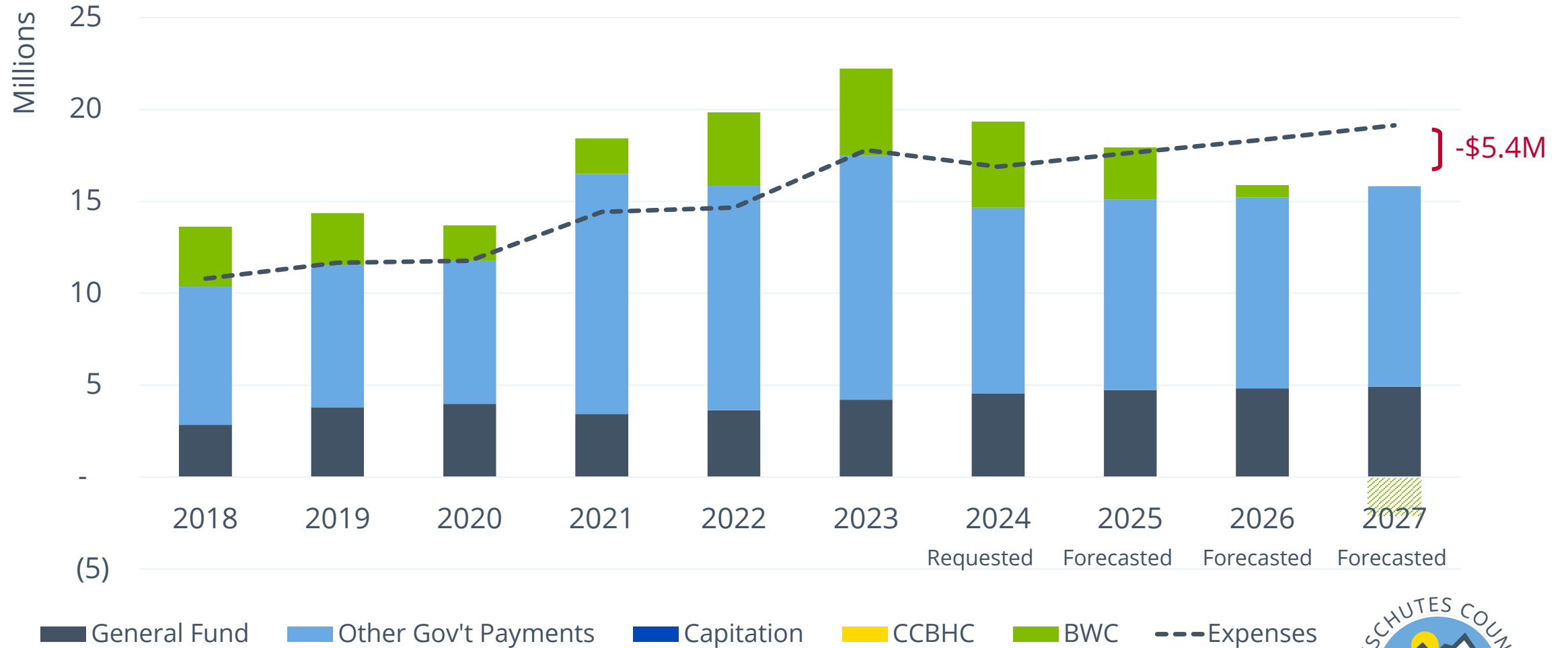
Health Services Outlook



FY23-24 Behavioral Health Budget



FY23-24 Public Health Budget

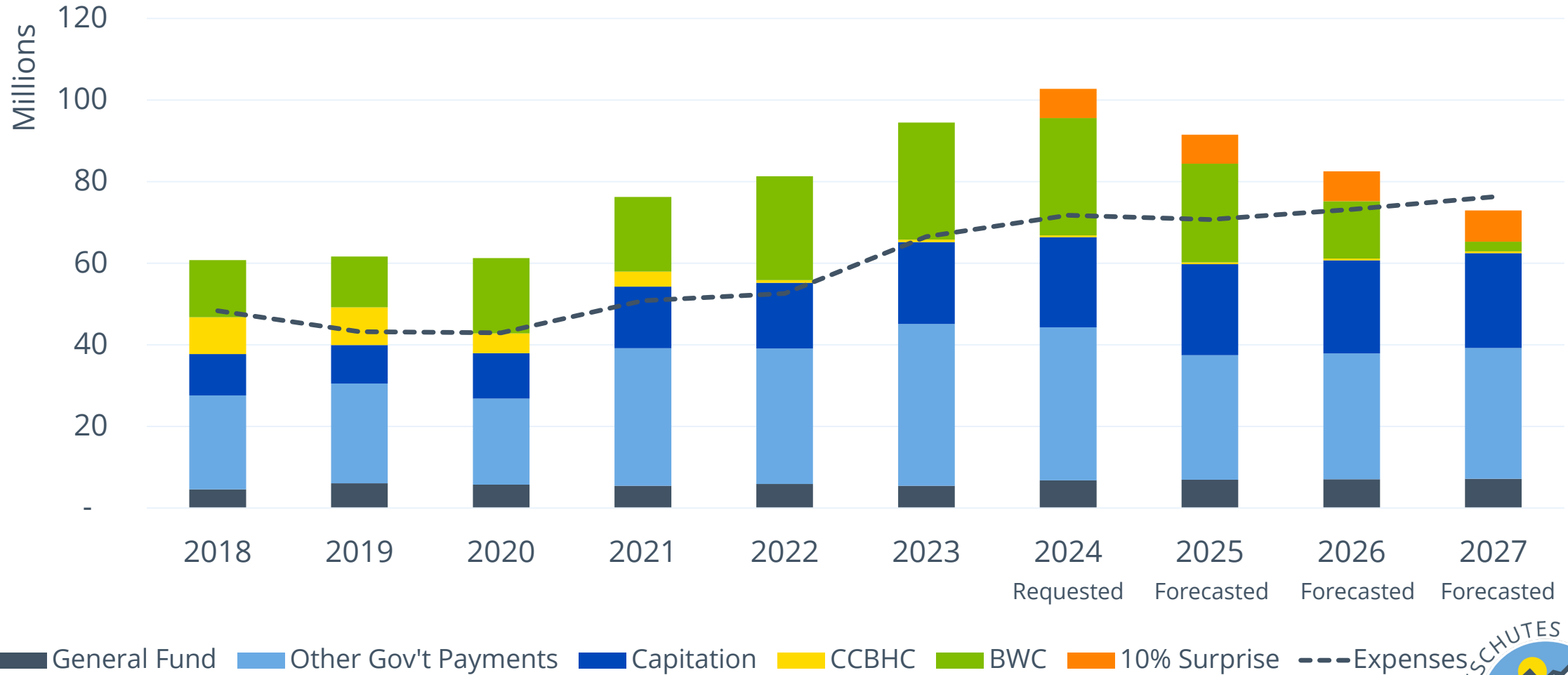


(5)

General Fund Other Gov't Payments Capitation CCBHC BWC Expenses



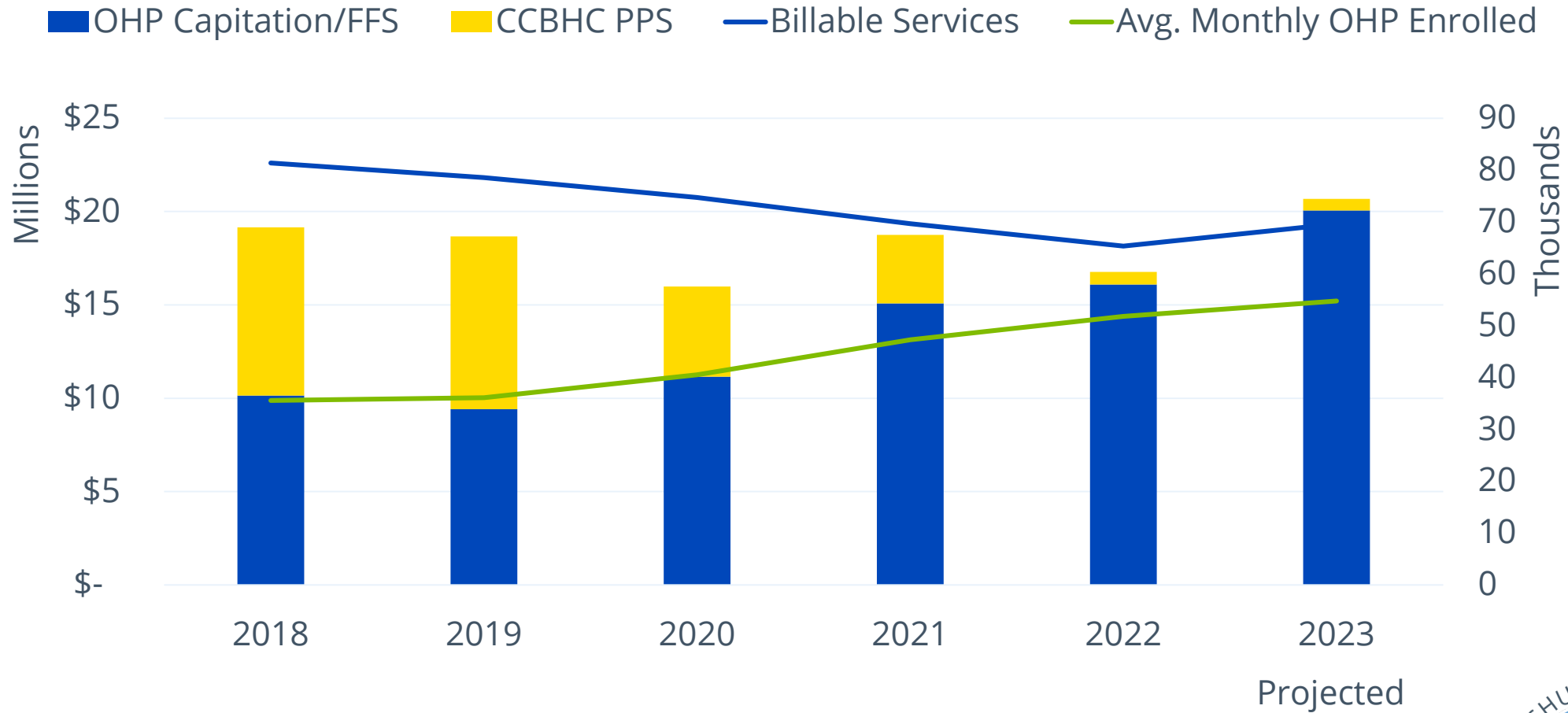
Outlook w/Unplanned Resources



General Fund Other Gov't Payments Capitation CCBHC BWC 10% Surprise Expenses

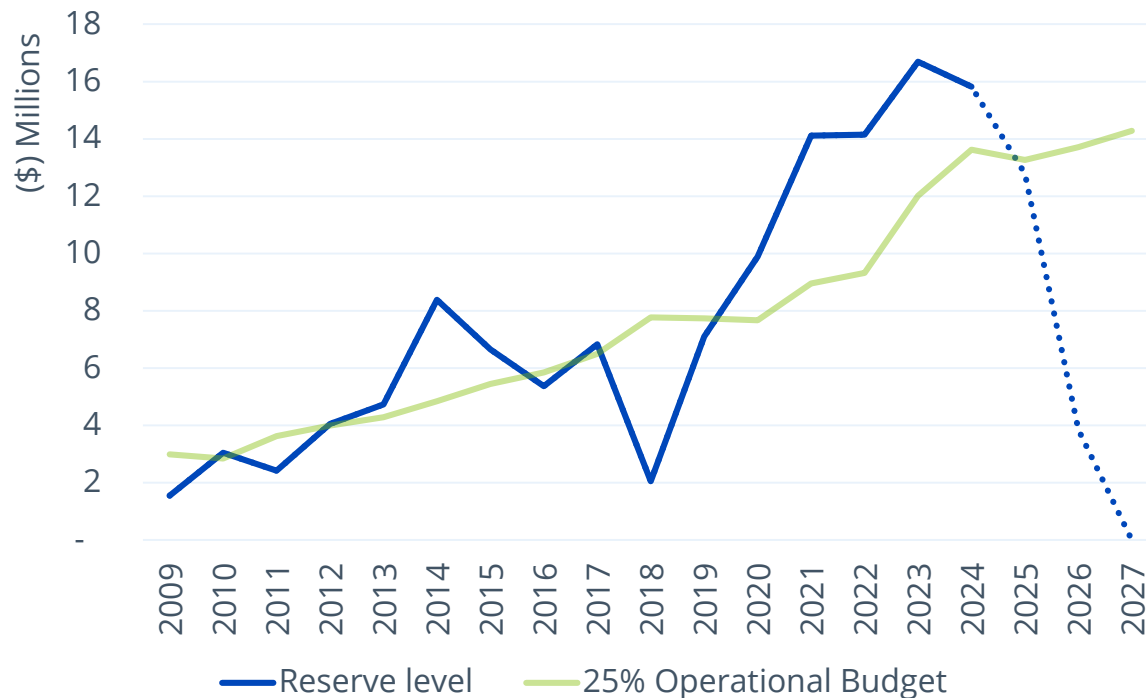


Medicaid Revenue: Cap/FFS & CCBHC PPS



Fund 270: OHP Mental Health Reserves

OHP Reserve Balance, FY09 – FY27



- PPS generated revenue that DCCHS did not budget due to uncertainty.
- PPS was continued several times, sometimes retroactively, resulting in significant unanticipated revenue.
- Dollars must be used for BH services (current and future needs).



Special Requests

#	Title	Area	Purpose
1	Healthy Schools – Year 3	PH	Continue 3 rd year of project by adding planned FTE
2	Convert PIPBHC Supervisor	BH	Maintain key integration leadership and liaison role for Outpatient Team
3	Family Connects Oregon & PCC	PH	Add new and maintain existing staff to provide revenue generating service
4	Convert System of Care staff	BH	Maintain critical services to children, youth and families
5	Convert DEI Strategist	AD	Meet grant requirements and reduce health disparities



SR #1 Healthy Schools

HEALTHY SCHOOLS TEAM



Healthy Schools
Connecting education, health, & community





























KEY FACTS:

- Approved three-year phase-in includes final high school, Caldera, and its direct feeder schools: High Desert Middle School and Three Rivers K-8 School.
- Cost-sharing partnership with BLS integrates effective prevention and health promotion initiatives into school and district.
- **95% of middle and high school Health teachers** indicate improved knowledge, skills, & confidence to deliver effective health education because of Healthy Schools.

ASK: Add 1.0 FTE Public Health Educator II and increase approved year 3 CGF amount by \$23,096.

COST: \$119,761 (PHEII)

Funding: 50-50% CGF and BLS



SR #2 Integrated Care Team (PIPBHC) Supervisor

Outcomes

91% of shared patients seen by a provider in last 30 days

Of those, patients **82%** have low ED use in last 6 months

80% of Adult OP clients with hypertension met goal of hypertension control

KEY FACTS:

- Primary liaison with Mosaic Medical Team; integral to ensuring integration success
- Coordinates care; fine-tunes pathways to access for shared patients; provides expert leadership to staff; ensures team meets program goals
- Tracks, reports and improves on outcomes

ASK: Convert 1.0 BH Supervisor LD to regular

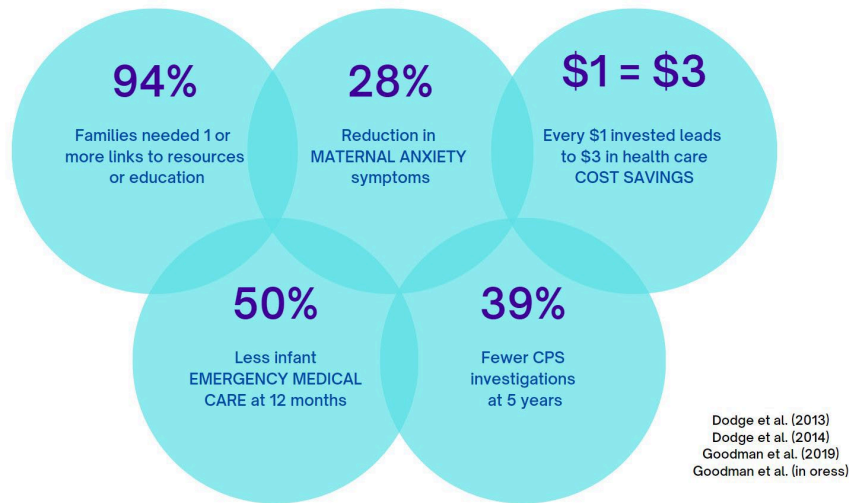
COST: \$85,613

FUNDING SOURCE: OHP revenue. No CGF Requested.



SR #3 – Family Connects Oregon

Impact of Family Connects



KEY FACTS:

- Highly effective PH Nurse Home Visiting service now available to all families of newborns.
- State requirement to offer to all families & reimbursable by all Oregon insurances.
- Successful early roll-out. Need to prepare for a substantial enrollment increase of 60% (~1,140/year) of families in Deschutes County.

ASK:

Add 1.0 Public Health Nurse II (start 7/1/23)
Add 1.0 Public Health Nurse II (start 1/1/24)
Convert 2.5 FTE from LTD to regular

COST: \$499,014


FUNDING: No CGF requested. Revenue from enhanced Medicaid and commercial billing rates.



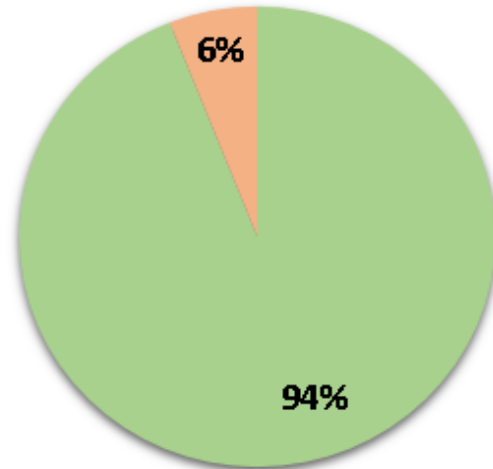
SR #4 System of Care Program Staff

Mental Health at Time of Death

50% of youth suicide decedents had a **mental health problem**

 one in every 3 youth suicide decedents were engaged in **mental illness treatment**

Wraparound Program Graduates



■ Enrolled in School ■ Not in School

KEY FACTS:

- CDC data shows suicide is leading cause of death among Oregon youth ages 10-24.
- At risk youth have poor school engagement, SOC targets youth at risk for out of school or home placement
- Provides cross system collaboration & intensive supports to children, youth, young adults and families with complex and significant mental health needs
- Helped expand Wraparound services in Redmond, Sisters and La Pine.

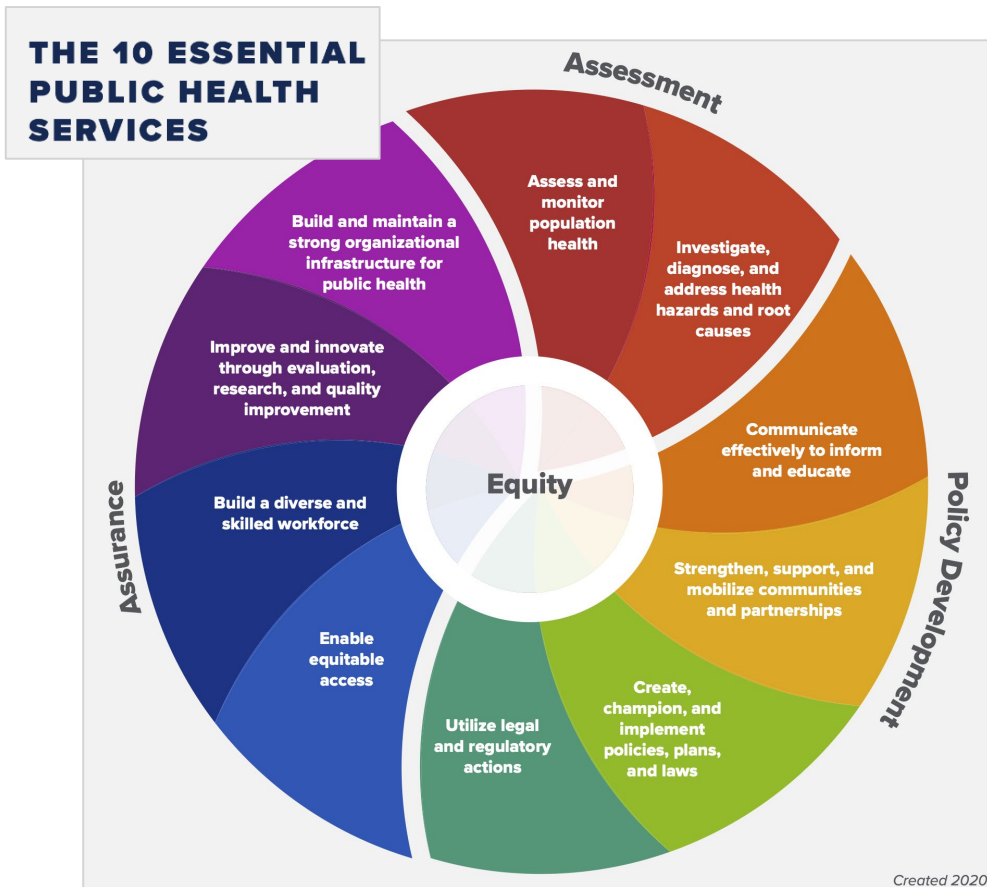
ASK: Convert 8.0 FTE from LTD to regular

COST: \$889,739

FUNDING: OHP & Enhanced Case Rate. No CGF Requested.



SR #5 - Convert DEI Strategist to Regular



<https://phnci.org/national-frameworks/10-eps>

KEY FACTS:

- State and federal rules/requirements increasingly incorporate DEI and cultural sensitivity.
- 2020 Central Oregon Health Equity Report speaks to health disparities.

ASK: Convert 1.0 FTE to regular

COST: \$142,510

FUNDING: No CGF requested. Cost \$142,510 indirect to department programs.



Special Requests

#	Title	New FTE	Cont. FTE	Cost	Revenue	CGF Requested
1	Healthy Schools – Year 3	1.0*	-	\$119,761	\$96,665	\$ 23,096*
2	Convert PIPBHC Supervisor	-	1.0	\$85,613	\$85,613	\$ -
3	Family Connects Oregon & PCC	2.0	2.5	\$499,014	\$499,014	\$ -
4	Convert SOC staff	-	8.0	\$889,739	\$889,739	\$ -
5	Convert DEI Strategist	-	1.0	\$142,510	\$142,510	\$ -
TOTAL		3.0	12.5	\$1.7M	\$1.7M	\$ 23,096

* Amount and FTE is included in the Proposed Budget



Thank you



FY23-24 Proposed Budget Presentation

Coordinated Houseless Response Office (CHRO)

Presenter(s):

Cheyenne Purrington, Director
Chris Ogren, Houseless Response Analyst



Department Overview

The Coordinated Houseless Response Office (CHRO) is a pilot project funded through HB 4123.

The Office serves Deschutes County and the cities of Bend, Redmond, Sisters, and La Pine.



Mission: To create a coordinated houseless response system.



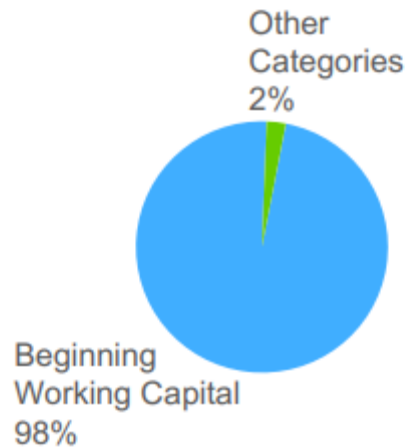
Department Accomplishments

- Initiated request to Governor's Office for emergency funding to address unsheltered crisis (~\$14m)
- Hired and onboarded first two (2) staff (1.5 FTEs)
- Established Advisory Board of member agency representatives
- Developed draft strategic plan and draft annual work plan
- Currently on track to meet all pilot requirement deadlines



FY 23-24 Department Budget Details

Coordinated Houseless Response Office Resources



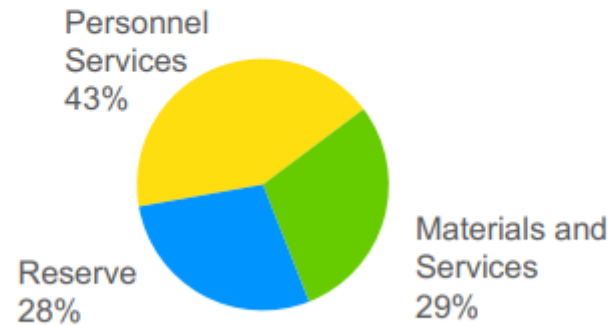
23-24 RESOURCES

- HB 4123 provides the majority of our dedicated funding.
- Additional resources are anticipated from the EO 23-02 funding package, which expires January 10, 2024. This funding is not currently included in the FY24 proposed budget.



FY 23-24 Department Budget Details

Coordinated Houseless Response Office Requirements



23-24 REQUIREMENTS

- The majority of our expenses are personnel-related.



FY 23-24 Department Fiscal Issues

Short-term Fiscal Issues

- Need additional staff to meet wide-ranging urgent community needs
- Still in 'startup' mode and becoming operational

Long-term Fiscal Issues

- Major funding source ending in two (2) years



Current Challenges and Future Initiatives

Challenges

- Establishing the role and responsibilities of the Coordinated Office with community partners
- Expanding the Office's capacity to respond to wide-ranging community needs

Future Initiatives

- Leveraging significant investment of emergency funding from the State
- Major initiatives include: data, equity, and system access; supportive housing pipeline; service provider capacity; system gaps



FY 23-24 Special Requests

- CHRO is seeking administrative funding from EO 23-02 to fund a percentage of staff time for providing technical assistance to COIC and awardees.
- 50% of three (3) FTEs time would be paid through EO 23-02, for a total of \$272k.
- That cost will offset the addition of one (1) FTE staff member for two (2) years.
- Without full funding from EO 23-02, General Fund support or another funding source would be needed.



Thank you

For supporting our important work.



FY24 Proposed Budget Presentation

Road Department

Presenters:

Chris Doty, PE, Director

Cody Smith, Asst Dir./County
Engineer



Agenda

- Introductions
- Budgeting Priorities
- Revenue Assessment
- FY 24 Budget Review – major programs
- Transportation CIP

Please ask questions at any time!

ROAD DEPARTMENT

We strive to maintain the quality and improve the experience for all users of the Deschutes County transportation system.



Department Overview:

The Road Department is responsible for the development, operation, and maintenance of the County road system, consisting of 900 miles of roadway, of which approximately 700 miles are paved. The Road Department's services include routine road maintenance such as chip sealing and pothole patching, snow and ice control, roadside vegetation management, capital project development, fleet and equipment maintenance, traffic signing and striping, bridge maintenance, and emergency response to roadway hazards.

Road Summary	
Total Budget	\$32,046,298
Budget Change	+12.20%
Total Staff	56.00 FTE
Staff Change	+2.00 FTE

Department Director: Chris Doty

☎: 541-388-6581

✉: road@deschutes.org

🌐: www.deschutes.org/road

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Department Overview



Operations
and
Maintenance



Fleet and
Equipment



Engineering
(with Surveyor's Office)



Administration

We strive to maintain the quality and improve the experience for all users of the Deschutes County transportation system.

62.0 Full Time Employees (FY 24) plus Contract Seasonal Employees



Budgeting Priorities

#1

- **Maintain the system**

- Pavement Management Program: Sustained PCI.
- Signing/Striping
- Vegetation Management
- Shoulder Maintenance
- Bridge Maintenance



#2

- **Operate the system**

- Snow/Ice
- Roadside Hazards
- Event/Incident Response
- Fleet/Equipment



#3

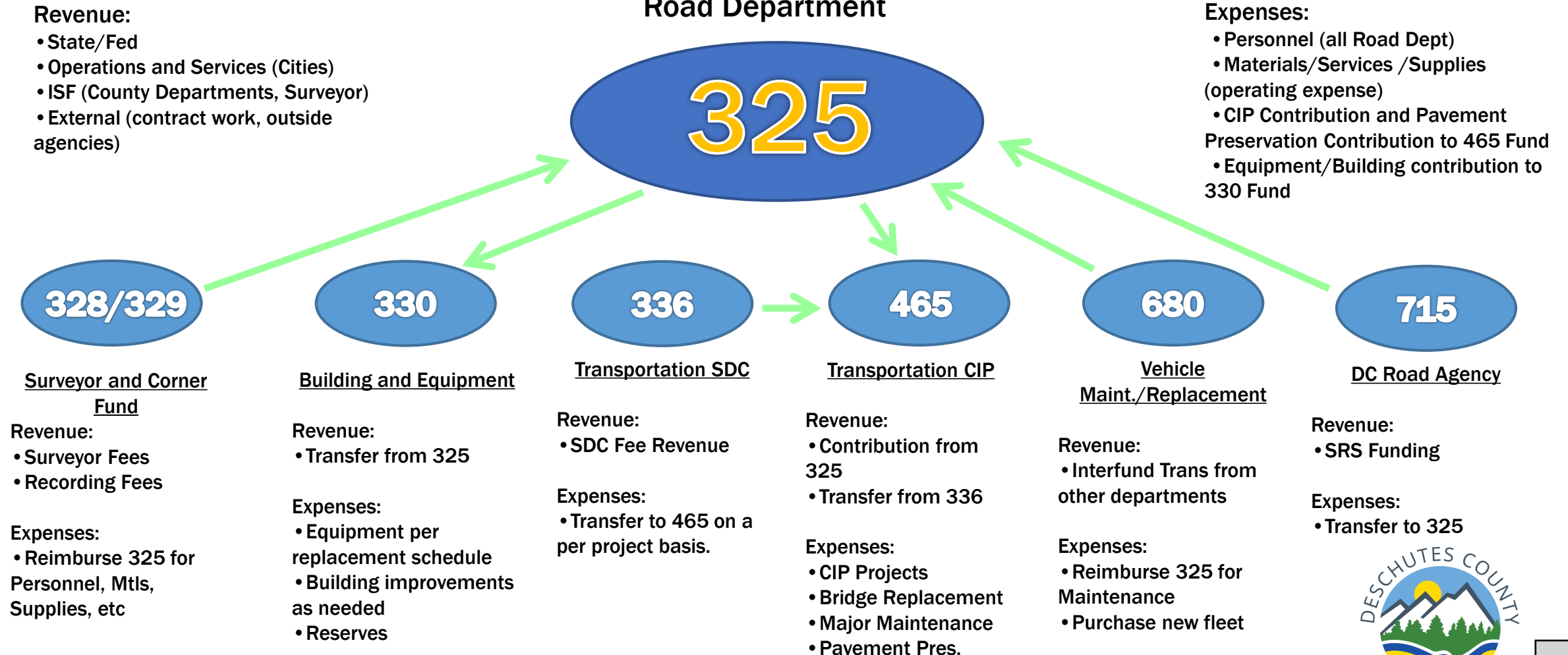
- **Improve the system**

- Capital Projects
- Major Maintenance
- Safety Improvements
- Modernization



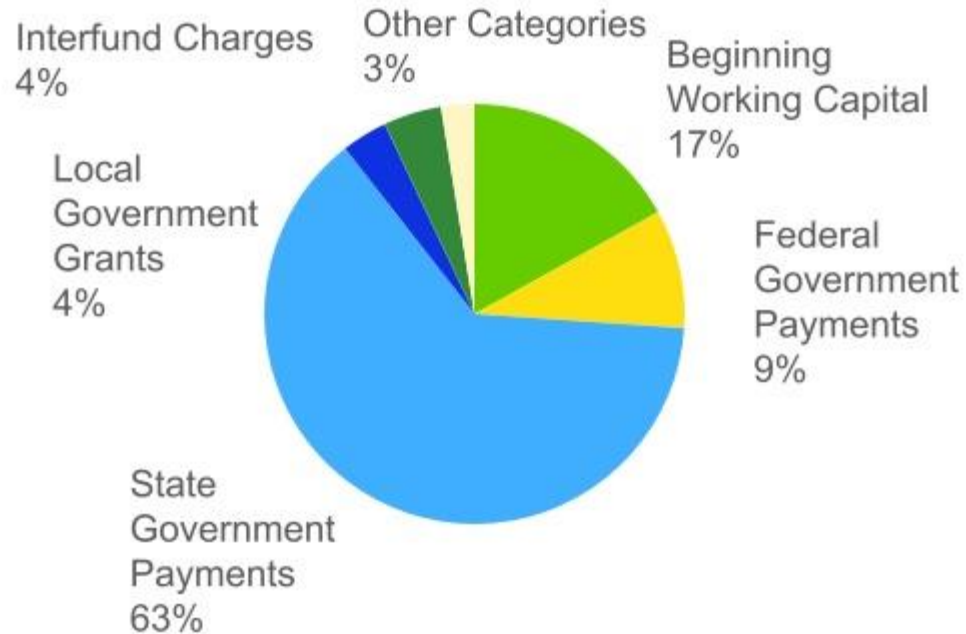
Road Department Fund Summary

The Operating Fund for the Road Department

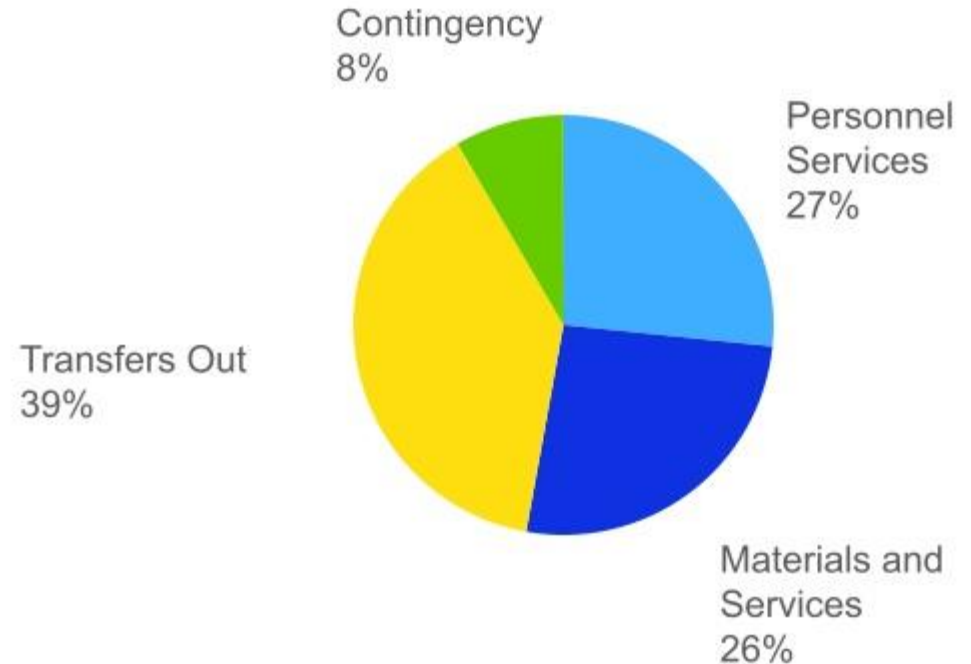


325 Fund: Global Detail

Road Department Resources

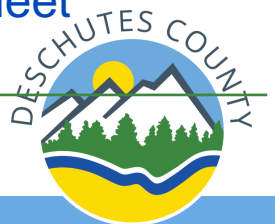


Road Department Requirements



Revenue Assessment/Outlook

Funding Source	FY 24 Budget (FY 23)	Funding Outlook/Comments
State Highway Fund Allocation	\$20.6M (\$20.1M)	Last year of HB 2017 fuel tax phasing.
PILT	\$2.2M* (\$2.2M)	County PILT to increase by \$0.8M in FY 24. Discretionary allocation to Road.
SRS	\$0.7M (\$0.7M)	Federally authorized.
STBG	\$1.0M** (0.98M)**	Currently held by ODOT pending fund exchange resolution.
SDC	\$1.5M (\$1.5M)	Revenue tied to growth. Inflation increase of 10.3%
Grants	\$0.7M (\$0)	FLAP reimbursement for CLH Project
Partnership	\$1.0M (\$0.8M)	Reimbursement for various services.
Internal/Other	\$1.7M (\$1.5M)	Majority is Survey Fund and Fleet Reimbursement



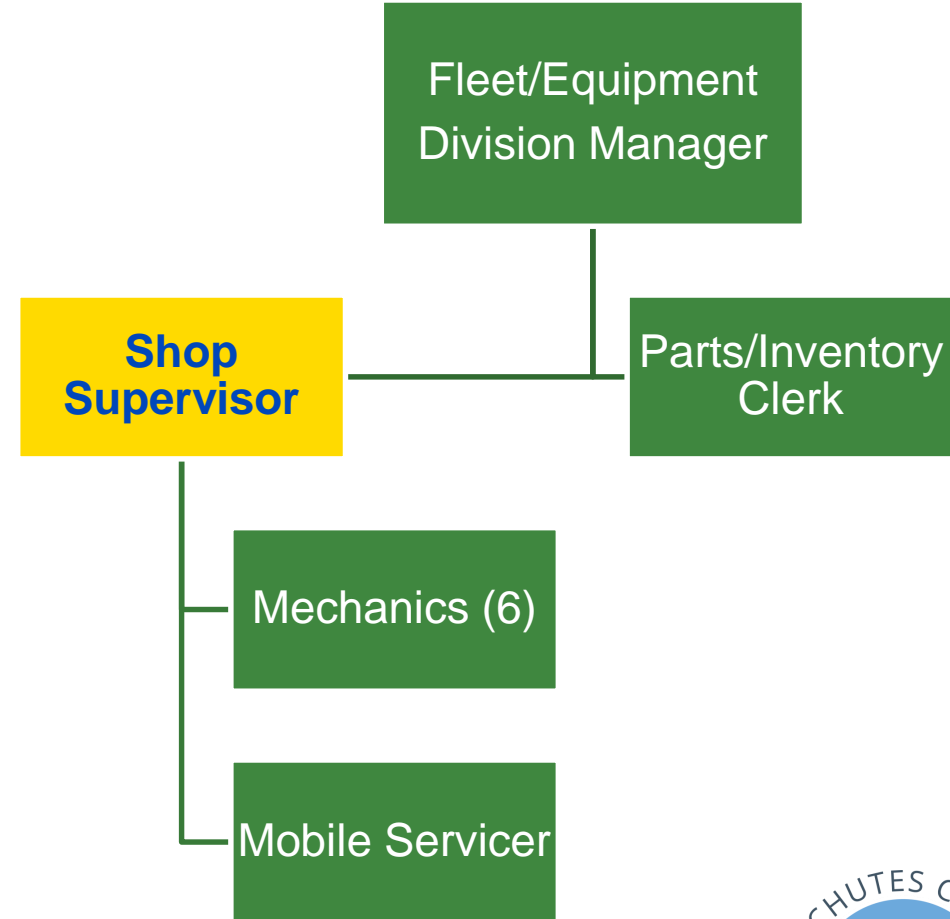
FY 24 Budget Highlights

- **1. Pavement Management Program (chip seal, overlay, crack seal, patch):**
 - 75 miles of chip seal (DC System) \$2.5M (materials)
 - City of Redmond
 - City of Sisters
 - 10+/- miles of Slurry Seal, various neighborhoods. (\$0.3M)
 - Crack Seal, Patch, and leveling course (DC system), \$0.5M
 - 15+/- miles of overlay (\$6.3M)
 - Total Program: \$9.6M (DC System)
 - 43% Increase from FY 23 due to added overlay miles
 - Sustains Pavement Condition Index in low 80s (with \$0 deferred maintenance)



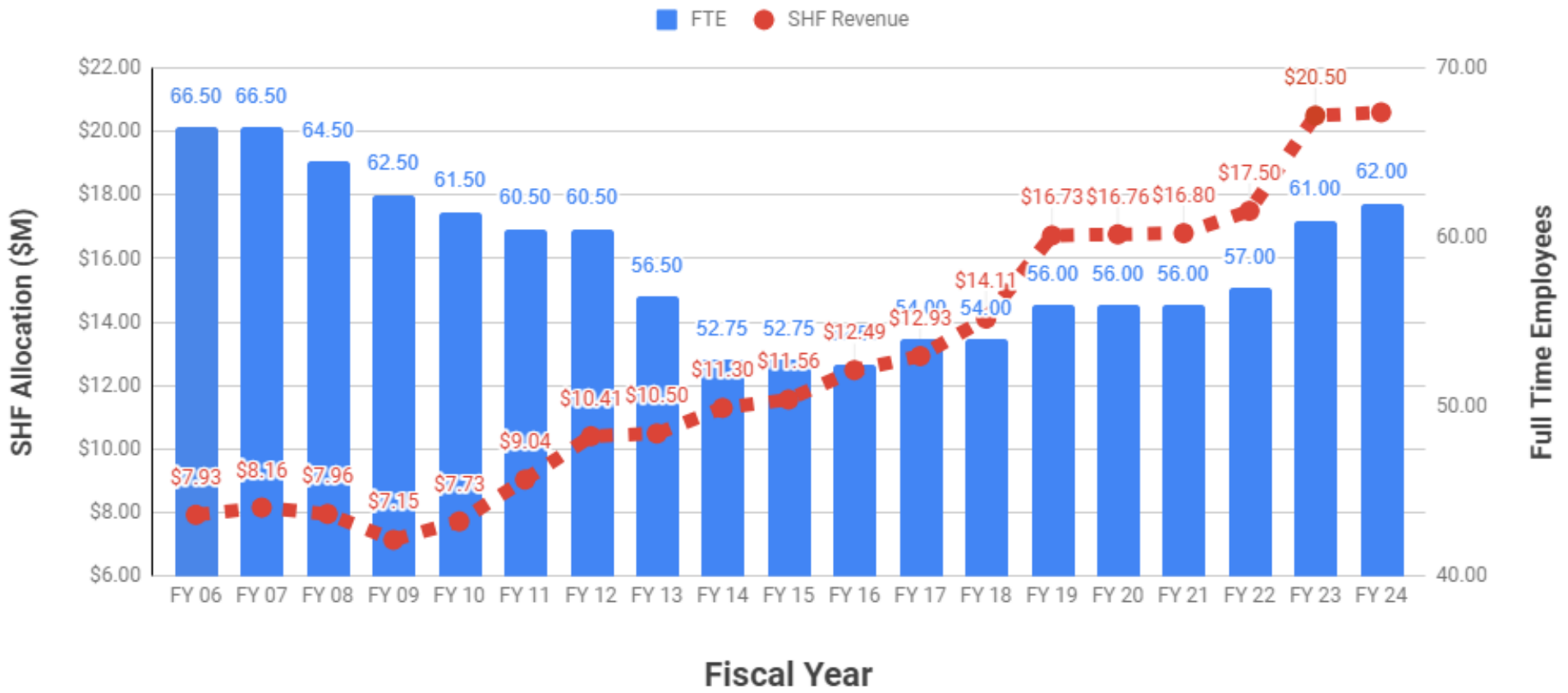
FY 24 Personnel Request (1.0 FTE)

- **1. Addition of a Shop Supervisor**
 - Provide oversight of Fleet/Equipment Shop personnel, quality control, and other fleet/equipment maintenance related processes.
 - Avail Fleet/Equipment Manager to address other division duties, such as:
 - Fleet/Equipment procurement
 - Department Safety Program
 - Facility Maintenance Projects and Scheduling
 - Fleet/Equipment performance measures

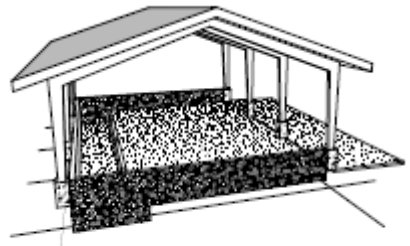


Personnel

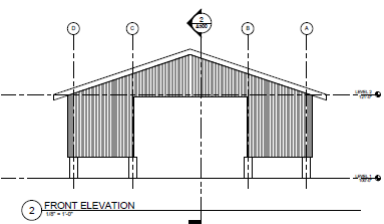
FTE and SHF Revenue



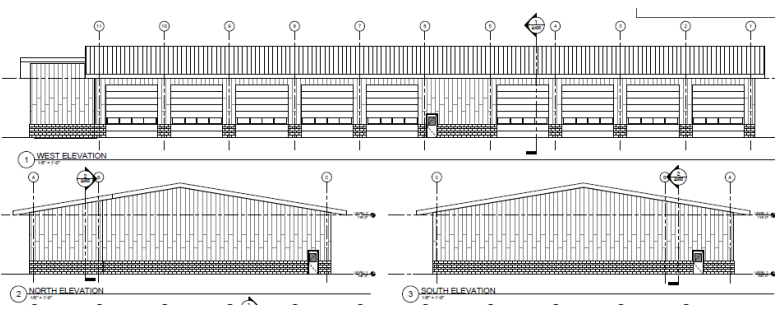
Building and Equipment: 330 Fund



5 3D VIEW



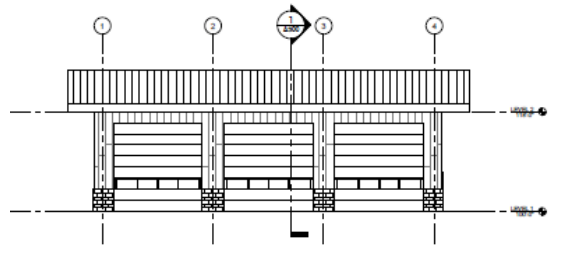
2 FRONT ELEVATION



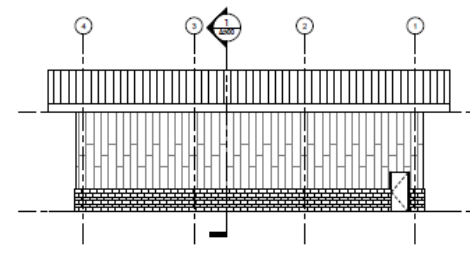
1 WEST ELEVATION

2 NORTH ELEVATION

3 SOUTH ELEVATION



3 FRONT ELEVATION



4 REAR ELEVATION

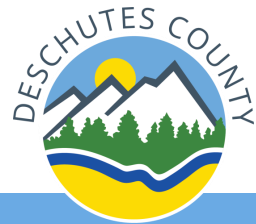
FY 24 Amount	FY 24 Facilities/Building/Site: Detail Description	Carry forward
\$ 375,000	Outbuildings Paint and Seal Coat Roof	\$ 317,000
\$ 300,000	Facility Electrical System Update	\$ 185,000
\$ 500,000	Main Office HVAC System Replacement	-
\$ 50,000	Decant Facility Design	\$ 50,000
\$ 250,000	Negus Site Improvements	\$ 250,000
\$ 700,000	Main Campus Plan - Truck Barn (Design)	
\$ 250,000	Main Campus Fencing/Gate Replacement	\$ 250,000
\$ 175,000	Replacement Fuel Pumps-Bend	\$ 135,000
\$ 15,000	Multi-process welder	
\$ 2,615,000	Total (across various budget lines)	\$ 1,187,000



Building and Equipment: 330 Fund

FY 24 Amount	FY 24 Equipment: Detail Description	Carry forward
\$ 156,871	Belly Dump Tractor	\$ 148,000
\$ 156,871	Belly Dump Tractor	\$ 148,000
\$ 6,000	Small Equipment Trailer (Vegetation)	
\$ 140,000	5000 Gallon SS Mag Tanker Trailer	
\$ 130,000	Insulated Asphalt Pup Trailer	
\$ 150,000	Upfit 2 Tractors to Sanders Labor/Hydraulics.	
\$ 15,000	Belly Plow	
\$ 15,000	Belly Plow	
\$ 15,000	Wing Plow	
\$ 15,000	Wing Plow	
\$ 22,000	12 ft, 2-way Snow Plow	
\$ 285,000	12/15 Yard Dump Truck	
\$ 285,000	12/15 Yard Dump Truck	
\$ 285,000	12/15 Yard Dump Truck	
\$ 285,000	12/15 Yard Dump Truck	
\$ 564,000	Vehicles/Pickups (10)	\$ 160,000
\$ 20,000	Upfit	\$ 20,000
\$ 2,545,742	Total (across various budget lines)	\$ 476,000

- **Total 330 Fund Expenditures:**
 - \$5,289,782
- **Transfer from 325 Fund:**
 - \$2,700,000
- **Reserve:**
 - \$3,531,972



....to the CIP



FY23-24 Proposed Budget Presentation

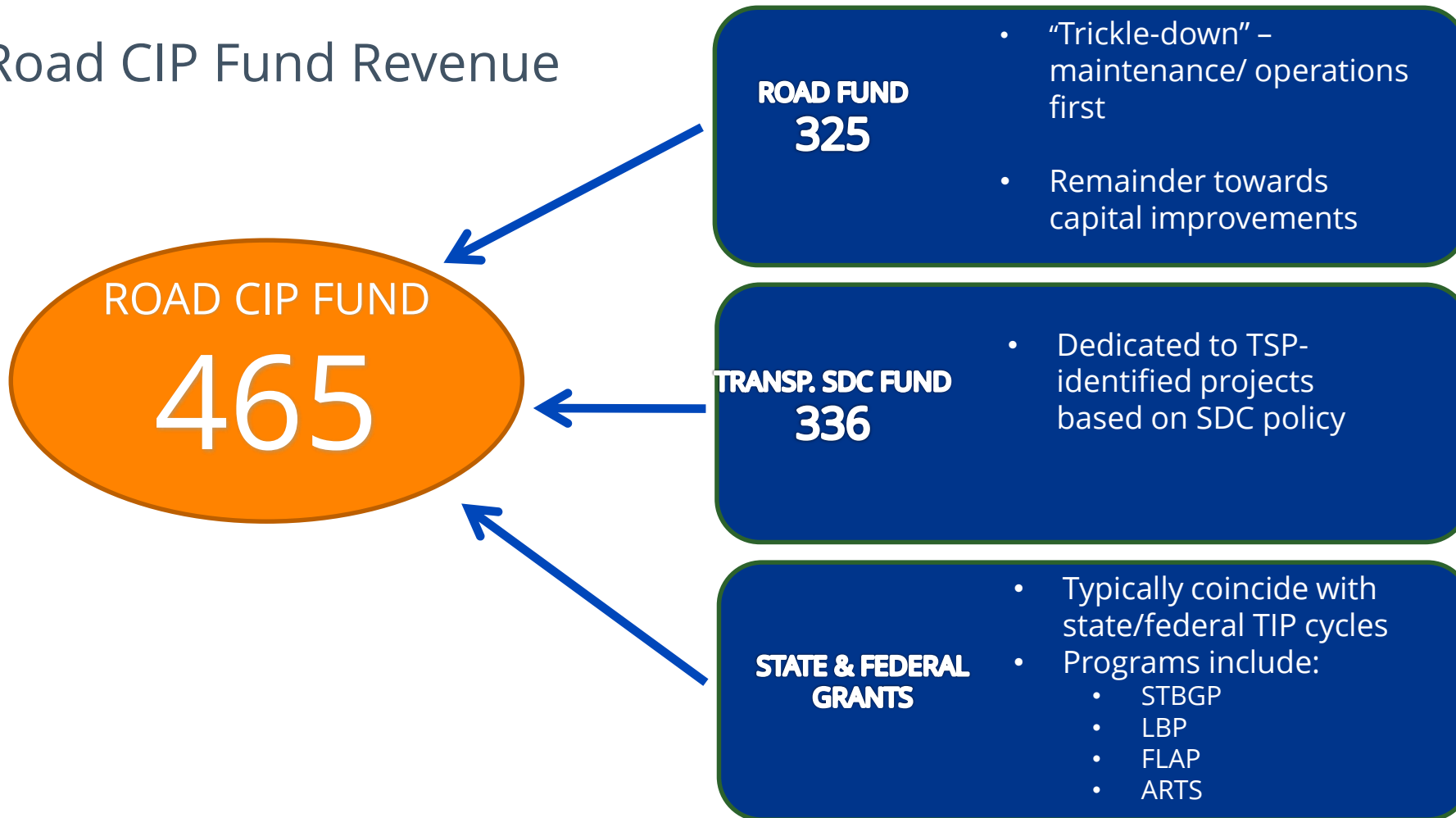
Road Capital Improvement Plan (CIP)

Presenter:
Cody Smith, PE
County Engineer
Assistant Road Dept. Director



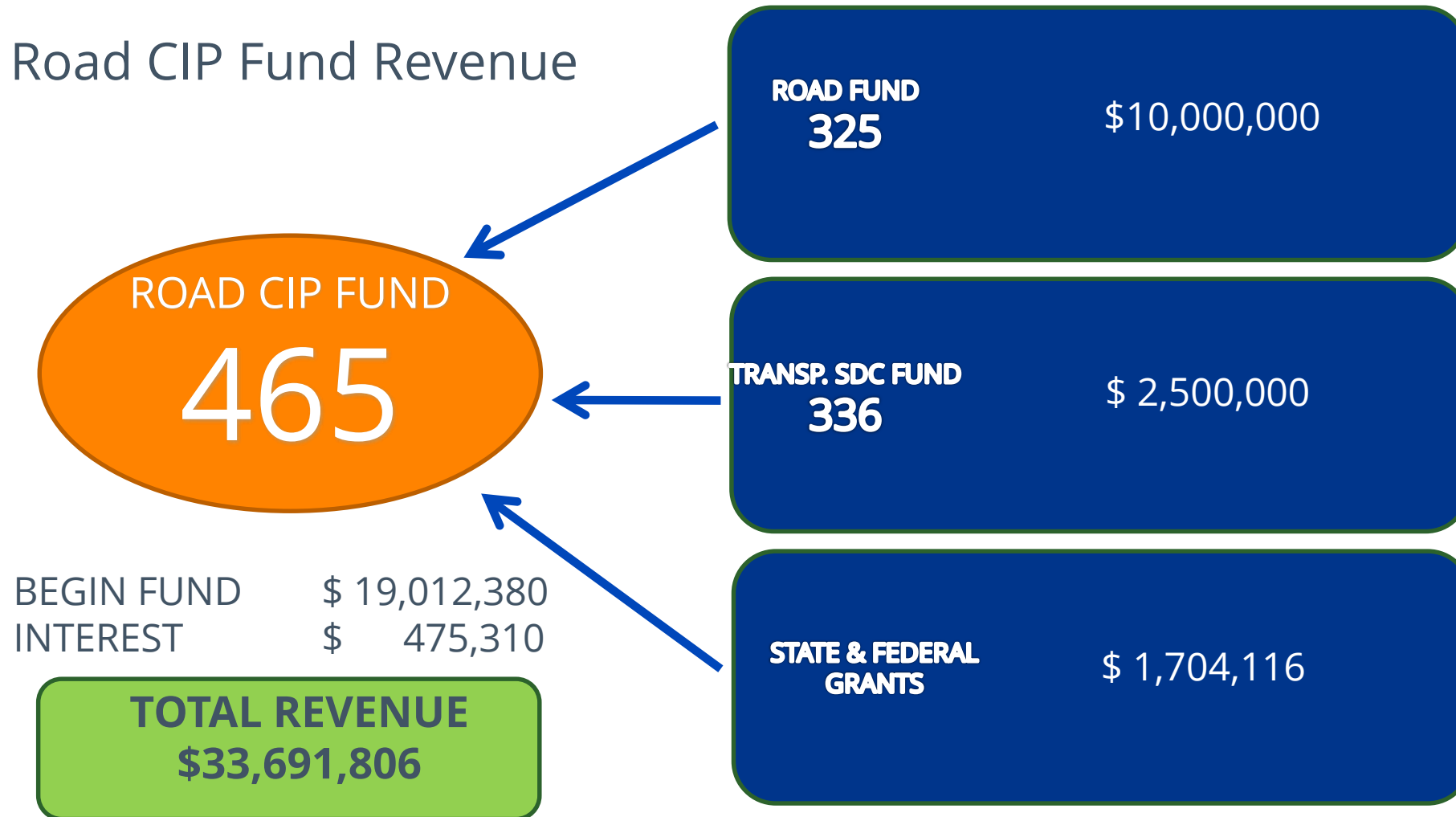
FY23-24 Road CIP

- Road CIP Fund Revenue



FY23-24 Road CIP

- Road CIP Fund Revenue



FY23-24 Road CIP

- Categorized into 4 programs:

TRANSPORTATION SYSTEM - Major road improvement projects identified in TSP, special studies, intergovernmental agreements

PAVEMENT PRESERVATION - Contract pavement preservation projects identified in Department's Pavement Management System

TRAFFIC SAFETY - Contract safety improvements, including signage, guardrail, and delineation, to bring features up to current state and federal standards

BRIDGE CONSTRUCTION - Bridge replacement and rehabilitation projects identified in Department's Bridge Management System



FY23-24 Road CIP

- FY Proposal

TRANSPORTATION SYSTEM - \$13,757,512

PAVEMENT PRESERVATION - \$ 6,556,000

TRAFFIC SAFETY - \$ 300,000

BRIDGE CONSTRUCTION - \$ 3,026,545

FY 2023 CIP PROJECT TOTAL = \$ 23,640,057



FY23-24 Road CIP

- \$23.6 Million in local transportation infrastructure improvements



\$5.4 Million in intersection safety/capacity improvements



\$6.6 Million in pavement preservation



\$3 Million in bridge replacement



\$3.7 Million in bicycle/pedestrian improvements



\$6.1 Million in contributions to ODOT partnership projects



\$1.7 Million in state grant funding



FY 22-23 Road CIP – Completed Projects

- Pedestrian Ramp Improvements – La Pine Maintenance Zone



- **Scope of Work:** Replaced 45 pedestrian ramps in La Pine
- **Total Cost:** \$339,227



FY22-23 Road CIP – Completed Projects

- Paving of Alfalfa Market Road: MP 4 to Johnson Ranch Road



- **Scope of Work:** Paving and delineation of 5.4 miles of arterial road
- **Total Cost:** \$1,791,464



FY23-24 Road CIP

- Hunnell Road: UGB to Tumalo Road Improvement



- **Scope of Work:** Improvement and realignment of 3.7 miles of collector road
- **Status:** Under Construction
- **Estimated Cost:**

• FY20 (actual)	\$ 193,732
• FY21 (actual)	\$ 240,723
• FY22 (actual)	\$ 637,975
• FY23	\$4,017,815
• FY24	\$1,569,800
• Total	\$6,660,045



FY23-24 Road CIP

- Deschutes Market Road/Hamehook Road Roundabout



- **Scope of Work:** Roundabout construction
- **Status:** Under Construction
- **Estimated Cost:**

• FY21 (actual)	\$ 10,277
• FY22 (actual)	\$ 208,367
• FY23	\$2,305,294
• FY24	\$ 250,000
• Total	\$2,773,938



FY23-24 Road CIP

- Powell Butte Highway/Butler Market Road Roundabout



- **Scope of Work:** Roundabout construction at arterial intersection
- **Status:**
 - 90% Design
 - Fall 2023 Construction Start
- **Estimated Cost:**

• FY22 (actual)	\$ 38,562
• FY23	\$ 306,153
• FY24	\$2,642,402
• Total	\$2,987,117



FY23-24 Road CIP

- NW Lower Bridge Way/NW 43rd Street Intersection Improvement



- **Scope of Work:** Intersection refinement planning and construction
- **Status:** Design Contract Awarded
- **Estimated Cost:**

• FY23	\$ 60,000
• FY24	\$1,290,000
• FY25	\$1,400,000
• Total	\$2,750,000



FY23-24 Road CIP

- Tumalo Reservoir Road: OB Riley Road to Sisemore Road Improvement



- **Scope of Work:** Full-depth reclamation, widening, and paving
- **Status:** Design RFP in Summer 2023
- **Estimated Cost:**

• FY23	\$ 35,000
• FY24	\$ 300,000
• FY25	\$1,534,000
• FY26	\$3,489,000
• Total	\$5,348,000



FY23-24 Road CIP

- US97: NW Lower Bridge Way – 10th Street (Terrebonne)



- Scope of Work:** US97/Lower Bridge Way interchange, local road improvements (ODOT-delivered)
- Status:**
 - 90% Design
 - Late 2023 Construction Start
- Estimated Cost (County Contribution):**

• FY18 (actual)	\$ 130,000
• FY23 (actual)	\$ 2,200,000
• FY24 – Road CIP	\$ 5,119,310
• <u>FY24 – STBG</u>	<u>\$ 2,940,690</u>
• Total	\$10,130,000



FY23-24 Road CIP

- S Century Drive/Spring River Road Roundabout



- **Scope of Work:**
 - Roundabout construction
 - Refinement planning for future S Century/Venture Ln intersection improvements
 - Considering bundling with S Century/Huntington Rd
- **Status:** Design RFP in Late 2023
- **Estimated Cost:**

• FY24	\$ 177,000
• FY25	\$ 800,000
• FY26	\$ 1,877,000
• Total	\$2,854,000



FY23-24 Road CIP

- S Century Drive/Huntington Road Roundabout



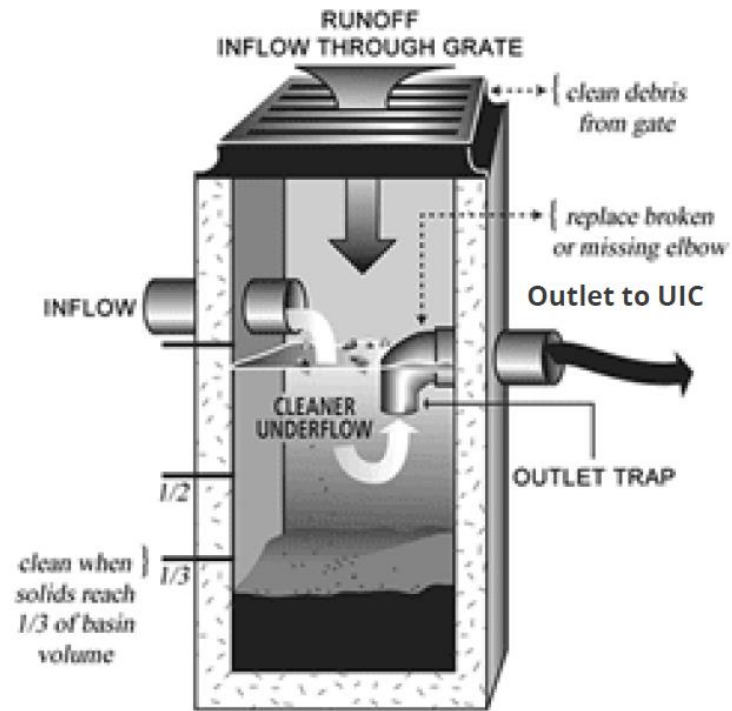
- **Scope of Work:**
 - Roundabout construction
 - Considering bundling with S Century/ Spring River Rd
- **Status:** Design RFP in Late 2023
- **Estimated Cost:**

• FY24	\$ 169,000
• FY25	\$ 750,000
• FY26	\$1,838,000
• Total	\$2,757,000



FY23-24 Road CIP

- La Pine Stormwater UIC Improvements



- Scope of Work:**
 - Install pre-treatment systems for 17 storm water drywell inlets in La Pine
 - Compliance with County's DEQ UIC Permit
- Status:**
 - Start design in Fall 2023
 - Spring 2024 Construction
- Estimated Cost:** \$240,000



FY23-24 Road CIP

- Pavement Preservation

Road	Begin	End	FY23 Cost	FY24 Cost	FY25 Cost	Total Cost
Rosland Rd/Tracy Rd/ Wendy Rd	US97	Drafter Rd	\$393,000	\$250,673	-	\$643,673
Butler Market Road	City Limits	Powell Butte Hwy	\$320,000	\$1,000,000	-	\$1,320,000
Dickey Road	Butler Market Road	Erickson Road	\$250,000	\$600,000	-	\$850,000
Horse Butte Rd	Arnold Mkt Rd	End	-	\$460,000	-	\$460,000
Old Bend Redmond Hwy	US20	S Canal Blvd	\$500,000	\$2,960,000	-	\$3,460,000
S Canal Blvd	S Canal Blvd	Helmholtz Way	-	\$1,500,000	\$210,000	\$1,710,000
Spring River Rd	S Century Dr	Stellar Dr	-	\$510,000	\$500,000	\$1,010,000
Misc. Local Roads	-	-	\$637,183	\$500,000	\$500,000	\$1,637,183



FY23-24 Road CIP

- Gribbling Road Bridge Replacement



- Scope of Work: Bridge replacement
- Status:
 - 90% Design
 - Summer 2023 Construction Start
- Estimated Cost:

• FY 2022 (actual)	\$ 1,110
• FY 2023	\$267,106
• <u>FY 2024</u>	<u>\$704,116</u>
• Total	\$972,332

 - ODOT LBP Funding** **\$775,895**



FY23-24 Road CIP

- Smith Rock Way Bridge Replacement



- Scope of Work: Bridge replacement
- Status:
 - 90% Design
 - Fall 2023 Construction Start
- Estimated Cost:

• FY 2022 (actual)	\$	1,616
• FY 2023	\$	256,699
• FY 2024		\$1,417,429
• Total		\$1,675,744



FY23-24 Road CIP

- Hamehook Road Bridge Replacement



- Scope of Work: Bridge replacement
- Status:
 - Design contract in negotiations
 - Fall 2024 Construction Start
- Estimated Cost:

• FY 2023	\$ 40,000
• FY 2024	\$ 595,000
• FY 2025	\$1,200,000
• Total	\$1,835,000



FY23-24 Road CIP

- Wilcox Avenue Bridges Removal



- **Scope of Work:** Bridge removal (X2) and road reconstruction
- **Status:**
 - Ongoing coordination with Lone Pine and Central Oregon Irrigation Districts
 - Start Design in Fall 2023
 - Spring 2023 Construction
- **Estimated Cost:** \$160,000



FY23-24 Road CIP

- Local Access Road Bridges



- **Scope of Work:** Scope TBD, based on BOCC direction upon work session
- **Status:** BOCC work session anticipated to occur in June 2023
- **Estimated Cost:**
 - FY24 \$150,000 (placeholder)
 - FY25 \$250,000 (placeholder)



FY24–FY28 - 5-Year Road CIP

TRANSPORTATION SYSTEM - \$44,483,312

PAVEMENT PRESERVATION - \$25,491,673

TRAFFIC SAFETY - \$ 1,200,000

BRIDGE CONSTRUCTION - \$ 9,734,545

5-YEAR CIP PROJECT TOTAL - \$ 80,909,530



Thank you



FY23-24 Proposed Budget Presentation

OSU Extension & 4-H

Presenters:

Nicole Strong - Regional Director

Holly Lyons - Administrative Office Manager

Mary Meier- Advisory Council Member

Loren Kellogg - Advisory Council Member



OSU Extension Overview



Oregon State University Extension Service Deschutes County

Mission

The Oregon State University Extension Service engages the people of Oregon with research-based knowledge and education that strengthen communities and economies, sustain natural resources, and promote healthy families and individuals.



Oregon State University
Extension Service
Master Gardener



Oregon State University
Extension Service
Fire Program



Oregon State University
Extension Service
Master Food Preserver



Extension Accomplishments

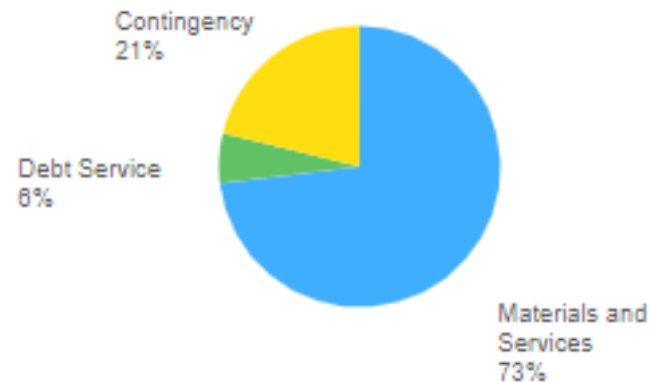
Post-COVID Recovery:

- **Master Gardener program and workshop interest and registrations at an all-time high, currently have 125 trainees and certified volunteers.**
- **Master Food Preserver program currently running for first time since 2019.**
- **4-H enrollment/volunteer numbers has increased by 10%.**
- **SNAP Ed educators have delivered 199 classes reaching over 3,900 youth and 34 public events with nearly 10,000 contacts since October 2022.**
- **Served nearly 2,000 walk-ins at Redmond office since July 2022.**



FY 23-24 Extension Budget Details

4-H Service District Requirements



23-24 REQUIREMENTS

- Estimated payroll and support \$584,948 (YOY increase ~11%)
- Security/safety and technology upgrade projects (combined \$37,000 budgeted).
- Materials & Services \$151,175 (includes ISF/Audit fees)
- Debt service \$60,275 (6 of 20)
- Contingency \$223,830



OSU Statewide Extension Budget Overview

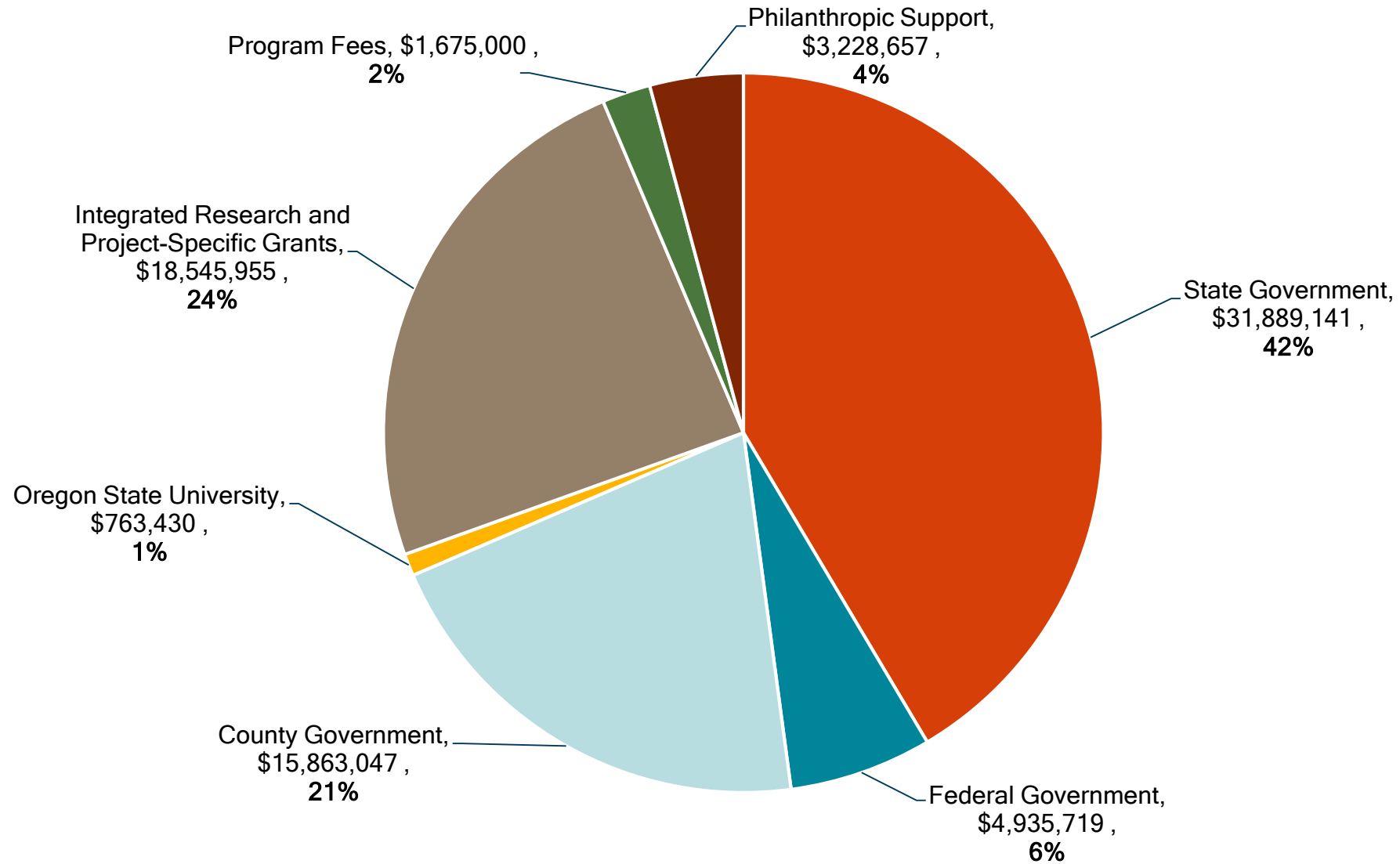
EXTENSION FUNDING SOURCES AND BUDGET MODEL

Statewide Public Service (SWPS), Education & General (E&G), and Federal funds allow Extension to employ faculty across all of Oregon's 36 counties and the Confederated Tribes of Warm Springs.

County funds support Extension faculty travel, office space, supplies, support staff, and county administrative support.

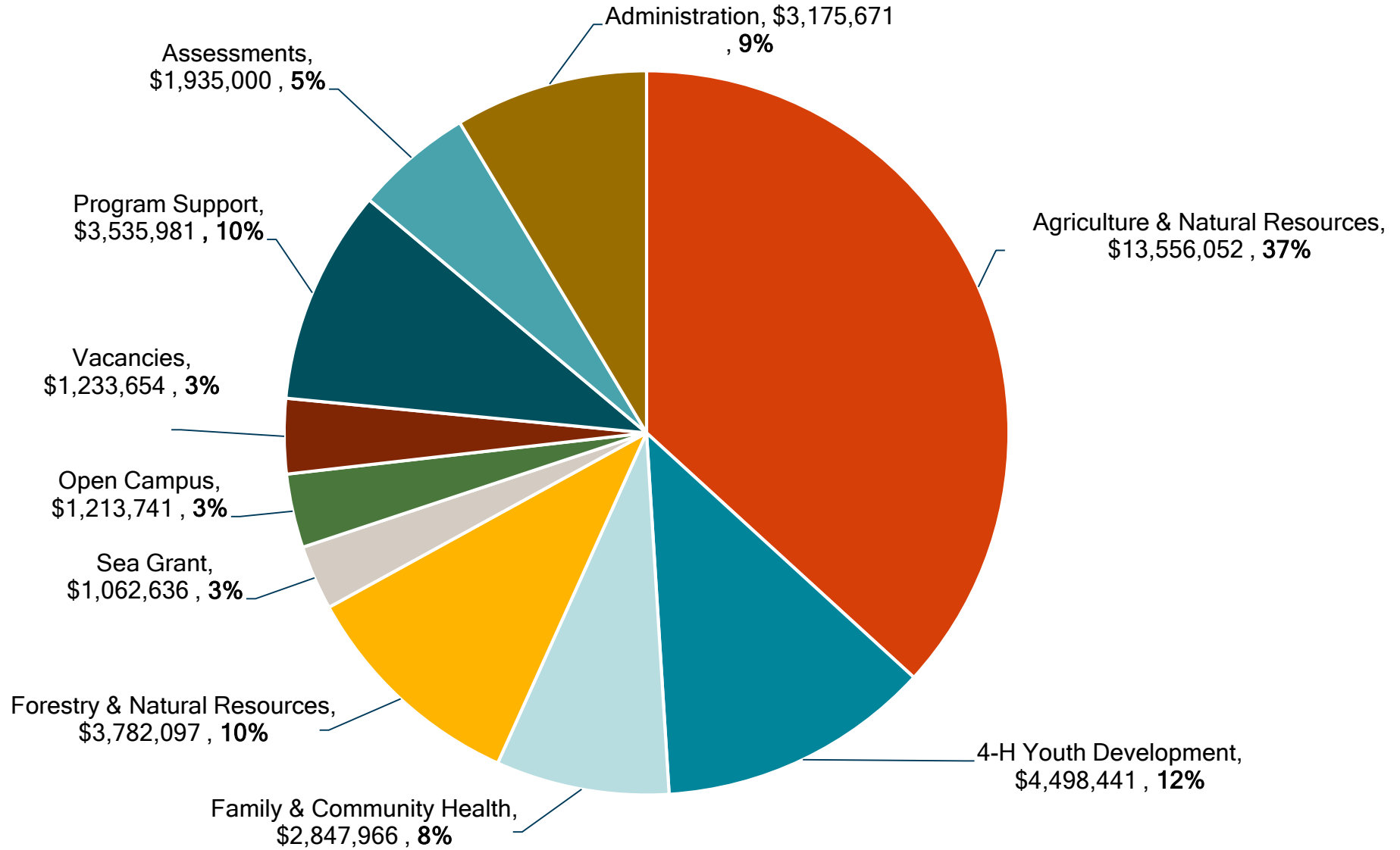
26 of our 36 counties are funded by a service district or tax levy dedicated to Extension.

FY23 Extension Funding (Budgeted)



Excludes Outdoor School (lottery funded)

FY23 Extension Budget (allocated)



Excludes Outdoor School (lottery funded)

Current Challenges and Future Initiatives

Challenges

- Small Farm and Forestry agent positions remain vacant due to inadequate statewide funding (Senate Bill 458) .
- Staffing gaps continue to put pressure on other faculty in the region.
- Administration positions all occupied, but at increased cost due to standard of living and challenging staffing environment.

Future Initiatives

- Identify additional resources to supplement increased payroll.
- Assess potential benefits and support of secondary location in the Bend area to be more accessible to >50% of the County population including Sunriver and LaPine.



Thank you

Go Beavs!



Budget Committee Consideration

Due to anticipated courthouse expansion project costs, increased and inflationary pressures, and reduced and projected constriction of available General Fund resources, staff has developed the following options for budget committee consideration.

These options provide pathways for the budget committee to maximize the County’s ability to buy down debt associated with the Courthouse expansion and provide additional support to sustain current general service operations.

Preserve current service levels

1. Levy the full County tax rate at \$1.2783 per \$1,000 assessed value.
2. Carefully consider any special request, especially those that impact the General Fund and Transient Room Tax (TRT) Fund.
3. Consider a policy that would memorialize when General Fund allocations are transferred, or when funds are held in the General Fund reserve until needed by the department, and the subsequent return of any unspent funds.

Maximize the County’s ability to buy down Courthouse debt to save on financing costs

1. Allocate \$8 million from Fund 060 – General Reserve.
2. Transfer \$2M of previously transferred General Fund from Fund 090 - Project Development and Debt Reserve (Property) to Fund 060 – General Reserve. These funds would typically be used to purchase land or a new building.
3. Allocate \$4.6 million in Local Assistance and Tribal Consistency Funds (LATCF).
4. Allocate all ARPA interest (estimated \$400,000).
5. Allocate returned ARPA funds for internal eligible costs.
6. Transfer any unbudgeted Payment in Lieu of Taxes (estimated at \$800,000) from Road to Fund 060 – General Reserve.
7. Allocate Unallocated Transient Room Tax (TRT).
8. Transfer unallocated 30% of 1% of Transient Room Tax Fund 170 to Fund 060 – General Reserve (Estimated at \$462,119). This has historically been transferred to Fund 617 (Fair & Expo Reserve). Fair & Expo is already transferring \$300,00 from Fund 615 to Fund 617 (Fair & Expo Reserve).

Potential Sources of Funds	Amount	TBD Amount
1. General Reserve (Fund 060)	\$ 8,000,000	\$ -
2. Project Development (Fund 090)	2,000,000	-
3. ARPA- LATCF, rounded (Fund 200)	4,600,000	-
4. ARPA - Interest, estimated & rounded (Fund 200)	400,000	-
5. ARPA - returned funds (Fund 200)	-	TBD
6. Unbudgeted Payment in Lieu of Taxes (PILT), estimated	800,000	-
7. Unallocated Transient Room Tax	-	TBD
8. TRT - unallocated 30% of 1% (Fund 170), estimated & rounded	460,000	-
Total	\$ 16,260,000	\$ -

Long-Term Financial Update



April 24, 2023

Today's Topics

- Funding Sources Overview
- General Fund Forecast
- Courthouse Funding
- Transient Room Tax Forecast
- Available Funds Forecast
- Forecasted Expenditures
- Potential Future Financial Priorities/Commitments
- Considerations
- Health Benefits Fund



Purpose Statement

- ❑ **To focus on the forecasted Countywide financial position and debt service obligations prior to the Fiscal Year (FY) 2024 budget week**





Available Funding Sources for Debt and Maintenance

Available County funds for debt service and capital maintenance



Prior, current, and future years general fund



Prior, current, and current years unallocated TRT



LACTF Funds

- Funding sources for debt and capital maintenance
 - ◻ Prior and current years General Fund ~\$6.1M (includes max tax levy)
 - ◻ Future years General Fund
 - ◻ Prior and current years TRT ~\$4.2M
 - ◻ Future Years TRT
 - ◻ LACTF Funds (ARPA) \$4.6M
- All funding sources will be needed to pay debt and annual capital maintenance
- Discuss the forecasts for each funding source and countywide overall operational and debt obligations



General Fund Operational Forecast

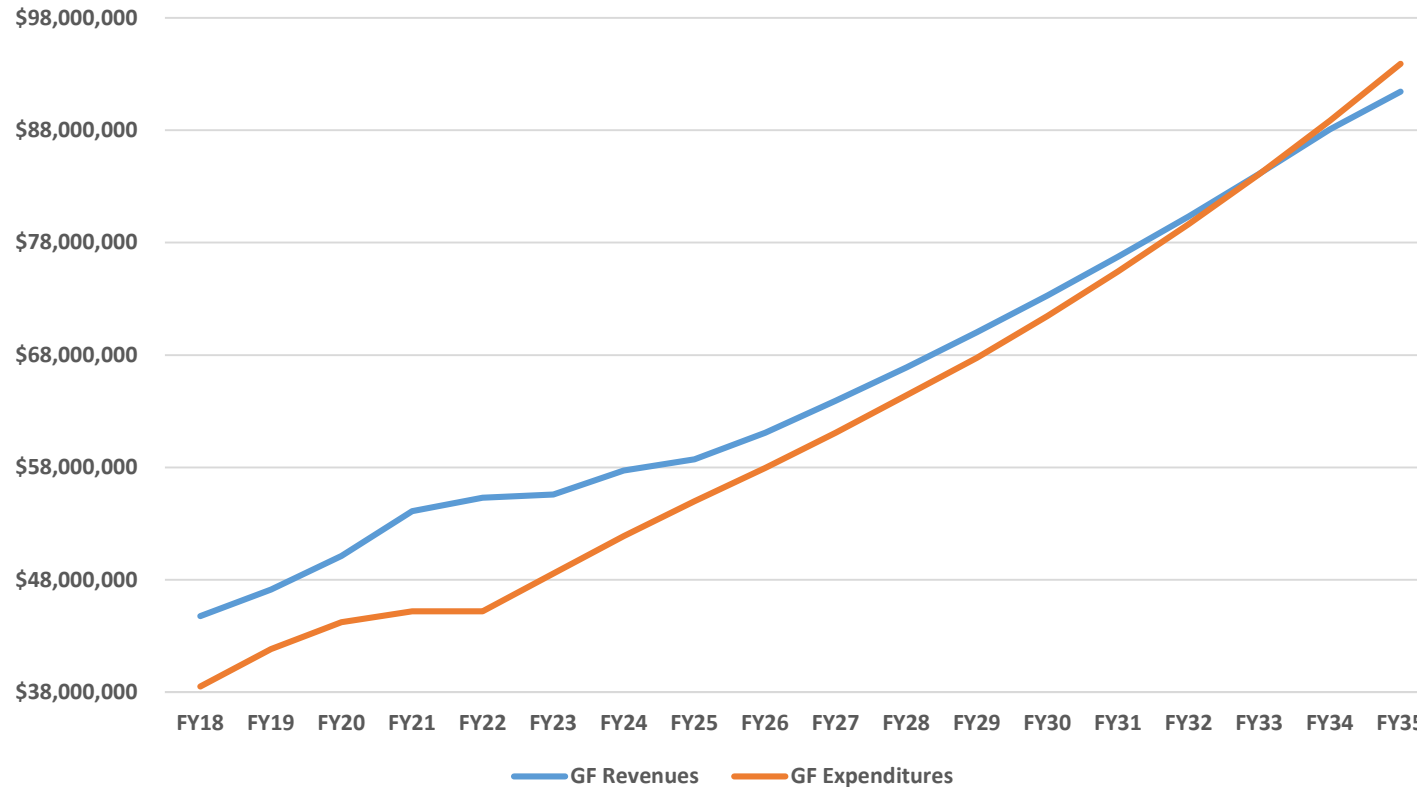
General Fund Operations

- The General Fund (GF) is made up of departments (DA, Clerk, Assessor, Veterans, Tax, Property Management, Medical Examiner) and transfers out to other departments to support their operations
- The largest transfers are to Health Services (~\$6.8M) and Community Justice Juvenile (~\$6.8M)
- The major source of revenue for the General Fund is property taxes, but it is also supported through various smaller grants and Clerk's office fees
- Departmental expenditures are the greatest cost to the fund



General Fund Operations

General Fund Revenue vs. Expenditure Forecast

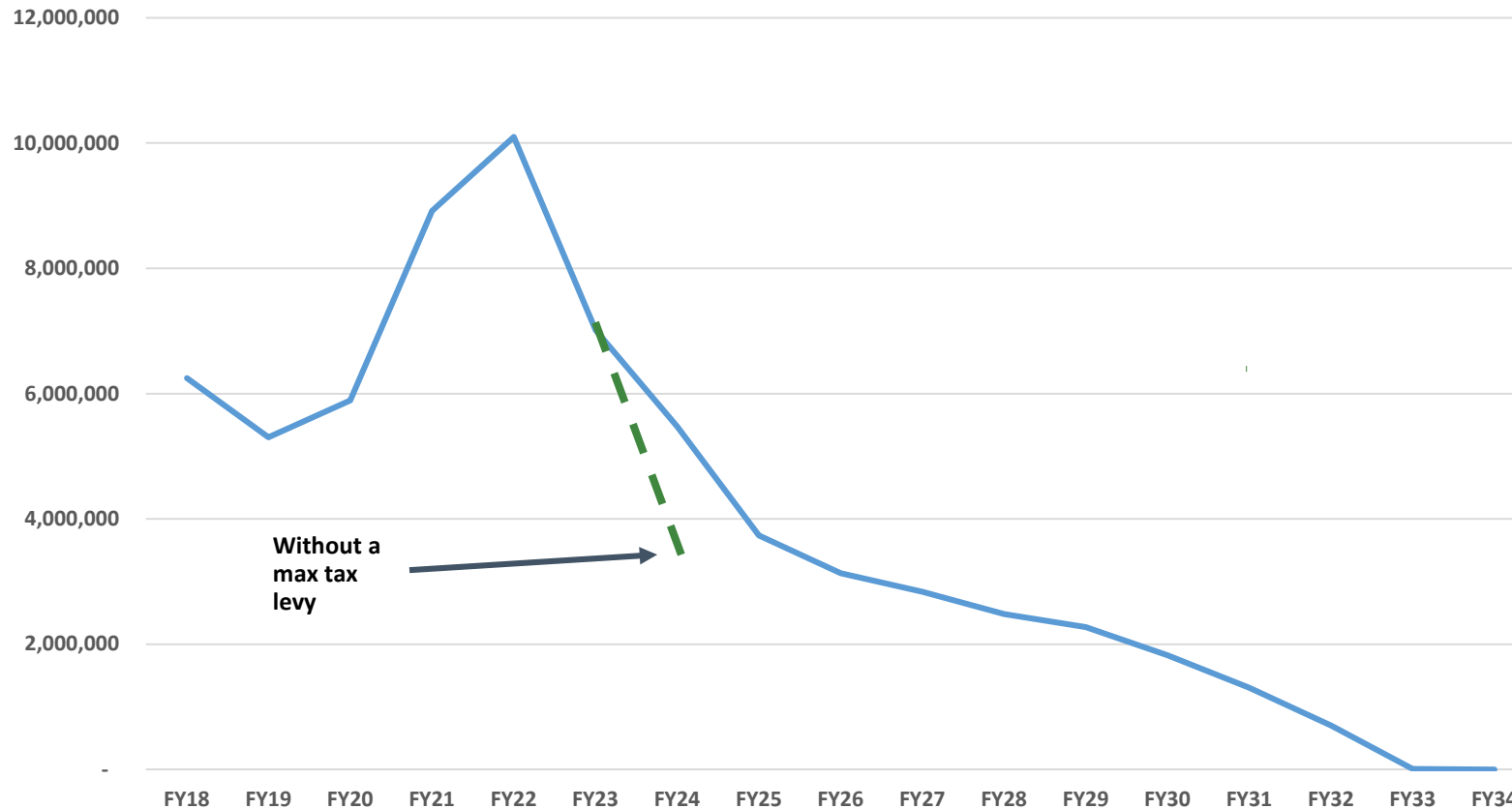


- Assumptions are based on historical growth and expenditure rates
- Projected 4.9% year over year property tax increase (.3% above the 25-year average for urban areas in Oregon)
- Despite a projected maximum tax levy increase the gap between revenues and expenditures is decreasing dramatically



General Fund Operations

Available General Funds at End of Year

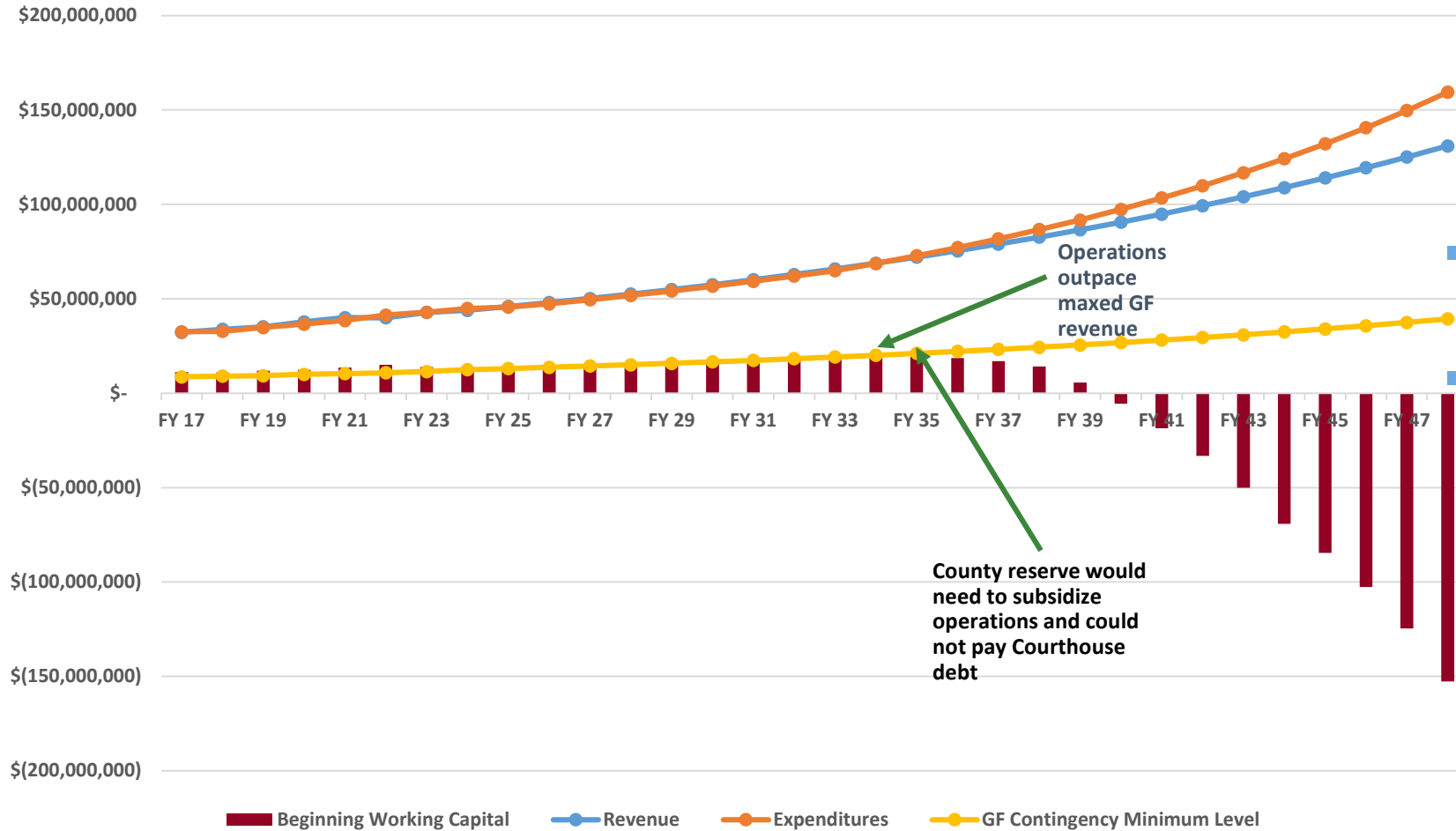


- Available General Funds at end of year represent revenue over expenditures
- Historically used for capital maintenance and projects
- Projected to decline rapidly due to max COLA's and operational growth
- The full tax levy will not substantially slow the long-term decrease in available general funds



General Fund Operations Forecast

General Fund Year over Year Balance



- By FY35 operational expenditure growth surpasses all GF revenue and the County takes on ~\$700k of unfunded operations in FY36
- By FY39 that unfunded number has grown to +\$5M
- Critical to ensure that the GF continues to have available funds so operations continue at current service levels



Declining Available General Funds - Expenditures

- 8.2%/year average expenditure growth since 2018, while only maintaining a 5.5% property tax increase over the same period
- County FTE has grown from 1,022 to 1,234 since 2018
- Personnel Increases
 - 5% step increases
 - Max bargaining unit COLA last two years
 - Bargaining for certifications and retiree health insurance
 - Health Benefits Fund increases
 - PERS
- Increased space needs due to growth and large capital expenditures paid upfront in cash
- Unforeseen emergency capital maintenance
- Supply chain issues and inflationary increases with M&S and Capital



Declining Available General Funds - Revenue



- Guaranteed revenue sources such as property taxes are not keeping up with growing expenditures
- FY24 Property tax is projected at 4.9% AV growth due to a decrease in permitting throughout the region
- FY24 Clerk's revenue is projected to be down \$1.7M since FY21 Actuals (due to higher interest rates effecting new mortgage rates)
- Assessor's revenue in FY24 is budgeted \$500k below FY22 Actuals



Courthouse Funding - No Debt Buy Down

- **Construction Cost Estimate = \$40.5M**
- **County would issue Full Faith & Credit Bonds for \$40.5M assuming a true interest cost of 5.075% for 20 years for an annual debt service of \$3.24M and a total debt service of \$65M**
- **Annual Debt Service funded by:**
 - Prior and current years unallocated transient room tax revenue
 - All future years unallocated transient room tax revenue
 - Prior and current years general fund
 - Future years general fund until it is depleted
 - Monitoring growth rate
- **Without significant deviations from the modeled assumptions (or significant State funding) all Countywide TRT and available general funds is needed to pay courthouse debt**



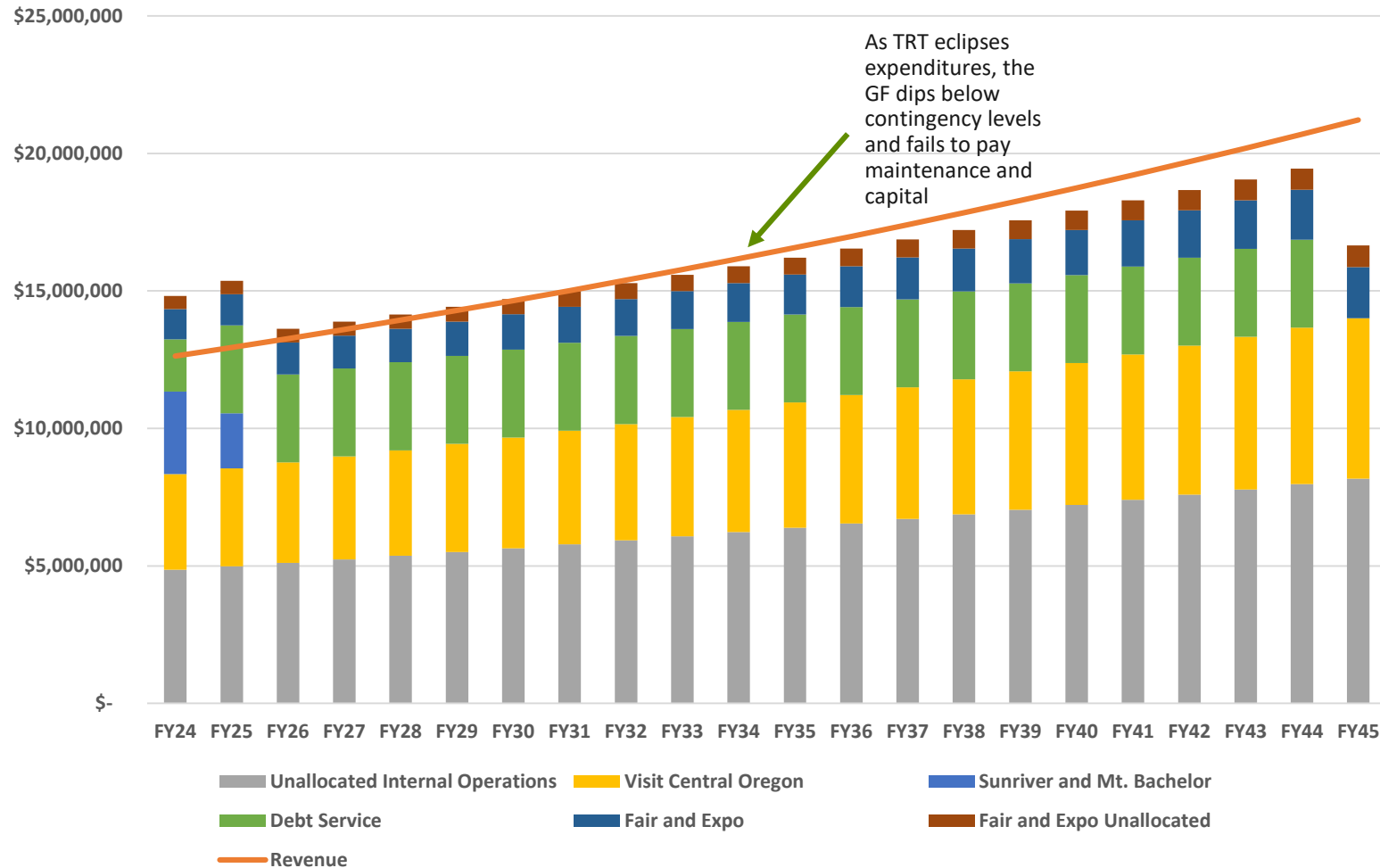
Transient Room Tax

- Transient room tax (TRT) predominantly funds tourism promotion/facilities and the provision of general government services
- TRT is broken up into three taxes
 - 6%
 - 80% unallocated, has been used to support internal operations and recently Sunriver, Mt. Bachelor and the Deschutes Trails Coalition for various projects
 - 20% allocated to tourism promotion through Visit Central Oregon
 - 1%
 - Fully allocated to Visit Central Oregon
 - New 1%
 - 70% allocated to Fair and Expo for marketing and tourism
 - 30% unallocated historically used to support Fair and Expo capital maintenance requirements
- Highly variable and difficult to forecast



Transient Room Tax Forecast

TRT Forecast

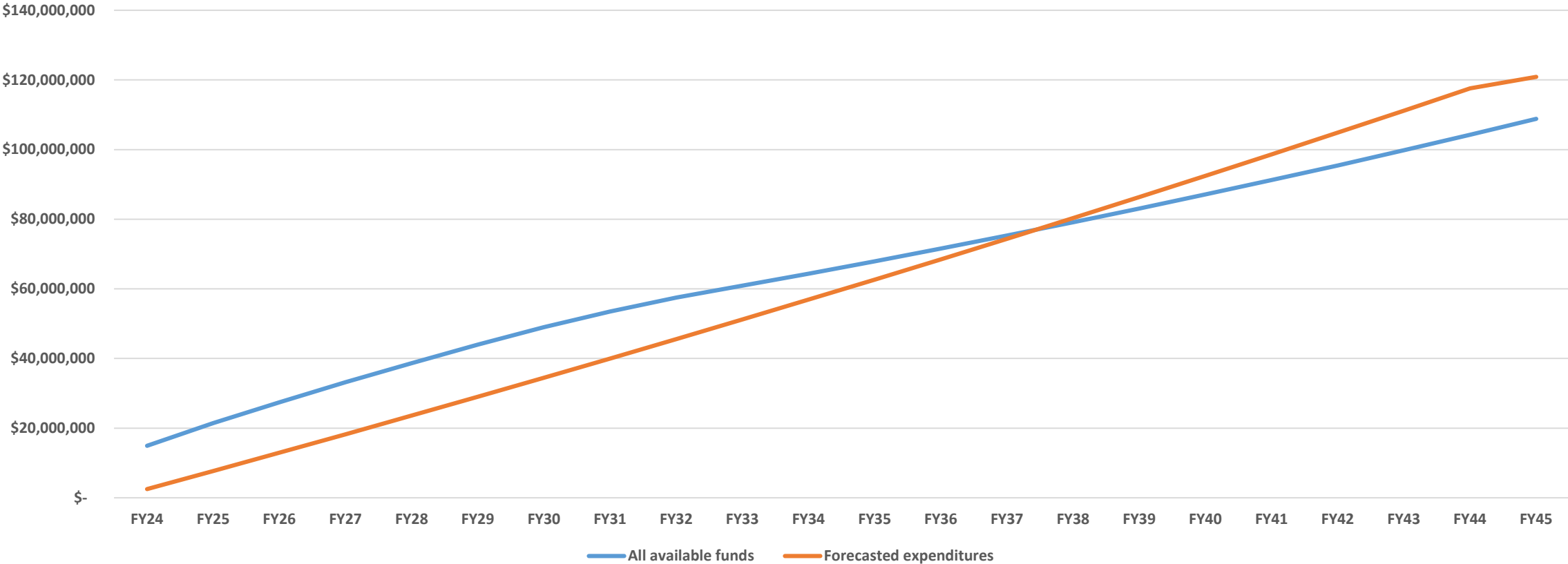


- Assumes 2.5% revenue and expenditure growth
- Unallocated internal operations include transfer to Sheriff's Office, Health Services, Justice Court and Administrative costs
- TRT does not cover debt in the early years and will need to be covered by available general funds
- When TRT revenue surpasses expenditures, the GF is projected to have no available funds
- At this juncture TRT would need to cover other costs usually associated with available general funds such as capital maintenance and operations



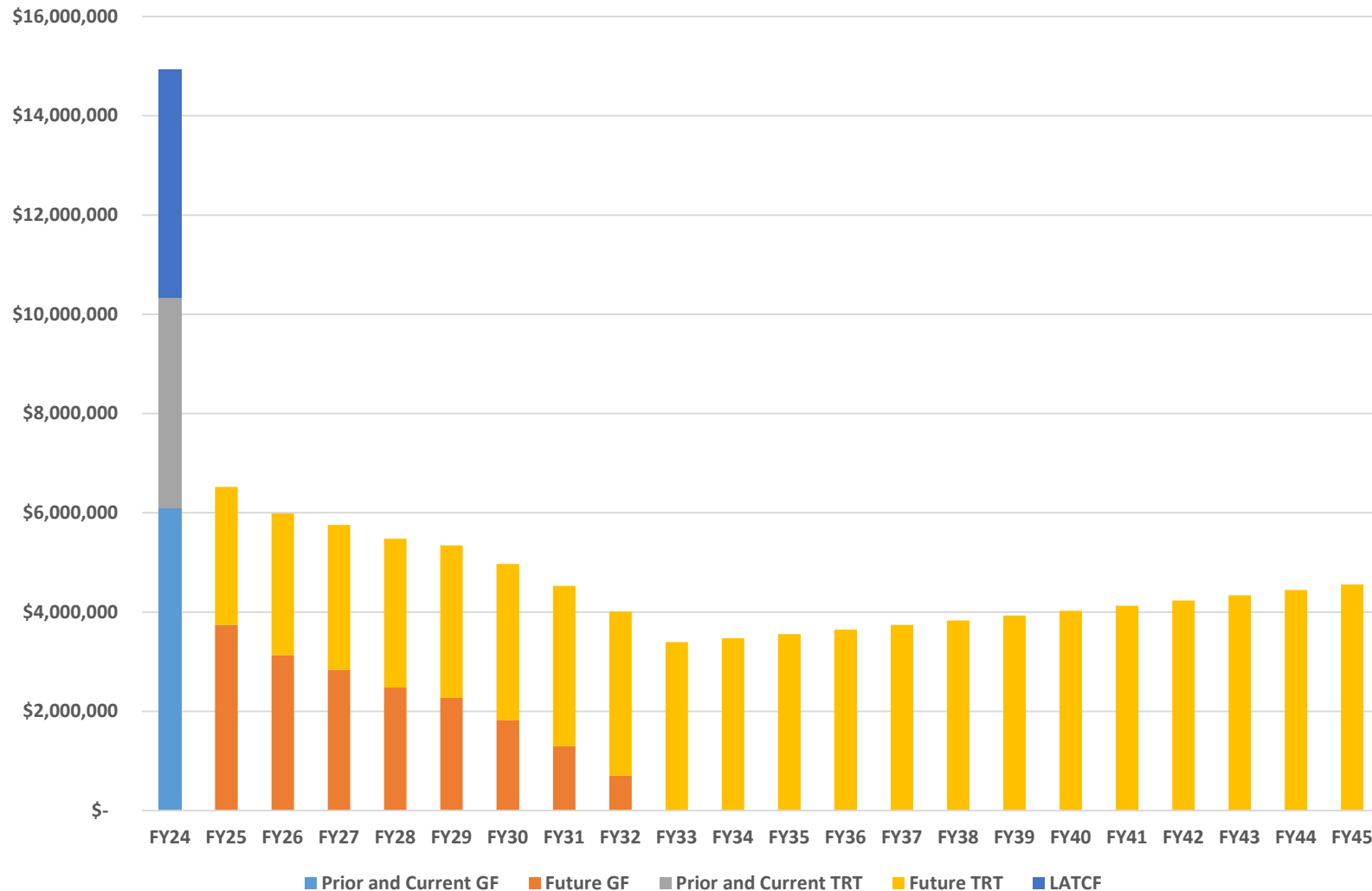
Available Funds vs. Forecasted Expenditures

Available Funds vs. Forecasted Expenditures



Available Funds Forecast - Annual

All Source of Available Funds (Annual)

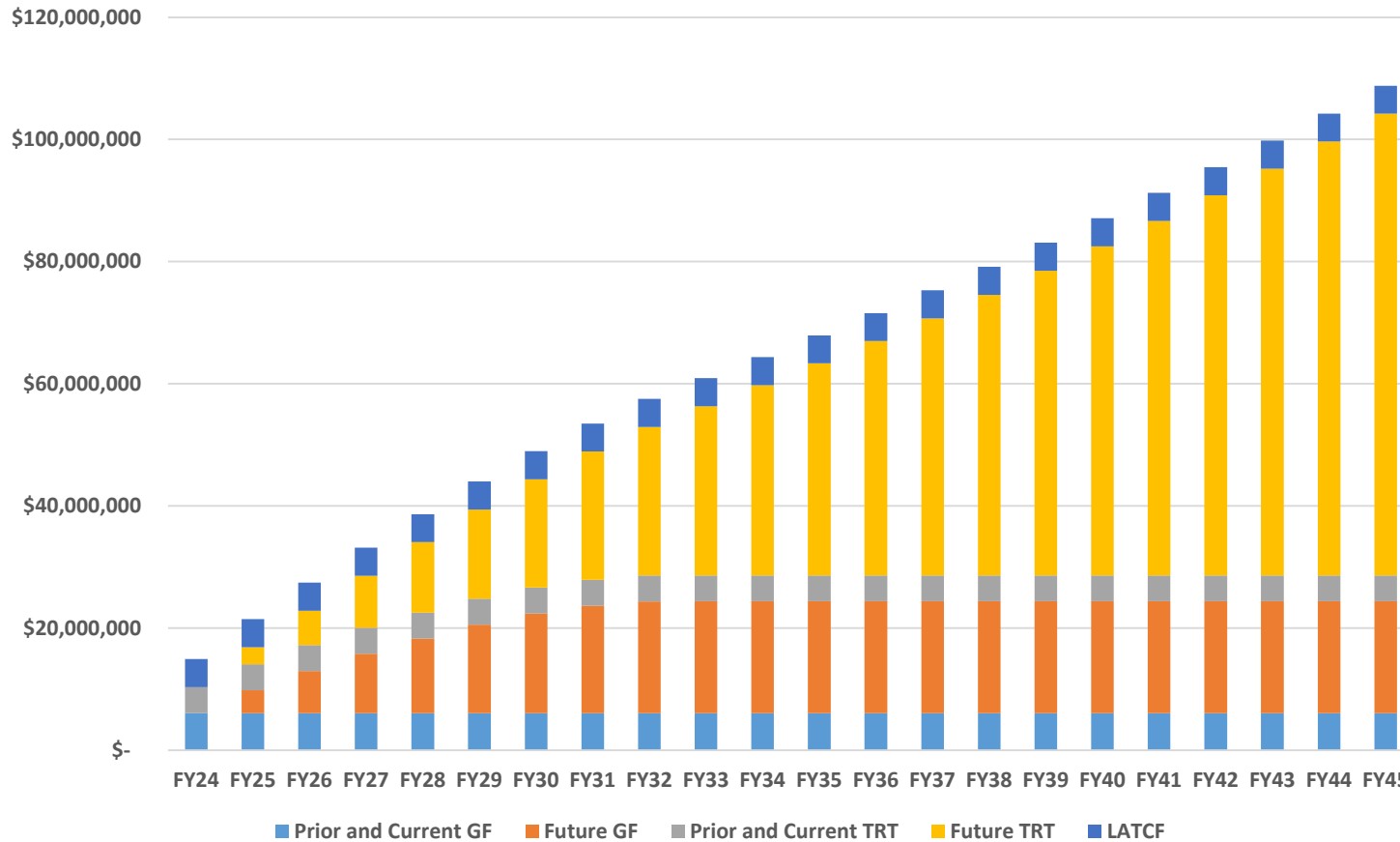


- The forecast shows available funds by source
- GF available funds is shown as funds remaining after operations but prior to coverage of annual maintenance and capital needs
- TRT available funds is shown as the remainder of funds after all expenditures less debt service payments



Available Funds Forecast - Cumulative

All Source of Available Funds Forecast (Cumulative)

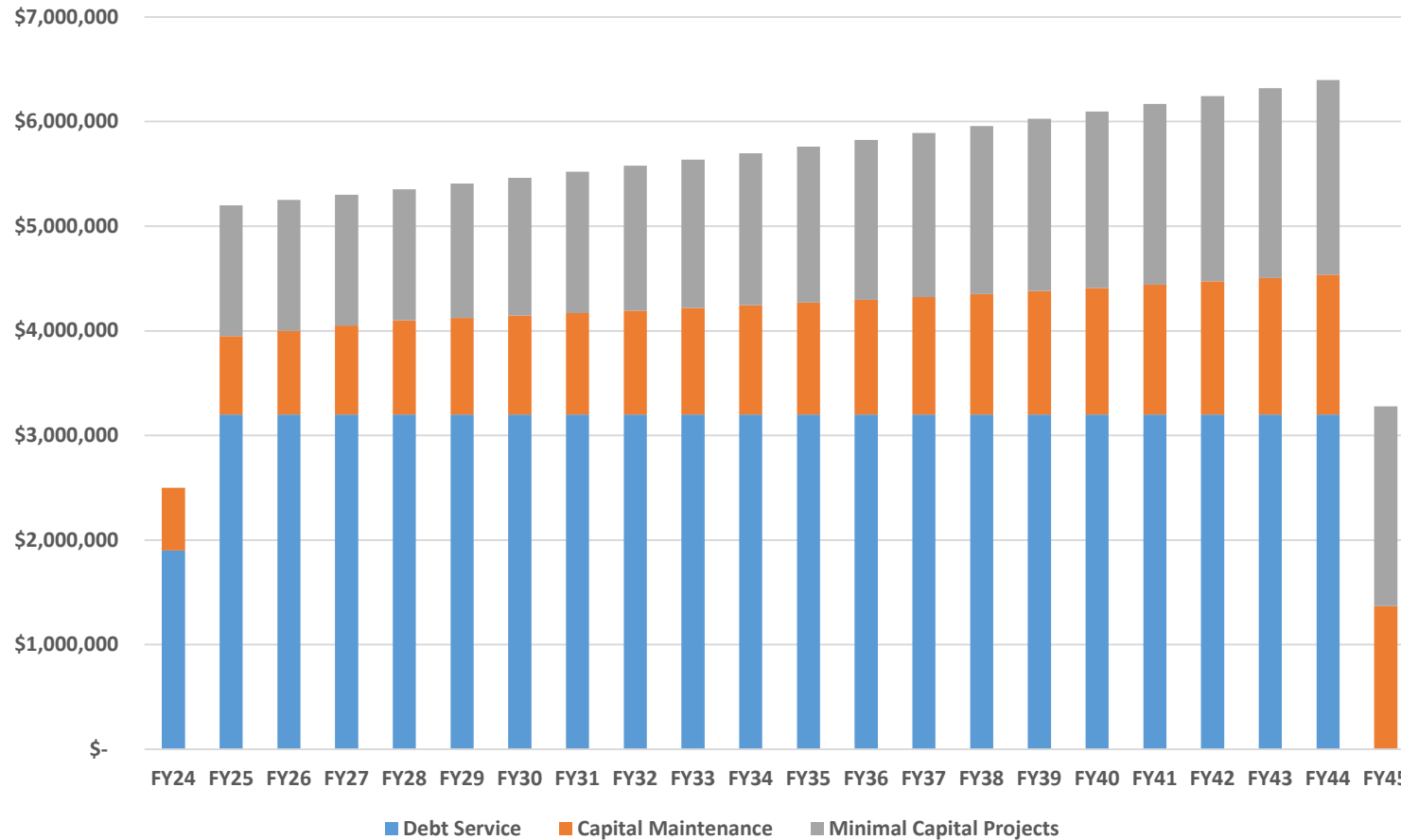


- The forecast shows available funds by source from a cumulative perspective
- All revenue sources total \$108M



Debt and Capital Expenditure Forecast - Annual

Debt and Capital Expenditures - Annual

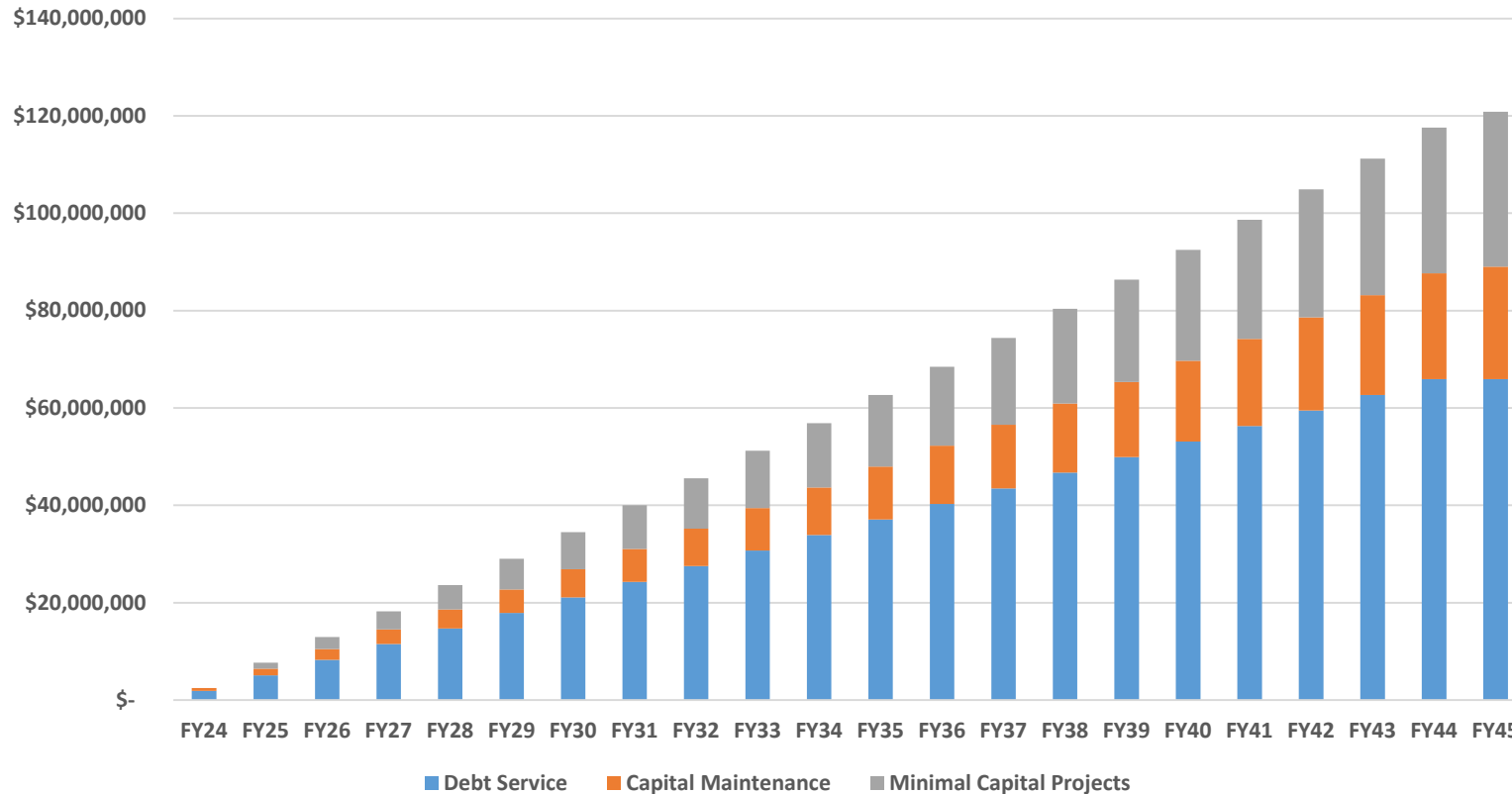


- The forecast shows the courthouse debt service and minimum capital maintenance and capital projects expenditures by year
- These are the expenditures that available funds will need to cover
- This does not include the GF unfunded operations after FY34



Debt and Capital Expenditure Forecast - Cumulative

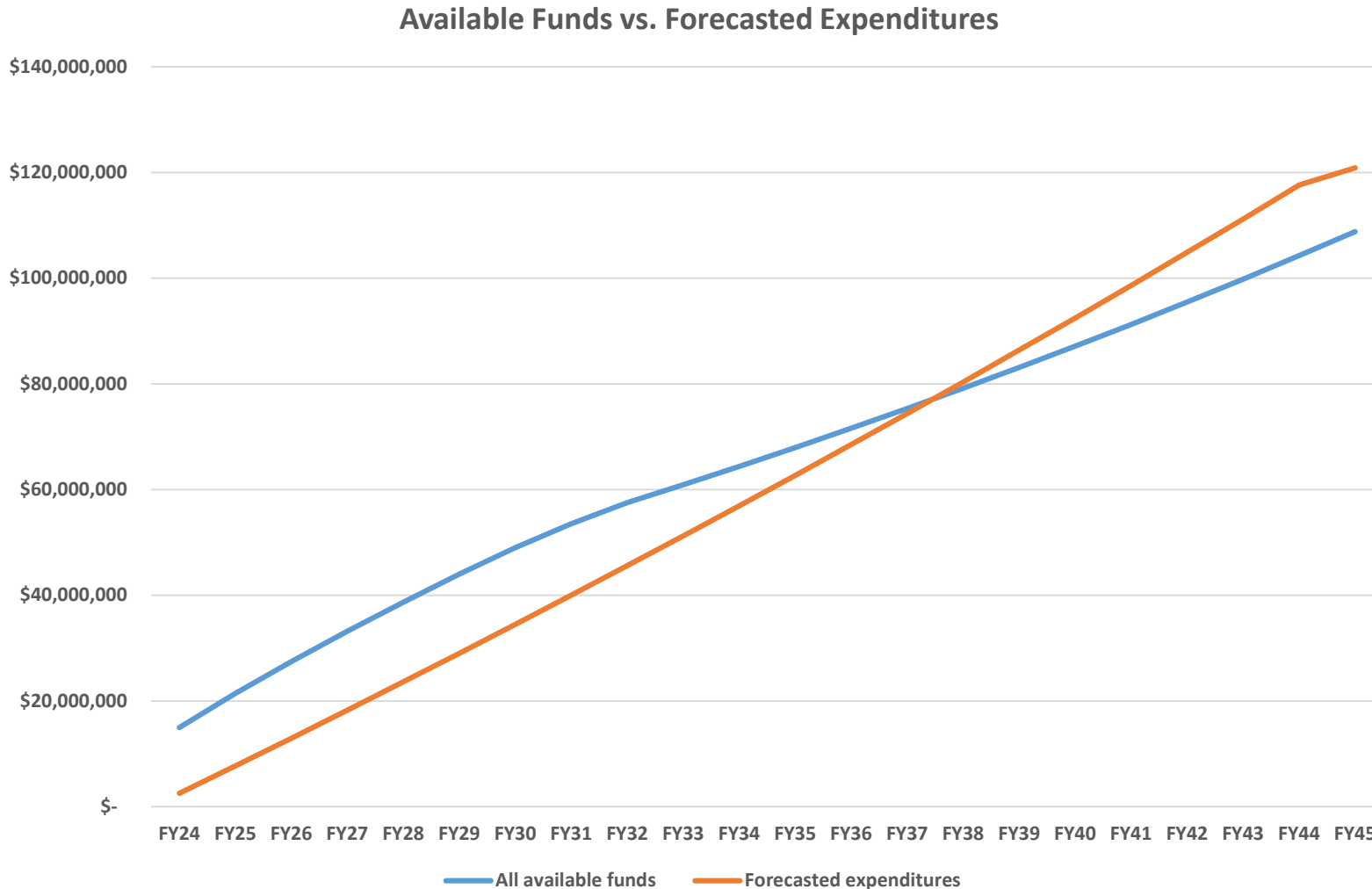
Debt and Capital Expenditures - Cumulative



- The forecast shows the accumulation of courthouse debt service and minimum capital maintenance and capital projects expenditures
- All expenditures total \$120M
- This does not include the GF unfunded operations after FY34



Available Funds vs. Forecasted Expenditures



- Overlay of cumulative funds vs. cumulative expenditures
- Available funds fail to meet debt service obligations and minimal capital needs in FY38
- This does not include the GF unfunded operations after FY34
- Without other revenue sources or a decrease in operational growth, debt and capital needs are not met



Other Future County Priorities Not Included In Projections

05/25/2023 Item #3.

- Increased operational subsidies to multiple departments outside of the General Fund who are currently facing declining revenues
- The County's portion of long-term funding of the office of coordinated houselessness after FY 2025
- Stabilization Center funding
- Public safety campus improvements



Courthouse Funding - \$10M Debt Buy Down

- **Construction Cost Estimate = \$40.5M**
- **Buy down \$10M**
 - \$5.4M in General County Reserve
 - \$4.6M in LATCF funds
 - Saves ~\$6.2M in interest costs over the life of the debt service
 - Fails to meet debt service obligations beginning in FY42 without additional revenue sources or a reduction in growth expenditures
- **County would issue Full Faith & Credit Bonds for \$30M assuming a true interest cost of 5.075% for 20 years for an annual debt service of \$2.5M and a total debt service of \$49.3M**
- **Annual Debt Service funded by:**
 - Unallocated Room Tax Revenue Transfer to General County Reserve (060)
 - Remaining GF Revenue Transfer to General County Reserve (060)
 - Monitoring Growth Rate



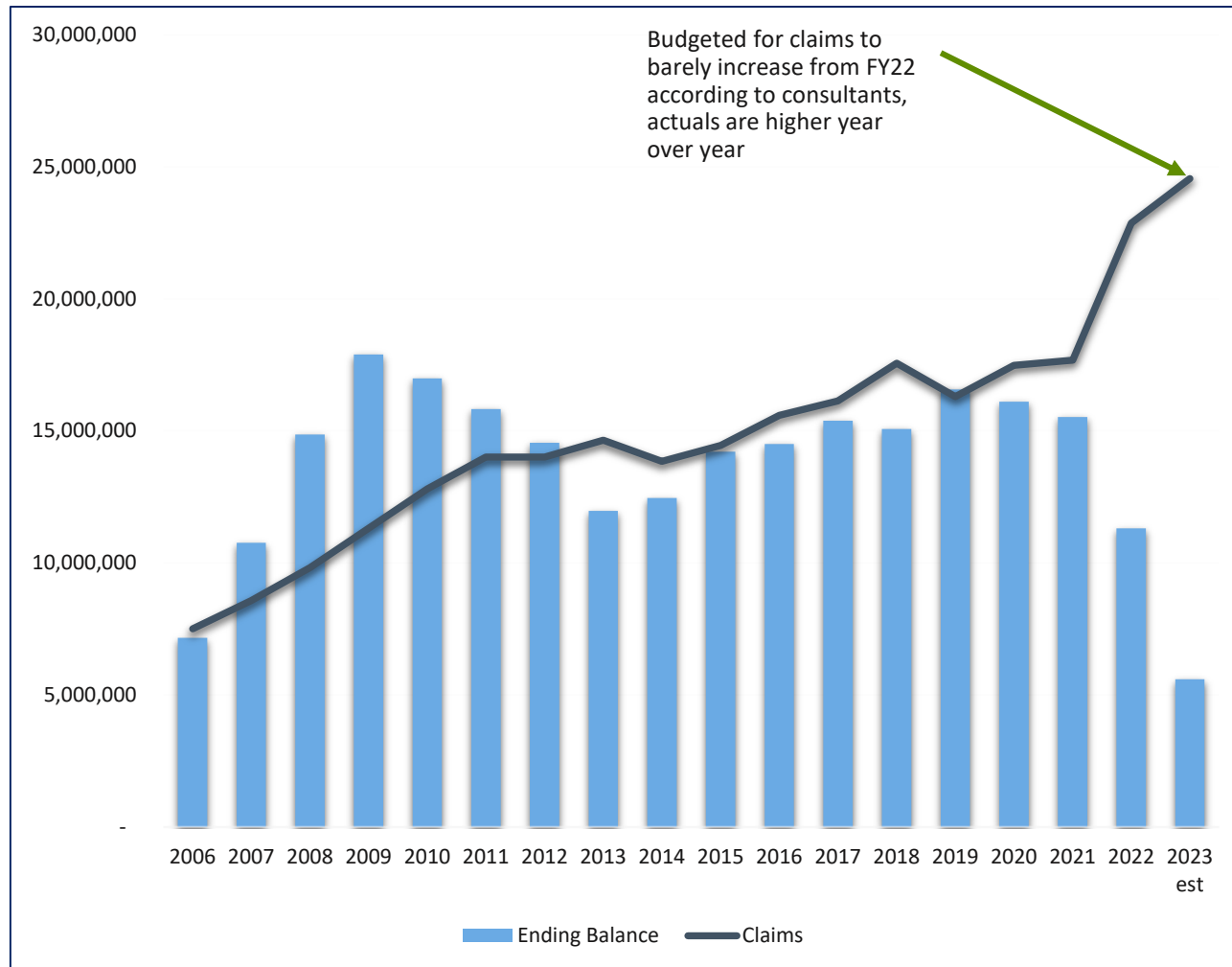
Considerations

- **Levying the County's full tax rate of \$1.2783 per \$1,000 assessed value**
- **Deferring any new TRT allocations**
- **Slowing operational growth Countywide and within the General Fund until inflation decreases and projected assessed value growth of property tax returns to higher levels**
- **Buying down \$10 million in courthouse debt to save on financing costs**
- **Considering changing revenue allocations from other sources and redirect to the General Fund and courthouse funding, such as PILT**



Health Benefits Forecast

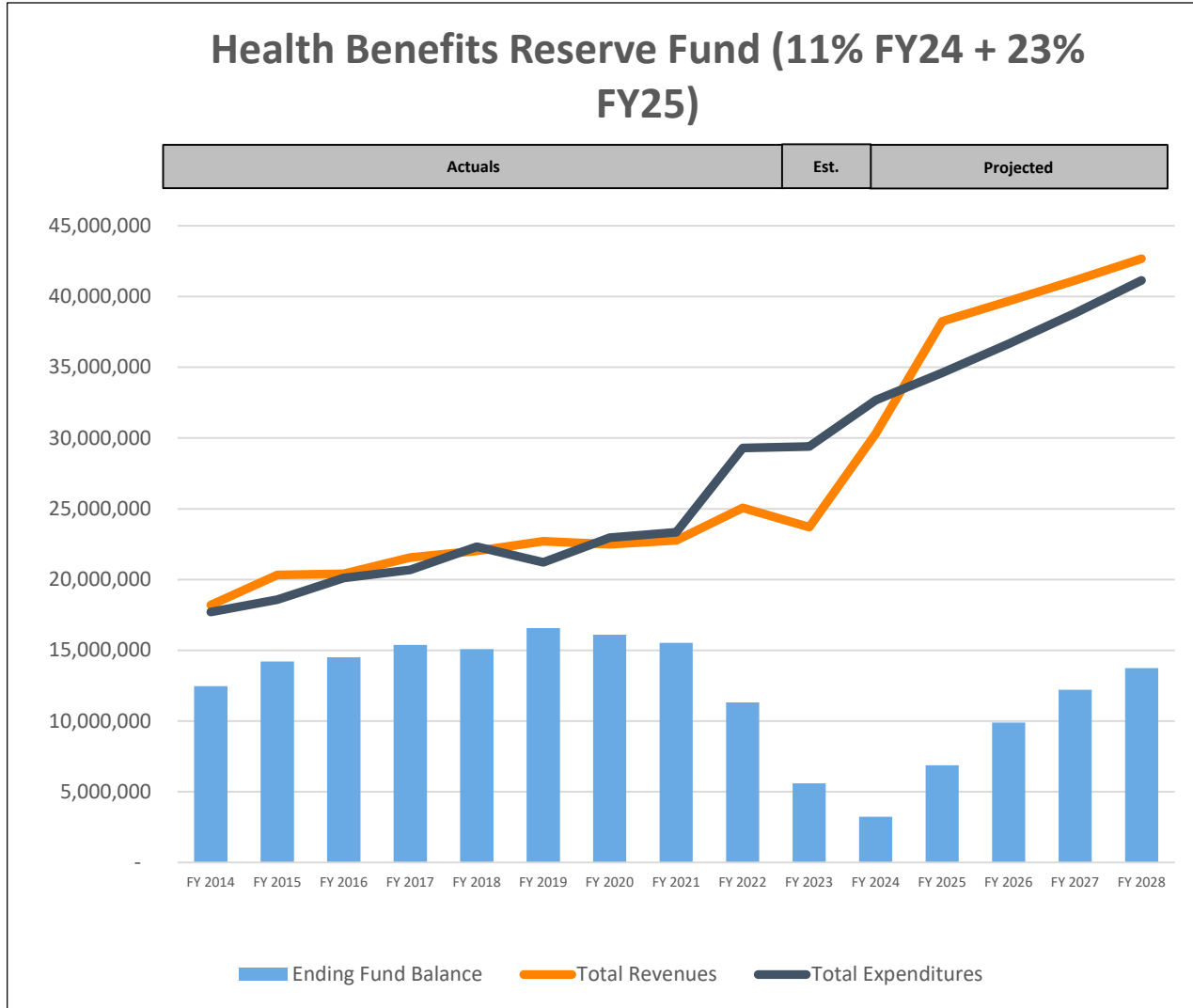
County Health Benefits Fund



- County strategy was to subsidize premiums to spend down reserves to align with policy (\$5-\$8M)
- Spent down quicker than projected
- Decreased the funds ending balance by ~\$4M in FY22
- Projected decrease by ~\$5.8M in FY23
- Increased rates by 11% in FY24
- The County needs to substantially increase rates in FY25 to meet claims costs



County Health Benefits Fund Forecast



- County projected FY23 claims to slightly increase from FY22 based on "Covid-19 pent up demand declining"
- Instead, FY23 claims grew and appears to be the new baseline due to rising medical costs
- Early analysis shows the County will need to raise rates by 23% in FY25 to adjust to new claims levels
- This will increase the overall pressure on the GF by +\$400k per year
- Recommend contingency should be 25% of projected claims due to ~\$6M unforeseen decrease in BWC





Closing Thoughts

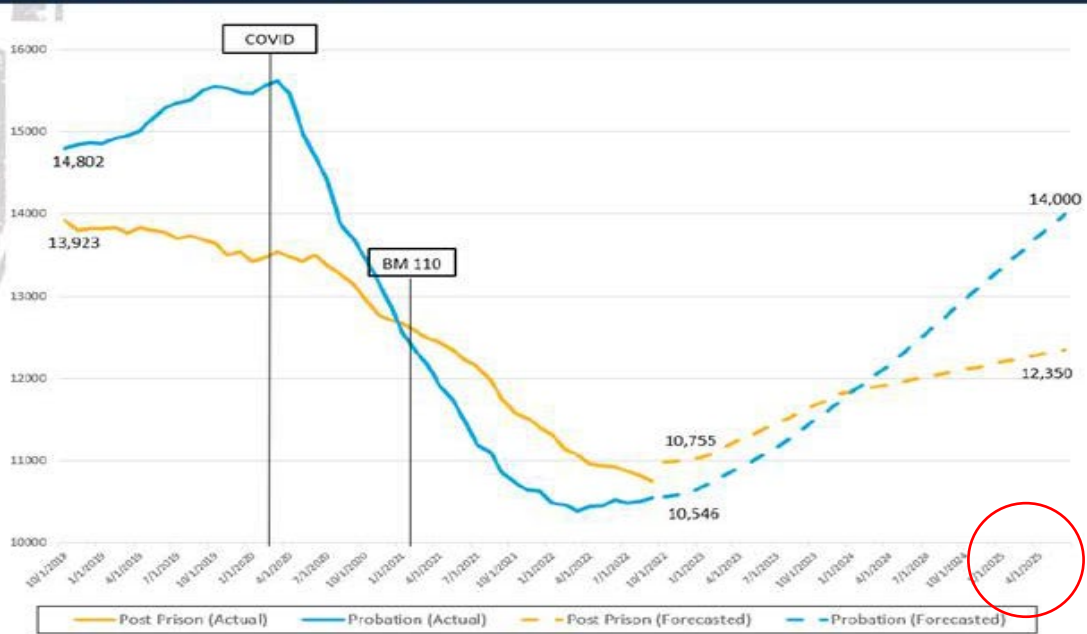
- Review considerations
- Questions



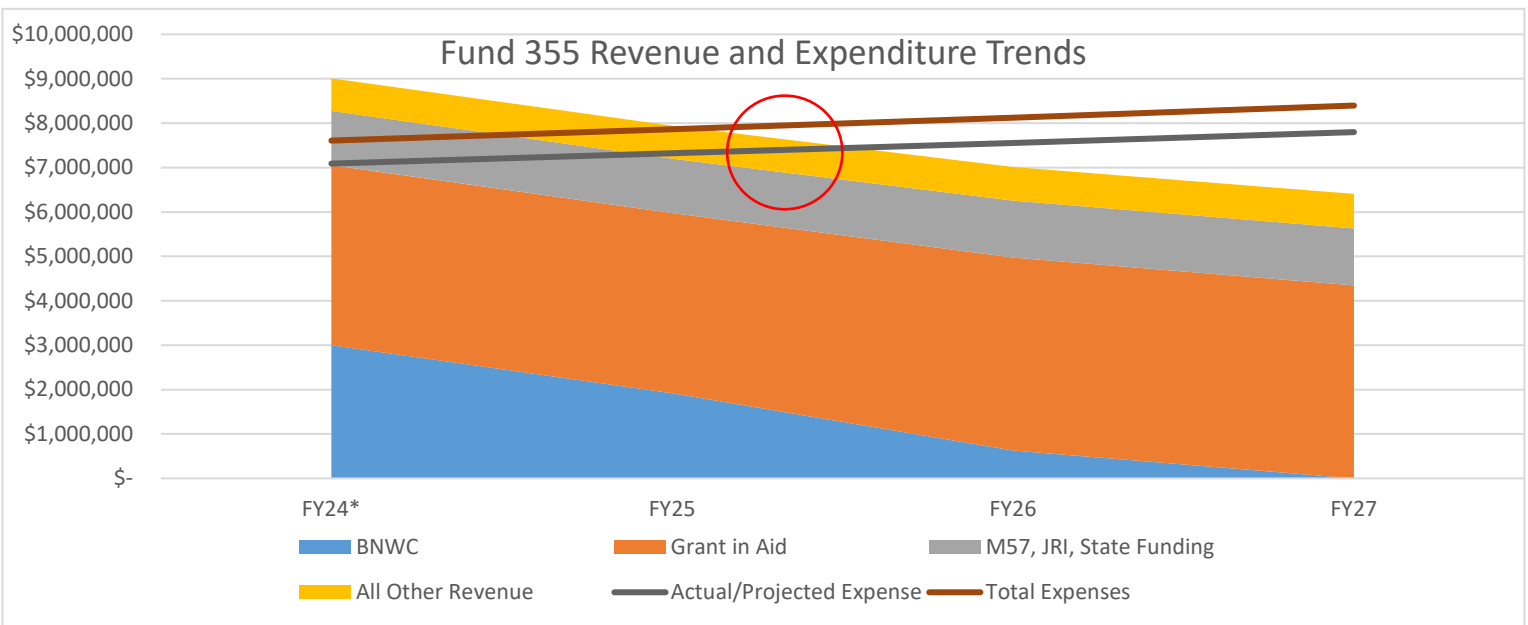
Deschutes County Adult Parole and Probation Fund 355

FY 2024 Budget Presentation – Handout

COMMUNITY CORRECTIONS POPULATION TRENDS



Fund 355 Revenue and Expense Trends Based on Current Population/Funds



DESCHUTES COUNTY JUSTICE COURT

SMALL CLAIM & CIVIL FILINGS

SMALL CLAIM/CIVIL FY 19-20	
	TOTAL
SMALL CLAIM	642
CIVIL	117
TOTAL	759

SMALL CLAIM/CIVIL FY 20-21	
	TOTAL
SMALL CLAIM	433
CIVIL	99
TOTAL	532

SMALL CLAIM/CIVIL FY 21-22	
	TOTAL
SMALL CLAIM	493
CIVIL	101
TOTAL	594

SMALL CLAIM/CIVIL FY 22-23	
	PROJECTED TOTAL
SMALL CLAIM	463
CIVIL	121
TOTAL	584

CITATIONS FILED

TOTAL CITES	FY 19-20
SHERIFF	1652
REDMOND	2317
SISTERS	54
ODOT	242
SUNRIVER/OTHER	304
TOTAL	4569

TOTAL CITES	FY 20-21
SHERIFF	1121
REDMOND	2393
SISTERS	169
ODOT	178
SUNRIVER/OTHER	308
TOTAL	4169

TOTAL CITES	FY 21-22
SHERIFF	1021
REDMOND	2586
SISTERS	416
ODOT	294
SUNRIVER/OTHER	506
TOTAL	4823

PROJECTED TOTAL	FY 22-23
SHERIFF	749
REDMOND	4176
SISTERS	383
ODOT	283
SUNRIVER/OTHER	548
TOTAL	6139

REVENUE COLLECTED FOR AGENCIES

REVENUE	FY 19-20
DESCHUTES CO	\$556,877
STATE OF OR	\$159,315
REDMOND	\$116,486
SISTERS	\$1,560
SUNRIVER	\$11,425
TOTAL	\$845,663

REVENUE	FY 20-21
DESCHUTES CO	\$500,818
STATE OF OR	\$136,242
REDMOND	\$105,783
SISTERS	\$1,539
SUNRIVER	\$10,497
TOTAL	\$754,879

REVENUE	FY 21-22
DESCHUTES CO	\$494,265
STATE OF OR	\$148,928
REDMOND	\$99,880
SISTERS	\$7,360
SUNRIVER	\$15,896
TOTAL	\$766,328

PROJECTED REVENUE	FY 22-23
DESCHUTES CO	\$509,145
STATE OF OR	\$175,139
REDMOND	\$119,005
SISTERS	\$7,987
SUNRIVER/OTH	\$14,868
TOTAL	\$826,144

DC911 710 CAPITAL RESERVES PLAN

updated 04/13/23		
FY24 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Firewall Replacement	\$60,000	FY Project
Internal/External Security Cameras	\$50,000	FY Project
Resource Machines - Dispatch Consoles	\$60,000	FY Project
Annual Increase Hard Drive Capacity	\$20,000	FY Project
Phone/Radio Recorder Replacement	\$140,000	Approx. Every 7 years
Radio Enhancement - Towers	\$40,000	FY Project
Towable Radio Site Generator	\$14,000	FY Project
Fixed Radio Site Generator	\$14,000	FY Project
UPS 9-1-1 Back-Up Center	\$40,000	FY Project
FY23 Carry-Over Project - Mezzanine Garage Bay	\$425,000	FY Project
FY23 Carry-Over Project - Henkle, Long Butte, Sta 704	\$704,000	FY Project
FY23 Carry-Over Project - 9-1-1 Back Up Center	\$284,000	FY Project
Total	\$1,851,000	
FY25 PROJECTS	COST/ESTIMATED COST	STATUS
IT Division - Blue Explorer Replacement	\$60,000	FY Project
9-1-1 CAD Computer Replacements	\$230,000	Equipment Lifecycle Replacement
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
Annual Increase Hard Drive Capacity	\$25,000	FY Project
Remodel of training area/offices	\$850,000	FY Project
Total	\$1,265,000	
FY26 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Dispatch Console Replacement (24 Total)	\$500,000	FY Project
9-1-1 Dispatch Floor Interior Remodel/New Console Design	\$1,000,000	FY Project
9-1-1 Console Monitor Replacements	\$200,000	Equipment Lifecycle Replacement
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
Annual Increase Hard Drive Capacity	\$25,000	FY Project
Total	\$1,825,000	
FY27 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
Annual Increase Hard Drive Capacity	\$25,000	FY Project
Total	\$125,000	
FY28 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
911 Bend Server/Storage/Network Refresh	\$200,000	5 year Lifecycle Replacement
Total	\$300,000	

070 General County Projects 5 Year Projection

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029
Property Tax (4.7% increase Yr. over Yr.)	1,157,000	1,211,379	1,259,834	1,310,228	1,362,637	1,417,142
Fund 060 Transfer	600,000	650,000	682,500	716,625	752,456	790,079
Beginning Cash	75,201	407,201	697,580	1,086,814	1,021,757	743,749
Total Resources	2,512,201	2,268,580	2,639,914	3,113,667	3,136,850	2,950,970
Major Envelope				750,000	750,000	750,000
Roofs	595,000	550,000	465,000	130,000	350,000	
Major Maintenance (10% increase Yr. over Yr.)	610,000	671,000	738,100	811,910	893,101	982,411
CDD Exterior	500,000					
HVAC	250,000	200,000	200,000	250,000	250,000	250,000
Miscellaneous	150,000	150,000	150,000	150,000	150,000	150,000
Total Expenses	2,105,000	1,571,000	1,553,100	2,091,910	2,393,101	2,132,411
Annual contingency	208,000	350,000	400,000	400,000	400,000	400,000

FY 2024 Fund 070 General County Projects

Capital Maintenance and Remodels

5/10/2023

Roof Replacements		
	Grey Courthouse	\$ 350,000.00
	Mike Maier Services Building	\$ 150,000.00
	Unger	\$ 95,000.00
HVAC		
	DDC Upgrades - WSSB/DSB/Unger	\$ 60,000.00
	Juvenile Duct Cleaning	\$ 30,000.00
	Juvenile rooftop unit replacements	\$ 140,000.00
	Telecare/Recovery Center replacment	\$ 200,000.00
	Upgrade/Replacements of equipment	\$ 100,000.00
	Urgent/unforeseen	\$ 50,000.00
Various Buildings		
	Access control	\$ 30,000.00
	ADA improvements	\$ 20,000.00
	Building envelope maintenance (caulking, gutters, heat tape)	\$ 25,000.00
	Community Development exterior	\$ 500,000.00
	Energy Trust of Oregon/Strategic Energy Management projects	\$ 25,000.00
	Fire alarm/fire sprinkler major maintenance	\$ 40,000.00
	Flooring	\$ 60,000.00
	Health Services Building exterior	\$ 95,000.00
	Seismic upgrades	\$ 50,000.00
	Sidewalk maintenance/replacement	\$ 40,000.00
	Unger Building parking lot/ADA Compliance	\$ 50,000.00
	Urgent/unforeseen building envelope	\$ 35,000.00
	Urgent/unforeseen safety improvements	\$ 50,000.00
	Community Justice - Juvenile Gate	\$ 90,000.00
UIC Improvements		
	Sediment traps, oil/water separators, drill hole decommissioning	\$ 50,000.00
Capital Maintenance Subtotal		\$ 2,335,000.00

Remodels		
	Community Development Lobby Remodel	\$ 125,000.00
	Health Services Courtney clinic remodel	\$ 501,500.00
	Health Services Antler remodel	\$ 181,000.00
	District Attorney's penthouse feasibility	\$ 50,000.00
Remodel Subtotal		\$ 857,500.00

Fund 070 Total \$ 3,192,500.00

5/10/2023

FY 2024 Fund 463 Campus Improvement

		4631051	4631050
Courthouse Expansion Program			
	Courthouse Expansion	\$ 10,345,000.00	
	AJ Tucker Building/Site restoration		\$ 395,000.00
	Downtown Parking		\$ 1,320,000.00
Public Safety Campus Improvements			
	Adult Parole & Probation Expansion - DCSO Wellness		\$ 56,500.00
	Safety Campus Master Planning		\$ 100,000.00
	Public Safety Parking		\$ 55,000.00
	North County remodel - 244 Kingwood		\$ 476,000.00
	North County remodel - 236 Kingwood		\$ 519,500.00
	Juvenile Detention		\$ 236,125.00
Planning			
	County Facilities Space Planning		\$ 213,703.00
		\$ 10,345,000.00	\$ 3,371,828.00

Deschutes County Solid Waste Program Revenue and Expenditures Forecasting Model - 2023

	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	FY 36-37		
COST OF OPERATIONS:																	
1	Personnel/Labor	3,186,927	4,108,983	4,810,954	5,051,502	5,304,077	5,569,281	5,847,745	6,140,132	6,447,139	6,769,495	7,107,970	7,463,369	7,836,537	8,228,364	8,639,782	
2	Materials & Service	5,927,467	7,474,911	7,699,158	7,827,133	8,061,947	7,788,805	8,022,470	9,763,144	10,056,038	10,357,719	10,668,451	10,988,504	11,318,159	11,657,704	12,007,435	
3	Proposed Debt Service	0	0	0	0	0	1,604,852	3,049,219	3,049,219	3,049,219	3,049,219	3,049,219	3,049,219	3,049,219	3,049,219	3,049,219	
4	Debt Service	1,739,630	2,302,340	2,305,193	2,301,562	2,303,572	1,771,517	1,773,115	1,773,937	1,771,903	1,775,127	1,773,163	1,464,250	1,459,250	1,462,250	1,462,750	
5	Capital Outlay	154,000	260,000	267,800	275,834	284,109	292,632	301,411	310,454	319,767	329,360	339,241	349,418	359,901	370,698	381,819	
6	TOTAL OPERATING EXPENSES \$	11,008,024	14,146,234	15,083,105	15,456,031	15,953,705	17,027,087	18,993,960	21,036,885	21,644,066	22,280,921	22,938,044	23,314,760	24,023,066	24,768,235	25,541,005	
7	RESERVE FUNDS		C9		C10	CL - B&C		CL - D&E		C2 - NL		C3 - NL					
8			21.2m bond - Negus			20m bond - NL	18m bond - SW										
9	CAPITAL RESERVE FUND																
10	Capital Reserve Deposits	23,251,848	750,000	707,772	1,210,148	2,791,181	2,456,081	2,140,723	805,625	1,174,908	2,179,554	2,138,093	2,389,088	2,324,686	2,240,018	2,144,762	
11	Interest Earnings	366,676	472,992	44,566	52,888	70,246	13,752	51,909	84,887	94,233	110,193	144,318	178,098	80,307	111,897	142,181	
12	Capital Expenditures	-12,420,926	-17,666,795	-290,000	-298,700	-6,000,000	-350,000	-360,500	-371,315	-382,454	-393,928	-405,746	-8,000,000	-650,000	-669,500	-8,000,000	
13	Subtotal Capital Reserve Activity	11,197,598	-16,443,803	462,338	964,337	-3,138,573	2,119,833	1,832,132	519,197	886,686	1,895,819	1,876,665	-5,432,814	1,754,993	1,682,416	-5,713,057	
14	Capital Reserve Fund Balance	7,722,101	18,919,699	2,475,896	2,938,234	3,902,571	763,998	2,883,831	4,715,962	5,235,159	6,121,846	8,017,665	9,894,330	4,461,516	6,216,508	7,898,924	2,185,866
15	CLOSURE FUND																
16	Closure Fund Deposits	750,000	750,000	1,000,000	1,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	500,000	500,000	500,000	500,000	500,000	500,000	
17	Interest Earnings	95,651	169,731	128,872	147,752	166,972	195,494	82,013	108,959	136,372	21,827	29,672	37,612	45,646	53,776	62,002	
18	Closure Expenditures	-1,047	-549,400	-80,000	-80,000	-82,400	-8,000,000	-85,000	-86,000	-8,000,000	-86,000	-88,580	-91,237	-93,975	-96,794	-99,698	
19	Subtotal Closure Fund Activity	844,604	370,331	1,048,872	1,067,752	1,584,572	-6,304,506	1,497,013	1,522,959	-6,363,628	435,827	441,092	446,374	451,672	456,983	462,305	
20	Closure Fund Balance	5,944,645	6,789,249	7,159,580	8,208,452	9,276,205	10,860,776	4,556,270	6,053,283	7,576,242	1,212,615	1,648,442	2,089,534	2,535,908	2,987,580	3,444,562	3,906,867
21	POST-CLOSURE FUND																
22	Post Closure Fund Deposits	100,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	0	0	0	0	0	0	0	
23	Interest Earnings	22,040	38,251	34,529	41,451	48,497	55,670	62,972	70,406	75,183	73,663	72,029	70,276	68,401	66,398	64,262	
24	Post Closure Expenditures	0	0	0	0	0	0	0	-155,000	-159,650	-164,440	-169,373	-174,454	-179,687	-185,078	-190,630	
25	Subtotal Post Closure Activity	122,040	388,251	384,529	391,451	398,497	405,670	412,972	265,406	-84,467	-90,777	-97,344	-104,178	-111,286	-118,680	-126,369	
26	Post-Closure Fund Balance	1,408,013	1,530,053	1,918,304	2,302,833	2,694,284	3,092,782	3,498,452	3,911,424	4,176,829	4,092,362	4,001,585	3,904,241	3,800,064	3,688,777	3,570,097	3,443,729
27	EQUIPMENT RESERVE FUND																
28	Equipment Reserve Deposits	750,000	750,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	
29	Interest Earnings	11,275	21,657	19,464	915	12,181	18,430	21,912	21,857	21,800	21,742	21,684	21,624	21,563	21,501	21,438	
30	Equipment Expenditures	-487,797	-556,597	-2,000,000	-325,000	-615,000	-775,000	-975,000	-975,000	-975,000	-975,000	-975,000	-975,000	-975,000	-975,000	-975,000	
31	Subtotal Equipment Reserve Activity	273,478	215,060	-1,030,536	625,915	347,181	193,430	-3,088	-3,143	-3,200	-3,258	-3,316	-3,376	-3,437	-3,499	-3,562	
32	Equipment Reserve Fund Balance	592,813	866,291	1,081,351	50,815	676,730	1,023,911	1,217,342	1,214,254	1,211,110	1,207,910	1,204,653	1,201,336	1,197,960	1,194,524	1,191,025	1,187,464
33	Vehicle Replacement Reserve	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	13,962	
REVENUE REQUIREMENTS																	
		14,461,986	16,760,196	18,104,839	18,980,141	21,558,848	22,297,130	23,948,644	24,656,472	25,282,936	25,924,437	26,540,099	27,167,810	27,811,714	28,472,215	29,149,729	
34	WASTE FLOWS (Tons)	215,333	210,857	215,074	219,376	224,860	230,482	236,244	242,150	248,204	254,409	260,769	267,288	273,970	280,820	287,840	
35	PROJECTED REVENUES \$																
	AVERAGE TIP FEE	60	70	80	80	90	90	95	95	95	95	95	95	95	95	95	
36	FUND BALANCE CARRYFORWARD	3,066,662	2,416,385	1,406,931	1,517,992	1,587,468	1,815,580	1,861,959	2,007,880	2,058,963	2,111,270	2,164,833	2,215,933	2,268,352	2,322,124	2,377,281	
37	TIP FEE REVENUE	12,920,000	14,760,000	17,205,943	17,550,062	20,237,415	20,743,350	22,443,153	23,004,231	23,579,337	24,168,821	24,773,041	25,392,367	26,027,176	26,677,856	27,344,802	
38	OTHER	891,709	990,742	1,009,957	1,499,556	1,549,545	1,600,159	1,651,413	1,703,323	1,755,906	1,809,179	1,818,158	1,827,862	1,838,309	1,849,517	1,861,505	
39	TOTAL REVENUES GENERATED	16,878,371	18,167,127	19,622,831	20,567,609	23,374,428	24,159,089	25,956,525	26,715,435	27,394,206	28,089,270	28,756,032	29,436,162	30,133,838	30,849,497	31,583,588	
40	REVENUE REQUIREMENTS (from above)	14,461,986	16,760,196	18,104,839	18,980,141	21,558,848	22,297,130	23,948,644	24,656,472	25,282,936	25,924,437	26,540,099	27,167,810	27,811,714	28,472,215	29,149,729	
41	NET OPERATING REVENUE	4,256,385	2,156,931	2,225,763	2,797,617	4,606,761	4,318,040	4,148,603	2,864,588	3,286,178	4,344,387	4,354,026	4,657,440	4,646,809	4,617,299	4,578,621	
42	CONTINGENCY	2,416,385	1,406,931	1,517,992	1,587,468	1,815,580	1,861,959	2,007,880	2,058,963	2,111,270	2,164,833	2,215,933	2,268,352	2,322,124	2,377,281	2,433,859	
	Assumed Annual Waste Flow Growth		-3.0%	2.0%	2.0%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
	5% Assumed Annual Personnel Increase																
	3% Assumed Annual Cost Increase																
	1.8% Assumed Interest Earnings																



ROAD DEPARTMENT

ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2024 — 2028



MAY 15, 2023



ROAD DEPARTMENT

ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2024 - 2028

Date: May 15, 2023

Chris Doty, P.E., Road Department Director
Cody Smith, P.E., County Engineer

Blaine Wruck, P.E., Transportation Engineer – Report Compilation
Rachel Pinkston, M.S., GIS Analyst – Mapping

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ROAD
DEPARTMENT

ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2024 - 2028

EXECUTIVE SUMMARY

This report summarizes the Deschutes County Road Department’s five-year Road Capital Improvement Plan (CIP) for Fiscal Year 2024 through Fiscal Year 2028. The Department has identified \$77,315,530 in total project expenditures for the five-year period. The projects outlined in the CIP include intersection and corridor improvements, major pavement preservation, bridge replacement and rehabilitation, and other project types to modernize, maintain, and increase the safety of the County road system. This report includes the summary, justification, scope of work, budget, anticipated schedule, and location map for each project.

INTRODUCTION

Deschutes County Road Department is responsible for the improvement, operation, and maintenance of the 926-mile County road system. Pursuant to the Deschutes County Transportation System Plan and Federal Highway Administration standards, County roads are grouped under one of three main functional classifications:

- Arterial
 - Links cities, larger towns, and other major traffic generators, providing interregional service.
 - Spaced at distances so that all developed areas are within reasonable distance of an arterial highway.
 - Provides service to corridors with trip length and travel density greater than that predominately served by rural collector or local systems.
 - Secondary route for movement of goods and services.

- Collector
 - Distributes trips from arterials to their final destination, and conversely, collects traffic from local streets and channels it onto arterials.
 - Spaced at intervals to collect traffic from local roads and provide all developed areas a reasonable distance from a collector road.
 - Provides service to the remaining smaller communities.
 - Links locally important traffic generators with rural destinations.

- Local
 - Primarily provides access to adjacent land/properties.
 - Accommodates travel over short distances as compared to arterials and collectors.
 - Provides access to adjacent land and access to higher classified roads.
 - Carries less than 1,500 vehicles per day.

Much of the County’s arterial and collector road network was established prior to the 1940s, while much of the County’s local road network was established through private development after the 1940s. With



the population and tourism growth in Deschutes County in recent years, the need to improve mobility and safety on the County Road systems has become increasingly crucial.

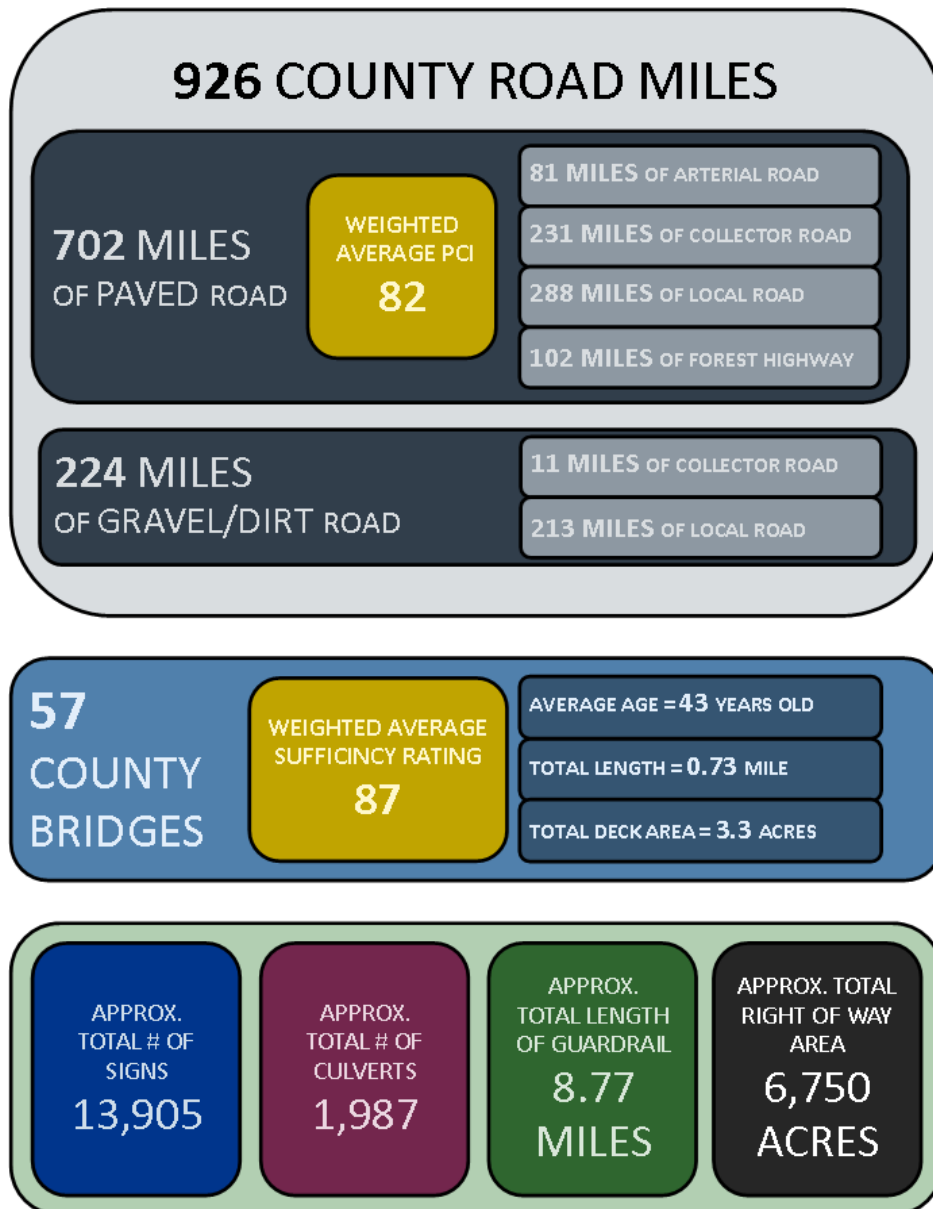


FIGURE 1 – DESCHUTES COUNTY ROAD SYSTEM AT A GLANCE

This report has been developed to:

- Identify the Department’s Capital Improvement Plan for Fiscal Years 2024 through 2028.
- Guide the annual development of the Department’s Road CIP Fund budget.
- Identify funding sources and funding requirements for projects.
- Assist the Department Director and Department managers with the scheduling of staff and resources.



PROJECT SELECTION

Projects included in the Department's Capital Improvement Plan are selected from the following primary sources:

- **Transportation System Plan**

The County's Transportation System Plan (TSP) was adopted as part of the County Comprehensive Plan in compliance with Statewide Planning Goal 12. The Transportation System Plan includes an inventory of the County's transportation infrastructure and identifies long-term goals and project needs determined through an extensive public input process. The current TSP covers the 20-year period from 2010 to 2030. Projects identified in the TSP have been prioritized as High, Medium, and Low priority.

The County is currently in the process of updating the TSP for years 2020 through 2040; this update is anticipated to be finalized in Calendar Year 2023.

- **Asset Management Programs**

The Department implements various asset management programs to efficiently manage over \$550 million worth of County road infrastructure. These asset management programs generally include a database of all the County's road assets and their condition that is populated through routine inspections conducted by Department staff or contractors. Projects are identified within the Department's asset management programs based on asset conditions, then are prioritized based on safety concerns, lifecycle cost, functional classification, or other criteria.

Road asset management programs implemented by the Department include:

- *Pavement Management System* – The Department manages its pavement assets using the StreetSaver web-based software application. The system includes the routine inspection of sample units of every paved roadway section in the County road network. Inspection data is used to calculate a pavement condition index (PCI) for each unit, in turn calculating a weighted average PCI for each road section, each road, and the County road network as a whole.
 - *Bridge Management System* – The Department manages its bridge assets using the PONTIS web-based application through ODOT. The system includes routine element inspections of all bridges. Inspection data, combined with load rating reports and other bridge data, is used to calculate a sufficiency rating for each bridge and provide maintenance and improvement recommendations.
 - *General Asset Management* – All other road appurtenant assets, including signs, guardrails, culverts, storm sewers, cattle guards, illumination, traffic signals, roadside shoulders, and other features, are managed through PubWorks, an enterprise software that the Department operates for internal cost accounting and general asset management.
- **Special Studies and Planning Efforts**
The Department conducts special studies when needed to evaluate safety, operations, or other concerns for hotspot locations, corridors, or systemically. The need for these studies generally



arises as a result of changes to traffic volumes or patterns in a particular area or implementation of new state or federal standards.

- State and Federal Funding Programs

The Department actively pursues funding through several state and federal programs. Recurring funding programs that are dedicated to particular project types include:

- *Surface Transportation Block Grant Program* (ODOT) – Annual local agency allocation of federal Surface Transportation Program that provides funding for any State Highway Fund-eligible projects or procurements.
- *Federal Lands Access Program* (FHWA) – Provides funding for projects on roads that provide access to federal land high use recreation sites or economic generators.
- *Local Bridge Program* (ODOT) – Provides funding for Oregon local agency bridge rehabilitation or replacement projects.
- *All Roads Transportation Safety Program* (ODOT) – Provides funding for hotspot and systemic safety improvements on Oregon public roads.
- *Safe Routes to Schools* (ODOT) – Provides funding for projects that enhance safe multimodal transportation to Oregon schools.

FUNDING

Contracted public improvement and major maintenance projects are budgeted annually in the Road CIP Fund (Fund 465) budget. Road CIP Fund revenue comes from the following primary sources:

- Transfer from Road Fund – The Road Fund is the Department’s operating budget. The Department implements a “trickle-down” approach to budgeting for the Road Fund, whereby baseline operations and maintenance of the County road system are prioritized, and remaining revenues are transfer to the Road CIP fund. The primary source of the Road Department’s revenue is the allocation received from the State Highway Fund (SHF). The State Highway Fund is comprised of:
 - Fuel Tax (46%)
 - Motor-Carrier Fees (Freight), weight-mile tax (32%)
 - DMV Fees (license, registration, etc), (22%)

Approximately 30% of the annual State Highway Fund revenue is allotted to Oregon counties, with each county receiving an amount based on the number of registered vehicles in the county. In June of 2017, the Oregon Legislature passed a transportation funding package via HB 2017 which provided a 7-year phase-in of a 10-cent state fuel tax increase, in addition to other funding mechanisms. The additional funding delivered by this legislation has provided a substantial revenue infusion to the Road CIP Fund. Other Road Fund revenue sources include federal payments such as Payment In Lieu of Taxes (PILT), federal lands timber receipts, and the Secure Rural Schools Act payments.

- System Development Charges – Private development in unincorporated Deschutes County is charged a one-time assessment based on the number of P.M. peak-hour trips the development is anticipated to generate. These system development charges are used to fund projects identified



in the TSP based on the methodology instituted with the County’s system development charge resolution (Resolution No. 2013-020).

- State/Federal Grants – Upon award of funding through state and federal programs described above.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
<u>ROAD FUND (325) REVENUE</u>					
BEGIN FUND BALANCE	\$ 5,521,251	\$ 2,890,389	\$ 2,977,101	\$ 3,066,414	\$ 3,158,406
STATE HWY FUND	\$ 20,648,483	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,500,000
FOREST RECEIPTS	\$ 689,703	\$ 689,703	\$ 689,703	\$ 689,703	\$ 689,703
PILT	\$ 2,240,000	\$ 2,240,000	\$ 2,240,000	\$ 2,240,000	\$ 2,240,000
PARTNER AGENCY REVENUE (1% INCREASE/YR)	\$ 1,156,342	\$ 1,167,905	\$ 1,179,584	\$ 1,191,380	\$ 1,203,294
EQUIPMENT/MATERIAL SALES (3% INCREASE/YR)	\$ 614,500	\$ 632,935	\$ 651,923	\$ 671,481	\$ 691,625
INTERFUND PAYMENTS C	\$ 1,450,015	\$ 1,493,515	\$ 1,538,321	\$ 1,584,471	\$ 1,632,005
OTHER (1% INCREASE/YEAR)	\$ 128,808	\$ 130,096	\$ 131,397	\$ 132,711	\$ 134,038
INTEREST (0.5%)	\$ 139,031	\$ 156,223	\$ 159,540	\$ 162,881	\$ 166,245
TOTAL ROAD FUND (325) REVENUE	\$ 32,588,133	\$ 31,400,767	\$ 32,067,569	\$ 32,739,040	\$ 33,415,317
<u>ROAD FUND (325) EXPENDITURE</u>					
PERSONNEL (3% INCREASE/YEAR)	\$ 8,284,451	\$ 8,532,985	\$ 8,788,974	\$ 9,052,643	\$ 9,324,223
MATS/SERV (3% INCREASE/YEAR)	\$ 8,595,033	\$ 8,852,884	\$ 9,118,471	\$ 9,392,025	\$ 9,673,785
CAPITAL OUTLAY (3% INCREASE/YEAR)	\$ 118,260	\$ 121,808	\$ 125,462	\$ 129,226	\$ 133,103
TRANSFER TO ROAD BLDG/EQUIP CIP (330)	\$ 2,700,000	\$ 2,500,000	\$ 2,500,000	\$ 3,000,000	\$ 3,000,000
TRANSFER TO ROAD CIP (465)	\$ 10,000,000	\$ 8,415,990	\$ 8,468,249	\$ 8,006,740	\$ 8,031,048
CONTINGENCY (3% INCREASE/YEAR)	\$ 2,890,389	\$ 2,977,101	\$ 3,066,414	\$ 3,158,406	\$ 3,253,158
TOTAL ROAD FUND (325) EXPENDITURE	\$ 32,588,133	\$ 31,400,767	\$ 32,067,569	\$ 32,739,040	\$ 33,415,317
<u>SDC FUND (336) REVENUE</u>					
BEGIN FUND BALANCE	\$ 1,484,022	\$ 526,622	\$ 154,721	\$ 73,243	\$ 93,243
SDC (6% INCREASE/YEAR)	\$ 1,500,000	\$ 1,590,000	\$ 1,685,400	\$ 1,786,524	\$ 1,893,715
INTEREST/OTHER (1.8%)	\$ 42,600	\$ 38,099	\$ 33,122	\$ 33,476	\$ 35,765
TOTAL SDC FUND (336) REVENUE	\$ 3,026,622	\$ 2,154,721	\$ 1,873,243	\$ 1,893,243	\$ 2,022,724
<u>SDC FUND (336) EXPENDITURE</u>					
TRANSFER TO ROAD CIP (465)	\$ 2,500,000	\$ 2,000,000	\$ 1,800,000	\$ 1,800,000	\$ 2,000,000
CONTINGENCY	\$ 526,622	\$ 154,721	\$ 73,243	\$ 93,243	\$ 22,724
TOTAL SDC FUND (336) EXPENDITURE	\$ 3,026,622	\$ 2,154,721	\$ 1,873,243	\$ 1,893,243	\$ 2,022,724
<u>ROAD CIP FUND (465) REVENUE</u>					
BEGIN FUND BALANCE	\$ 19,012,380	\$ 9,624,306	\$ 10,431,764	\$ 4,227,274	\$ 4,689,811
TRANSFER FROM ROAD FUND (325)	\$ 10,000,000	\$ 8,415,990	\$ 8,468,249	\$ 8,006,740	\$ 8,031,048
TRANSFER FROM SDC FUND (325)	\$ 2,500,000	\$ 2,000,000	\$ 1,800,000	\$ 1,800,000	\$ 2,000,000
ODOT STBG (FEDERAL HWY TRUST FUND)	\$ -	\$ 980,000	\$ 1,009,400	\$ 1,039,682	\$ 1,070,872
OTHER GRANTS	\$ 1,704,116	\$ 1,818,500	\$ 500,000	\$ 500,000	\$ 500,000
INTEREST (1%)	\$ 475,310	\$ 124,563	\$ 217,094	\$ 150,737	\$ 157,917
TOTAL ROAD CIP (465) REVENUE	\$ 33,691,806	\$ 22,963,359	\$ 22,426,507	\$ 15,724,433	\$ 16,449,649
<u>ROAD CIP FUND (465) EXPENDITURE</u>					
CAPITAL OUTLAY	\$ 23,934,730	\$ 12,408,700	\$ 18,087,100	\$ 10,956,000	\$ 11,929,000
MATERIALS & SERVICES (0.5%)	\$ 132,770	\$ 122,895	\$ 112,133	\$ 78,622	\$ 82,248
CONTINGENCY	\$ 9,624,306	\$ 10,431,764	\$ 4,227,274	\$ 4,689,811	\$ 4,438,400
TOTAL ROAD CIP FUND (465) EXPENDITURE	\$ 33,691,806	\$ 22,963,359	\$ 22,426,507	\$ 15,724,433	\$ 16,449,649

TABLE 1 – FY 2024-2028 COUNTY ROAD REVENUE AND EXPENDITURES PROJECTIONS

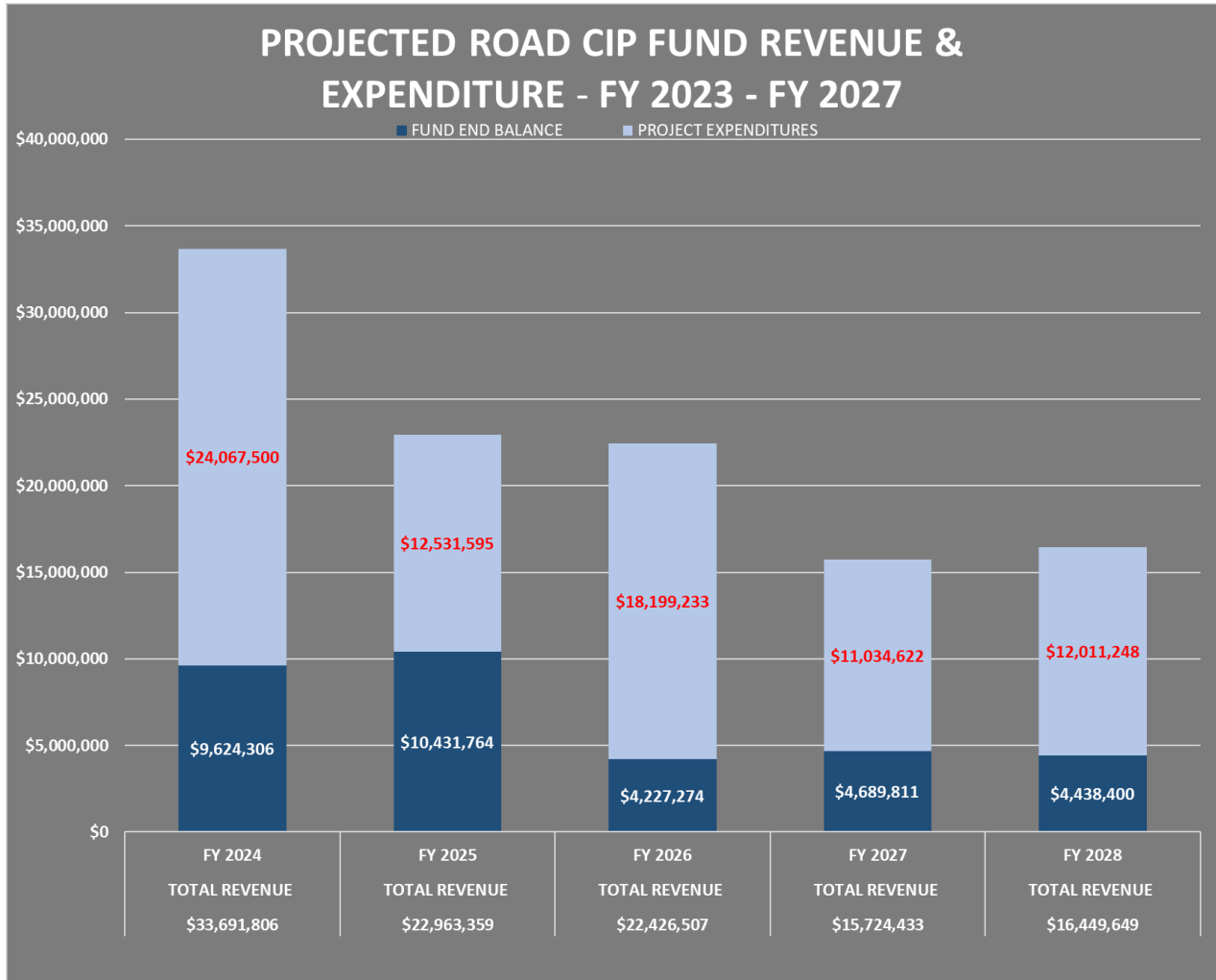


FIGURE 2 – FY 2023-2027 ROAD CIP FUND REVENUE AND EXPENDITURES PROJECTIONS

CIP ORGANIZATION

Projects prioritized and selected from the above-listed sources are programmed into the five-year CIP and scheduled based on available revenue and Department project delivery capacity. Projects are organized in the CIP under four programs:

TRANSPORTATION SYSTEM

Includes major road improvement projects identified in TSP, special studies, or funding agreements. Also includes County contributions to ODOT state highway projects.

PAVEMENT PRESERVATION

Includes contracted pavement preservation projects identified in the Department’s pavement management system.



TRAFFIC SAFETY

Includes contracted safety improvements, including signage, guardrail, and delineation, to bring assets in compliance with current state or federal standards.

BRIDGE CONSTRUCTION

Includes bridge replacement and rehabilitation projects identified in the Department’s bridge management system.

Appendix “A” of this report includes a summary of the five-year Road Capital Improvement Plan (CIP) for Fiscal Years 2023 through Fiscal Year 2027.

Appendix “B” of this report includes County-wide maps depicting the project locations by program. Traffic Safety Program projects and local road pavement preservation projects are not depicted on these maps, as these projects are systemic and cover multiple corridors, some of which are still to be determined.

Appendix “C” of this report includes individual project information sheets and location maps.

Project begin-construction years are indicated on maps and the header of each project information sheet with a color-coded tab, similar to the one depicted in Figure 3 below.



FIGURE 3 – BEGIN-CONSTRUCTION FISCAL YEAR TAB

APPENDIX A

FY 2024-2028 CIP SUMMARY

UPDATED: MAY 15, 2023

5-YEAR ROAD CAPITAL IMPROVEMENT PLAN
FY2024-FY2028

ROAD
DEPARTMENT

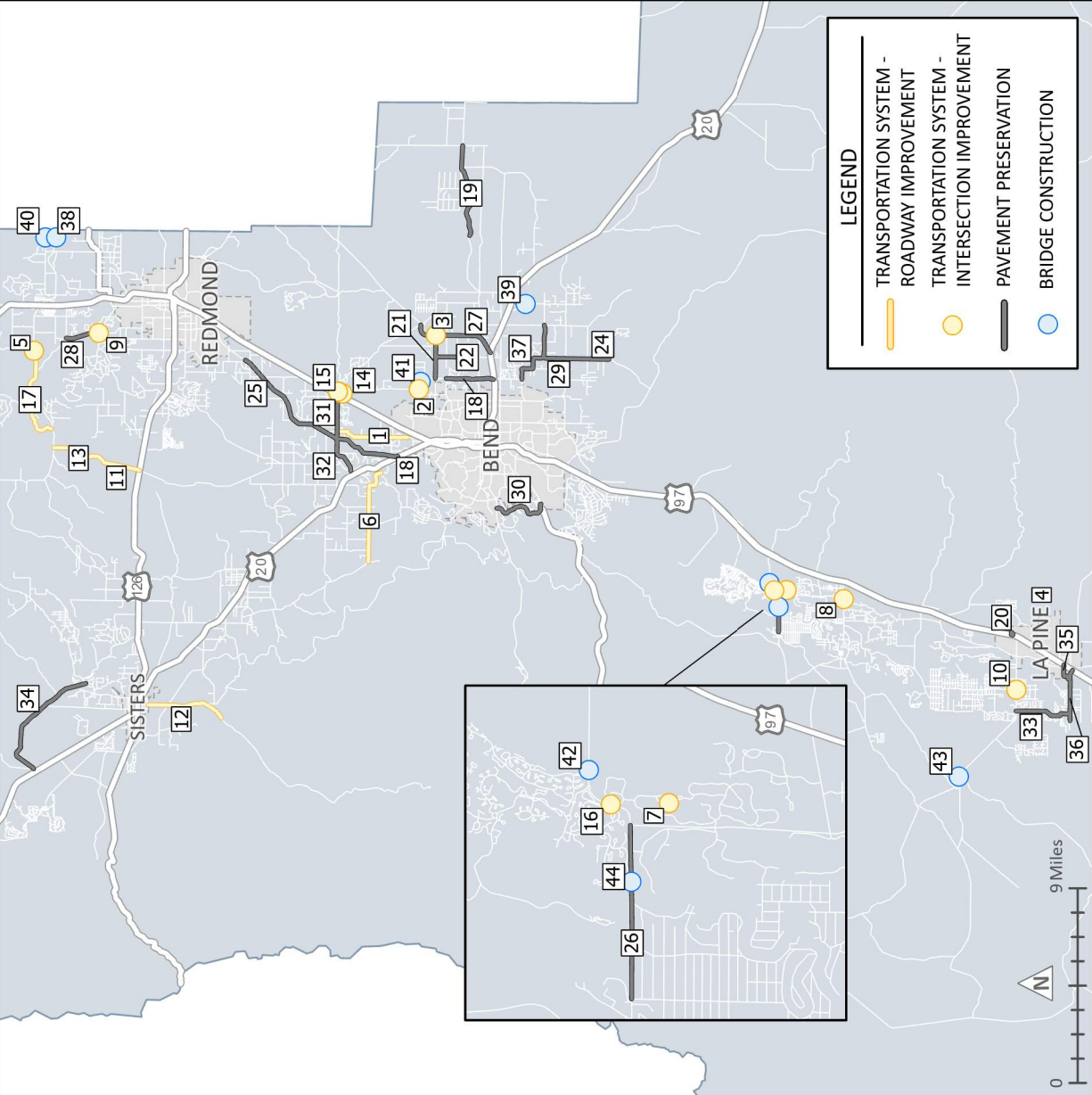


PROGRAM	PROJECT NAME	FY2024	FY2025	FY2026	FY2027	FY2028	PROJECT TOTALS
TRANSPORTATION SYSTEM	US 97 - LOWER BRIDGE WAY/TERRERONNE (ODOT)	\$ 5,119,310	\$ -	\$ -	\$ -	\$ -	\$ 5,119,310
	HUNNELL RD - LOCO RD TO TUMALO RD IMPROVEMENT	\$ 1,569,800	\$ -	\$ -	\$ -	\$ -	\$ 1,569,800
	DESCHUTES MARKET RD/HAMEHOOK RD ROUNDABOUT	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	POWELL BUTTE HWY/BUTLER MARKET ROUNDABOUT	\$ 2,642,402	\$ -	\$ -	\$ -	\$ -	\$ 2,642,402
	NW LOWER BRIDGE WAY/NW 43RD ST INTERSECTION IMPROVEMENT	\$ 1,290,000	\$ 1,400,000	\$ -	\$ -	\$ -	\$ 2,690,000
	TUMALO RESERVOIR RD - O.B. RILEY RD TO SISEMORE RD	\$ 300,000	\$ 1,534,000	\$ 3,489,000	\$ -	\$ -	\$ 5,323,000
	TERRERONNE WASTEWATER SYSTEM - PHASE 1	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
	LA PINE UIC STORMWATER IMPROVEMENTS	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000
	S CENTURY DRIVE / SPRING RIVER RD ROUNDABOUT	\$ 177,000	\$ 800,000	\$ 1,877,000	\$ -	\$ -	\$ 2,854,000
	S CENTURY DR / HUNTINGTON RD ROUNDABOUT	\$ 169,000	\$ 750,000	\$ 1,838,000	\$ -	\$ -	\$ 2,757,000
	COYNER RD/NORTHWEST WAY INTERSECTION IMPROVEMENT	\$ -	\$ 56,000	\$ 367,000	\$ -	\$ -	\$ 423,000
	BURGESS RD/DAY RD TRAFFIC SIGNAL	\$ -	\$ 83,400	\$ 565,700	\$ -	\$ -	\$ 649,100
	BUCHORN RD - MP 1.6 TO LOWER BRIDGE WAY	\$ -	\$ 250,000	\$ 980,000	\$ 3,000,000	\$ -	\$ 4,230,000
	THREE CREEKS RD - SISTERS CITY LIMITS TO FS BOUNDARY (FLAP)	\$ -	\$ 40,300	\$ 293,400	\$ -	\$ -	\$ 333,700
	DESCHUTES MARKET RD/GREYSTONE LANE INTERSECTION	\$ -	\$ -	\$ 265,000	\$ 661,000	\$ 1,736,000	\$ 2,662,000
	GREYSTONE LANE/PLEASANT RIDGE RD INTERSECTION	\$ -	\$ -	\$ 300,000	\$ 800,000	\$ 2,000,000	\$ 3,100,000
	S CENTURY DR/VENTURE LANE INTERSECTION IMPROVEMENT	\$ -	\$ -	\$ -	\$ 250,000	\$ 750,000	\$ 1,000,000
	NW LOWER BRIDGE WAY - NW 43RD ST TO TEATER AVE IMPROVEMENT	\$ -	\$ -	\$ -	\$ 300,000	\$ 1,950,000	\$ 2,250,000
	ROSSAND RD/TRACY RD - US 97 TO DRAFTER RD	\$ 250,673	\$ -	\$ -	\$ -	\$ -	\$ 250,673
	BUTLER MARKET RD - HAMEHOOK RD TO POWELL BUTTE HWY	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ 320,000
	DICKEY RD	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000
	OLD BEND REDMOND HWY - US 20 TO TUMALO RD	\$ 1,210,000	\$ -	\$ -	\$ -	\$ -	\$ 1,210,000
	HORSE BUTTE RD	\$ 460,000	\$ 410,000	\$ -	\$ -	\$ -	\$ 870,000
	SPRING RIVER RD - S CENTURY DR TO STELLAR DR	\$ 3,000,000	\$ 410,000	\$ -	\$ -	\$ -	\$ 3,410,000
	POWELL BUTTE HWY - MCGRATH RD TO US 20	\$ 540,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 1,040,000
	NORTHWEST WAY - NW COYNER AVE TO NW ALTMETER WAY	\$ -	\$ 2,290,000	\$ -	\$ -	\$ -	\$ 2,290,000
	BILLADEAU RD	\$ -	\$ 815,000	\$ 556,000	\$ -	\$ -	\$ 1,371,000
	SKYLINE RANCH RD - CENTURY DR TO CITY LIMITS	\$ -	\$ 580,000	\$ 500,000	\$ -	\$ -	\$ 1,080,000
	DESCHUTES MKT RD/TUMALO RD 19TH ST TO TUMALO PL	\$ -	\$ 500,000	\$ 1,320,000	\$ -	\$ -	\$ 1,820,000
	TUMALO RD	\$ -	\$ -	\$ 420,000	\$ -	\$ -	\$ 420,000
	DORRANCE MEADOW RD	\$ -	\$ -	\$ 1,090,000	\$ -	\$ -	\$ 1,090,000
	INDIAN FORD RD	\$ -	\$ -	\$ 1,420,000	\$ -	\$ -	\$ 1,420,000
	3RD ST/WALKER ST/PENGRAS ST/5TH ST (LA PINE)	\$ -	\$ -	\$ -	\$ 2,750,000	\$ -	\$ 2,750,000
6TH ST (LA PINE)	\$ -	\$ -	\$ -	\$ 580,000	\$ -	\$ 580,000	
WARD RD - STEVENS RD TO GOSNEY RD	\$ -	\$ -	\$ -	\$ -	\$ 1,210,000	\$ 1,210,000	
SLURRY SEAL	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 1,700,000	
MISC LOCAL ROAD PAVEMENT PRESERVATION	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,500,000	
TRAFFIC SAFETY	\$ 150,000	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	
GUARDRAIL IMPROVEMENTS	\$ 150,000	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	
SMITH ROCK WAY BRIDGE #15452 REPLACEMENT	\$ 1,417,429	\$ -	\$ -	\$ -	\$ -	\$ 1,417,429	
GRIFFING RD BRIDGE #17C30 REPLACEMENT (ODOT LBP/SFLP)	\$ 704,116	\$ -	\$ -	\$ -	\$ -	\$ 704,116	
HAMEHOOK RD BRIDGE #17C32 REPLACEMENT	\$ 595,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,795,000	
WILCOX AVE BRIDGE #2171-03 & -04 REMOVAL	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	
LOCAL ACCESS ROAD BRIDGES	\$ 150,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ -	\$ 900,000	
S CENTURY DR BRIDGE #16181 REHABILITATION	\$ -	\$ 100,000	\$ 1,010,000	\$ 1,000,000	\$ -	\$ 2,110,000	
BURGESS RD BRIDGE #09C783 REPLACEMENT	\$ -	\$ -	\$ 100,000	\$ 565,000	\$ 1,453,000	\$ 2,118,000	
SPRING RIVER RD (HARPER) BRIDGE #17923 REHABILITATION	\$ -	\$ -	\$ -	\$ 100,000	\$ 430,000	\$ 530,000	
FY TOTAL CIP PROJECT COST \$		23,934,730	12,408,700	18,087,100	10,956,600	11,929,000	77,315,530
FY TOTAL - TRANSPORTATION SYSTEM \$		13,757,512	4,963,700	10,721,100	5,011,000	6,436,000	40,889,312
FY TOTAL - PAVEMENT PRESERVATION \$		6,850,673	5,595,000	5,806,000	3,830,000	3,410,000	25,491,673
FY TOTAL - TRAFFIC SAFETY \$		300,000	300,000	200,000	200,000	200,000	1,200,000
FY TOTAL - BRIDGE CONSTRUCTION \$		3,026,545	1,550,000	1,360,000	1,915,000	1,883,000	9,734,545

APPENDIX B

FY 2024-2028 CIP PROGRAM MAPS

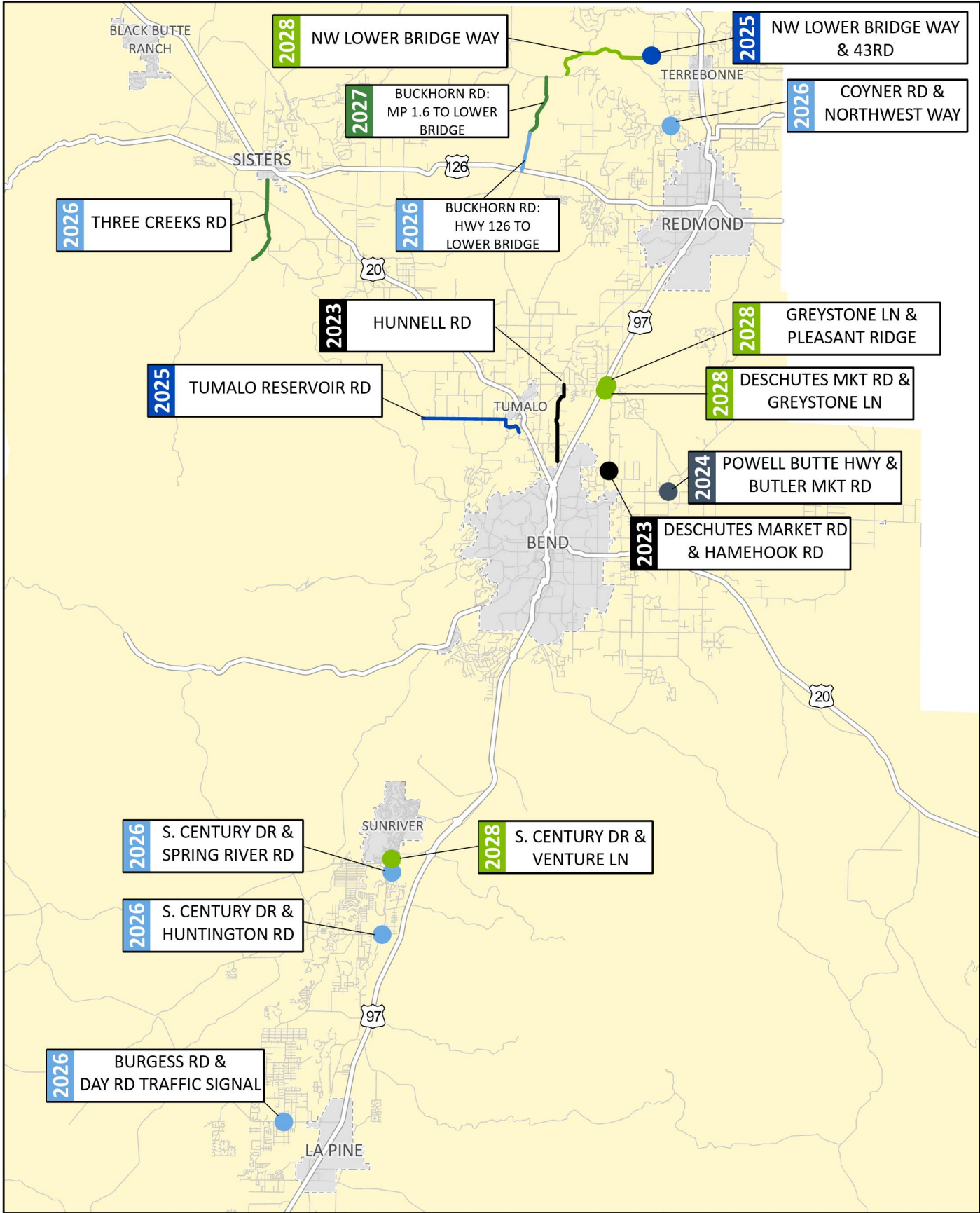
TRANSPORTATION SYSTEM	
YEAR	NAME
2023:	Hunnell Rd; Loco Rd to Tumalo Rd Improvement
2023:	Deschutes Market Rd / Hamhook Rd Roundabout
2024:	Powell Butte Hwy / Butler Market Roundabout
2024:	La Pine UIC Stormwater Improvements
2025:	NW Lower Bridge Way / 43rd Intersection Improvement
2025:	Tumalo Reservoir Rd; O.B. Riley Rd to Sisemore Rd
2026:	S. Century Dr & Spring River Rd Roundabout
2026:	S. Century Dr & Huntington Rd Roundabout
2026:	Coyner Road / Northwest Way Intersection
2026:	Burgess Road / Day Road Traffic Signal
2026:	Buckhorn Rd; Hwy 126 - MP 1.6 (FLAP)
2026:	Three Creeks Rd; Sisters City Limits-FS Boundary (FLAP)
2027:	Buckhorn Rd; MP 1.6 - Lower Bridge Way
2028:	Deschutes Market Rd / Greystone Ln Intersection Improvement
2028:	Greystone Ln / Pleasant Ridge Intersection
2028:	S. Century Dr / Venture Ln Intersection Improvement
2028:	NW Lower Bridge Way; 43rd to Teater Ave Improvement
PAVEMENT PRESERVATION	
YEAR	NAME
2023:	Hamby Rd; US 20 to Butler Market Rd
2023:	Alfalfa Mkt Rd; MP 4 to Johnson Ranch Rd / Willard Rd
2023:	Rosland Rd / Tracy Rd; US 97 to Drafter Rd
2023:	Butler Market Rd; Hamhook Rd to Powell Butte Hwy
2024:	Dickey Rd
2024:	Old Bend Redmond Hwy; US20 to Tumalo Rd
2024:	Horse Butte Rd
2024:	S. Canal & Old Bend Redmond Hwy; Tumalo Rd to Helmholtz Way
2024:	Spring River Rd; S Century Dr to Stellar Dr
2025:	Powell Butte Hwy; McGrath Rd to US 20
2025:	Northwest Way; NW Coyner Ave to NW Almeter Way
2025:	Billadeau Rd
2026:	Skyline Ranch Rd; Century Dr to City Limits
2026:	Deschutes Market Rd & Tumalo Rd; 19th St to Tumalo Pl
2026:	Tumalo Rd
2026:	Dorrance Meadow Rd
2027:	Indian Ford Rd
2027:	3rd St, Walker St, Pengra St, & 5th St (La Pine)
2028:	6th St (La Pine)
2028:	Ward Rd; Stevens Rd to Gosney Rd
BRIDGE CONSTRUCTION	
YEAR	NAME
2024:	Smith Rock Way Bridge
2024:	Gribbling Rd Bridge
2024:	Wilcox Ave Bridges
2025:	Hamhook Rd Bridge
2027:	S. Century Dr Bridge
2028:	Burgess Rd Bridge
2028:	Spring River Rd (Harper) Bridge



DESCHUTES COUNTY ROAD DEPARTMENT CAPITAL IMPROVEMENT PROJECTS 5-YEAR PLAN

Fiscal Years 2024 - 2028

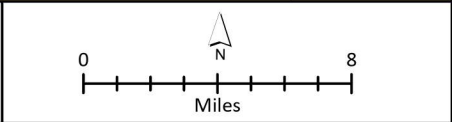


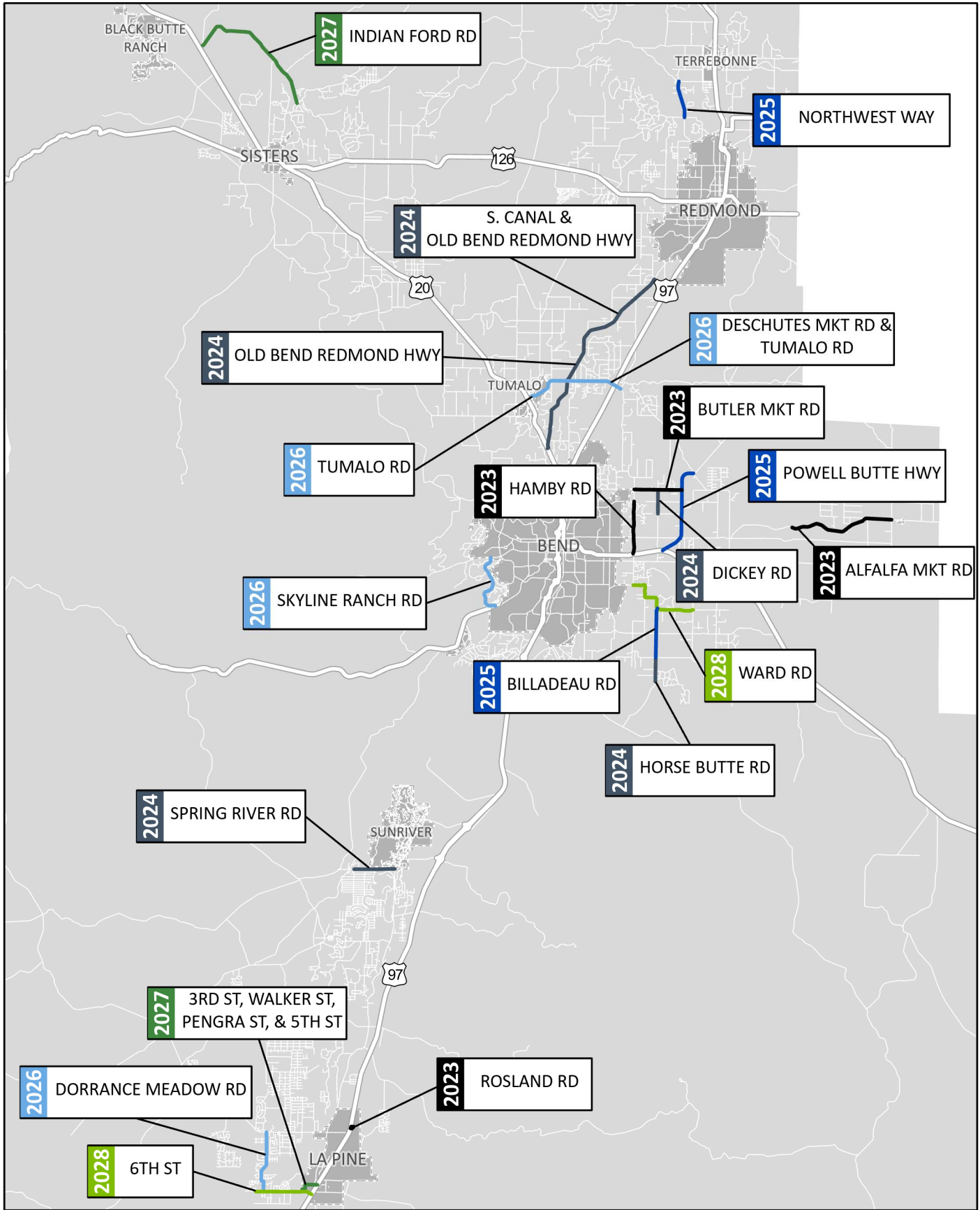


LEGEND

2023	2025	2027
2024	2026	2028

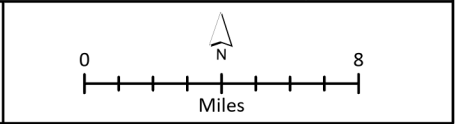
TRANSPORTATION SYSTEM PROJECTS

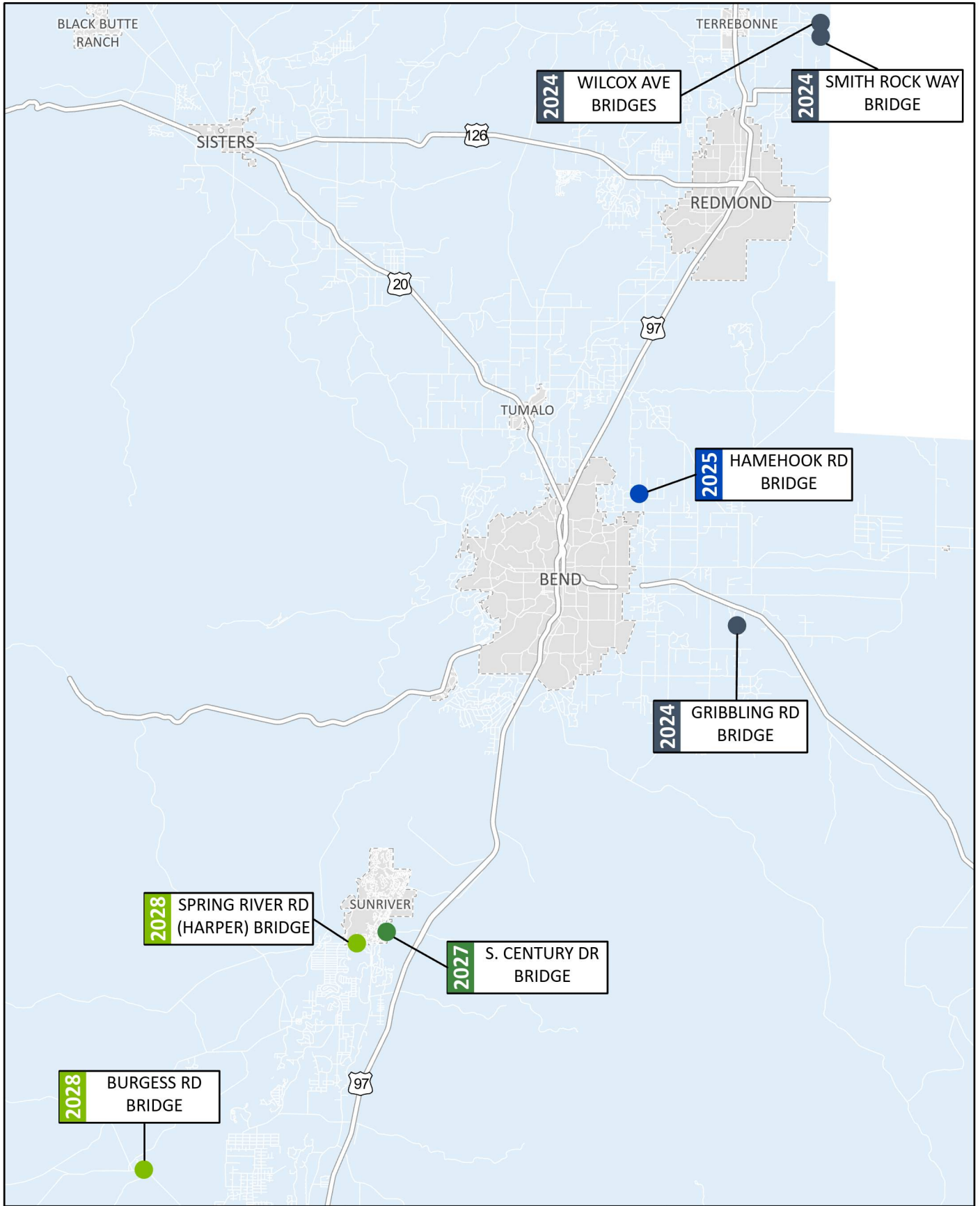




LEGEND		
2023	2025	2027
2024	2026	2028

PAVEMENT PRESERVATION PROJECTS





<p>LEGEND</p> <ul style="list-style-type: none"> <li style="margin-right: 20px;">● 2024 <li style="margin-right: 20px;">● 2026 <li style="margin-right: 20px;">● 2028 <li style="margin-right: 20px;">● 2025 <li style="margin-right: 20px;">● 2027 			<p>BRIDGE CONSTRUCTION PROJECTS</p>	
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APPENDIX C

**PROJECT INFORMATION SHEETS AND
LOCATION MAPS**

Hunnell Road: Loco Road to Tumalo Road

Hunnell Road between the northerly Bend city limit at Loco Road and Tumalo Road is a north-south rural collector roadway as identified in the Deschutes County Transportation System Plan (TSP). From Loco Road to Rogers Road, Hunnell Road is an unimproved dirt road only passable by high-clearance vehicles, and is a combination of gravel and paved road of variable width from Rogers Road to Tumalo Road. The road serves traffic from various lower-order roads and adjacent properties and distributes that traffic to higher-order arterial roads and principal highways.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Functional Classification: Rural Collector
- ADT: 369 (2022)

SCOPE OF WORK

- Reconstructing/widening the roadway to a paved width of 30 feet with 2 to 4-foot-wide aggregate shoulders
- Realigning Hunnell Road at the intersection with Pohaku Road
- Constructing a new crossing structure at the Swalley Irrigation Canal
- Removal of roadside hazards
- Installing concrete splitter islands and dynamic speed feedback systems
- Installing new pavement markings and delineation
- Improving the approach to Tumalo Road
- Legalizing the right-of-way where necessary

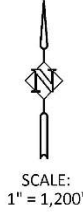
FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$162,815	\$49,800	\$212,615
RIGHT OF WAY	\$55,000	-	\$55,000
CONSTRUCTION	\$3,800,000	\$1,520,000	\$5,320,000
TOTAL	\$4,017,815	\$1,569,800	\$5,587,615

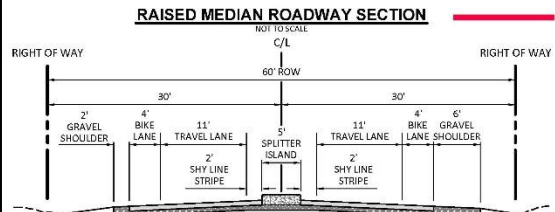
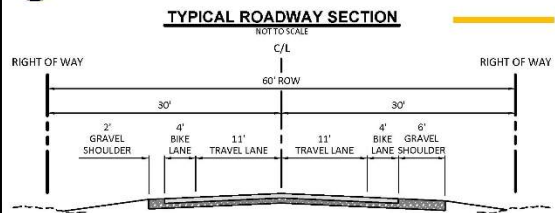
SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								




**HUNNELL ROAD:
LOCO ROAD TO TUMALO ROAD IMPROVEMENT**
CONCEPT PLAN NOVEMBER 4, 2020

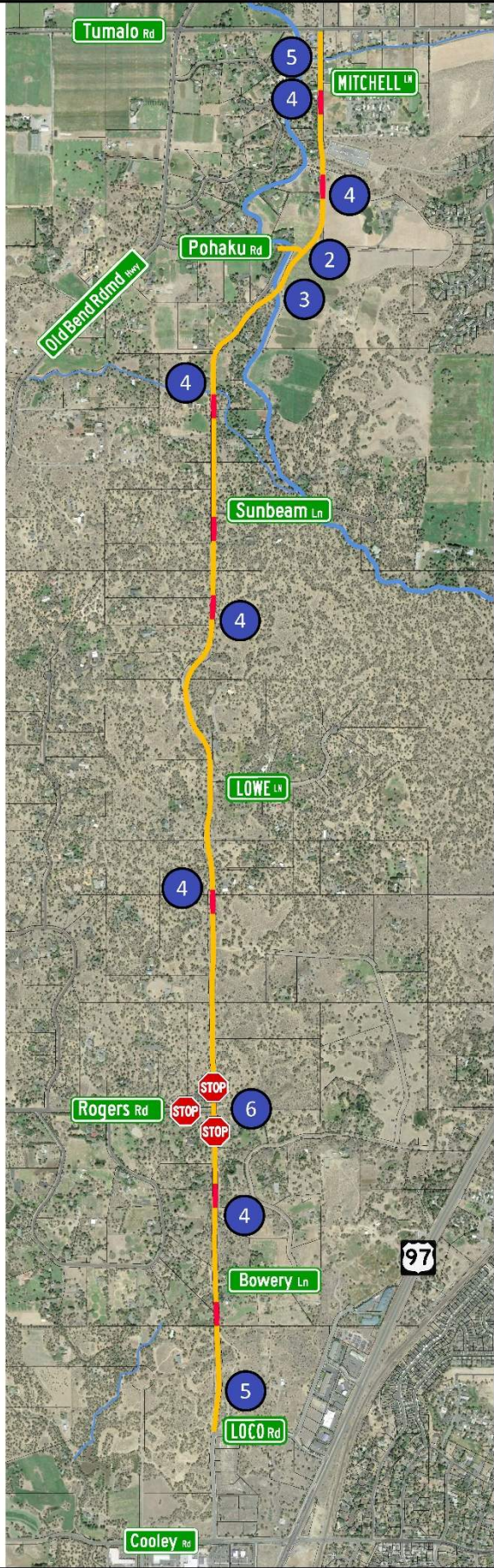


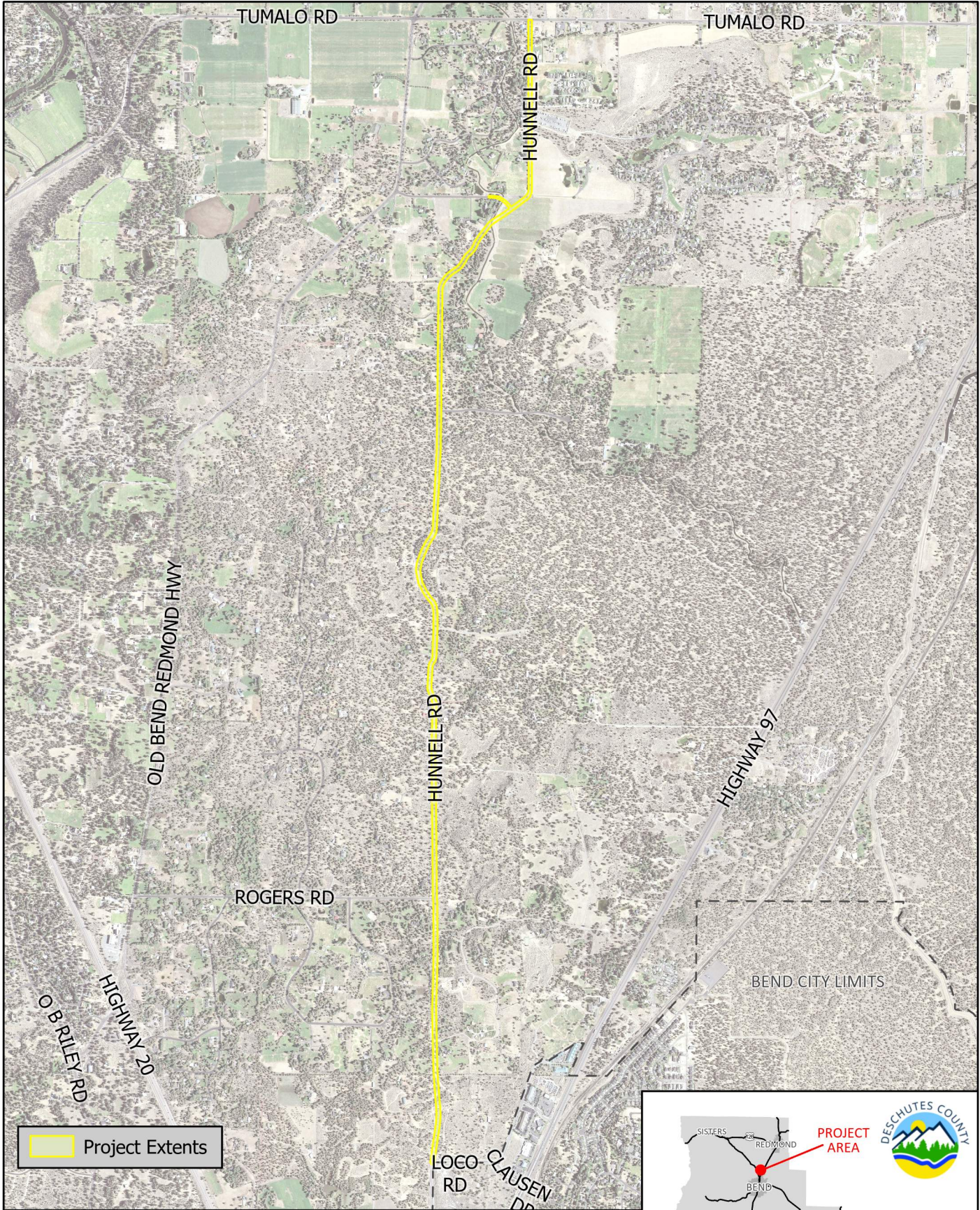
1 IMPROVED ROADWAY SECTION




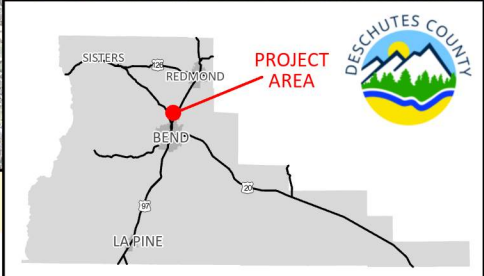
EXAMPLE SPLITTER ISLAND (SKYLINERS ROAD)

- 2 IMPROVED POHAKU ROAD INTERSECTION ALIGNMENT**
- 3 NEW CANAL CROSSING STRUCTURE**
- 4 DYNAMIC SPEED FEEDBACK SIGNS**


- 5 "NO THRU TRUCKS" SIGNAGE**

- 6 ALL-WAY STOP AT ROGERS ROAD**





 Project Extents



2023

TRANSPORTATION SYSTEM PROJECT

HUNNELL RD: LOCO RD TO TUMALO RD

Deschutes Market Road / Hamehook Road Roundabout

Deschutes Market Road is a north-south arterial and Hamehook Road is an east-west collector. Both roadway segments are located northeast of Bend. The corridor is frequently used as a bypass to US 97 from east Bend. The Deschutes Market Road/Hamehook Road intersection is presently a 3-legged intersection with stop sign-control on the north leg only. These roads have seen moderate traffic growth due to development and completion of the Deschutes Market interchange at US 97. Growth is expected to increase as development in the area continues.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Deschutes Market Road Hamehook Road
- Functional Classification: Rural Arterial Rural Collector
- ADT: 9,312 (2022) 3,564 (2022)

SCOPE OF WORK

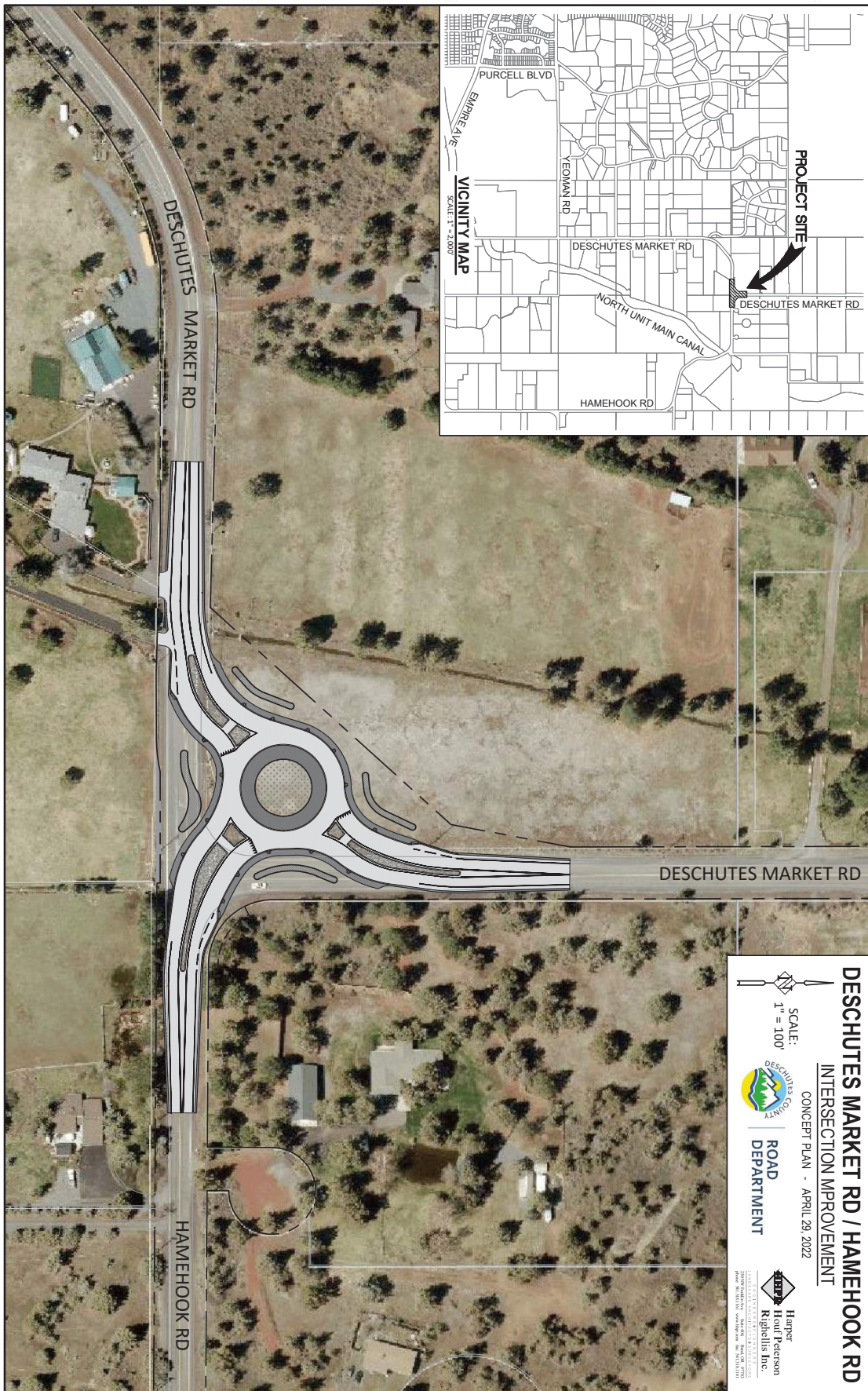
- Constructing a single-lane roundabout
- Installing illumination
- Installing new signs, striping and delineation
- Clearing roadside obstructions

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$179,780	-	\$179,780
RIGHT OF WAY	\$128,025	-	\$128,025
CONSTRUCTION	\$1,997,489	\$250,000	\$2,247,489
TOTAL	\$2,305,294	\$250,000	\$2,555,294

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



DESCHUTES MARKET RD / HAMEHOOK RD
INTERSECTION IMPROVEMENT
 CONCEPT PLAN - APRIL 29, 2022

SCALE:
 1" = 100'

DESCHUTES COUNTY
ROAD DEPARTMENT

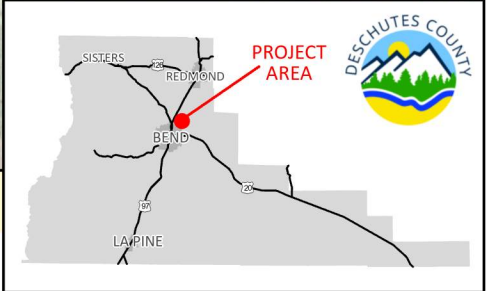
Harper Houlihan & Associates
Engineers & Architects, Inc.
 1000 W. MAIN ST., SUITE 200, COVINGTON, OR 97024
 PHONE: 503.838.1111 FAX: 503.838.1112



2023

TRANSPORTATION SYSTEM PROJECT

DESCHUTES MARKET RD / HAMEHOOK RD ROUNDABOUT



Powell Butte Highway / Butler Market Road Roundabout



Powell Butte Highway is a north-south arterial roadway connecting the area east of Bend to US 20, Crook County and the community of Powell Butte. Butler Market Rd is an east-west arterial roadway connecting the area east of Bend to Deschutes Market Rd and Hamhook Rd. The intersection is situated adjacent to the main entrance to the Bend Municipal Airport. The intersection of Powell Butte Highway and Butler Market Rd is presently a three-legged intersection with stop sign control on the eastbound approach only.

- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Powell Butte Hwy Butler Market Road
- Functional Classification: Rural Arterial Rural Arterial
- ADT: 7,418 (2022) 4,008 (2022)

SCOPE OF WORK

- Constructing a single-lane roundabout
- Installing illumination
- Installing new signs, striping and delineation
- Installing a protected left turn lane for the Bend Municipal Airport

FUNDING

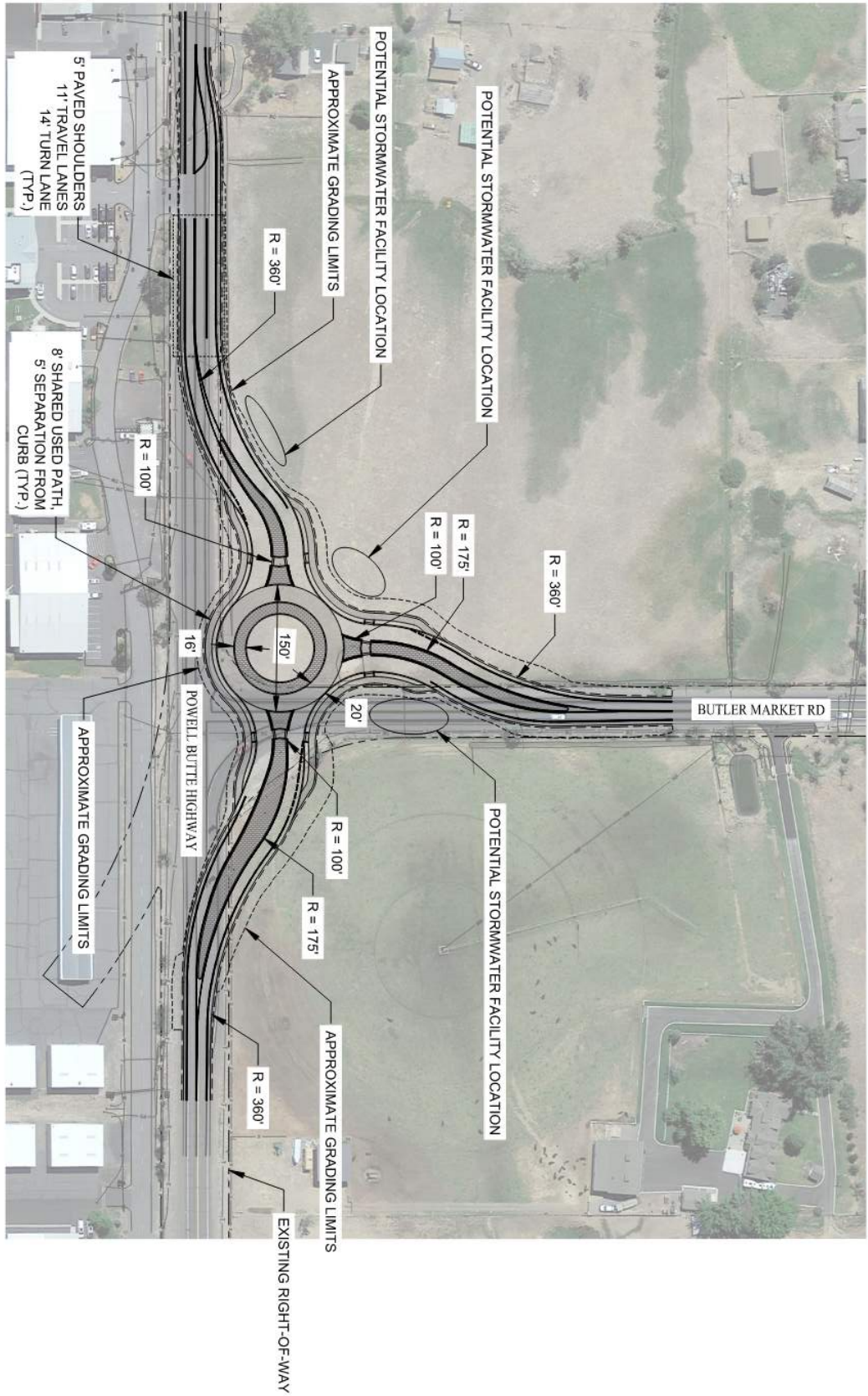
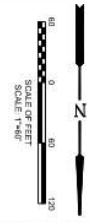
	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$306,153	\$100,000	\$406,153
RIGHT OF WAY	-	\$85,000	\$85,000
CONSTRUCTION	-	\$2,457,402	\$2,457,402
TOTAL	\$306,153	\$2,642,402	\$2,948,555

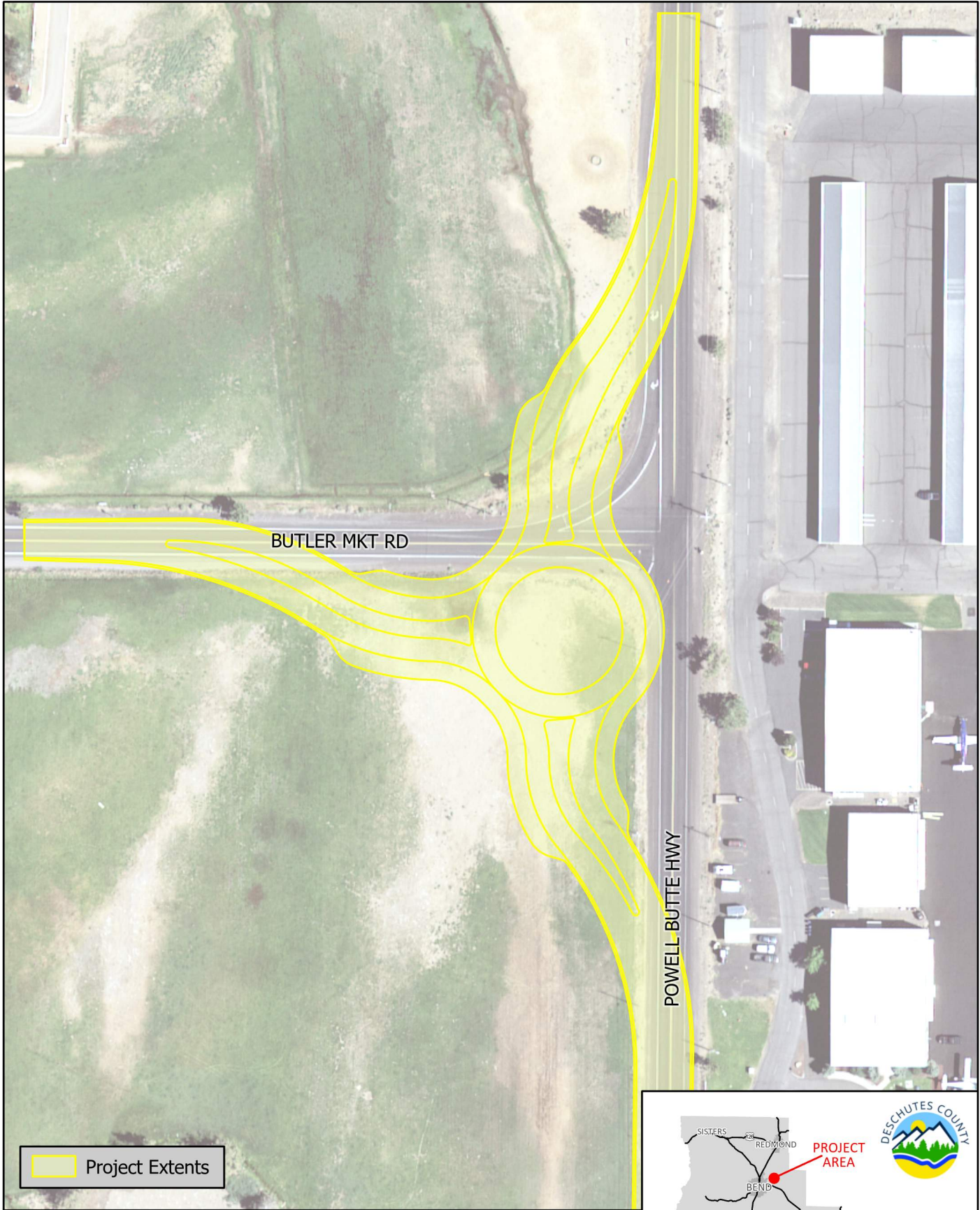
SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

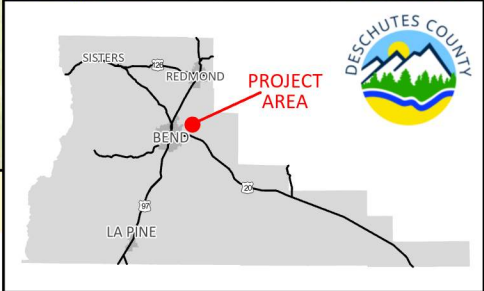
TRANSPORTATION SYSTEM

2024





 Project Extents



2024

TRANSPORTATION SYSTEM PROJECT

POWELL BUTTE HWY / BUTLER MARKET ROUNDABOUT

La Pine UIC Stormwater

Improvements

The City of La Pine is an unincorporated community south of Bend. Deschutes County Road Department has identified several Underground Injection Control (UIC) Stormwater facilities that require upgrades. These improvements are necessary to maintain appropriate catchment volume and water quality for storm runoff within the City of La Pine.



- Project Justification: Department of Environmental Qualifications (DEQ) Underground Injection Control (UIC) Permit Requirements
- Road Name: Various
- Functional Classification: Various

SCOPE OF WORK

- Constructing new Underground Injection Control (UIC) facilities and stormwater conveyance structures
- Installing new stormwater inlets

FUNDING

	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$60,000
RIGHT OF WAY	-	-
CONSTRUCTION	\$180,000	\$180,000
TOTAL	\$240,000	\$240,000

SCHEDULE

	<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				

NW Lower Bridge Way / 43rd Street Intersection Improvement

NW Lower Bridge Way is an east-west rural collector connecting the area west of Terrebonne to US 97. NW 43rd Street is a major collector and serves as the primary access route for more than 5,000 residents of Crooked River Ranch. NW 43rd Street intersects NW Lower Bridge Way at a three-legged intersection with stop sign control on the north leg only, where there has been a history of crashes. The intersection is a primary node for both recreational and residential traffic, and is bisected by the Sisters to Smith Rock Scenic Bikeway.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: NW Lower Bridge Way NW 43rd Street
- Functional Classification: Rural Collector Rural Collector
- ADT: 7,723 (2022) 6,781 (2022)

SCOPE OF WORK

- Conducting a safety and capacity analysis at the intersection of NW Lower Bridge Way / NW 43rd Street
- Revising intersection geometry to improve safety for vehicular and bicycle traffic
- Installing new pavement markings and signage


FUNDING

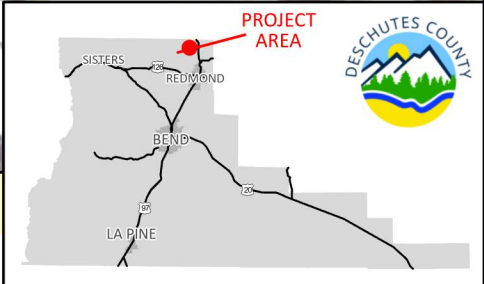
	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$290,000	-	\$350,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$1,000,000	\$1,400,000	\$2,400,000
TOTAL	\$60,000	\$1,290,000	\$1,400,000	\$2,750,000

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>				<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents



2025

TRANSPORTATION SYSTEM PROJECT

NW LOWER BRIDGE WAY/ 43RD ST INTERSECTION IMPROVEMENT

TRANSPORTATION SYSTEM 2025

Tumalo Reservoir Road:
O.B. Riley Road to Sisemore Road

Tumalo Reservoir Road is located southwest of Tumalo and spans from O.B. Riley Road to Sisemore Road near Tumalo Reservoir. The existing pavement width ranges from 22 to 25 feet and has a Pavement Condition Index (PCI) ranging from 74 to 79 out of 100. The existing pavement has poor ride quality and is exhibiting significant shoulder deterioration. The segment between O.B. Riley Road and Bailey Road serves as part of the Twin Bridges Scenic Bikeway.



- Project Justification: Deschutes County TSP 2010 – 2030 (Medium Priority)
Pavement Condition Index (PCI) Rating – 75 out of 100
- Functional Classification: Rural Collector
- ADT: 1,234 (2022)

SCOPE OF WORK

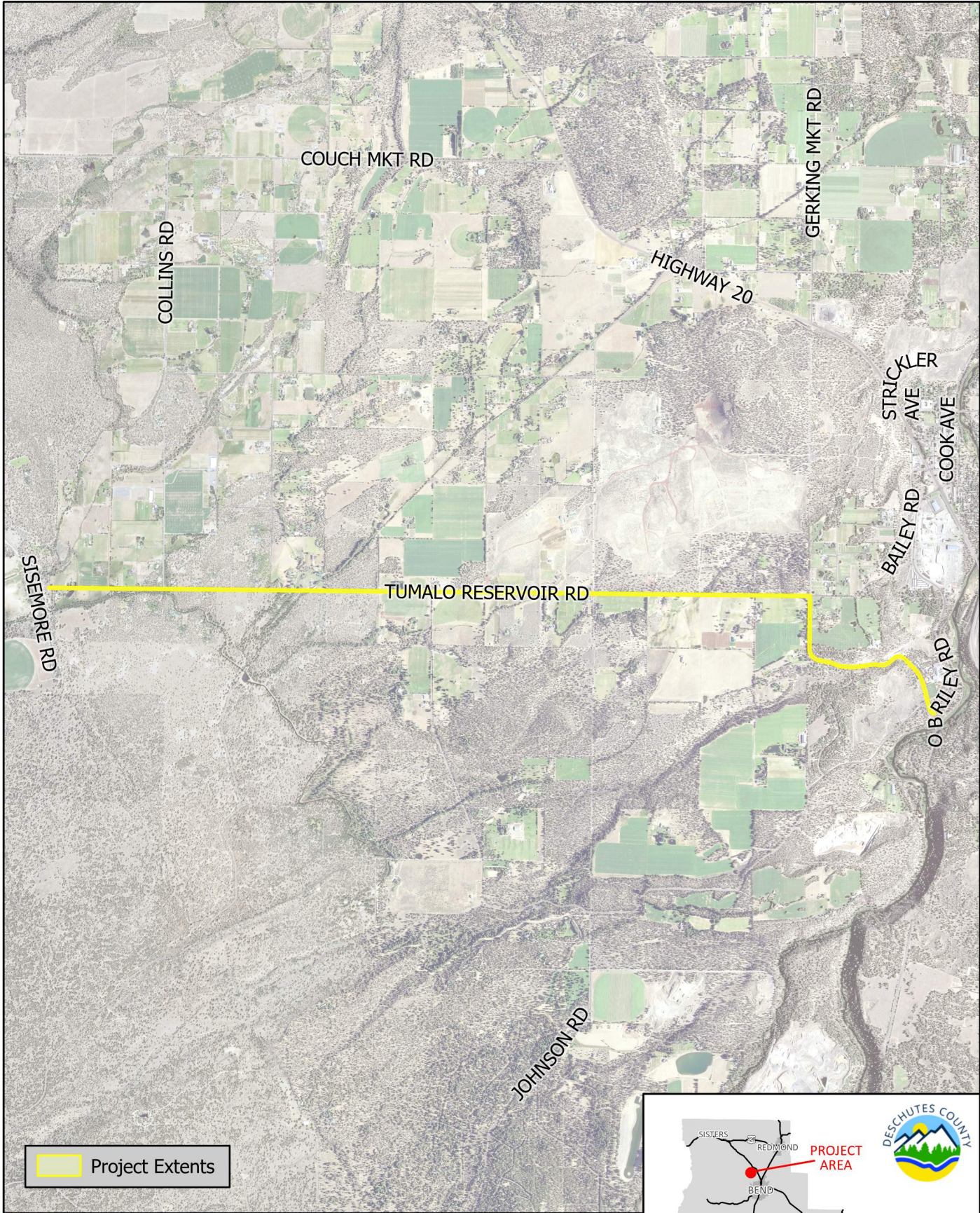
- Widening the roadway to a paved width of 30 feet with 2-foot-wide aggregate shoulders to accommodate paved bikeways
- Paving of Tumalo Reservoir Road between O.B. Riley Road and Sisemore Road
- Safety improvements – Signing, Striping and Delineation
- Removal of roadside obstructions

FUNDING

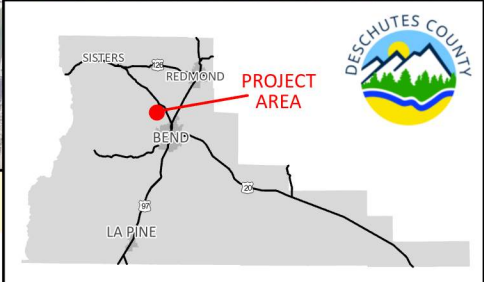
	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$35,000	\$300,000	\$378,000	-	\$713,000
RIGHT OF WAY	-	-	\$156,000	-	\$156,000
CONSTRUCTION	-	-	\$1,000,000	\$3,489,000	\$4,489,000
TOTAL	\$35,000	\$300,000	\$1,534,000	\$3,489,000	\$5,358,000

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>				<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING																
RIGHT OF WAY																
CONSTRUCTION																



 Project Extents



2025

TRANSPORTATION SYSTEM PROJECT

TUMALO RESERVOIR RD: O.B. RILEY RD TO SISEMORE RD

South Century Drive / Spring River Road Roundabout



South Century Drive is a rural arterial that provides connectivity from communities south of Sunriver to US97, and provides recreational access to Forest Service Road 42. Spring River Road is an east-west rural arterial that connects Sunriver to River Summit Drive 4 miles to the east. The South Century Drive and Spring River Road intersection is a 3-legged intersection and presently is stop sign-controlled on the south leg only. The intersection has a history of non-fatal crashes.

- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: South Century Drive Spring River Road
- Functional Classification: Rural Arterial Rural Arterial
- ADT: 10,401 (2022) 5,599 (2022)

SCOPE OF WORK

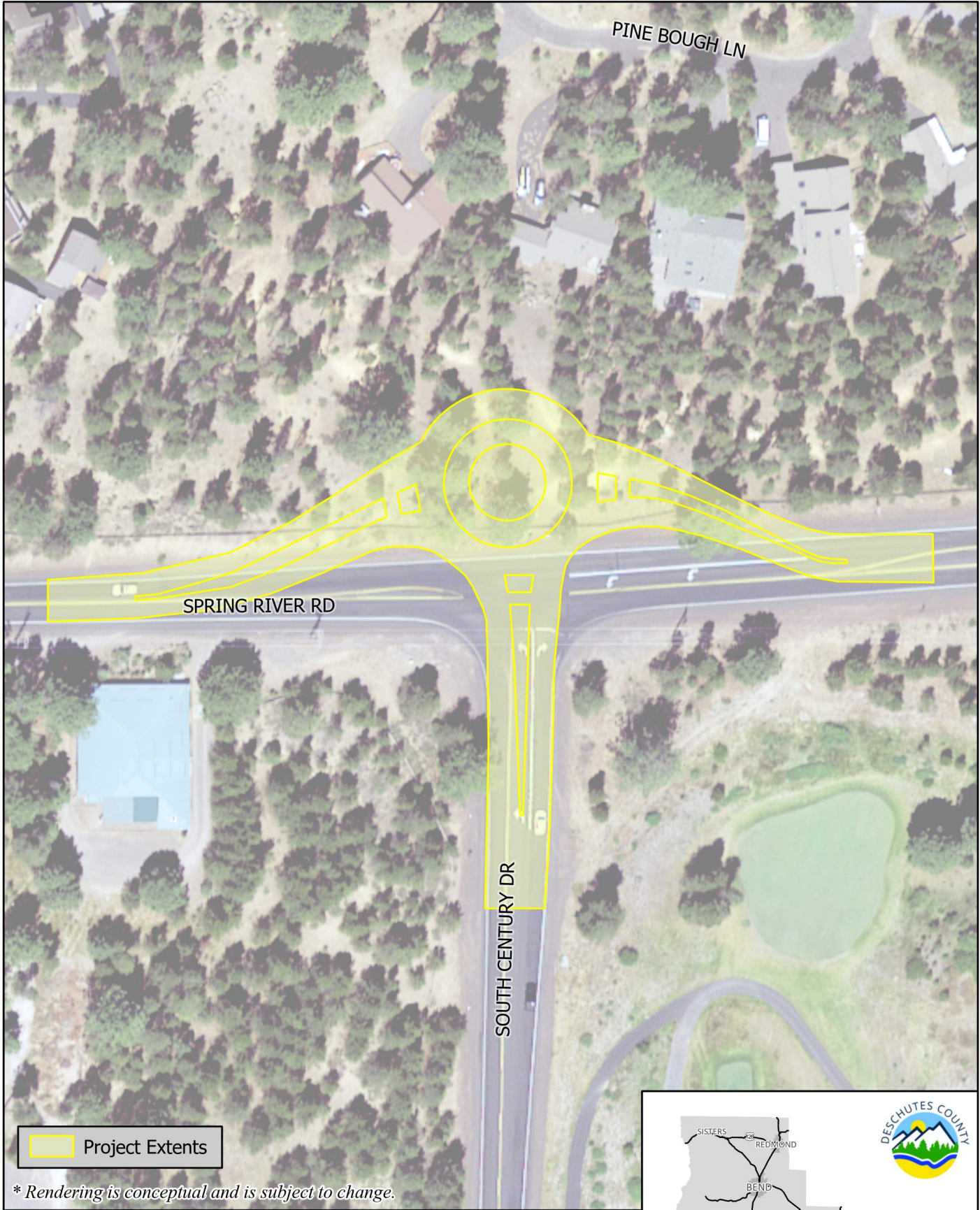
- Constructing a single-lane roundabout
- Installing illumination
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$177,000	\$100,000	-	\$277,000
RIGHT OF WAY	-	\$200,000	-	\$200,000
CONSTRUCTION	-	\$500,000	\$1,877,000	\$2,377,000
TOTAL	\$177,000	\$800,000	\$1,877,000	\$2,854,000

SCHEDULE

	<i>FY 2024</i>				<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



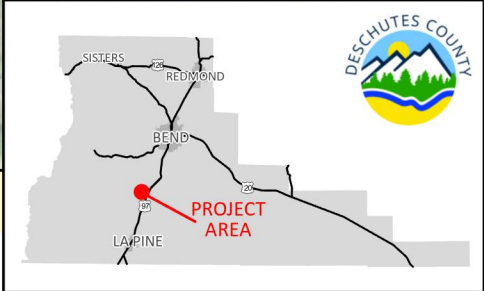
 Project Extents

** Rendering is conceptual and is subject to change.*

2026

TRANSPORTATION SYSTEM PROJECT

S. CENTURY DR / SPRING RIVER RD ROUNDABOUT



South Century Drive / Huntington Road Roundabout



South Century Drive is a rural collector that connects Sunriver and US97 to communities south of Sunriver and Forest Service Road 42. Huntington Road is a north-south rural collector that begins at the intersection with South Century Drive and continues south through La Pine to US 97. The intersection has at a slight skew (108 degree) and the western and southern approaches are controlled with stop signs while the northern approach is uncontrolled. There were 13 reported crashes at the intersection during the most recent five year period of available crash data (2016-2020).

- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: South Century Drive Huntington Road
- Functional Classification: Rural Collector Rural Collector
- ADT: 8,106 (2022) 2,083 (2022)

SCOPE OF WORK

- Constructing a single-lane roundabout
- Installing illumination
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$169,000	\$100,000	-	\$269,000
RIGHT OF WAY	-	\$150,000	-	\$150,000
CONSTRUCTION	-	\$500,000	\$1,838,000	\$2,338,000
TOTAL	\$169,000	\$750,000	\$1,838,000	\$2,757,000

SCHEDULE

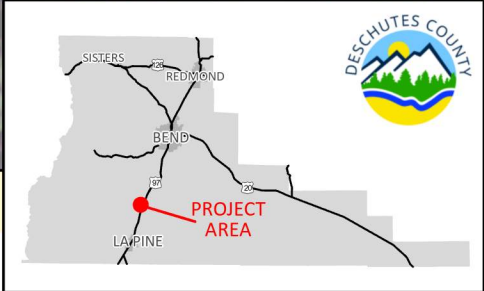
	<i>FY 2024</i>				<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents

** Rendering is conceptual and is subject to change.*

2026 **TRANSPORTATION SYSTEM PROJECT**
S. CENTURY DR / HUNTINGTON RD ROUNDABOUT



Coyner Road / Northwest Way Intersection Improvement

Northwest Way and Coyner Avenue are rural collector roadways that connect communities northwest of Redmond to the City of Redmond and US 97. The intersection is stop sign-controlled on the east and west approaches. There were nine reported crashes at the intersection during the most recent five year period of available crash data (2016-2020), including seven injury crashes.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Northwest Way Coyner Avenue
- Functional Classification: Rural Collector Rural Collector
- ADT: 2,755 (2022) 2,327 (2022)

SCOPE OF WORK

- Constructing protected left-turn lanes on Northwest Way
- Performing asphalt pavement rehabilitation
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions


FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$56,000	-	\$56,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$367,000	\$367,000
TOTAL	\$56,000	\$367,000	\$423,000

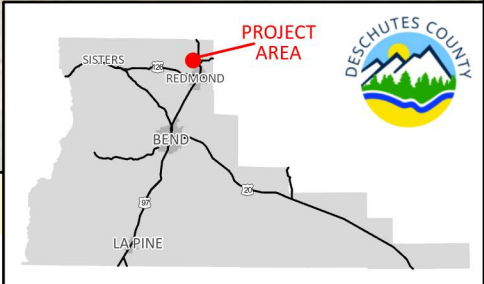
SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents

** Rendering is conceptual and is subject to change.*



2026

TRANSPORTATION SYSTEM PROJECT

COYNER RD / NORTHWEST WAY INTERSECTION IMPROVEMENT

TRANSPORTATION SYSTEM 2026

Burgess Road / Day Road Traffic Signal

Burgess Road is a rural arterial that connects La Pine and US97 to Forest Service Road 42 and the Deschutes National Forest. Day Road is a north-south rural collector that connects residents north of La Pine to US 97, the City of La Pine and La Pine State Park. The intersection is currently stop sign-controlled on the north and south approaches. Turn lanes were added to the intersection on the north and south approaches in 2018. The intersection has a history of crashes (more than 20) related to the stop-controlled approaches and poor sight distance. The intersection currently lacks adequate traffic control to manage the moderately high volumes experienced by the intersection.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Burgess Road Day Road
- Functional Classification: Rural Arterial Rural Collector
- ADT: 6,456 (2022) 4,415 (2022)

SCOPE OF WORK

- Installing traffic signals on all approaches
- Installing illumination
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$50,000	\$52,000	\$102,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$694,000	\$694,000
TOTAL	\$50,000	\$746,000	\$796,000

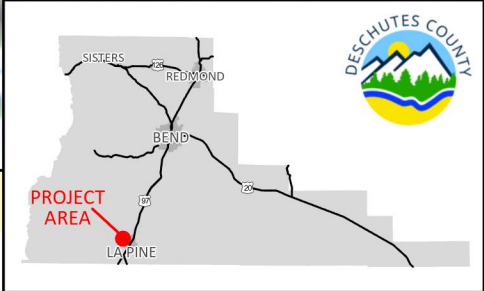
SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents

** Rendering is conceptual and is subject to change.*



2026

TRANSPORTATION SYSTEM PROJECT

BURGESS RD / DAY RD TRAFFIC SIGNAL

Buckhorn Road: Hwy 126 to M.P. 1.6

Buckhorn Road is an aggregate-surfaced, north-south collector roadway located west of Redmond that connects NW Lower Bridge Road to OR Hwy 126. Buckhorn Road provides access to over 100,000 acres of Federal lands and recreational areas, including the Crooked River National Grasslands and the Cline Buttes OHV area. Buckhorn Road is also a critical link for emergency services to access communities west of Terrebonne in the event of a closure on NW Lower Bridge Way. Buckhorn Road currently lacks functional characteristics and safety features of a County Collector roadway.



- Project Justification: Deschutes County TSP 2010 – 2030 (Medium Priority)
Approved for funding under Federal Lands Access Program
- Functional Classification: Rural Collector
- ADT: 303 (2021)

SCOPE OF WORK

- Modernizing to Collector Roadway standards - Constructing 28-foot-wide asphalt concrete pavement with shoulder bikeways and 2-foot-wide aggregate shoulders from OR 126 to M.P. 1.6
- Installing new Signage, Delineation, Fencing and Marked Trail Crossings
- Removing roadside hazards and obstructions

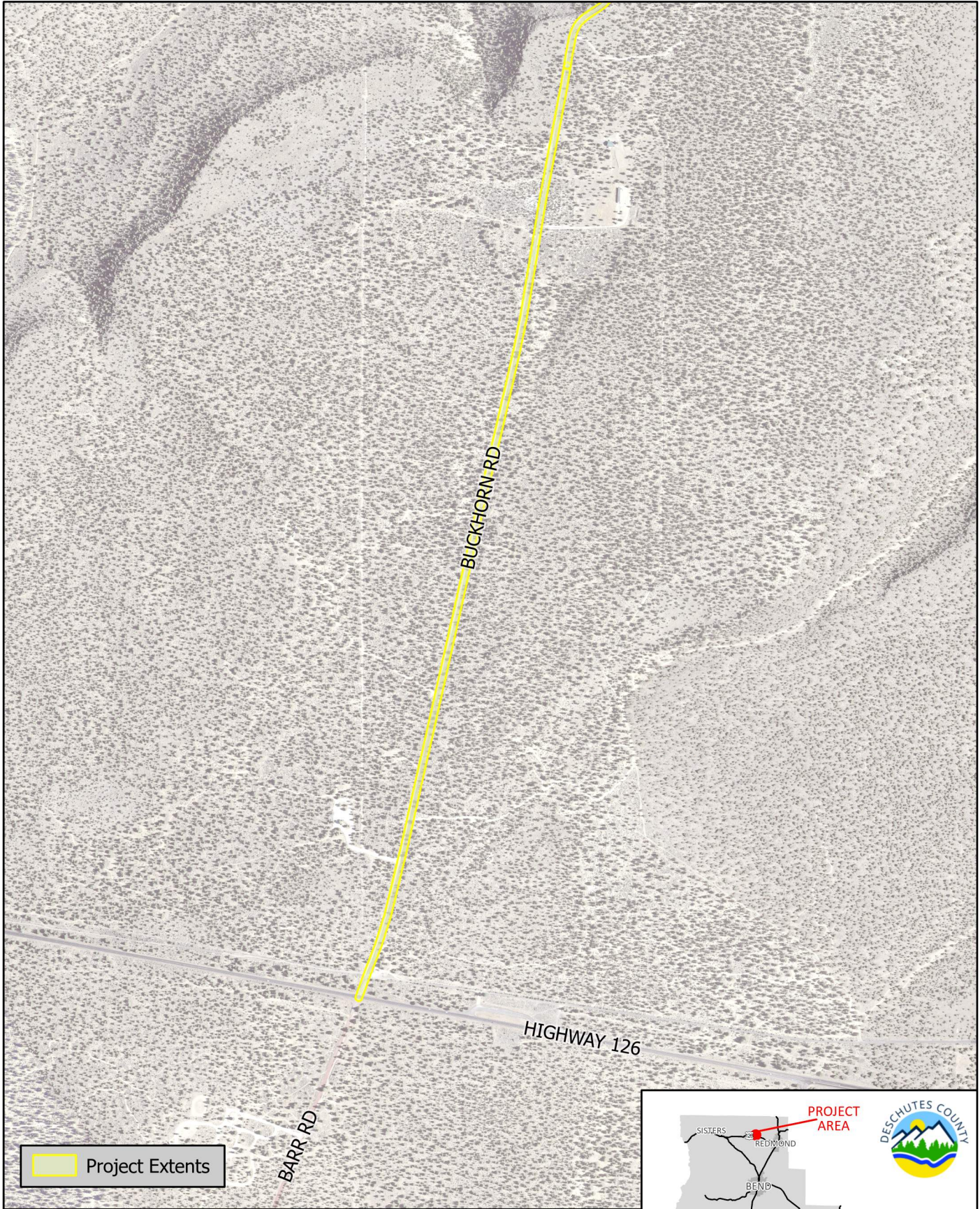
FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*
PRELIM. ENGINEERING	\$83,400	-	\$83,400
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$565,700	\$565,700
TOTAL	\$83,400	\$565,700	\$649,100

*Project is approved for up to \$1,511,710 in FHWA Federal Lands Access Program funding. Contributions by Deschutes County are shown.

SCHEDULE

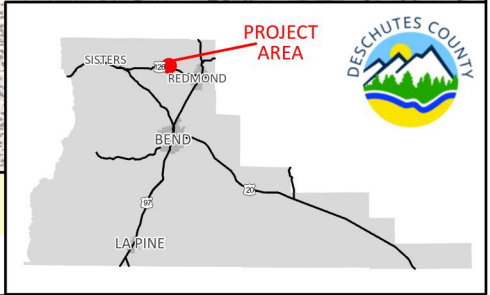
	<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2026

TRANSPORTATION SYSTEM PROJECT

BUCKHORN RD: HWY 126 TO LOWER BRIDGE WAY



Three Creeks Road: Sisters City Limits to Forest Service Boundary

Three Creeks Road spans 15.85 miles north-south from the southern city limits of Sisters to Three Creeks Lake. The first 3.9 miles of Three Creeks Road, from the city limits to Forest Service Road #1600-370, is a Deschutes County rural collector road. It then becomes a Forest Service road to its terminus. Three Creeks Road primarily provides access to the Deschutes National Forest and Three Sisters Wilderness for recreational users. Three Creeks Road is a popular cyclist corridor and lacks the functional characteristics of a County bicycle route.



- Project Justification: Pavement Condition Index (PCI) Rating – 79 out of 100
Approved for funding under Federal Lands Access Program
- Functional Classification: Rural Collector
- ADT: 835 (2022)

SCOPE OF WORK

- Widening of existing roadway to a paved width of 28 feet to accommodate shoulder bikeways with 2-foot aggregate shoulders
- Performing asphalt concrete pavement preservation via overlay
- Performing asphalt pavement repair
- Installation of new Signs, Striping and Delineation
- Removal of roadside hazards and obstructions

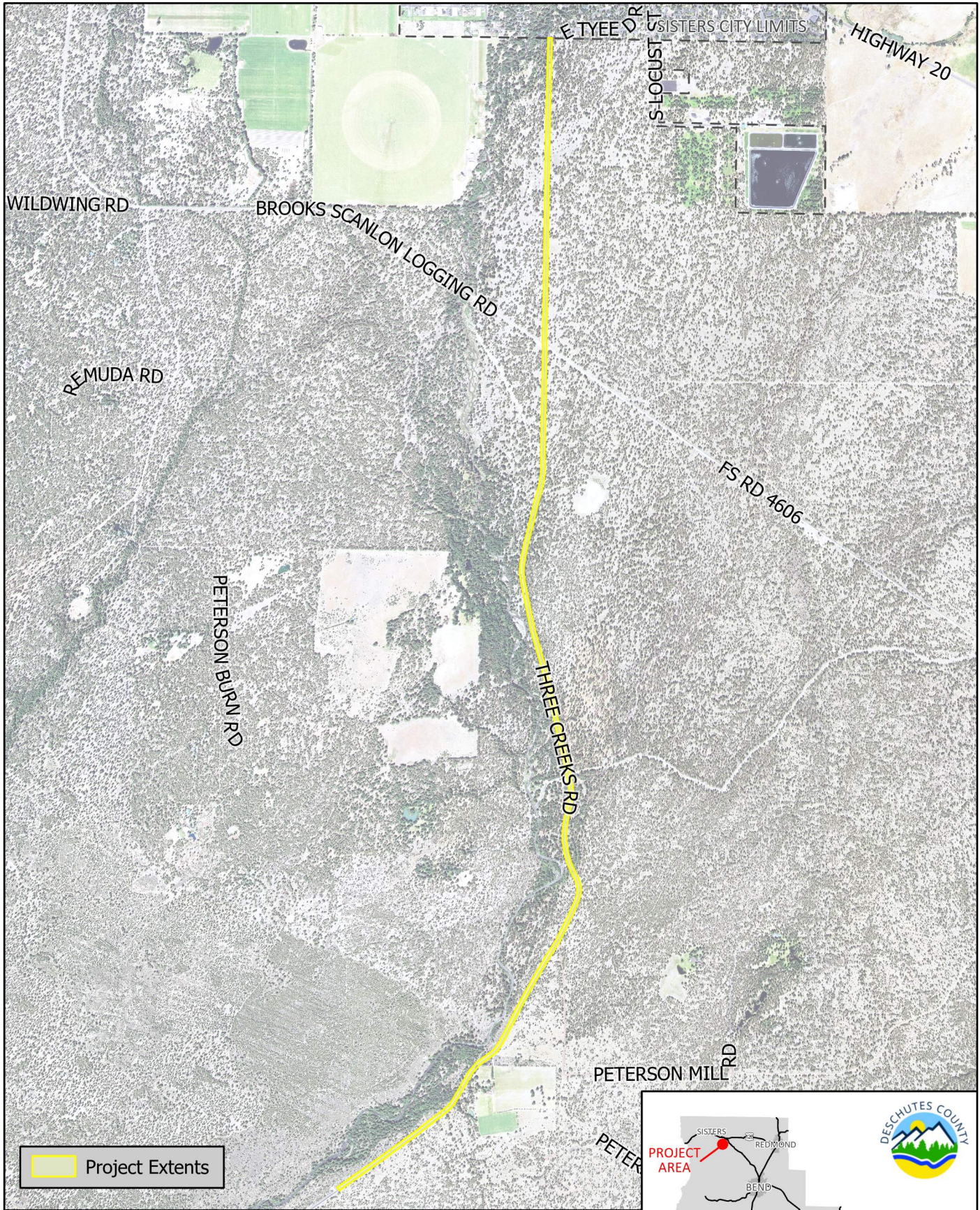
FUNDING

	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*
PRELIM. ENGINEERING	\$40,300	-	\$40,300
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$293,400	\$293,400
TOTAL	\$40,300	\$293,400	\$333,700

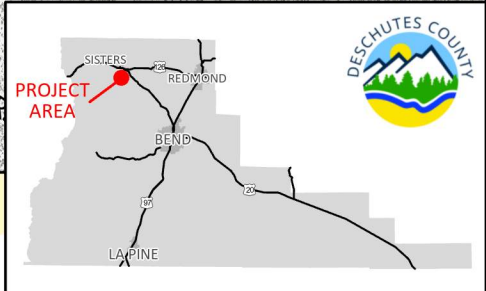
*Project is approved for up to \$3,081,869 in FHWA Federal Lands Access Program funding. Contributions by Deschutes County are shown.

SCHEDULE

	<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents



2026

TRANSPORTATION SYSTEM PROJECT

THREE CREEKS RD: SISTERS CITY LIMITS TO FS BOUNDARY (FLAP)

Buckhorn Road: M.P. 1.6 to Lower Bridge Way



Buckhorn Road is an aggregate-surfaced, north-south collector roadway located west of Redmond that connects NW Lower Bridge Road to OR Hwy 126. Buckhorn Road provides access to over 100,000 acres of federal lands and recreational use areas, including the Crooked River National Grasslands and the Cline Buttes OHV area. Buckhorn Road is also a critical link for emergency services to access communities west of Terrebonne in the event of a closure on NW Lower Bridge Way. Buckhorn Road currently lacks functional and safety characteristics of a County Collector roadway.

- Project Justification: Deschutes County TSP 2010 – 2030 (Medium Priority)
- Functional Classification: Rural Collector
- ADT: 303 (2021)

SCOPE OF WORK

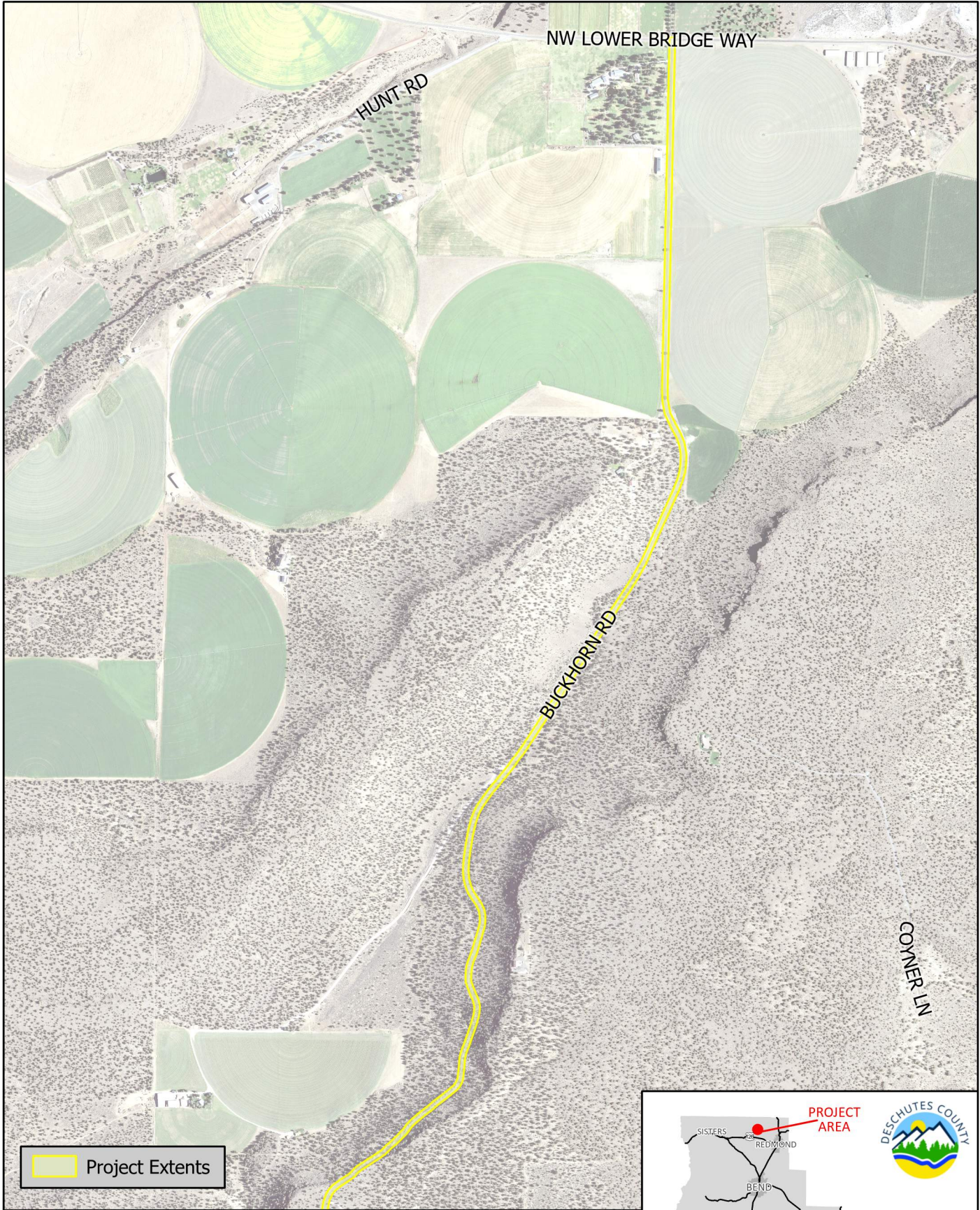
- Modernizing to Collector Roadway standards - Constructing 28-foot-wide asphalt concrete pavement with shoulder bikeways and 2-foot-wide aggregate shoulders from M.P. 1.6 to Lower Bridge Way
- Installing new Signage, Delineation, Fencing and Marked Trail Crossings
- Installing new guardrail
- Removing roadside hazards and obstructions

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$250,000	\$100,000	-	\$350,000
RIGHT OF WAY	-	\$40,000	-	\$40,000
CONSTRUCTION	-	\$840,000	\$3,000,000	\$3,840,000
TOTAL	\$250,000	\$980,000	\$3,000,000	\$4,230,000

SCHEDULE

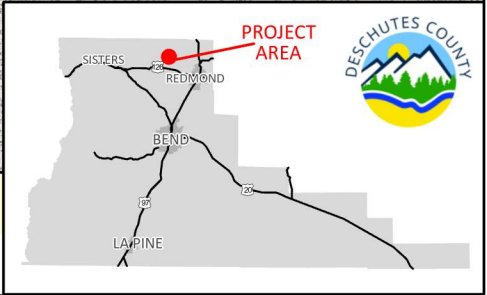
	<i>FY 2025</i>				<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



2027

TRANSPORTATION SYSTEM PROJECT

BUCKHORN RD: MP 1.6 TO LOWER BRIDGE WAY



Deschutes Market Rd / Graystone Lane Intersection Improvement

Deschutes Market Road is an arterial roadway connecting communities east of Bend to US 97 and Tumalo. Graystone Lane is a collector roadway which provides access to northbound US 97 and rural properties east of US 97. The Deschutes Market Road/Graystone Lane intersection is a critical node for passenger vehicle and freight traffic, and currently lacks functional characteristics and safety features that are necessary to accommodate the high traffic volumes exhibited at the intersection. The intersection also has a history of non-fatal crashes.



- Project Justification: Deschutes County TSP 2010 – 2030 (Medium Priority)
- Road Name: Deschutes Market Road Graystone Lane
- Functional Classification: Rural Arterial Rural Collector
- ADT: 9,571 (2022) Not Available

SCOPE OF WORK

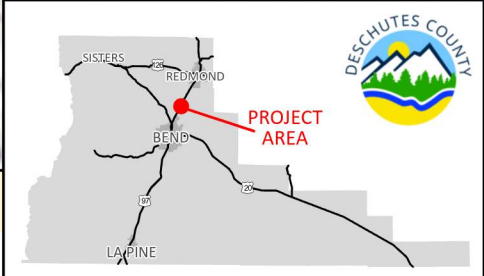
- Installing a new traffic signal
- Constructing protected turn lanes to accommodate predominant traffic movements
- Constructing new asphalt concrete pavement
- Installing new Signage, Delineation and Pavement Markings
- Installing new guardrail

FUNDING

	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$265,000	\$100,000	-	\$365,000
RIGHT OF WAY	-	\$61,000	-	\$61,000
CONSTRUCTION	-	\$500,000	\$1,736,000	\$2,236,000
TOTAL	\$265,000	\$661,000	\$1,736,000	\$2,662,000

SCHEDULE

	<i>FY 2026</i>				<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



2028

TRANSPORTATION SYSTEM PROJECT

DESCHUTES MARKET RD / GREYSTONE LN INTERSECTION IMPROVEMENT

Graystone Lane / Deschutes Pleasant Ridge Road Intersection Improvement



Graystone Lane is a collector roadway which provides access to northbound US 97 from Deschutes Market Road. Deschutes Pleasant Ridge Road connects rural properties east of US 97 to highway access points and Deschutes Market Road. The Graystone Lane/Deschutes Pleasant Ridge intersection presently does not adequately accommodate predominant traffic movements and lacks appropriate sight distance.

- Project Justification: Deschutes County TSP 2010 – 2030 (Medium Priority)
- Road Name: Graystone Lane Deschutes Pleasant Ridge Road
- Functional Classification: Rural Collector Rural Collector
- ADT: Not Available 4,149 (2022)

SCOPE OF WORK

- Implementing all-way stop control at the intersection
- Installing new Signage, Delineation and Pavement Markings
- Removing roadside obstructions to improve sight distance

FUNDING

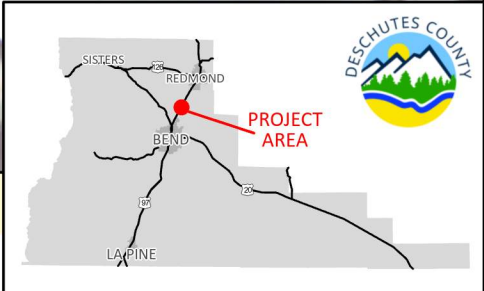
	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$300,000	\$100,000	-	\$400,000
RIGHT OF WAY	-	\$200,000	-	\$200,000
CONSTRUCTION	-	\$500,000	\$2,000,000	\$2,500,000
TOTAL	\$300,000	\$800,000	\$2,000,000	\$3,100,000

SCHEDULE

	<i>FY 2026</i>				<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents



2028

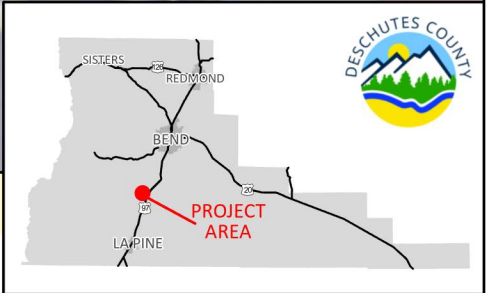
TRANSPORTATION SYSTEM PROJECT
 GREYSTONE LN / PLEASANT RIDGE INTERSECTION IMPROVEMENT



 Project Extents

2028

TRANSPORTATION SYSTEM PROJECT
 S. CENTURY DR / VENTURE LN INTERSECTION IMPROVEMENT



NW Lower Bridge Way: NW 43rd Street to NW Teater Avenue

NW Lower Bridge Way is an east-west rural collector connecting the area west of Terrebonne to US 97. It is a primary route for both recreational and residential traffic, and is part of the Sisters to Smith Rock Scenic Bikeway. The section of NW Lower Bridge Way from NW 43rd Street to Teater Avenue has a paved roadway width of 24 feet and a pavement condition index (PCI) ranging from 74 to 77 out of 100. The roadway currently lacks dedicated bicycle facilities and does not meet current collector roadway standards.



- Project Justification: Deschutes County TSP 2010 – 2030 (Medium Priority)
- Road Name: NW Lower Bridge Way NW Teater Avenue
- Functional Classification: Rural Collector Rural Local
- ADT: 1,129 (2022) Not Available

SCOPE OF WORK

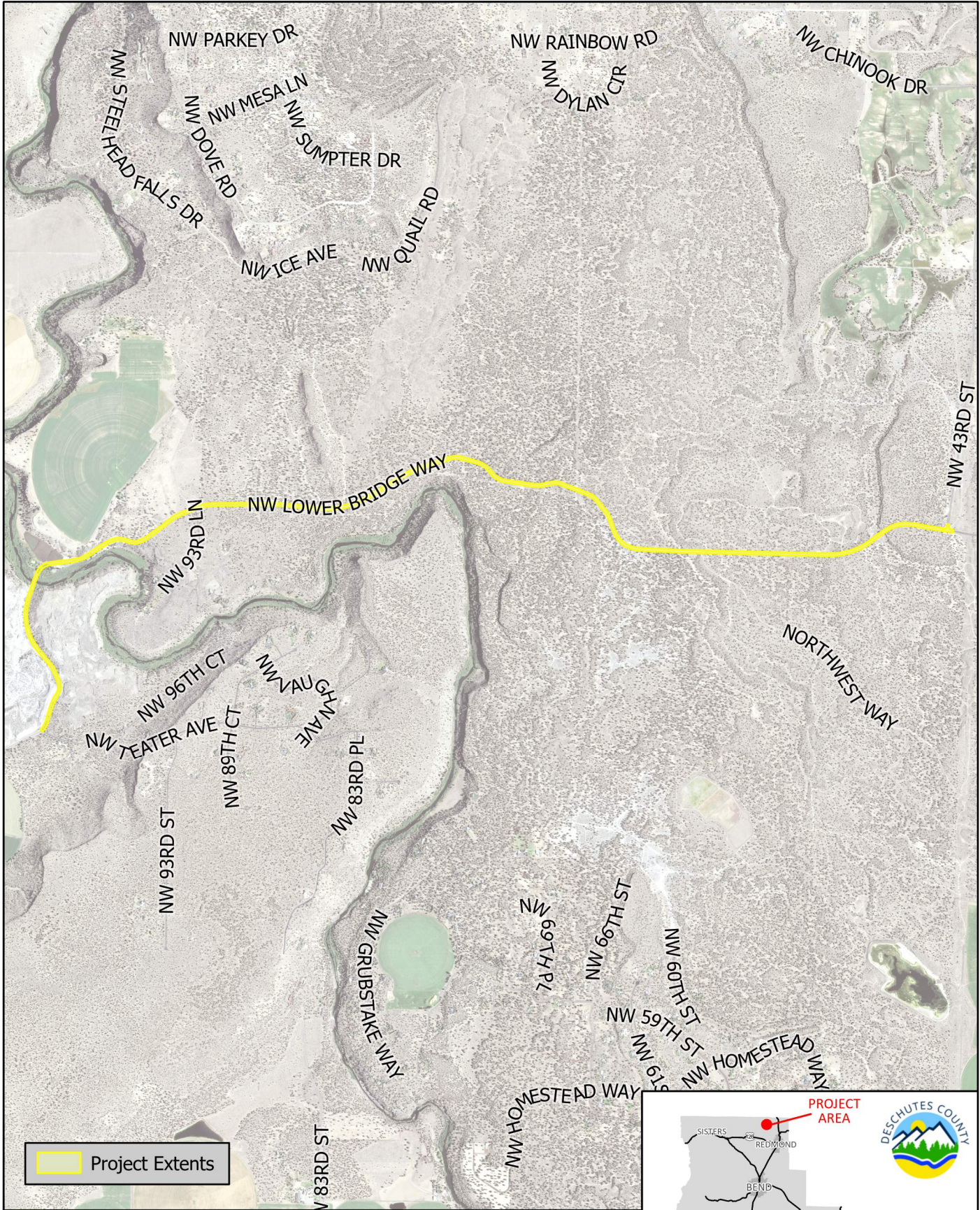
- Widening of NW Lower Bridge Way to a paved width of 28 feet with 2-foot aggregate shoulders to accommodate paved bikeways
- Paving of NW Lower Bridge Way between NW 43rd Street and Teater Avenue
- Safety improvements – Signing, Guardrail, Striping and Delineation
- Removal of roadside hazards

FUNDING

	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$300,000	\$150,000	\$450,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$1,800,000	\$1,800,000
TOTAL	\$300,000	\$1,950,000	\$2,250,000

SCHEDULE

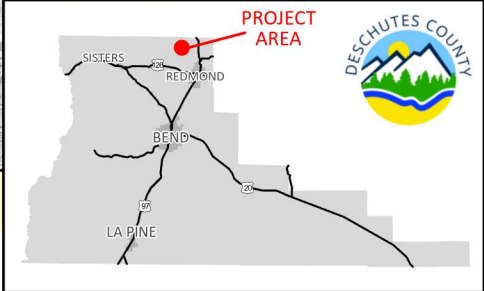
	<i>FY 2027</i>				<i>FY 2028</i>				<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



2028

TRANSPORTATION SYSTEM PROJECT

NW LOWER BRIDGE WAY: NW 43RD ST TO TEATER AVE



PAVEMENT PRESERVATION 2023

**Paving of Hamby Road:
US 20 to Butler Market Road**

Hamby Road is an north-south arterial located east of Bend that begins at US 20 and ends at Butler Market Road. It is critical link for communities east of Bend to access US 20 and the City of Bend, and is increasingly used as an eastside bypass of Bend by traffic bound for US 97 via Butler Mkt Road, Hamhook Road, and Deshutes Mkt Road. It also provides access to Buckingham Elementary School, and bisects three Deschutes County Bikeways.



- Project Justification: Pavement Condition Index (PCI) Rating – 79 out of 100
- Functional Classification: Rural Arterial
- ADT: 3,447 (2022)

SCOPE OF WORK

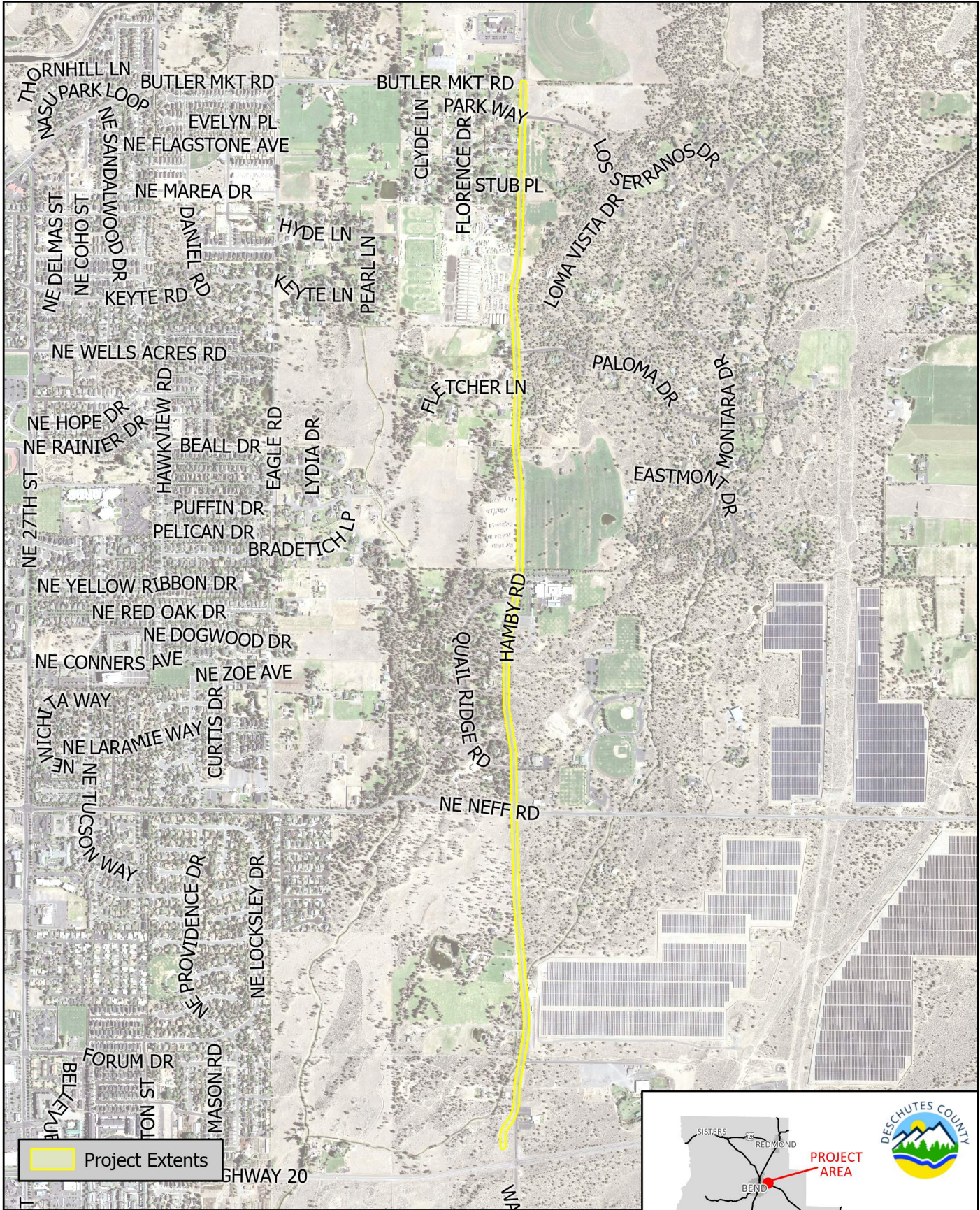
- Asphalt pavement rehabilitation via overlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2023</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$999,285	\$999,285
TOTAL	\$999,285	\$999,285

SCHEDULE

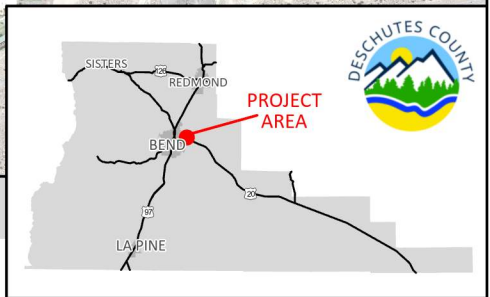
	<i>FY 2023</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2023

PAVEMENT PRESERVATION PROJECT

HAMBY RD: US 20 TO BUTLER MARKET RD



PAVEMENT PRESERVATION 2023

**Paving of Alfalfa Market Road:
M.P. 4 to Johnson Ranch Road /
Willard Road**



Alfalfa Market Road is an east-west rural arterial beginning at Powell Butte Hwy and ending 9.45 miles to the east at a 4 way intersection with Johnson Ranch Road, Willard Road and Walker Road. The road links east Bend to Prineville Reservoir and the Crooked River Highway. This moderately-trafficked rural roadway segment is experiencing significant pavement distress and shoulder deterioration, and lacks adequate delineation.

- Project Justification: Pavement Condition Index (PCI) Rating – 75 out of 100
- Functional Classification: Rural Arterial
- ADT: 1,596 (2022)

SCOPE OF WORK

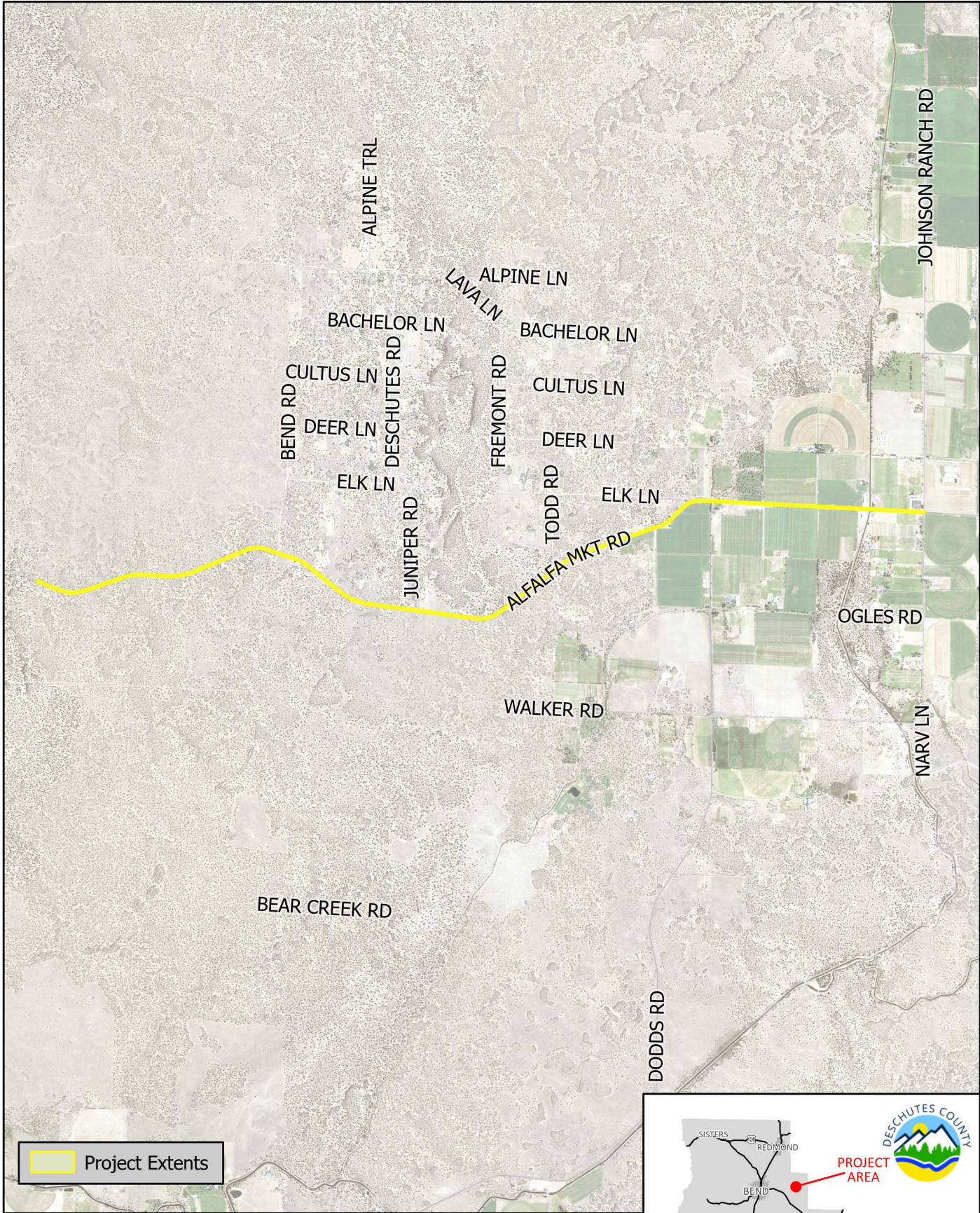
- Asphalt pavement rehabilitation via overlay
- Shoulder repair & full-depth pavement repair
- Minor improvements – Striping and Delineation

FUNDING

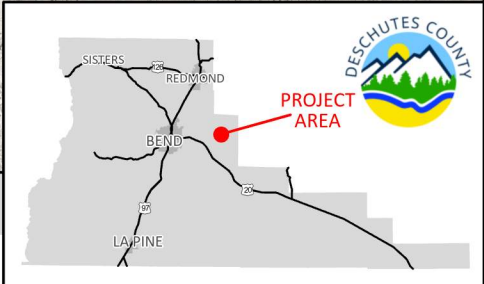
	<i>FY 2023</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,788,826	\$1,788,826
TOTAL	\$1,788,826	\$1,788,826

SCHEDULE

	<i>FY 2023</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



Project Extents



2023

PAVEMENT PRESERVATION PROJECT
 ALFALFA MKT RD: MP 4 TO JOHNSON MKT RD / WILLARD RD

PAVEMENT PRESERVATION 2023

Paving of Rosland Road / Tracy Road: US 97 to Drafter Road

Rosland Road is a City collector roadway which connects the Newberry Estates community northeast of La Pine to US 97. The road also provides recreational users with access to Forest Service Road #2205 and the Deschutes National Forest. Wendy Road and Tracy Road are City local roadways that provide connectivity from Rosland Road to local businesses. These heavily-trafficked roadway segments are the primary ingress to a nearby truck stop and other local businesses. These roadways are exhibiting pavement failure in multiple locations due to high volumes of heavy vehicles.



- Project Justification: Pavement Condition Index (PCI) Rating – 48 to 79 out of 100
- Road Name: Rosland Road Wendy Road & Tracy Road
- Functional Classification: City Collector City Local
- ADT: 1,064 (2022) Not Available

SCOPE OF WORK

- Asphalt pavement reconstruction
- Minor improvements – Striping and Delineation

FUNDING

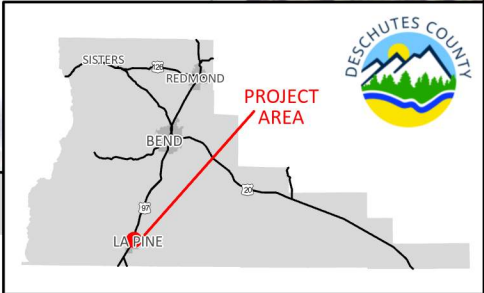
	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$393,000	\$250,673	\$643,673
TOTAL	\$393,000	\$250,673	\$643,673

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



Project Extents



2023

PAVEMENT PRESERVATION PROJECT

ROS LAND RD / TRACY RD: US 97 TO DRAFTER RD

PAVEMENT PRESERVATION 2023

**Paving of Butler Market Road:
Homehook Road to Powell Butte
Hwy**

Butler Market Road is an east-west arterial roadway connecting east Bend to Powell Butte Highway and the Bend Municipal Airport. Butler Market Road exhibits pavement deterioration which warrants rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 84 out of 100
- Functional Classification: Rural Arterial
- ADT: 4,897 (2022)

SCOPE OF WORK

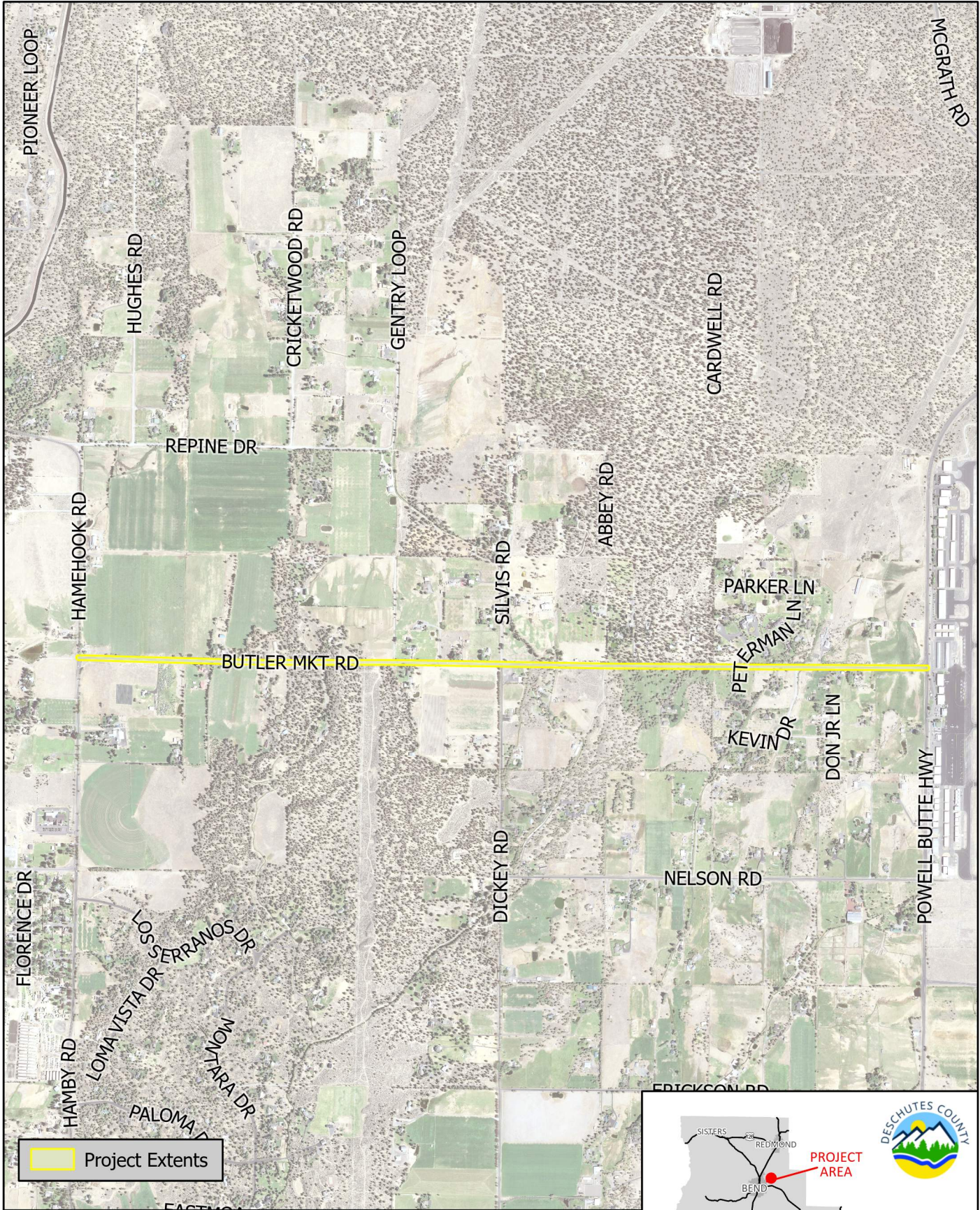
- Asphalt pavement rehabilitation via inlay
- Minor improvements – Striping and Delineation


FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$1,000,000	\$320,000	\$1,320,000
TOTAL	\$1,000,000	\$320,000	\$1,320,000

SCHEDULE

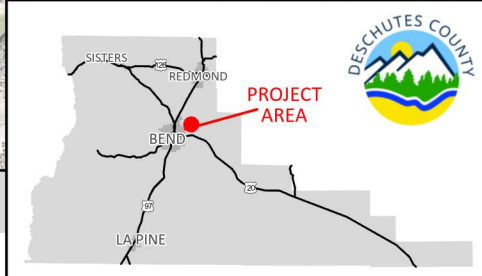
	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents

2023

PAVEMENT PRESERVATION PROJECT
 BUTLER MARKET RD: HAMEHOOK RD TO POWELL BUTTE HWY



PAVEMENT PRESERVATION 2024

Paving of Dickey Road

Dickey Road is a north-south collector roadway east of Bend that carries traffic between Butler Market Road and Erickson Road. The roadway connects residents of the rural area to US 20 and Bend. Dickey Road exhibits pavement deterioration and has roadside hazards that require removal.



- Project Justification: Pavement Condition Index (PCI) Rating – 74 out of 100
- Functional Classification: Rural Collector
- ADT: 852 (2022)

SCOPE OF WORK

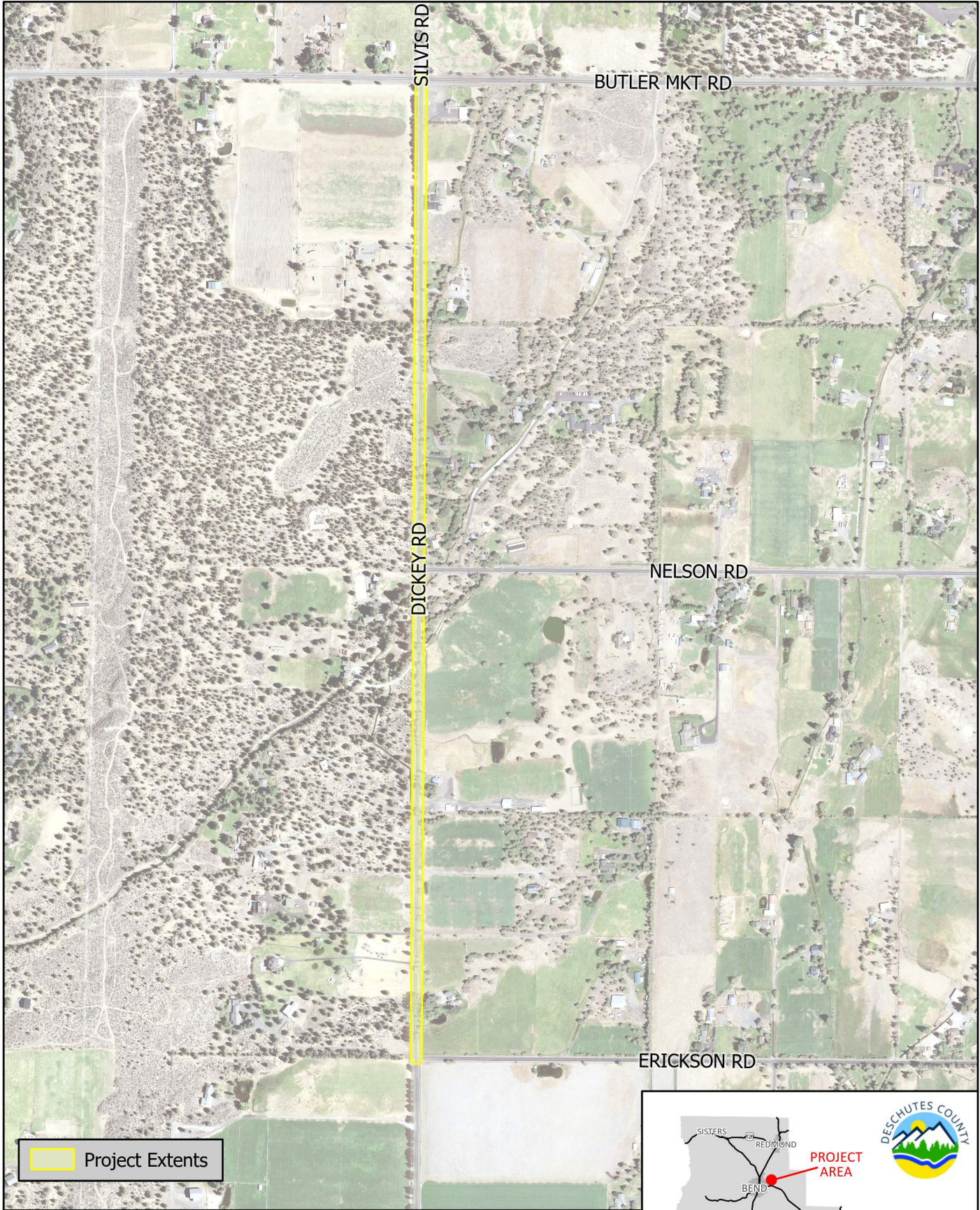
- Asphalt pavement rehabilitation via overlay
- Isolated full-depth pavement and shoulder repair
- Minor improvements – Striping and Delineation
- Removal of roadside obstructions

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$250,000	\$600,000	\$850,000
TOTAL	\$250,000	\$600,000	\$850,000

SCHEDULE

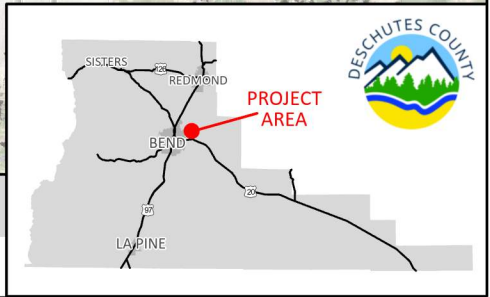
	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2024

PAVEMENT PRESERVATION PROJECT

DICKEY RD



PAVEMENT PRESERVATION 2024

**Paving of Old Bend-Redmond Hwy:
US 20 to Tumalo Road**

Old Bend-Redmond Hwy is a north-south arterial roadway which links communities in the Tumalo and South Redmond areas to US 20 and North Bend. Old Bend Redmond Hwy exhibits pavement deterioration which warrants rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 85 out of 100
- Functional Classification: Rural Arterial
- ADT: 4,525 (2022)

SCOPE OF WORK

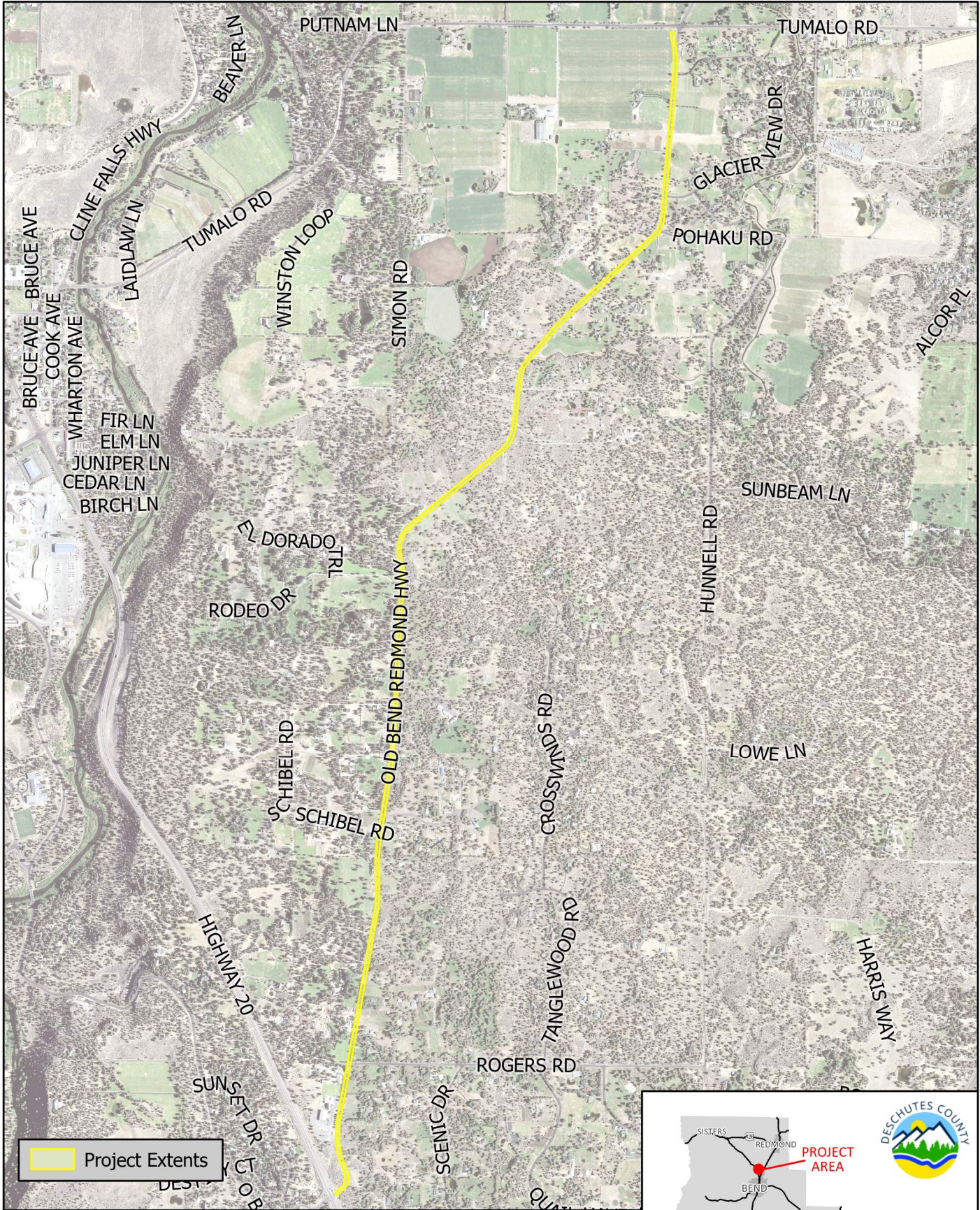
- Asphalt pavement rehabilitation via inlay
- Minor improvements – Striping and Delineation

FUNDING

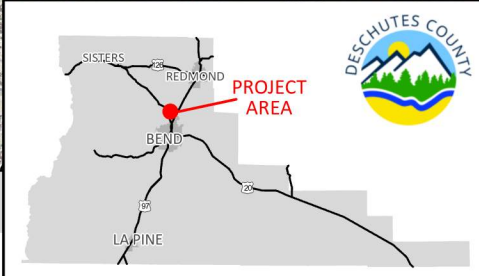
	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$1,210,000	\$1,721,000
TOTAL	\$500,000	\$1,210,000	\$1,721,000

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents



2024

PAVEMENT PRESERVATION PROJECT

OLD BEND REDMOND HWY: US20 TO TUMALO RD

PAVEMENT PRESERVATION 2024

Paving of Horse Butte Road

Horse Butte Road is a north-south rural local roadway located southeast of Bend. It serves as the primary access for residents of the Sundance East subdivision, and also provides recreational access to the Deschutes National Forest. The roadway exhibits significant pavement deterioration and poor ride quality. The segment also has several roadside safety hazards which require removal.



- Project Justification: Pavement Condition Index (PCI) Rating – 61 out of 100
- Functional Classification: Rural Local
- ADT: 929 (2022)

SCOPE OF WORK

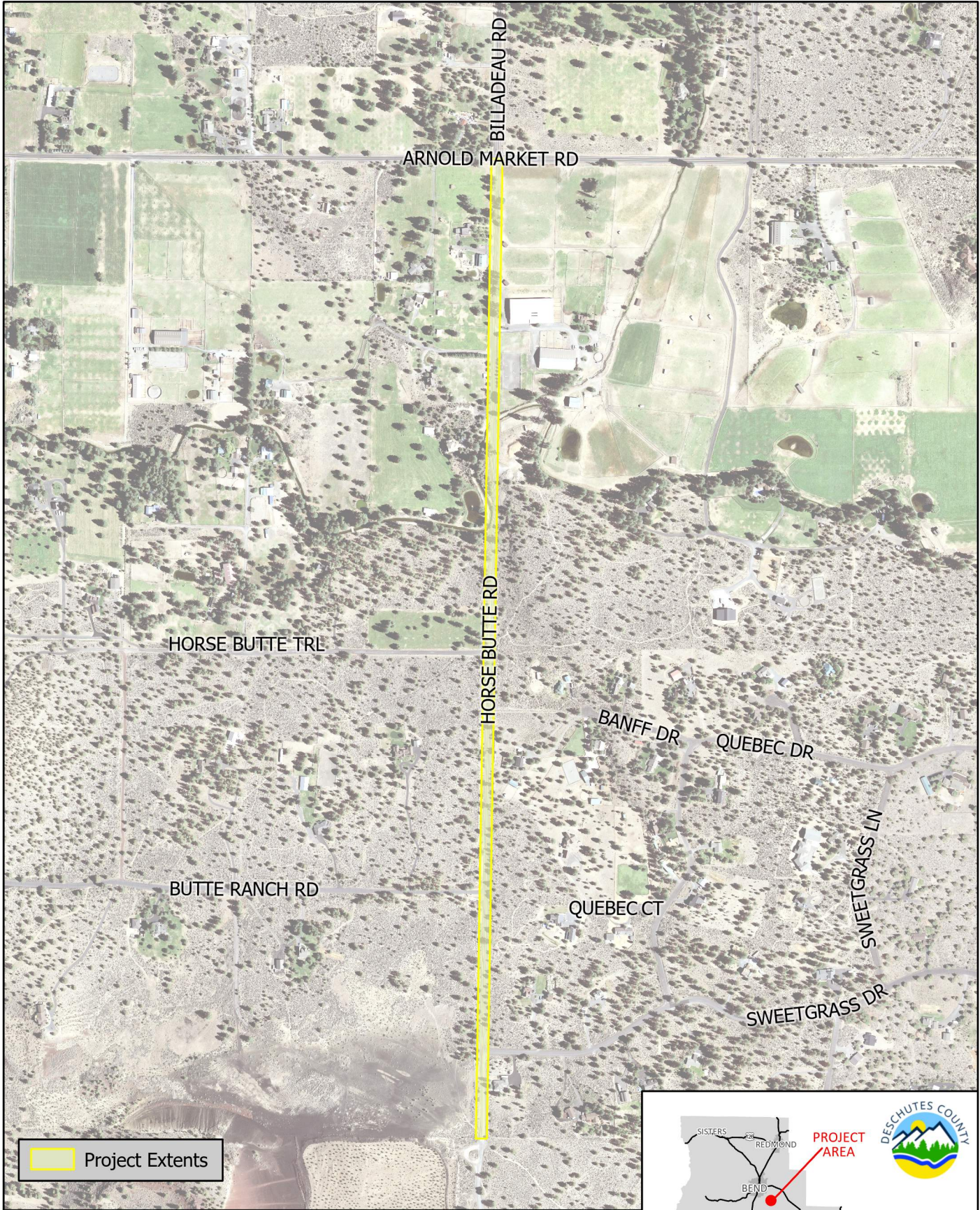
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation
- Removal of roadside hazards

FUNDING

	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$460,000	\$460,000
TOTAL	\$460,000	\$460,000

SCHEDULE

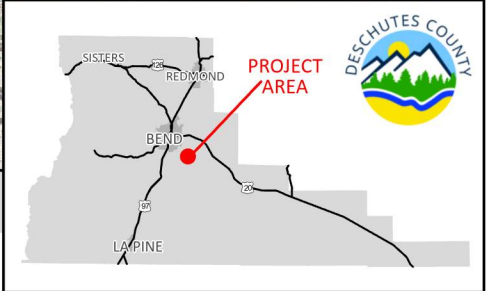
	<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2024

PAVEMENT PRESERVATION PROJECT

HORSE BUTTE RD



PAVEMENT PRESERVATION 2024

Paving of Old Bend-Redmond Hwy / S Canal Boulevard: Tumalo Road to Helmholtz Way

Old Bend-Redmond Hwy is a north-south arterial roadway which links communities in the Tumalo and South Redmond areas to US 20 and North Bend. S Canal Boulevard is also a north-south arterial which provides access for communities south of Redmond to Tumalo. Both roadways exhibit pavement deterioration which warrants rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 85 out of 100
- Road Name: Old Bend-Redmond Hwy S Canal Boulevard
- Functional Classification: Rural Arterial Rural Arterial
- ADT: 4,971 (2022) 8,246 (2022)

SCOPE OF WORK

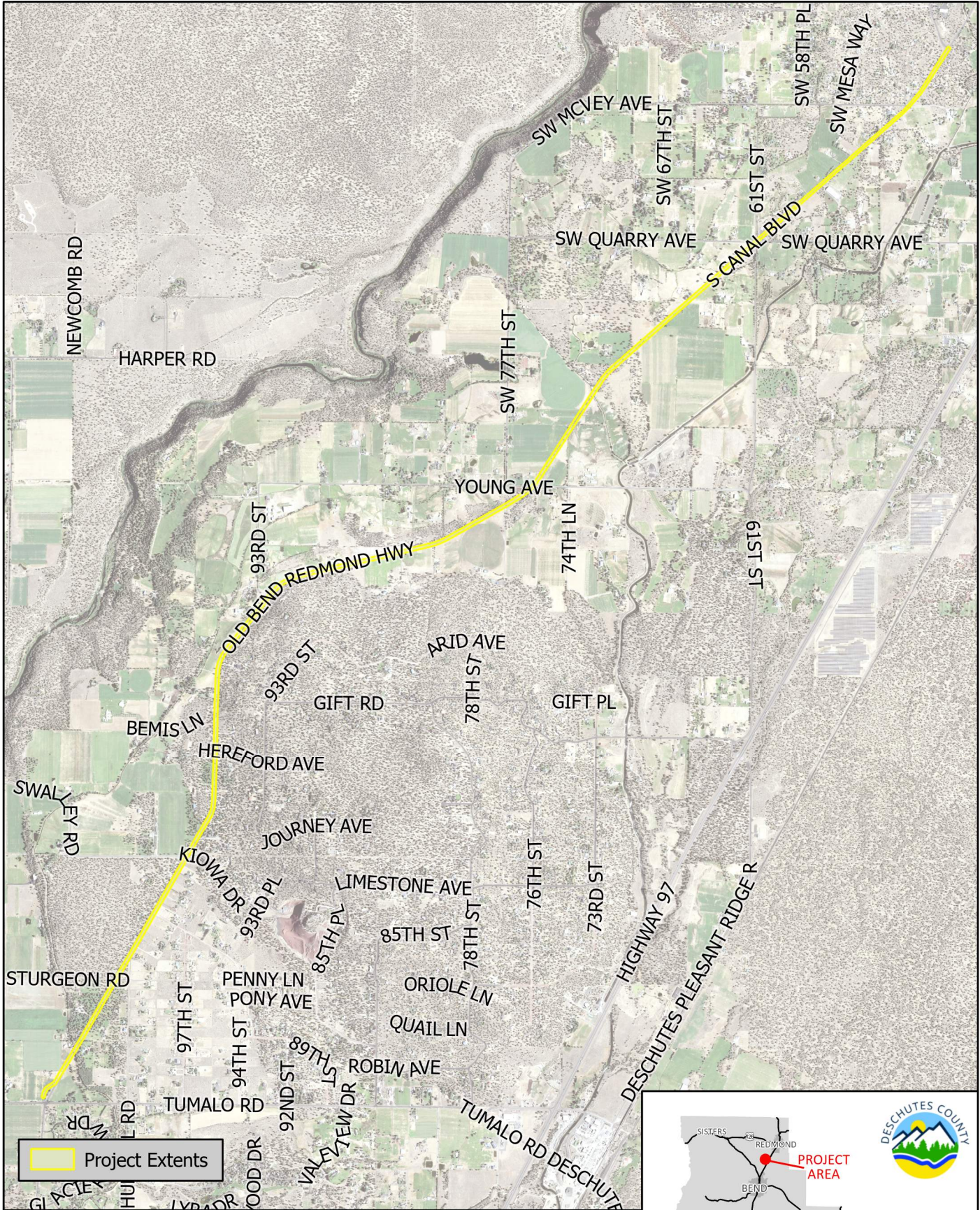
- Asphalt pavement rehabilitation via inlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$3,000,000	\$410,000	\$3,410,000
TOTAL	\$3,000,000	\$410,000	\$3,410,000

SCHEDULE

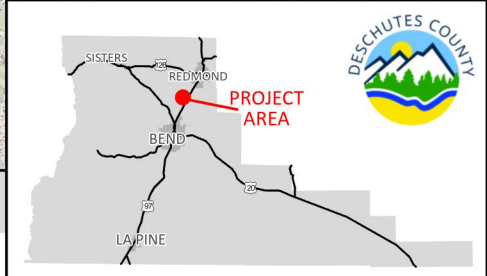
	<i>FY 2024</i>				<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2024

PAVEMENT PRESERVATION PROJECT

S. CANAL / OLD BEND REDMOND HWY: TUMALO RD TO HELMHOLTZ WAY



PAVEMENT PRESERVATION 2024

**Paving of Spring River Road:
S Century Drive to Stellar Drive**

Spring River Road is located in south Sunriver and connects traffic from Sunriver Resort and US 97 to communities west of Sunriver and the Deschutes National Forest. The segment is classified as a rural arterial. A popular access point to the Deschutes River exists along the Project Segment, which brings significant seasonal traffic during the summer months. New development in the area has also resulted in increased traffic levels. The existing pavement is exhibiting considerable load-related distress and maintenance patching.



- Project Justification: Pavement Condition Index (PCI) Rating – 81 out of 100
- Functional Classification: Rural Arterial
- ADT: 5,599 (2022)

SCOPE OF WORK

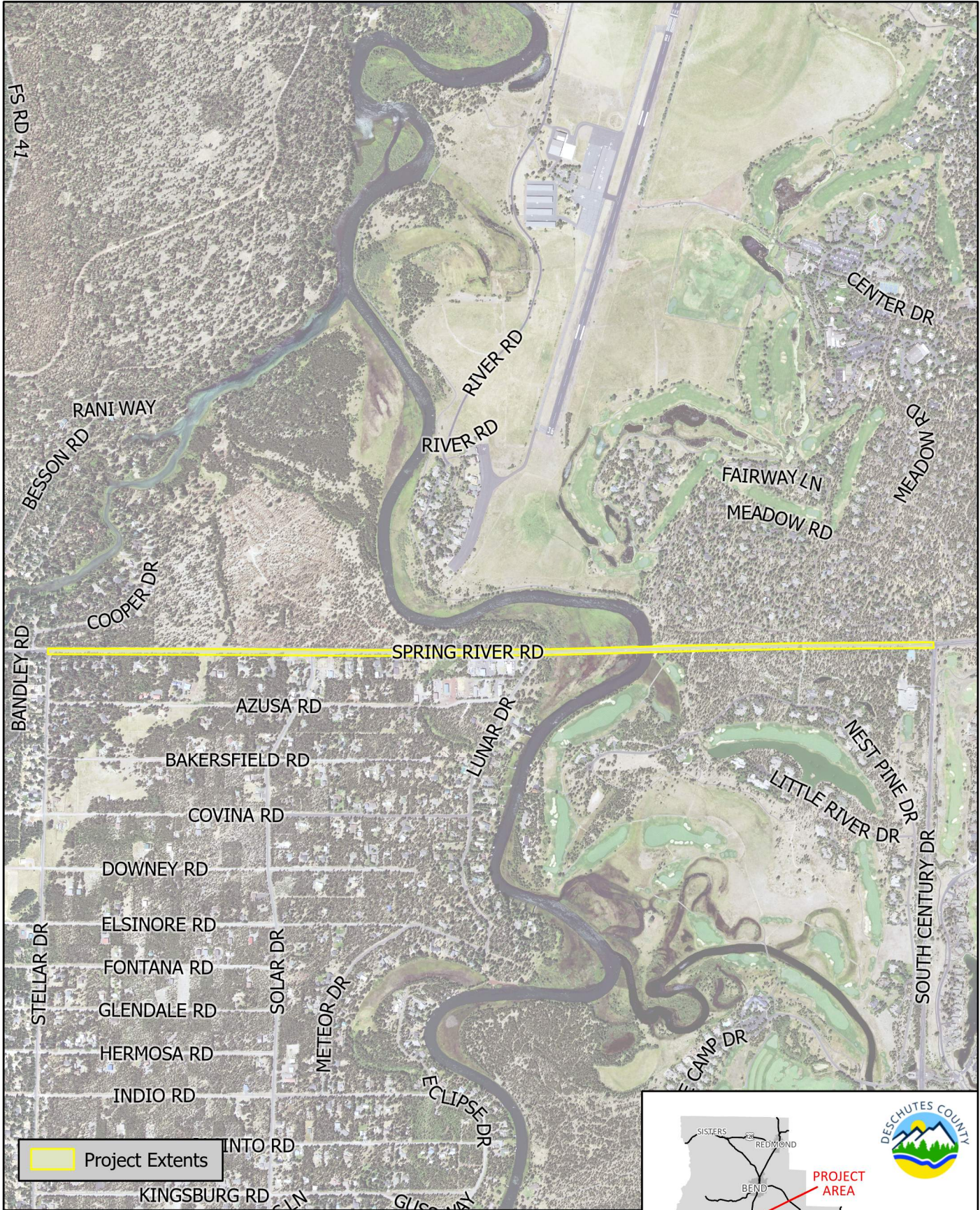
- Rehabilitation of existing asphalt pavement via overlay/inlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2024</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$510,000	\$500,000	\$1,010,000
TOTAL	\$510,000	\$500,000	\$1,010,000

SCHEDULE

	<i>FY 2024</i>				<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

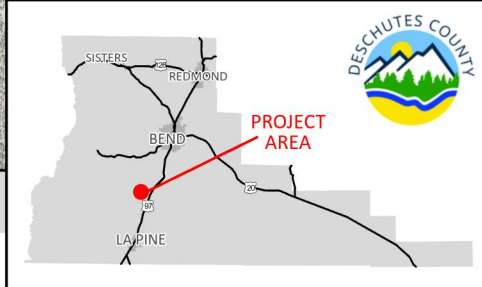


 Project Extents

2024

PAVEMENT PRESERVATION PROJECT

SPRING RIVER RD: S. CENTURY DR TO STELLAR DR



**Paving of Powell Butte Highway:
McGrath Road to US 20**

Powell Butte Highway is a rural arterial roadway located east of Bend. The roadway connects communities east of Bend to US 20, Crook County and the Bend Municipal Airport. This segment is frequented by road users commuting from outlying rural communities to the City of Bend, and is also a popular freight route. The pavement is exhibiting load-related cracking and other pavement distress which warrants rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 80 out of 100
- Functional Classification: Rural Arterial
- ADT: 7,418 (2022)

SCOPE OF WORK

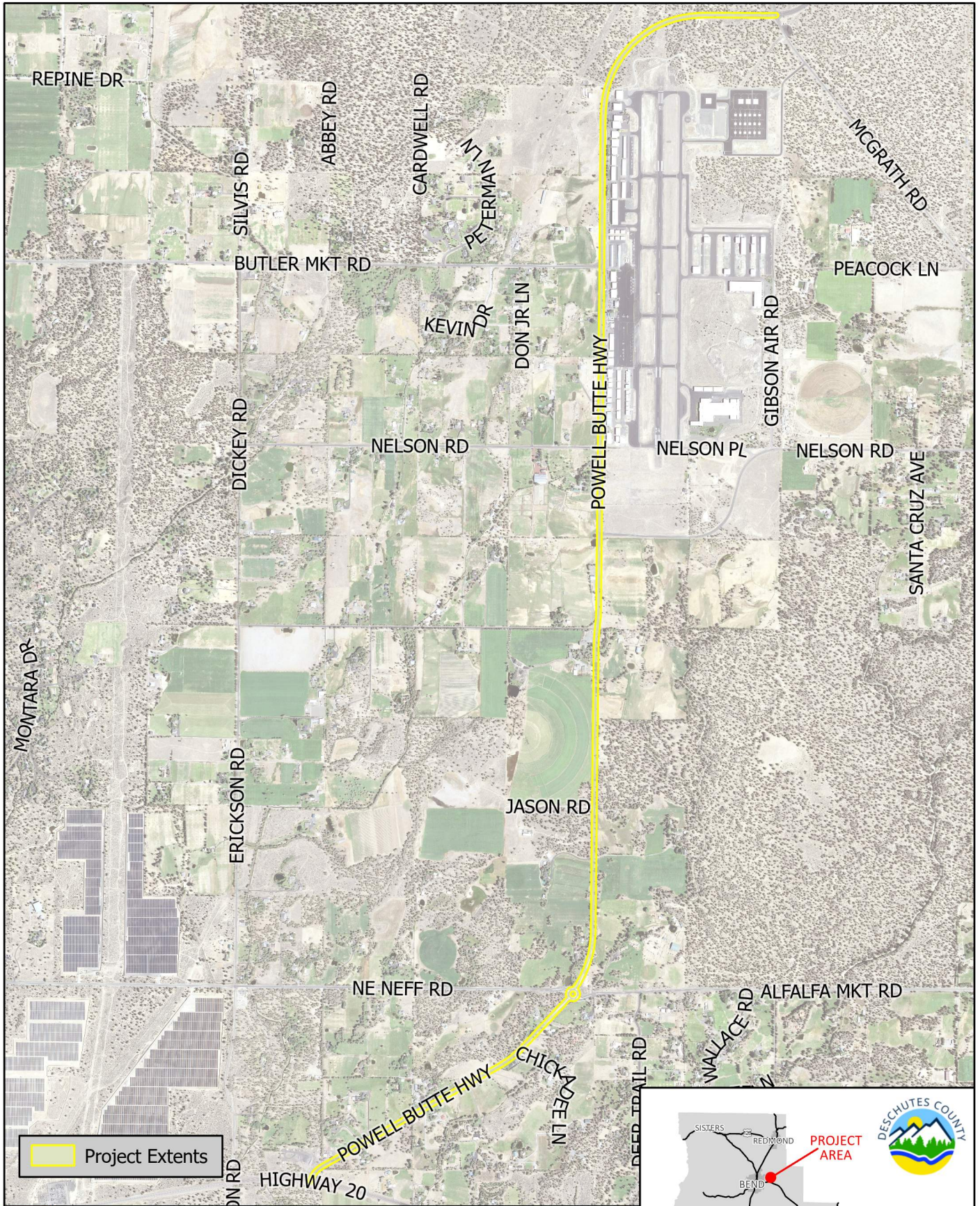
- Rehabilitation of existing asphalt pavement via overlay/inlay
- Paving of roundabout and roundabout legs at NE Neff Road/Alfalfa Market Road
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$2,290,000	\$2,290,000
TOTAL	\$2,290,000	\$2,290,000

SCHEDULE

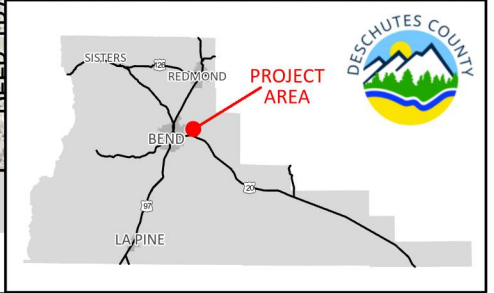
	<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2025

PAVEMENT PRESERVATION PROJECT

POWELL BUTTE HWY: MCGRATH RD TO US 20



PAVEMENT PRESERVATION 2025

Paving of Northwest Way: NW Coyner Avenue to NW Almeter Way



Northwest Way is a north-south rural collector which serves communities northwest of Redmond. This roadway is a critical link for these rural communities, providing access to the City of Redmond. The segment is experiencing pavement deterioration and lacks modern safety features such as roadway delineation.

- Project Justification: Pavement Condition Index (PCI) Rating – 80 out of 100
- Functional Classification: Rural Collector
- ADT: 2,536 (2022)

SCOPE OF WORK

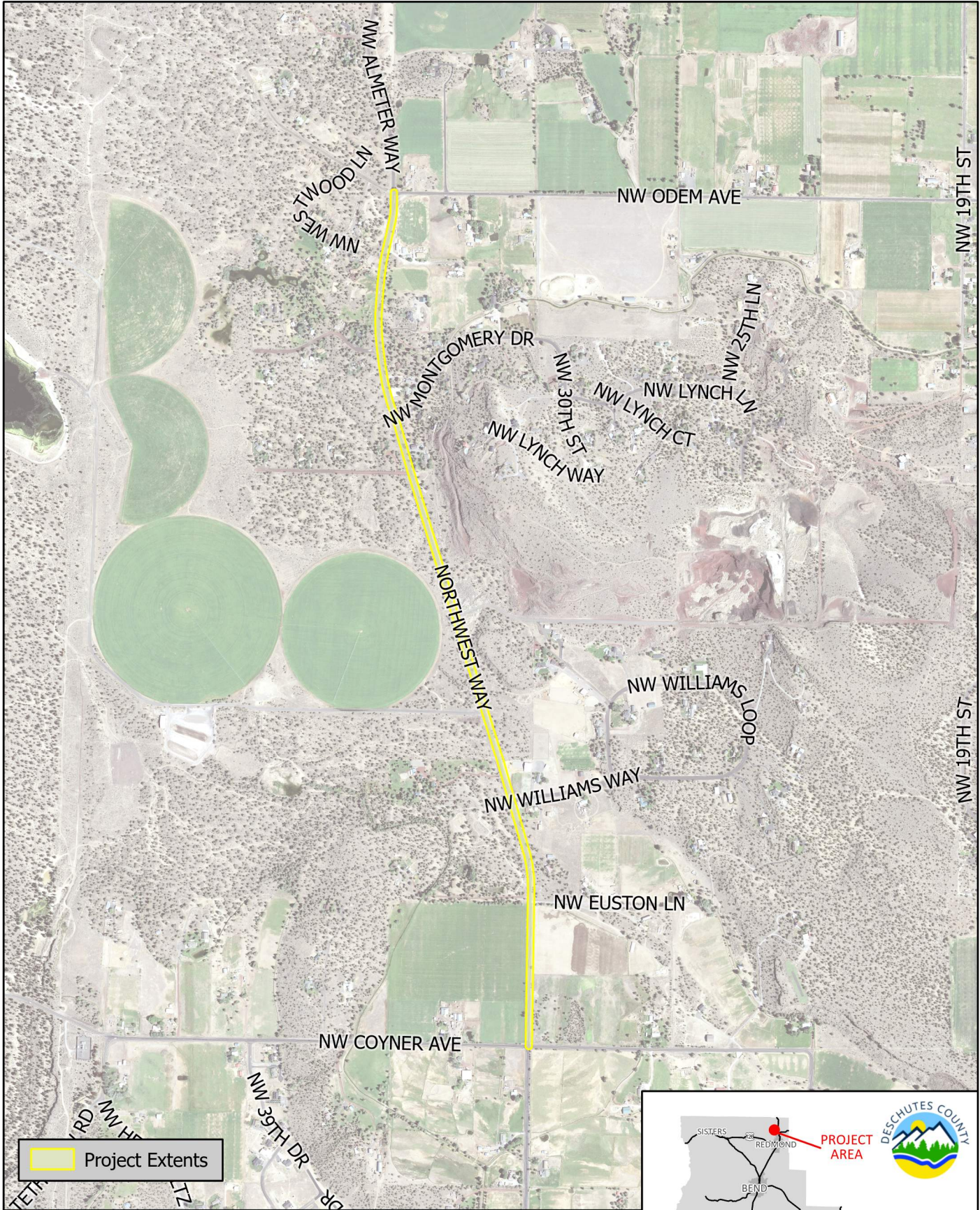
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

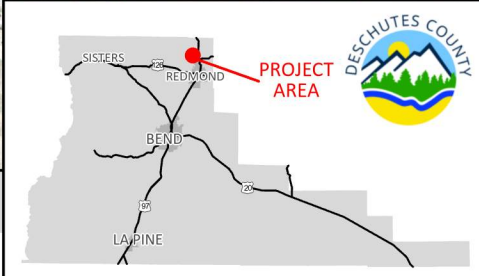
	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$815,000	\$556,000	\$1,371,000
TOTAL	\$815,025	\$556,026	\$1,371,000

SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents



2025

PAVEMENT PRESERVATION PROJECT

NORTHWEST WAY: NW COYNER AVE TO NW ALTMETER WAY

PAVEMENT PRESERVATION 2025

Paving of Billadeau Road

Billadeau Road is a north-south collector roadway east of Bend that carries traffic between Ward Road and Horse Butte Road. The roadway links rural communities east of Bend to US 20 and the Bend city limits. Billadeau Road exhibits pavement deterioration and ride quality issues which warrant rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 77 out of 100
- Functional Classification: Rural Collector

SCOPE OF WORK

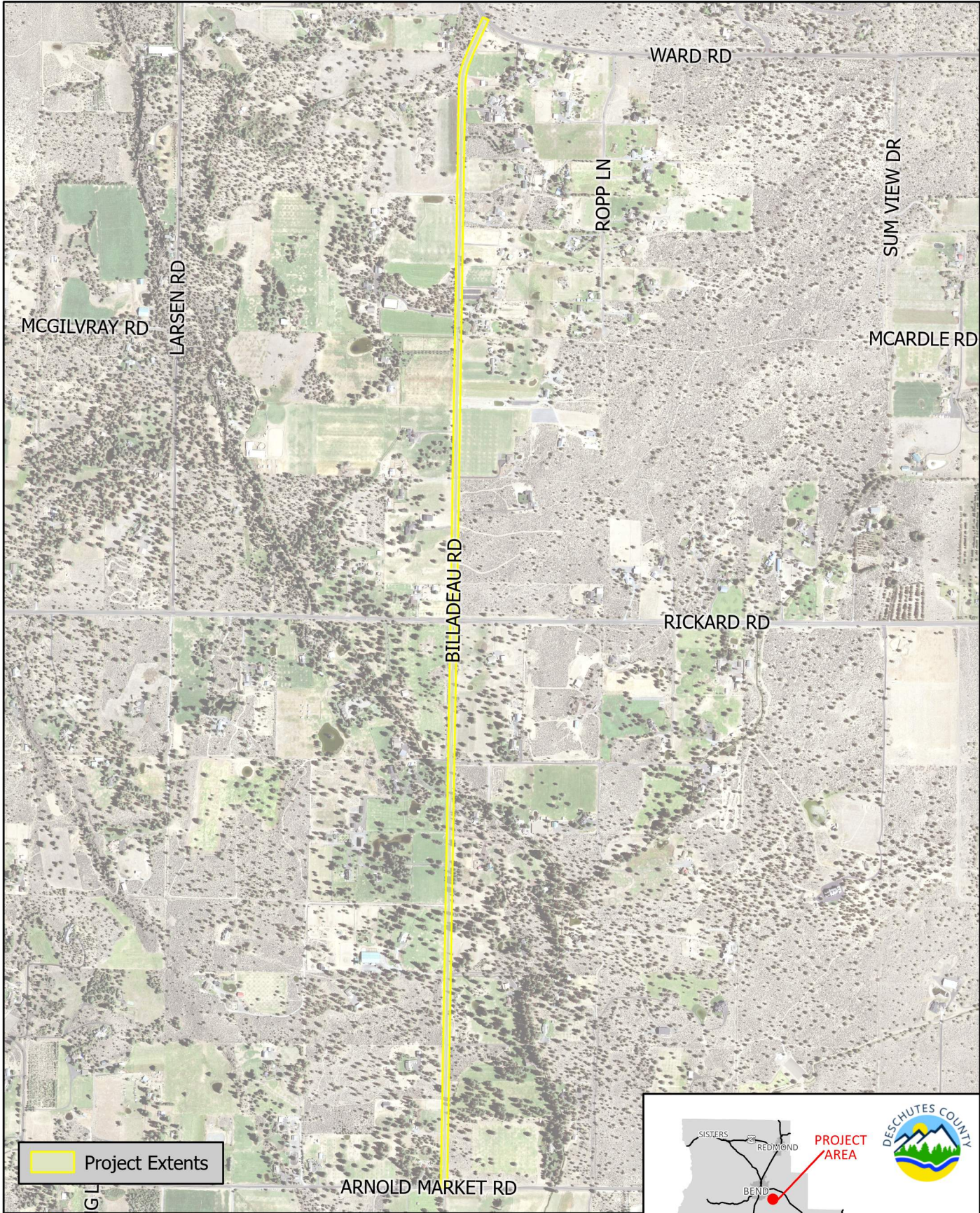
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement and shoulder repair
- Minor improvements – Striping and Delineation

FUNDING

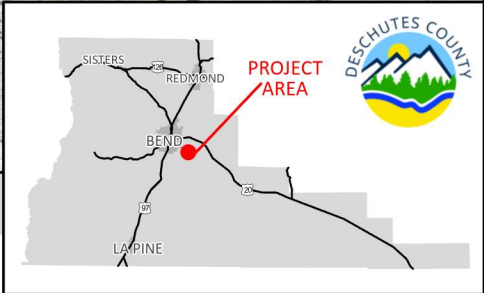
	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$580,000	\$500,000	\$1,080,000
TOTAL	\$580,000	\$500,000	\$1,080,000

SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents



2025

PAVEMENT PRESERVATION PROJECT

BILLADEAU RD

Paving of Skyline Ranch Road: Century Drive to City Limits

Skyline Ranch Road is an urban collector roadway located west of Bend. The roadway carries traffic from the Tetherow community to Century Drive and the Bend city limits. Skyline Ranch Road exhibits significant thermal and load-related pavement distress, warranting replacement of the existing asphalt pavement.



- Project Justification: Pavement Condition Index (PCI) Rating – 79 out of 100
- Functional Classification: Urban Collector
- ADT: 2,161 (2022)

SCOPE OF WORK

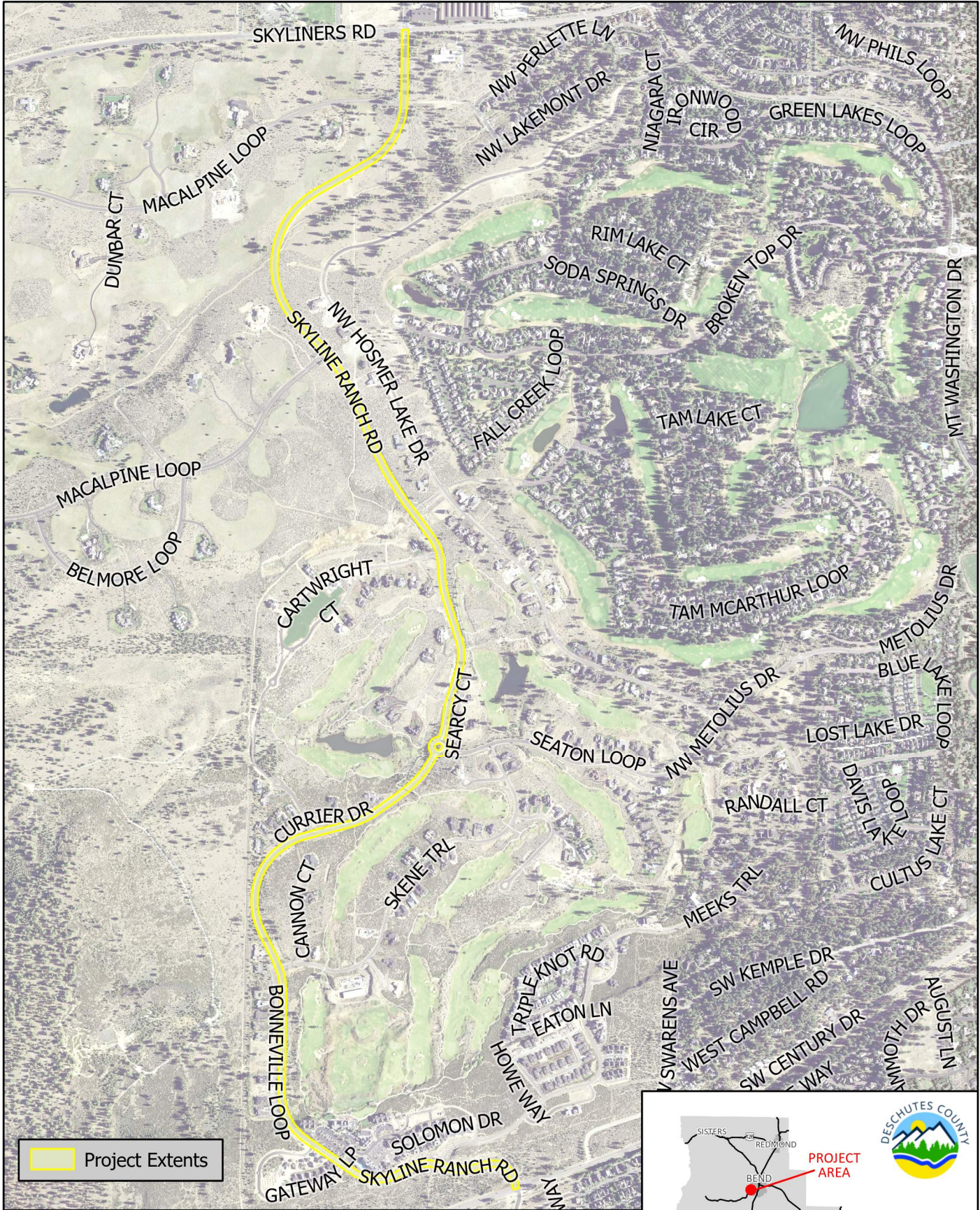
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$1,320,000	\$1,820,000
TOTAL	\$500,000	\$1,320,000	\$1,820,000

SCHEDULE

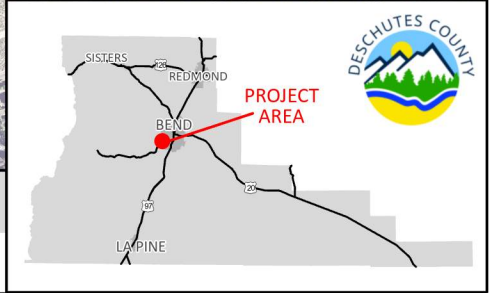
	<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2026

PAVEMENT PRESERVATION PROJECT

SKYLINE RANCH RD: CENTURY DR TO CITY LIMITS



Paving of Tumalo Road / Deschutes Market Road: 19th Street to Tumalo Place



Tumalo Road is an east-west rural collector and Deschutes Market Road is a north-south rural arterial. Both roadways provide access to US 97 north of Bend. This corridor has seen a significant increase in traffic due to Deschutes Market Road being frequently used as a bypass to communities east of Bend. Four County-maintained bridges also exist along the project segment, which are exhibiting isolated approach settlement warranting full-depth repair.

- Project Justification: Pavement Condition Index (PCI) Rating – 81 out of 100
Bridge Condition Reports
- Road Name: Tumalo Road Deschutes Market Road
- Functional Classification: Rural Collector Rural Arterial
- ADT: 7,973 (2022) 9,571 (2022)

SCOPE OF WORK

- Asphalt pavement rehabilitation via inlay/overlay
- Bridge approach full-depth repair
- Guardrail improvements
- Minor improvements – Striping and Delineation

FUNDING

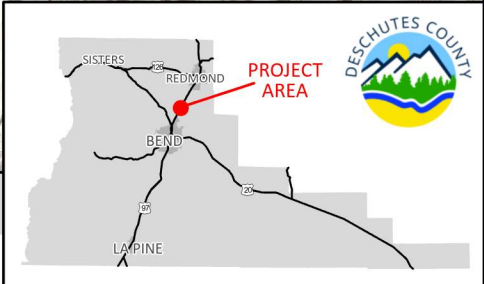
	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$420,000	\$420,000
TOTAL	\$420,000	\$420,000

SCHEDULE

	<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



Project Extents



2026

PAVEMENT PRESERVATION PROJECT
 DESCHUTES MKT RD / TUMALO RD: 19TH ST TO TUMALO PL

Paving of Tumalo Road

Tumalo Road is an east-west rural collector. The roadway connects the community of Tumalo to US 97. The route is frequently used by commuter and truck traffic. Increased traffic levels and pavement deterioration warrant asphalt pavement rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 81 out of 100
- Functional Classification: Rural Collector
- ADT: 4,477 (2022)

SCOPE OF WORK

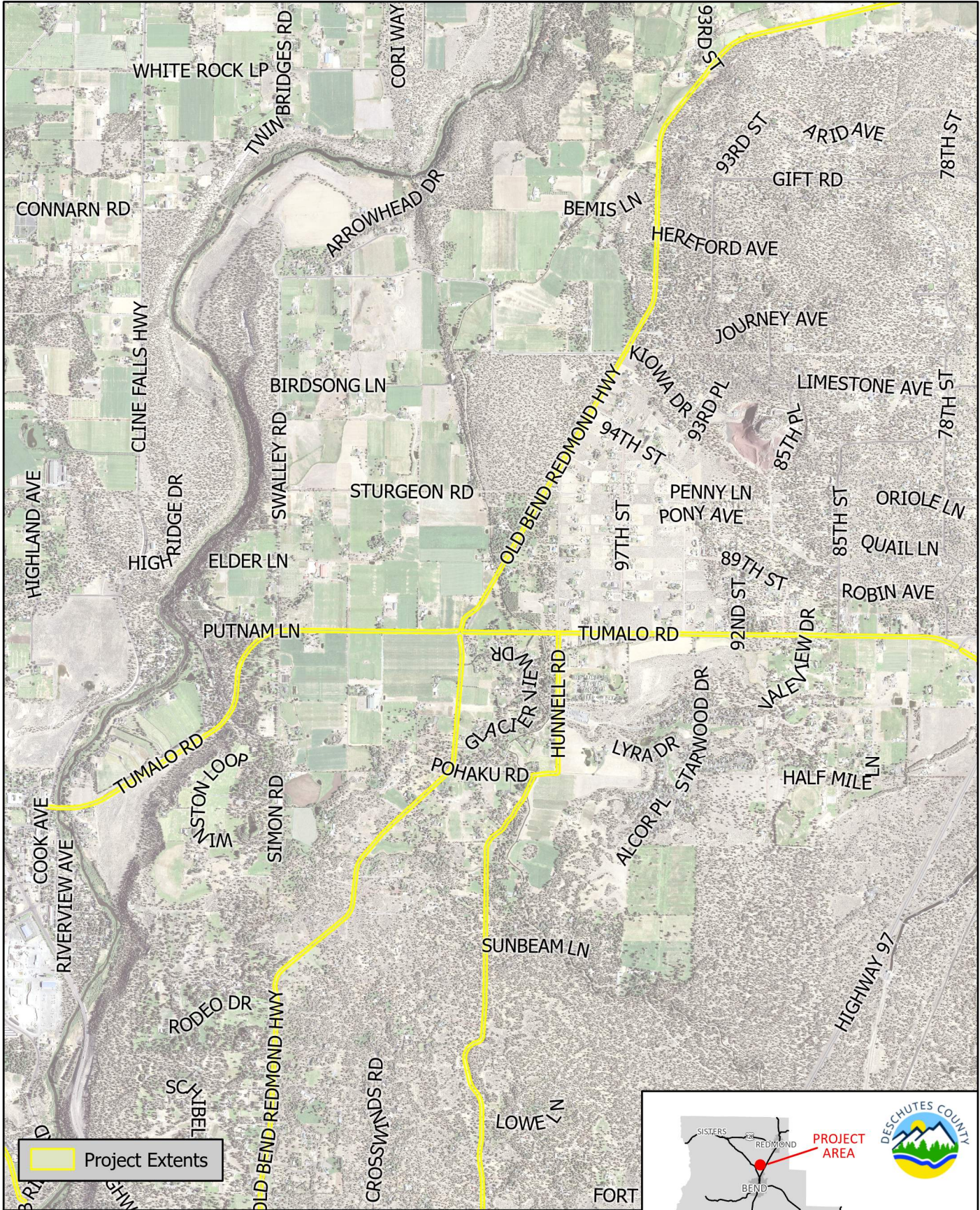
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

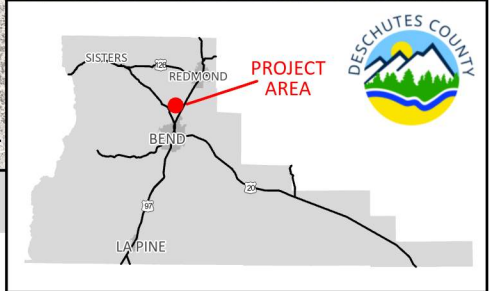
	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,090,000	\$1,090,000
TOTAL	\$1,090,000	\$1,090,000

SCHEDULE

	<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2026 PAVEMENT PRESERVATION PROJECT
TUMALO RD



PAVEMENT PRESERVATION 2026

Paving of Dorrance Meadow Road

Dorrance Meadow Road is a north-south rural collector west of La Pine. The roadway links communities north of La Pine to the south La Pine city limits. The route also provides recreational access to the Deschutes River. Asphalt pavement rehabilitation is warranted due to thermal and load-related pavement distress.



- Project Justification: Pavement Condition Index (PCI) Rating – 83 out of 100
- Functional Classification: Rural Collector
- ADT: 1,188 (2022)

SCOPE OF WORK

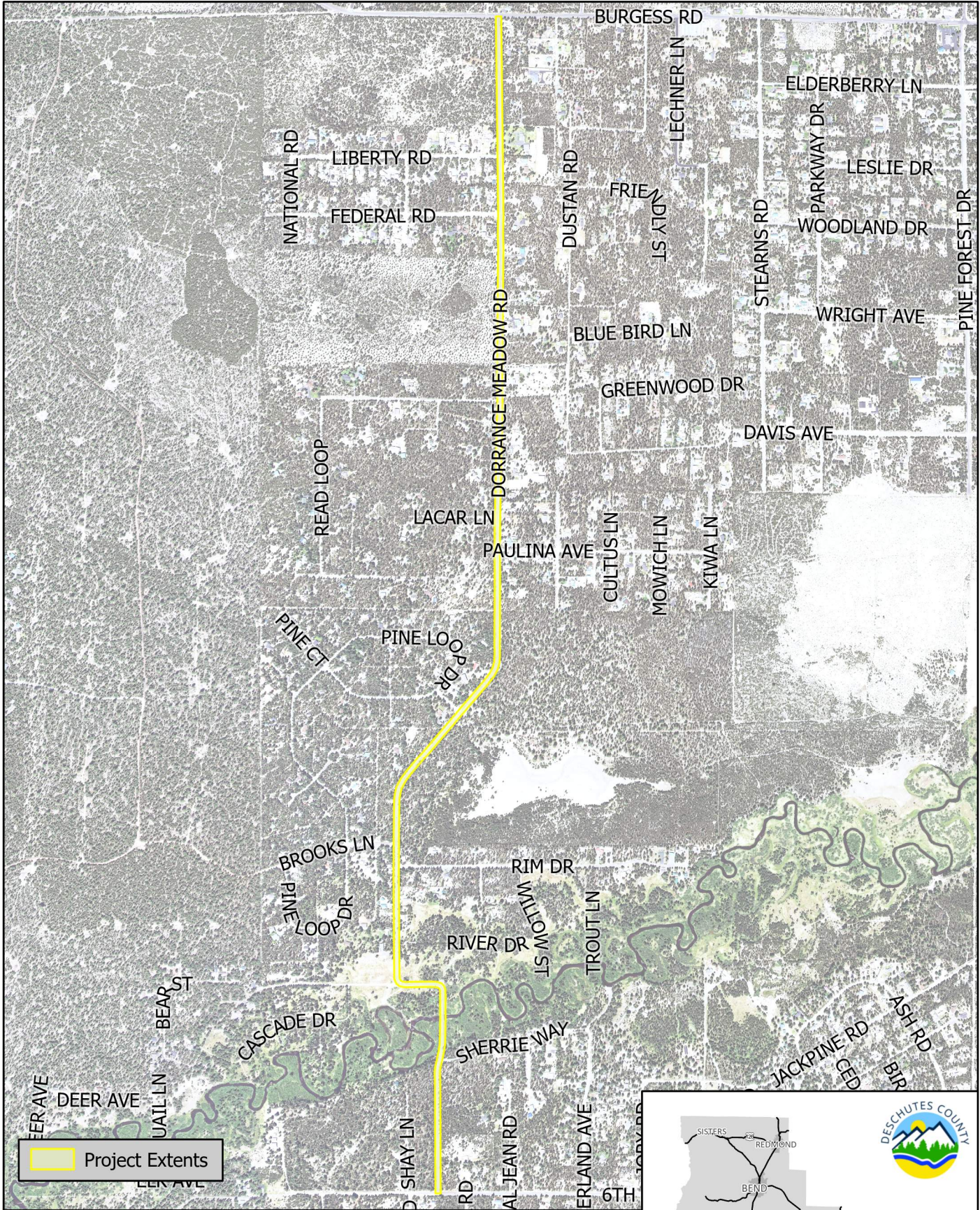
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,420,000	\$1,420,000
TOTAL	\$1,420,000	\$1,420,000

SCHEDULE

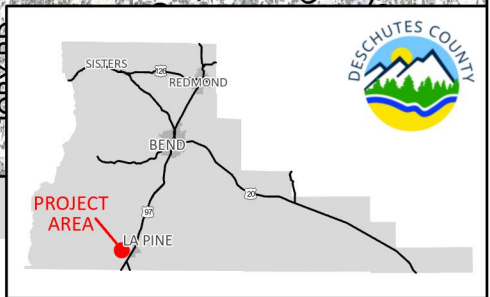
	<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2026

PAVEMENT PRESERVATION PROJECT

DORRANCE MEADOW RD



PAVEMENT PRESERVATION 2027

Paving of Indian Ford Road

Indian Ford Road is a rural collector roadway located north of the City of Sisters. The roadway connects rural communities to the City of Sisters and provides recreational access to the Deschutes National Forest. Asphalt pavement rehabilitation is warranted due to pavement distress and poor ride quality.



- Project Justification: Pavement Condition Index (PCI) Rating – 78 out of 100
- Functional Classification: Rural Collector
- ADT: 523 (2022)

SCOPE OF WORK

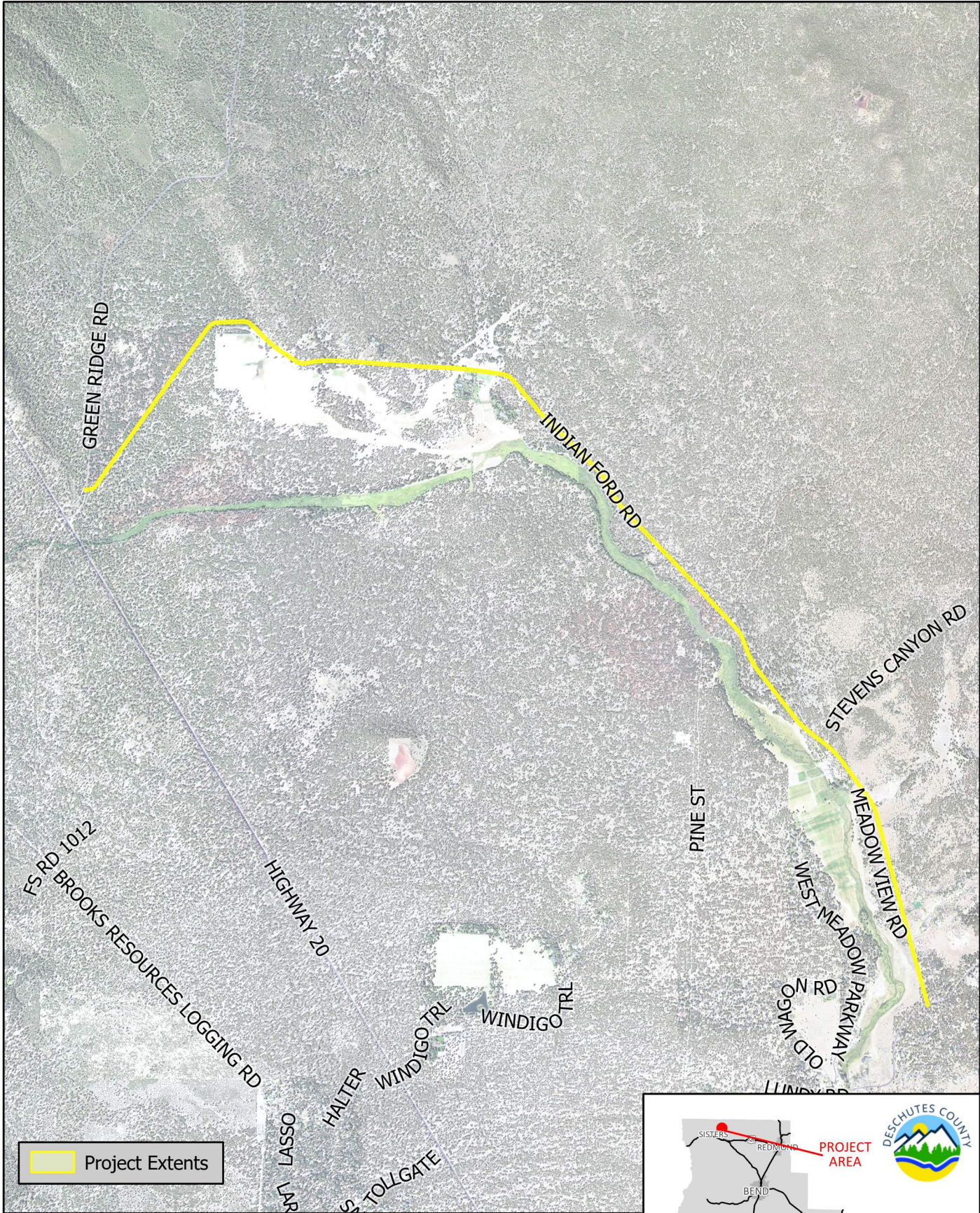
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$2,750,000	\$2,750,000
TOTAL	\$2,750,000	\$2,750,000

SCHEDULE

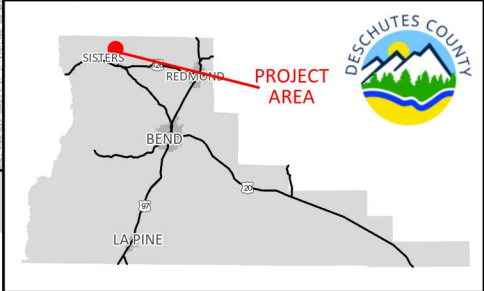
	<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2027

PAVEMENT PRESERVATION PROJECT

INDIAN FORD RD



PAVEMENT PRESERVATION 2027

Paving of 3rd Street / Walker Street / Pengra Street / 5th Street (La Pine)

Third Street, Walker Street, Pengra Street and 5th Street are contiguous local roadways in the City of La Pine. This corridor connects central La Pine with the communities west of City limits. These roadways exhibit significant load- and climate-related pavement distress.



- Project Justification: Pavement Condition Index (PCI) Rating – 73 to 79 out of 100
- Functional Classification: City Local (all streets)

SCOPE OF WORK

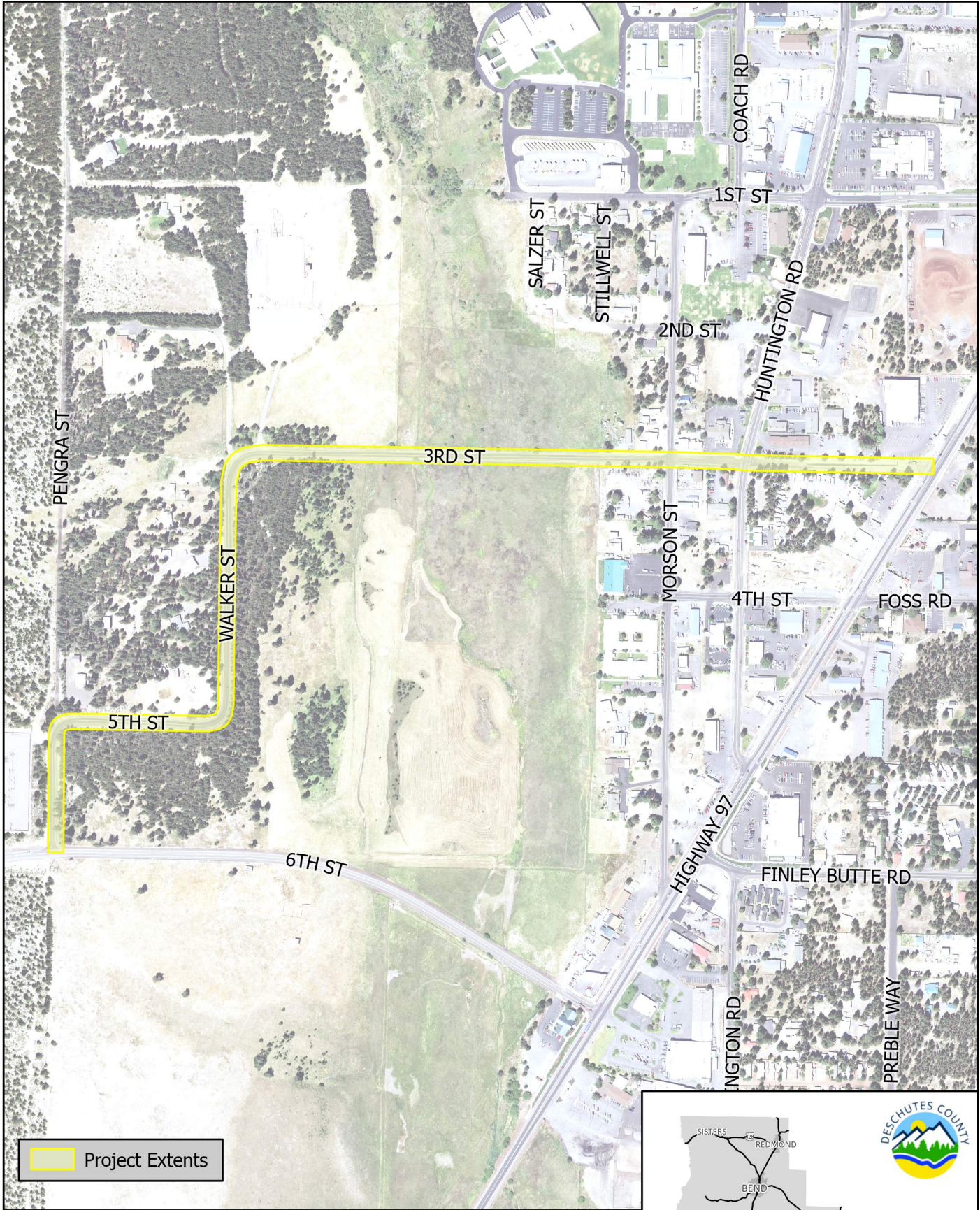
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$580,000	\$580,000
TOTAL	\$580,000	\$580,000

SCHEDULE

	<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				

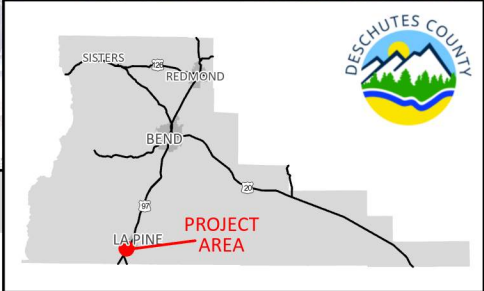


 Project Extents

2027

PAVEMENT PRESERVATION PROJECT

3RD ST / WALKER ST / PENGRA ST / 5TH



Paving of 6th Street (La Pine)

6th Street is a rural collector roadway south of La Pine. The roadway provides access to US 97 for rural communities located west of the City of La Pine. 6th Street is exhibiting load- and climate-related pavement distress.



- Project Justification: Pavement Condition Index (PCI) Rating – 84 out of 100
- Functional Classification: Rural Collector
- ADT: 1,372 (2022)

SCOPE OF WORK

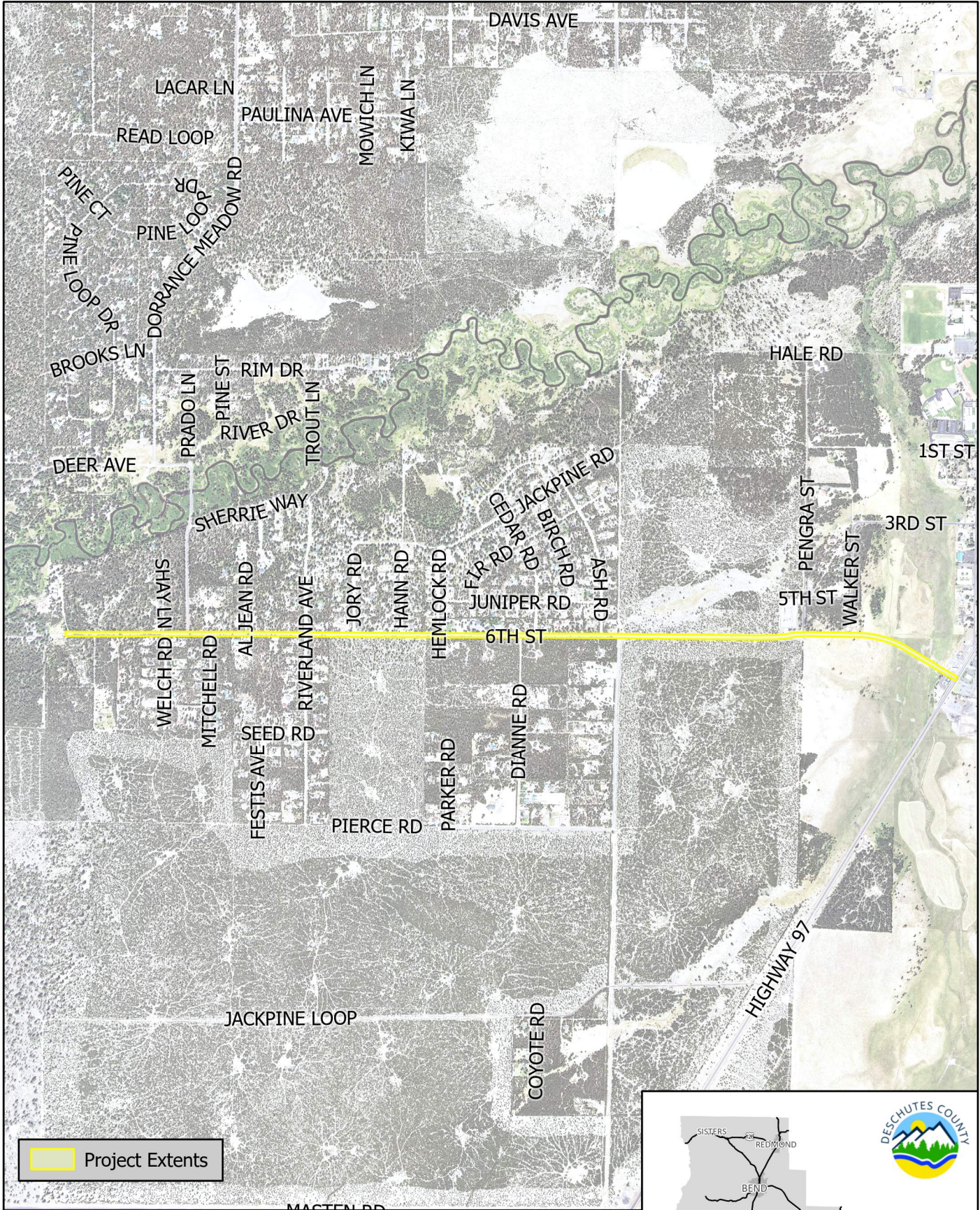
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

FUNDING

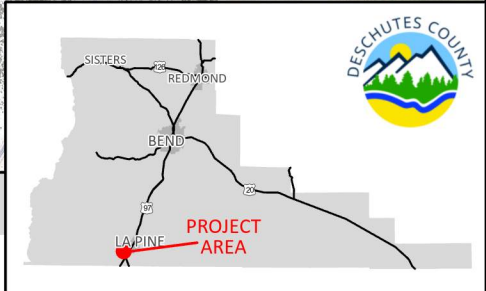
	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,210,000	\$1,210,000
TOTAL	\$1,210,000	\$1,210,000

SCHEDULE

	<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



 Project Extents



2028

PAVEMENT PRESERVATION PROJECT

6TH ST (LA PINE)

PAVEMENT PRESERVATION 2028

**Paving of Ward Road:
Stevens Road to Gosney Road**

Ward Road is a rural collector east of Bend which connects rural communities southeast of Bend to City Limits and US 20. The pavement on Ward Road is exhibiting moderate-severity thermal cracking and depressions, resulting in poor ride quality.



- Project Justification: Pavement Condition Index (PCI) Rating – 87 to 91 out of 100
- Functional Classification: Rural Collector
- ADT: 1,896 (2022)

SCOPE OF WORK

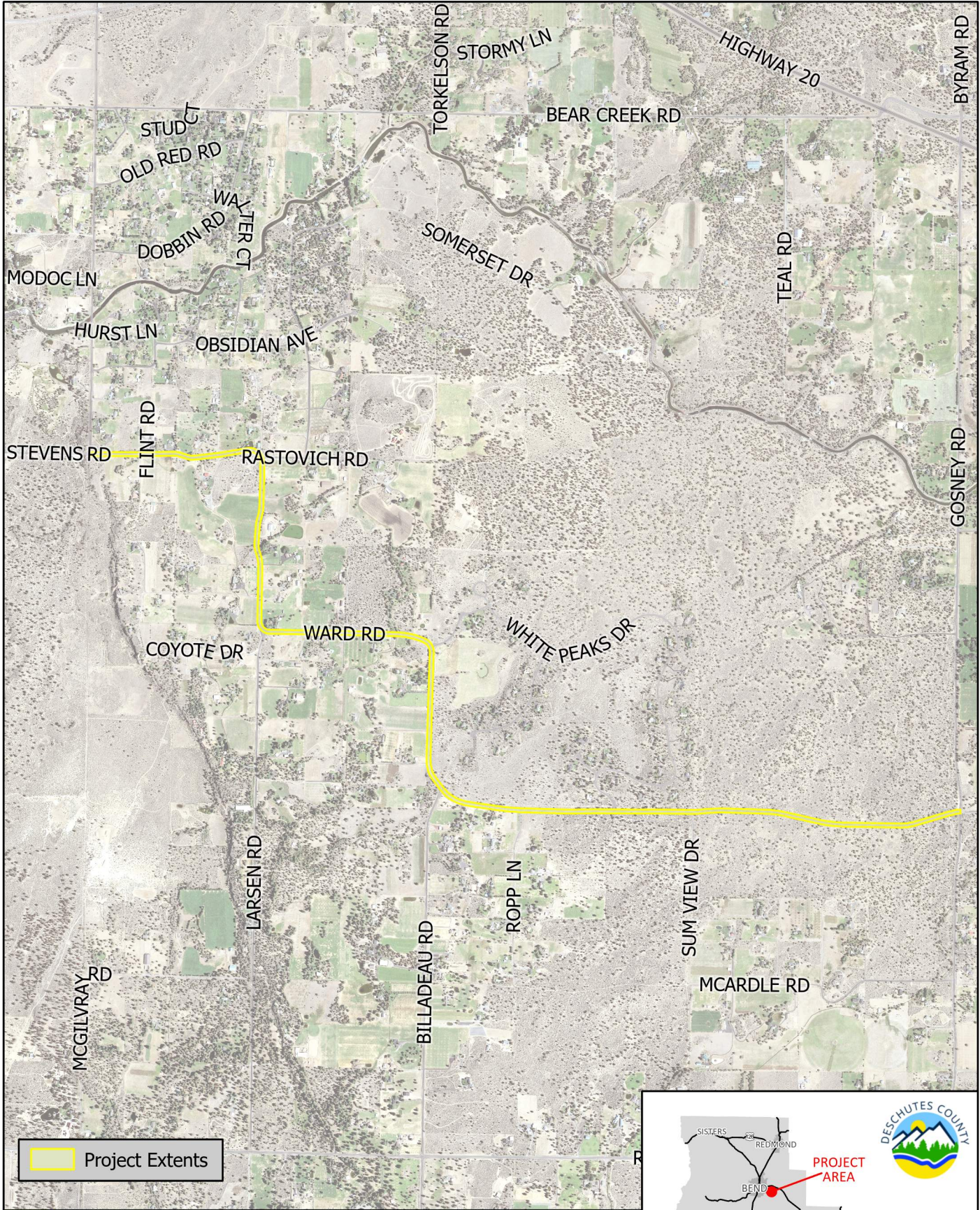
- Rehabilitation of existing pavement via overlay/inlay
- Minor improvements – Striping and Delineation

FUNDING

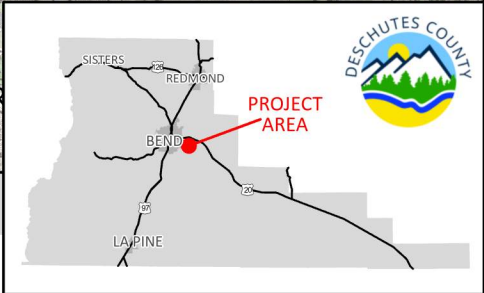
	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,700,000	\$1,700,000
TOTAL	\$1,700,000	\$1,700,000

SCHEDULE

	<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



 Project Extents



2028

PAVEMENT PRESERVATION PROJECT

WARD RD: STEVENS RD TO GOSNEY RD

PAVEMENT PRESERVATION ANNUAL

Local Road Pavement Preservation

Pavement preservation on local roads generally consists of slurry seals or asphalt concrete pavement overlays on local road networks in individual maintenance zones (Bend, Redmond, Sisters, and La Pine). Annual selection of local roads to receive pavement preservation work is determined based on the area-level pavement conditions contained in the Department’s pavement management system (PMS).



SCOPE OF WORK

- Contracted paving or sealing of local roads

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
TOTAL	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000

BRIDGE CONSTRUCTION 2024

**Smith Rock Way Bridge #15452
Repalcement**

The Smith Rock Way Bridge is a timber bridge located east of Terrebonne that was constructed in 1971. The bridge is structurally deficient and load posted at 30 tons. The bridge and substructure are exhibiting signs of deterioration which warrants replacement.



Smith Rock Way is an east-west arterial roadway linking the communities east of Terrebonne to US 97. The route is frequently used by heavy trucks as a connection to Crook County due to length restrictions on the nearby OR 370.

- Project Justification: Bridge Sufficiency Rating – 76.9 out of 100
- Bridge Name: North Unit Canal (Smith Rock Rd) Bridge #17C02
- Road Name: Smith Rock Way
- Functional Classification: Rural Arterial
- ADT: 929 (2022)

SCOPE OF WORK

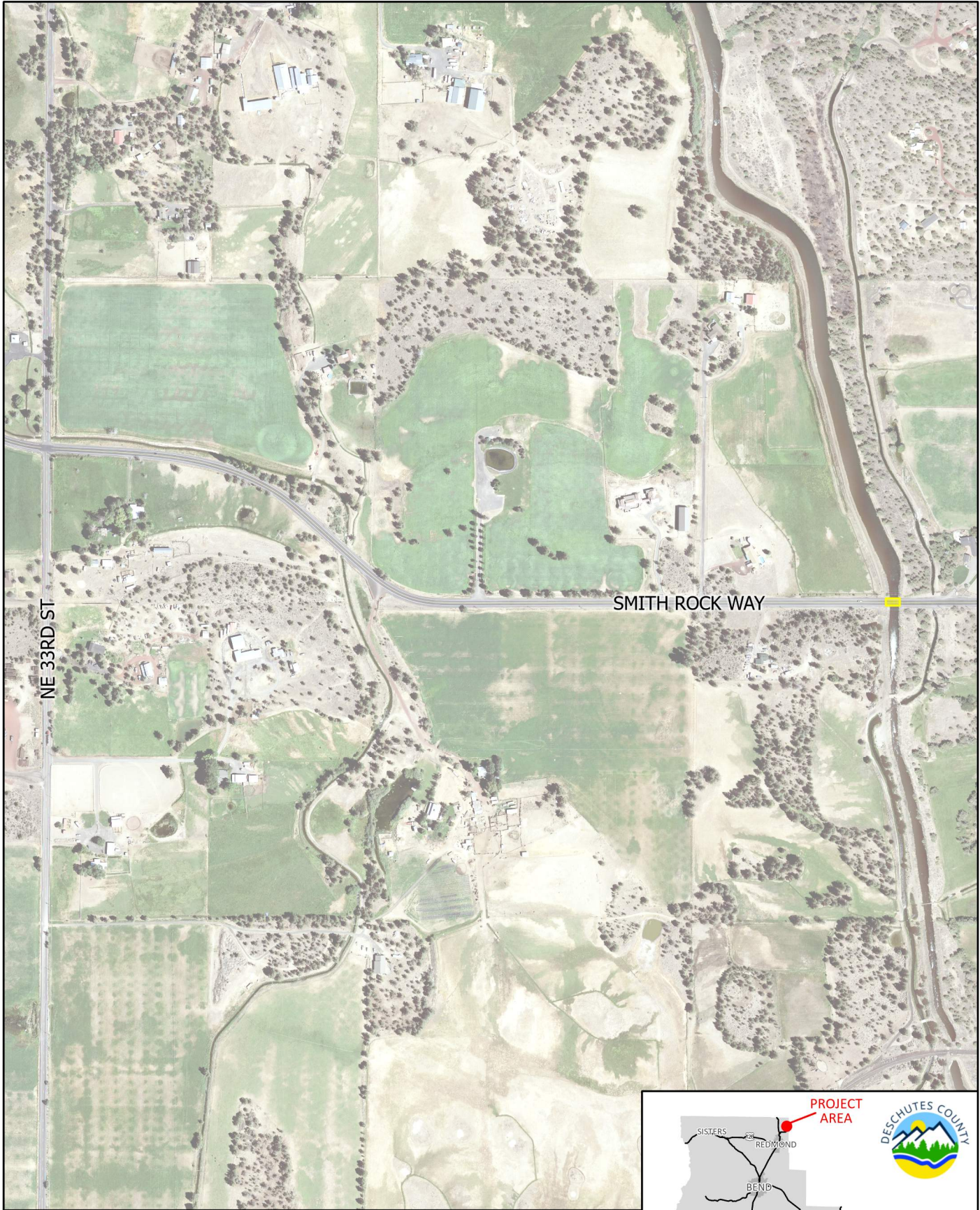
- Removal of the existing structure
- Construction of a single-span, precast, prestressed concrete slab structure
- Bridge approach paving
- Installation of bridge approach guardrail

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$256,699	-	\$256,699
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$1,417,429	\$1,417,429
TOTAL	\$256,699	\$1,417,429	\$1,674,128

SCHEDULE

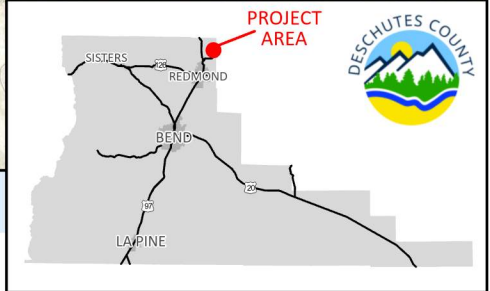
	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2024

BRIDGE CONSTRUCTION PROJECT

SMITH ROCK WAY BRIDGE # 15452 REPLACEMENT



Gribbling Road Bridge #17C30
Replacement

The Gribbling Road Bridge is a single-lane timber bridge located east of Bend that was constructed in 1958. The bridge is structurally deficient and scour critical. The bridge is load-posted at 5 tons.



Gribbling Road is an important local roadway connecting the communities southeast of Bend to US 20. The route also serves as secondary access to these communities for emergency services. Because of the width and load restriction of the bridge, Deschutes County Rural Fire Protection District #2 will not use the bridge, resulting in longer response times.

- Project Justification: Deschutes County TSP 2010 – 2030 (Low Priority)
ODOT Local Bridge Program
Bridge Sufficiency Rating – 17.0 out of 100
- Bridge Name: COID Canal (Gribbling Road) Bridge #17C02
- Road Name: Gribbling Rd
- Functional Classification: Rural Local
- ADT: 147 (2022)

SCOPE OF WORK

- Removal of the existing structure
- Construction of a single-span concrete slab structure
- Bridge approach paving & Installation of bridge approach guardrail

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	ODOT LBP	ODOT LBP	ODOT LBP
PRELIM. ENGINEERING	\$267,106	-	\$267,106
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$704,116	\$704,116
TOTAL	\$267,106	\$704,116	\$971,222

SCHEDULE

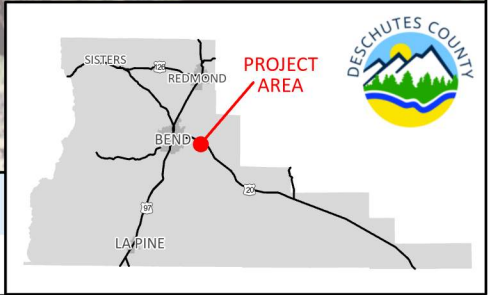
	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2024

BRIDGE CONSTRUCTION PROJECT

GRIBBLING RD BRIDGE # 17C30 REPLACEMENT (ODOT LBP/SFLP)



BRIDGE CONSTRUCTION 2024

Wilcox Avenue Bridge
(#02171-03 & -04) Removal

Two timber bridges exist on NE Wilcox Avenue approximately .4 miles west of the Crook County line, which formerly served as overcrossings for the Lone Pine Flume. The Lone Pine Flume has since been piped and the bridges are now obsolete. Built in 1969, both bridges are experiencing rot, spalling on concrete abutments and checking throughout the timber structures.



NE Wilcox Avenue is an east-west collector located east of Terrebonne that runs parallel to Smith Rock Way from NE 1st St, and after approximately 3 miles crosses into Crook County where it connects to Smith Rock Way. This roadway serves as the primary access to Smith Rock State Park for recreational users.

- Bridge Name: Wilcox Ave Bridge # 02171-03 Wilcox Ave Bridge # 02171-04
- Bridge Sufficiency Rating: 90.5 out of 100 90.5 out of 100
- Road Name: NE Wilcox Ave NE Wilcox Ave
- Functional Classification: Rural Collector Rural Collector
- ADT: 1,346 (2022) 1,346 (2022)

SCOPE OF WORK

- Removal of existing timber structures
- Construction of a new paved roadway section
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$60,000
RIGHT OF WAY	-	-
CONSTRUCTION	\$100,000	\$100,000
TOTAL	\$160,000	\$160,000

SCHEDULE

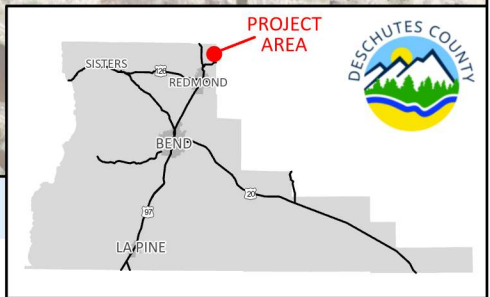
	<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2024

BRIDGE CONSTRUCTION PROJECT

WILCOX AVE BRIDGE # 2171-03 & 04 REMOVAL



BRIDGE CONSTRUCTION 2025

Hamehook Road Bridge #17C32 Replacement

The Hamehook Road Bridge is a timber bridge located northeast of Bend that was constructed in 1977. As development and population increase to the north and east of Bend, Hamehook Road continues to be an important north-south route for road users bypassing Bend for access to and from US 97.



The timber structure is experiencing checking and cracking throughout the deck and girders.

The existing concrete piers, abutments and footings are delaminating and cracking, and the metal bridge railing is substandard and in need of replacement.

- Project Justification: Bridge Sufficiency Rating – 73.9 out of 100
- Bridge Name: North Unit Main Canal (Hamehook Road) Bridge #17C32
- Road Name: Hamehook Road
- Functional Classification: Rural Collector
- ADT: 3,564 (2022)

SCOPE OF WORK

- Construction of a temporary detour bridge
- Removal of the existing structure
- Construction of a single-span, precast, prestressed concrete slab structure
- Bridge approach paving
- Installation of bridge approach guardrail

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$40,000	\$230,000	-	\$270,000
RIGHT OF WAY	-	\$65,000	-	\$65,000
CONSTRUCTION	-	\$300,000	\$1,200,000	\$1,500,000
TOTAL	\$40,000	\$595,000	\$1,200,000	\$1,835,000

SCHEDULE

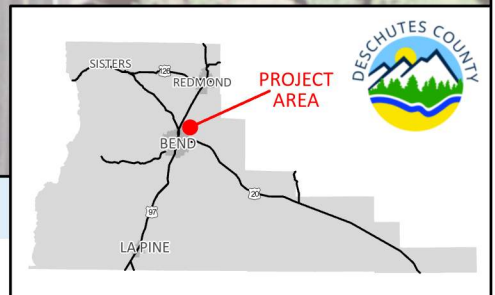
	<i>FY 2023</i>				<i>FY 2024</i>				<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



2025

BRIDGE CONSTRUCTION PROJECT

HAMEHOOK RD BRIDGE # 17C32 REPLACEMENT



BRIDGE CONSTRUCTION 2025

Local Access Road Bridges

Various Local Access Road Bridges exist in Deschutes County. Some are in disrepair and pose safety hazards to the travelling public and Emergency & Medical Services, and as such, are in need of replacement. Deschutes County Road Department is obligating funds for the replacement of these bridges to maintain safe and continuous access to rural communities constrained by waterways or other topographical features.



SCOPE OF WORK

- Evaluation of the existing bridge structures
- Maintenance or Removal & Replacement of bridge structures, as needed
- Paving of approaches
- Installation of approach guardrail

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
RIGHT OF WAY	-	-	-	-	-
CONSTRUCTION	\$100,000	\$200,000	\$200,000	\$200,000	\$700,000
TOTAL	\$150,000	\$250,000	\$250,000	\$250,000	\$900,000

SCHEDULE

	<i>FY 2024</i>				<i>FY 2025</i>				<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING	■	■			■	■			■	■			■	■		
RIGHT OF WAY																
CONSTRUCTION			■	■			■	■			■	■			■	■

BRIDGE CONSTRUCTION

2027

South Century Drive Bridge #16181 Rehabilitation

The South Century Drive Bridge #16181 over the Burlington Northern – Santa Fe (BNSF) railroad is a 3-span prestressed concrete bridge located east of Sunriver that was constructed in 1976. South Century Drive is an east-west arterial located near Sunriver that connects US 97 to the Cascade Lakes Highway. The segment from US 97 to Sunriver is a primary access route for recreational users and residents of Sunriver to/from US 97.



The bridge is showing significant signs of efflorescence, cracking and spalling throughout the structure, and the concrete railing and is suspected to have been constructed with poor quality concrete materials.

- Project Justification: Bridge Sufficiency Rating – 77.2 out of 100
- Bridge Name: South Century Dr over BNRR Bridge #16181
- Road Name: South Century Drive
- Functional Classification: Rural Arterial
- ADT: 8,435 (2022)

SCOPE OF WORK

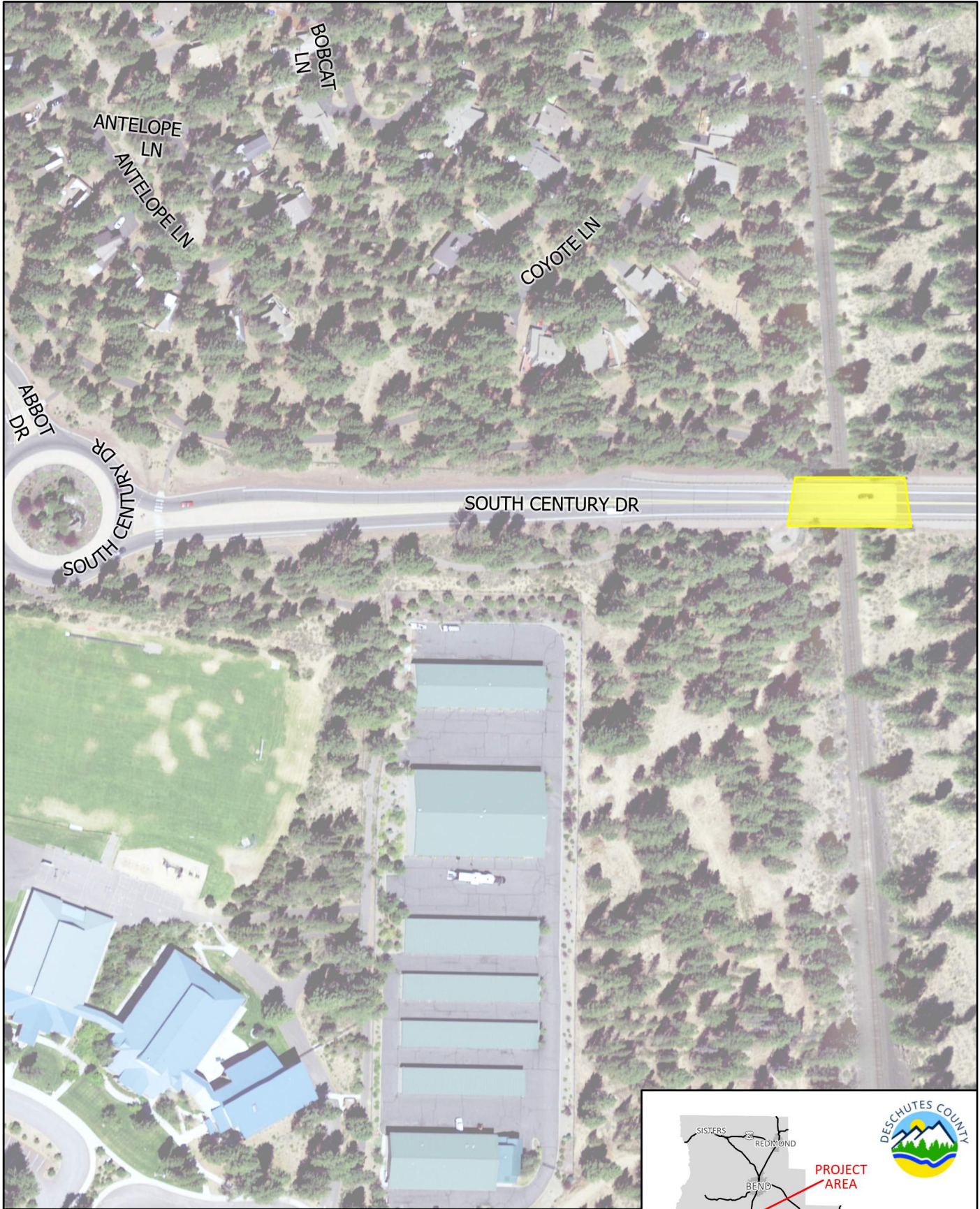
- Repair reinforced concrete bridge components
- Replace concrete bridge rail
- Replace bridge deck surfacing and install waterproofing membrane
- Upgrade bridge approach guardrail

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	ODOT LBP	ODOT LBP	ODOT LBP	ODOT LBP
PRELIM. ENGINEERING	\$100,000	\$410,000	-	\$510,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$600,000	\$1,000,000	\$1,600,000
TOTAL	\$100,000	\$1,010,000	\$1,000,000	\$2,110,000

SCHEDULE

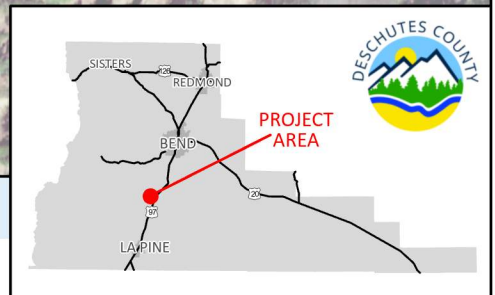
	<i>FY 2026</i>				<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



2027

BRIDGE CONSTRUCTION PROJECT

S CENTURY DR BRIDGE # 16181 REHABILITATION (ODOT LBP/SFLP)



BRIDGE CONSTRUCTION

2028

Burgess Road Bridge #09C783 Replacement

The Burgess Road Bridge is a single-span steel girder bridge located west of La Pine that was constructed in 1962. Burgess Road carries recreational traffic from US 97 and La Pine to the Deschutes National Forest and South Century Drive, and also serves several rural residents in the area.



The concrete deck is exhibiting cracking on the wearing surface and soffit, and the reinforced concrete abutments are spalling and cracking. The existing footings are exposed, and the metal bridge railing is substandard and in need of replacement.

- Project Justification: Bridge Sufficiency Rating – 51.8 out of 100
- Bridge Name: Deschutes River, Burgess Rd Bridge #09C783
- Road Name: Burgess Road
- Functional Classification: Forest Highway
- ADT: 136 (2022)

SCOPE OF WORK

- Removal of the existing structure
- Construction of a single-span, precast, prestressed concrete slab structure
- Bridge approach paving
- Installation of bridge approach guardrail

FUNDING

	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$100,000	\$315,000		\$415,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$250,000	\$1,453,000	\$1,703,000
TOTAL	\$100,000	\$565,000	\$1,453,000	\$2,118,000

SCHEDULE

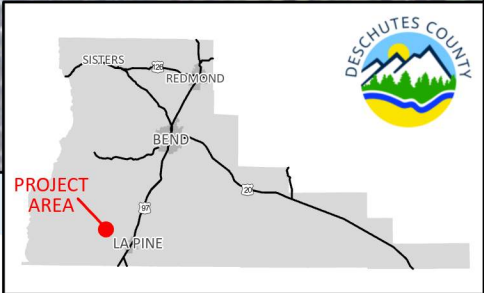
	<i>FY 2025</i>				<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



2028

BRIDGE CONSTRUCTION PROJECT

BURGESS RD BRIDGE # 09C783 REPLACEMENT



BRIDGE CONSTRUCTION

2028

Spring River Road (Harper) Bridge #17923 Rehabilitation

The Spring River Road (Harper) Bridge #17923 over the Deschutes River is a 3-span concrete structure constructed in 1994. Spring River Road is an arterial roadway which carries recreational traffic to the Deschutes National Forest and links US 97 with communities west of Sunriver.



The reinforced concrete girders are spalling and water intrusion is occurring from the slab joints. The steel piles within the river channel are also exhibiting corrosion, and the concrete bridge railing is showing signs of deterioration.

- Project Justification: Bridge Sufficiency Rating – 59.9 out of 100
- Bridge Name: Deschutes River, Spring River Rd Bridge #17923
- Road Name: Spring River Road
- Functional Classification: Rural Arterial
- ADT: 5,599 (2022)

SCOPE OF WORK

- Repair reinforced concrete bridge components
- Replace concrete bridge rail
- Replace piles within river channel
- Upgrade bridge approach guardrail

FUNDING

	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$100,000	\$50,000	\$150,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$380,000	\$380,000
TOTAL	\$100,000	\$430,000	\$530,000

SCHEDULE

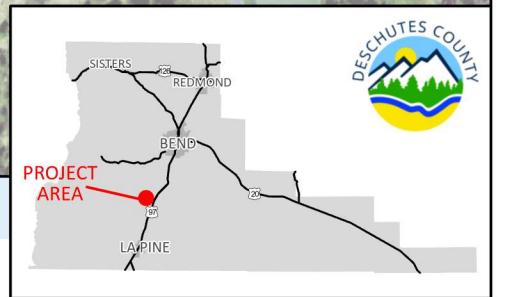
	<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2028

BRIDGE CONSTRUCTION PROJECT

SPRING RIVER RD (HARPER) BRIDGE #17923 REHABILITATION



TRAFFIC SAFETY

ANNUAL

Signage Improvements

Annual signage improvements include systemic safety improvements on County road intersections and curves. Signage work includes installing new traffic control devices or upgrading existing traffic control devices in accordance with current State and Federal standards. Additionally, localized traffic control device improvements are sometimes warranted to address specific operational or safety needs.



SCOPE OF WORK

- Contracted installation of regulatory signs, warning signs, and other traffic control devices

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
TOTAL	\$150,000	\$150,000	\$100,000	\$100,000	\$100,000	\$600,000

TRAFFIC SAFETY

ANNUAL

Guardrail Improvements

Annual guardrail improvements include upgrading existing guardrail systems to current State and Federal standards and installing new guardrail systems at locations where warranted.



SCOPE OF WORK

- Contracted installation of guardrail systems

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
TOTAL	\$150,000	\$150,000	\$100,000	\$100,000	\$100,000	\$600,000



Sunriver Service District

541-593-8622
ssdadmin@sunriversd.org
57475 Abbot Dr, Sunriver
PO Box 2108, Sunriver, OR 97707



Mission Statement

Protecting life and property, fostering a sense of safety and security in the Sunriver community

District Overview

The Sunriver Service District was established in 2002 to oversee the Sunriver Fire and Police Departments for the unincorporated resort community in Deschutes County. The District provides Police, Fire, and EMS to the community and surrounding areas under the laws of the State of Oregon and a management agreement with Deschutes County. The District Managing Board meets monthly to conduct business, ensuring professional delivery of public safety services to the community of Sunriver.

A seven-member Board oversees the budget, sets policy for the District, and is responsible for hiring the Police and Fire Chiefs, and a Board Administrator, to manage day-to-day operations. The Board is also responsible for negotiating labor contracts for both departments.

Fiscal Year 2022/23 Summary

The Sunriver Police and Fire Departments continue to focus on public safety, emergency preparedness, and community engagement. Collaborators in Sunriver are separate, private entities that come together under the leadership of the District to be ready in case of an emergency. Partners, both internal and external, including Deschutes County Emergency Management, Sunriver Resort, Sunriver Homeowner’s Association (SROA), Sunriver Village, U.S. Forest Service, Project Wildfire, ODOT and others, are important entities to include in this collaboration. Wildfires or railway incidents are the greatest threat to the community. Comprehensive messaging is done in partnership with SROA to ensure residents and guests are prepared in the event of an emergency. An emergency operations drill is held annually to test the resources and cooperation of these entities.

Chief Cory Darling retired from the Sunriver Police Department in August of 2022. The Board appointed Mike Womer as chief, who has over 28 years of experience in law enforcement and began with the Sunriver Police Department in January 2014. He has worked his way through the chain of command as an Officer, Acting in Capacity (AIC) Sergeant, and most recently as Lieutenant. Police Chief Womer will be retiring in December of 2023 and the District will start an active search for replacement this fall.

Chief Tim Moor retired from the Sunriver Fire Department in April of 2023. The Board appointed Deputy Chief Rod Bjorvik as interim chief. Sunriver is actively interviewing for a full-time fire chief and expects to make a selection before the end of the fiscal year. Interim Chief Rod Bjorvik has worked for the District for over 20 years and provides expertise in wildland firefighting.

The Board also appointed Mindy Holliday as the District Administrator, replacing the retired Debbie Baker. Administrator Holliday has worked her way through the organization, starting out part time as an office assistant and then the Sunriver Fire Department Administrative Assistant before becoming Board Administrator.

Police Chief Womer and interim Fire Chief Bjorvik both work diligently to provide professional public safety through community outreach and connection opportunities. The volume of visitors to Sunriver continued to be strong throughout the year, with estimates of 200,000 visitors to Sunriver during this fiscal year.

The Sunriver Police, in conjunction with SROA, continues to utilize a rental registry (non-mandatory) and established new rules outlining expected behavior for Sunriver guests. The registry gives Sunriver Police contact information for homeowners and rental agencies on an individual home basis. This gave officers the ability to inform rental agencies and non-resident homeowners about problems at their residence before it is designated a “nuisance property” and fined by SROA. The program has been a great success, as many issues are being resolved before the home is designated as a nuisance property. The Police additionally have implemented a drone program to help with public safety and search and rescue operations. In this last year, the District has executed additional supervision on each shift by developing a corporal position that will pull from current patrol staff. The department has applied for a federal grant to equip patrol cars with dash cameras to support the existing body cameras. The Sunriver Police Department was reaccredited by the Oregon Accreditation Alliance.

The Sunriver Bike Patrol program was reimagined in 2022. To recruit members the minimum age requirement was lowered to sixteen years old. Subsequently, the program was restructured to both provide outstanding customer service on the bike paths and provide members with a cadet-like experience they could build upon if they pursued public safety careers. Bike Patrol applicants took trips to the Firearms Range and Deschutes County 9-1-1 amongst other training to expose them to law enforcement. As the program progresses, an emphasis on recruiting at local high school and college campuses will continue.

In 2022, Sunriver firefighters participated in 2,147 hours of training. These hours represented an average training of 143 hours per employee. In addition, department officers completed Blue Card ICS training and certification, and career staff completed a 16-hour Basic Water First Responder course.

In FY 22/23 the Board approved funding for an additional Firefighter/Paramedic. Sunriver Fire Department uses a three-platoon system, and there were not enough FTE’s to provide equal staff on each shift. Therefore, when someone was sick or on vacation the department used overtime to fill the vacancy. This additional Firefighter/Paramedic will balance out the three shifts and provide for efficiencies and cost savings.

In 2022, the District began a funding campaign for the construction of a new Public Safety Facility to house both the Sunriver Police and Fire departments. An architectural firm was hired, and a new building concept was developed by police and fire personnel, administrative staff, members of the community, and the District Board. The District selected a construction firm and is currently in the permitting phase. The goal is to break ground in June 2023 with completion by the end of 2024. The cost of the new facility will not exceed \$18 million. The Deschutes County Commissioners unanimously granted the District \$8 million in funds from the Deschutes County unallocated transient room tax (TRT) fund. The District also contributed \$3 million from its existing operating fund working capital (Fund 715). Lastly, the District received overwhelming support and approval from Sunriver registered voters on May 17, 2022 to fund a 10-year Capital Improvement Levy. This levy will repay a \$7 million, 10-year commercial bank loan for construction. As a partner in the process, SROA sold the fire station building to the District for \$1. SROA will continue to hold

ownership of the land occupied by the Public Safety Building as a 99-year lease, in which the District pays a yearly amount of \$40,000 for use of the property.

The Public Safety Building Task Force was instrumental in the success of this funding campaign, and included 10 Sunriver volunteer community members: Bill Hepburn, John Ralston, Dennis Dishaw, Ron Schmid, Jim Fister, John Salzer, Doug Seator, Harry Hamilton, Peter Martell, and Clark Pederson. These volunteers are a combination of SSD Board members, SROA Board members, and other stakeholders in Sunriver and the surrounding area. Over the course of the last two years this group met regularly to see a new Public Service Building come to fruition. Each of the 10 volunteers divided up tasks that met each of their strengths, and devoted countless hours to make this vision a reality. To acknowledge this work, the Task Force was bestowed the 2023 Special District Association of Oregon (SDAO) Volunteers of the Year Award.

Outlook for the Year Ahead

The Sunriver Service District remains financially strong. The working capital for the District’s Operating Fund (715) began the year at \$6.2 million, prior to the \$3 million contribution to the Public Safety Building Fund (717). During FY22/23, \$325,000 was transferred from the operating working capital (Fund 715) to the capital reserves (Fund 716). The District is on a three-year reserve study cycle, which is set to be concluded in the summer of 2023. The proposed budget for FY23-24 continues to fund the capital reserves on the existing schedule, and the District is not planning to raise the existing millage rate. However, the District is nearing a net loss in working capital and the Board expects it will have to raise rates in the next few years to address rising costs compared to limited revenue growth. For comparison, costs are rising at 8% due to increased salary and benefits, and the property tax revenue typically grows just above 3%.

District personnel and the Board have been heavily involved in the construction of the new Public Safety Facility. This would house both the Sunriver Police and Fire Departments in one building, by remodeling and adding on to the current fire station. The Board hired a project manager, design team, and general contractor in the fall of 2022. This group has and continues to meet regularly to establish budget, construction phasing and needs, problem solve and mitigate potential issues, and move the process from schematic design to design development. Through careful planning and negotiations, the construction schedule will allow fire/paramedic personnel and equipment to remain on site during the construction phase. This provides significant savings in relocation costs. Police services will experience only minor disruption as they are currently located in a separate facility and will move into the new building upon completion. Construction costs continue to rise and the need to maintain and on-time and on-budget project remains paramount, which requires significant attention from the Board and senior personnel.

Tourism in Sunriver is anticipated to remain strong in FY23/24, resulting in challenges to provide public safety to the community during peak months. There are approximately 1,700 full-time residents, and the population can swell to 20,000+ during peak vacation times. It is expected the summer of 2023 will be as busy as last year.

Police and Fire in Sunriver regularly respond outside of the identified Service District bounds given the mutual aid and auto aid commitments. With the strain on south Deschutes County resources, due to rising costs and the increasing population, the District is providing greater support. This has pushed the need for greater supervision, such as the newly approved Sunriver Police corporal positions, and results in additional cost increases to the District.

Sunriver Service District Operating Fund (Fund 715)

	Actual		Budgeted	PROP. BUDGET	2023-24 Budget vs 2022-23 Budget	
	2020-21	2021-22	2022-23	2023-24	Amount - \$	% Change
	(000s)	(000s)	(000s)	(000s)	(000s)	
Property Taxes	\$ 5,151	\$ 5,309	\$ 5,523	\$ 5,703	\$ 180	3%
Net Ambulance/GEMT	211	214	243	280	37	15%
Interest Income	57	37	40	100	60	150%
All other	460	122	161	170	10	6%
Total Revenue	\$ 5,878	\$ 5,683	\$ 5,967	\$ 6,253	\$ 286	5%
Personnel Costs	\$ 4,077	\$ 4,071	\$ 4,687	\$ 5,036	\$ 349	7%
Materials & Services	754	848	876	900	24	3%
Transfers to Reserves	339	1,500	325	335	10	3%
Total Expenditures	\$ 5,169	\$ 6,419	\$ 5,888	\$ 6,271	\$ 383	7%
Net Operating Income	\$ 709	\$ (737)	\$ 78	\$ (18)	\$ (97)	
Contingency			75	75	-	
Increase (Decrease) in WC	\$ 709	\$ (737)	\$ 3	\$ (93)	\$ (97)	
Ending Net Working Capital	<u>\$ 6,921</u>	<u>\$ 6,185</u>	<u>\$ 6,241</u>	<u>\$ 3,620</u>		

The Operating Fund (Fund 715) is used to support the District's day-to-day operations. Fund 715's main source of revenue is property taxes. The District has maintained the same tax rate of \$3.31 per \$1,000 tax assessed valuation since 2010 and will continue the same rate in FY23/24. The maximum allowed rate is \$3.45 per \$1,000 of tax assessed valuation for all Sunriver properties. The remainder of the District's revenue is generated from medical/ambulance charges, court fines, fees, and interest earnings.

Sunriver Service District Reserve Fund (Fund 716)

Account Number	Account Description	Actual FY 20-21	Actual FY 21-22	FY 22-23			FY 23-24
				Budget FY 22-23	Actual YTD 1/31/2023	Year End Proj Amount	Requested FY 23-24
		Linked to Data					
716-0000-301-0000	Beg Net Working Capital	910,209	1,079,676	2,403,879	2,429,581	2,429,581	2,586,267
716-0000-381-1100	INTEREST INCOME-RSVE	6,205	12,677	10,000	34,796	69,592	75,000
716-0000-392-1200	PROCEEDS F/A DISPOSITION	10,000	0	24,000	0	0	10,000
				0	0		
REVENUES		16,205	12,677	34,000	34,796	69,592	85,000
716-0000-391-5000	SSD Fund 715	338,750	1,500,000	325,000	0	325,000	334,750
TRANSFERS IN		338,750	1,500,000	325,000	0	325,000	334,750
TOTAL RESOURCES		1,265,163	2,592,354	2,762,879	2,464,377	2,824,173	3,006,017
TOTAL REQUIREMENTS		1,095,696	1,242,449	2,617,132	2,458,404	2,667,488	2,841,367
NET CHANGE IN WORKING CAPITAL		169,468	1,349,905	145,747	5,974	156,686	164,650
ENDING WORKING CAPITAL		1,079,676	2,429,581	2,549,626	2,435,555	2,586,267	2,750,917

The Reserve Fund (Fund 716) is used to support capital asset replacement and new acquisitions, such as vehicles, operating equipment, and facility assets with a lifetime of more than 3 years but less than 30-years. The District will conduct a reserve analysis in FY23/24 to assess if this fund is adequate to meet the District’s future needs, based entirely on replacing existing assets when they reached their expected end-of-life.

Sunriver Public Safety Facility Fund (Fund 717)

Account Number	Account Description	Actual FY 21-22	FY 22-23			FY 23-24
			Budget FY 22-23	Actual YTD 1/31/2023	Year End Proj Amount	Requested FY 23-24
	Tax Rate/\$1000 Assessed Value					\$0.47
	Assessed Value - from 715 workbook					1,762,109,050
	Actual/Assumed Collection Rate					97%
717-0000-301-0000	Beg Net Working Capital	0	6,970,000	6,972,769	6,972,769	9,203,325
717-0000-311-1200	Deschutes County TRT Funds	0	4,000,000	4,000,000	4,000,000	2,000,000
717-0000-311-1300	Bank Loan	6,970,000	0	0	0	0
717-0000-311-1400	Levy Proceeds	0	799,018	723,994	800,000	803,346
717-0000-361-1100	Interest Earned	2,769	110,000	174,845	375,000	200,000
					0	
REVENUES		6,972,769	4,909,018	4,898,639	5,175,000	3,003,346
717-0000-301-5000	TRANSFERS IN REVENUE	0	0	3,000,000	3,000,000	
TRANSFERS IN		0	0	3,000,000	3,000,000	0
TOTAL RESOURCES (Current period)		6,972,769	4,909,018	7,898,639	8,175,000	3,003,346
TOTAL REQUIREMENTS (Current period)		30,000	6,444,444	688,086	5,944,444	12,161,164
NET CHANGE IN WORKING CAPITAL		6,942,769	(1,535,426)	7,210,553	2,230,556	(9,157,818)
ENDING WORKING CAPITAL		6,942,769	5,434,574	14,183,321	9,203,325	45,506

The Public Safety Building Fund (Fund 717) was created to track all revenue and expenses associated with the design, construction, and outfitting of the new Sunriver Public Safety Building. Construction activity will continue in FY23/24, with completion expected in Fall 2024.

Black Butte Ranch Police Department Special District FY 2023 Proposed Budget

	2019-2020	2020-2021	2021-2022	2021-2022	2022-2023
	Actual	Actual	Budget	Estimates	Proposed
Resources					
Beginning Net Capital	1,190,648	1,345,408	1,364,162	1,444,680	1,450,221
Prop Tax Collect					
98 - BBR CSD@1.049	1,079,469	697,921	724,895	729,206	751,083
99 - BBR CSD Loc Opt @\$\$.65	-	432,088	448,788	451,457	465,001
Prior Year Tax Collections	20,445	12,000	12,000	12,000	12,000
LGIP Interest	26,613	10,107	11,000	9,500	10,000
Misc Income	41,549	46,237	30,000	30,000	30,000
BBR Corporation Contract	12,000	12,000	12,000	12,000	12,000
BBR Association Contract	1,200	1,200	1,200	1,200	1,200
Total Revenue	2,371,924	2,556,961	2,604,045	2,690,044	2,731,505
Personnel Services					
Police Chief (1 FTE)	94,165	97,508	103,500	99,568	108,675
Police Sergeant (1 FTE in 22)	153,551	157,420	170,500	139,103	84,808
Patrol Officer (5 FTE in 22)	207,421	187,995	234,500	255,072	325,537
CSO (1 PTE)	-	-	-	-	9,600
PTO Payoff	14,447	25,982	36,000	29,559	36,000
Certification pay	5,306	6,675	7,200	5,400	9,000
Firearm Instructor	900	938	900	900	1,800
Longevity	3,130	3,640	3,840	1,293	4,800
Overtime	11,831	4,236	25,000	4,867	25,000
Admin Assist	-	-	25,000	-	-
Admin Manager	57,340	63,775	69,000	78,503	68,711
Health Insurance	142,909	172,430	228,000	168,048	250,800
Medicare	7,926	7,850	9,800	8,839	10,290
Social Security	3,360	170	3,000	3,576	2,000
Pers Employer	86,197	124,050	125,000	116,584	150,000
Pers Employee 6%	26,976	40,527	25,000	31,027	41,000
SUTA1	626	541	700	609	735
Workers Comp	10,960	6,202	12,000	4,033	12,000
WBF	182	168	-	184	190
Guest Instructors	-	-	-	-	500
Total Personnel	827,227	900,107	1,078,940	947,164	1,141,446
M&S					
Contract	35,881	34,478	40,000	40,000	42,000
Bank Fees	7	1	-	55	-
Advertising	746	200	2,000	1,293	2,000
Meeting Supplies	845	698	2,500	1,159	2,500

**Black Butte Ranch Police Department Special District
FY 2023 Proposed Budget**

	2019-2020	2020-2021	2021-2022	2021-2022	2022-2023
	Actual	Actual	Budget	Estimates	Proposed
Subscriptions	16,663	17,679	17,000	17,000	17,000
Office and Copier	13,974	11,626	15,000	15,000	15,000
Ammunition/Range	-	1,345	2,500	2,569	2,500
Telephone	8,887	9,313	10,000	9,053	10,000
Equipment (Non-Office)	480	1,222	5,000	1,047	5,000
Minor Tools and Equip	23,830	10,419	10,000	9,636	10,000
Insurance Premiums	20,151	21,193	25,000	25,000	25,000
Travel/Milage	482	546	2,000	500	2,000
Vehicle R&M	11,765	11,727	13,000	13,000	13,000
Gas/Diesel/Oil	11,143	8,648	14,000	16,145	19,000
Building Rental	56,016	61,143	62,500	62,500	62,500
Auditing/Account Services	6,687	7,108	10,000	10,000	10,000
Legal	1,753	2,736	12,000	12,000	12,000
Education and Training	2,965	6,103	8,000	8,221	8,000
Uniforms	7,491	5,989	10,000	4,856	10,000
Misc	-	-	-	3,624	3,000
Total M&S	219,766	212,174	260,500	252,659	270,500
Capitol Equipment					
Automobiles and SUVs	-	-	40,000	30,000	70,000
Operating Equipment	-	-	15,000	10,000	25,000
Total Capital	-	-	55,000	40,000	95,000
General Operating Contingency	-	-	350,000	-	497,292
Unappropriated Ending Fund Balance	-	-	859,605	-	727,267
Total Revenue	2,371,924	2,556,961	2,604,045	2,690,044	2,731,505
Total Expenditures	1,046,993	1,112,281	2,604,045	1,239,823	2,731,505
Fund Balance	1,324,931	1,444,680	-	1,450,221	-