



BOARD OF COMMISSIONERS

BOARD OF COUNTY COMMISSIONERS MEETING

9:00 AM, WEDNESDAY, DECEMBER 20, 2023

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

AGENDA

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.

Citizen Input: The public may comment on any topic that is not on the current agenda. Alternatively, comments may be submitted on any topic at any time by emailing citizeninput@deschutes.org or leaving a voice message at 541-385-1734.

When in-person comment from the public is allowed at the meeting, public comment will also be allowed via computer, phone or other virtual means.

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

- To join the meeting via Zoom from a computer, use this link: <http://bit.ly/3h3oqdD>.
- To join by phone, call 253-215-8782 and enter webinar ID # 899 4635 9970 followed by the passcode 013510.
- If joining by a browser, use the raise hand icon to indicate you would like to provide public comment, if and when allowed. If using a phone, press *9 to indicate you would like to speak and *6 to unmute yourself when you are called on.
- When it is your turn to provide testimony, you will be promoted from an attendee to a panelist. You may experience a brief pause as your meeting status changes. Once you have joined as a panelist, you will be able to turn on your camera, if you would like to.



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.

Time estimates: The times listed on agenda items are estimates only. Generally, items will be heard in sequential order and items, including public hearings, may be heard before or after their listed times.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CITIZEN INPUT: Citizen Input may be provided as comment on any topic that is not on the agenda.

Note: In addition to the option of providing in-person comments at the meeting, citizen input comments may be emailed to citizeninput@deschutes.org or you may leave a brief voicemail at 541.385.1734.

CONSENT AGENDA

- [1.](#) Approval of Resolution No. 2023-068 adopting a supplemental budget and increasing or adjusting appropriations in the Full Faith and Credit Debt Service Fund, the General Fund and the Project Development and Debt Reserve Fund
- [2.](#) Approval of a Water Pipeline and Access Easement to Avion Water Company, and a Gas Pipeline and Access Easement to Cascade Natural Gas
- [3.](#) Approval of Board Order No. 2023-057 authorizing the sale of property located at 16775 CW Reeves Lane in La Pine to Pudding River Properties, and further authorizing the Deschutes County Property Manager to execute the documents associated with the sale
- [4.](#) Approval of Chair Signature of Document No. 2023-1078, a Notice of Intent to Award Contract for Engineering Services for the Tumalo Reservoir Road: OB Riley Road to Sisemore Road Improvement Project
- [5.](#) Approval of amendment to Oregon Health Authority grant agreement #180009-4
- [6.](#) Approval of request to apply for State and Local Cybersecurity Grant Program
- [7.](#) Consideration of Board Signature on letters of appointment to the Deschutes River Mitigation and Enhancement Committee
- [8.](#) Consideration of Board Signature on letters of appointment, reappointment and thanks for various Committees and Special Road Districts
9. Approval of minutes of the BOCC November 27 and 29 and December 4, 2023 meetings

ACTION ITEMS

- [10.](#) **9:10 AM** Public Hearing: Plan Amendment and Zone Change at 64430 Hunnell Road

11. **9:55 AM** Resolution No. 2023-067, adding 3.00 FTE and increasing revenue and appropriations for the Intellectual and Developmental Disabilities Program within Health Services
12. **10:05 AM** Resolution No. 2023-069 effecting changes to the FY 2023-34 Budget to extend a .10 limited duration FTE in the District Attorney's Office by six months to support illegal marijuana market enforcement
13. **10:15 AM** Pre-Deliberation Update: Draft 2020-2040 Transportation System Plan
14. **10:35 AM** Consideration of letter providing input on a comprehensive approach to Measure 110
15. **10:45 AM** Draft letter regarding ODF Wildfire Funding Proposal
16. **11:00 AM** Treasury Report for November 2023
17. **11:15 AM** Finance Report for November 2023
18. **11:30 AM** Board selection of Chair and Vice Chair for 2024

OTHER ITEMS

These can be any items not included on the agenda that the Commissioners wish to discuss as part of the meeting, pursuant to ORS 192.640.

EXECUTIVE SESSION

At any time during the meeting, an executive session could be called to address issues relating to ORS 192.660(2)(e), real property negotiations; ORS 192.660(2)(h), litigation; ORS 192.660(2)(d), labor negotiations; ORS 192.660(2)(b), personnel issues; or other executive session categories.

Executive sessions are closed to the public; however, with few exceptions and under specific guidelines, are open to the media.

19. Executive Session under ORS 192.660 (2) (e) Real Property Negotiations

ADJOURN



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Approval of Resolution No. 2023-068 adopting a supplemental budget and increasing or adjusting appropriations in the Full Faith and Credit Debt Service Fund, the General Fund and the Project Development and Debt Reserve Fund

RECOMMENDED MOTION:

Move approval of Resolution No. 2023-068 increasing or adjusting appropriations within the 2023-24 Deschutes County Budget.

BACKGROUND AND POLICY IMPLICATIONS:

A supplemental budget is required to clear positive and negative balances within Funds that are legally adopted as the Full Faith and Credit (FF&C) Debt Service Fund. Overall, the FF&C Debt Service fund has positive Beginning Working Capital (BWC), but some individual funds within the legal fund have negative BWC or excess funds that need to be transferred and reserved in the County's Debt Reserve Fund. This resolution is creating appropriations to allow for the clean-up of individual debt service funds and ensure the funds net to zero at the end of each fiscal year going forward.

- Fund 539 – Series 2019:
 - This fund ended FY23 with negative BWC due to bank trustee fees. Debt service and fees in this fund are funded through a transfer from the General Fund. The fund requires an additional transfer of approximately \$2,000 to cover the fees and net the fund to zero.
- Fund 541 – Series 2010:
 - Series 2010 has been paid off and Fund 541 closed. There is a balance of approximately \$5 in the fund that needs to be transferred to the Project Development and Debt Reserve Fund.

- Fund 538 – Series 2019:
 - The debt service for Series 2019 is funded by a transfer from Deschutes County 9-1-1 and lease revenue from the State of Oregon. Lease revenue from the State has increased over time and exceeds the debt service payment. Accumulated funds of approximately \$280,000 need to be transferred to the Project Development and Debt Reserve Fund in a reserve for future debt service payments.

BUDGET IMPACTS:

If approved, the aforementioned funds and amounts will be adjusted and/or appropriated.

ATTENDANCE:

Dan Emerson, Budget and Financial Planning Manager

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY,
OREGON

A Resolution Increasing Appropriations *
Within the 2023-24 Deschutes County * RESOLUTION NO. 2023-068
Budget *

WHEREAS, the Finance department is requesting budget adjustments with regards to clearing negative and positive fund balances in the Full Faith and Credit Debt Service Fund, and

WHEREAS, ORS 294.471 allows a supplemental budget adjustment when authorized by resolution of the governing body, and

WHEREAS, ORS 294.463 allows the transfer of Appropriations and Contingency within a fund when authorized by resolution of the governing body, and

WHEREAS, it is necessary to reduce Contingency and increase Transfer Out appropriations by \$2,000 in the General Fund, and

WHEREAS, it is necessary to reduce Unappropriated Reserves and increase Transfer Out appropriations by \$280,000 in the Full Faith and Credit Debt Service Fund, and

WHEREAS, it is necessary to recognize Transfer In revenue of \$2,000 and Beginning Working Capital of \$5 and increase Program Expense appropriations by \$2,000 and Transfer Out appropriations by \$5 in the Full Faith and Credit Debt Service Fund, and

WHEREAS, it is necessary to recognize Transfer In revenue and increase Reserves by \$280,005 in the Project Development and Debt Reserve Fund; now, therefore,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, as follows:

Section 1. That the following revenue be budgeted in the 2023-24 County Budget:

| | |
|---|------------------------|
| <u>Full Faith and Credit Debt Service Fund</u> | |
| Beginning Working Capital | \$ 5 |
| Transfers In | 2,000 |
| Total Full Faith and Credit Debt Service | <u>\$ 2,005</u> |

| | |
|---|--------------------------|
| <u>Project Development and Debt Reserve Fund</u> | |
| Transfers In | \$ 280,005 |
| Total Project Development and Debt Reserve | <u>\$ 280,005</u> |

Section 2. That the following amounts be appropriated in the 2023-24 County Budget:

| | |
|---------------------------|--------------------|
| <u>General Fund</u> | |
| Contingency | \$ (2,000) |
| Transfers Out | 2,000 |
| Total General Fund | <u>\$ 0</u> |

| | |
|---|------------------------|
| <u>Full Faith and Credit Debt Service Fund</u> | |
| Unappropriated Ending Fund Balance | \$ (280,000) |
| Program Expense | 2,000 |
| Transfers Out | 280,005 |
| Total Full Faith and Credit Debt Service | <u>\$ 2,005</u> |

| | |
|---|--------------------------|
| <u>Project Development and Debt Reserve Fund</u> | |
| Unappropriated Ending Fund Balance | \$ 280,005 |
| Total Project Development and Debt Reserve | <u>\$ 280,005</u> |

Section 3. That the Chief Financial Officer make the appropriate entries in the Deschutes County Financial System to show the above appropriations:

DATED this _____ day of December 2023.

BOARD OF COUNTY COMMISSIONERS OF
DESCHUTES COUNTY, OREGON

ANTHONY DEBONE, Chair

ATTEST: _____
PATTI ADAIR, Vice-Chair

Recording Secretary PHIL CHANG, Commissioner

Deschutes County
Supplemental Budget

REVENUE

| Item | Project Code | Segment 2 | Org | Object | Description | Current Budgeted Amount | To (From) | Revised Budget |
|--------------|--------------|-----------|---------|--------|----------------------------|-------------------------|-------------------|-------------------|
| 1 | | | 5391350 | 391001 | Transfer In - General Fund | \$ 223,000 | \$ 2,000 | \$ 225,000 |
| 2 | | | 5411350 | 301000 | Beginning Working Capital | - | 5 | 5 |
| 3 | | | 0900400 | 391541 | Transfer In - Fund 541 | - | 5 | 5 |
| 4 | | | 0900400 | 391538 | Transfer In - Fund 538 | - | 280,000 | 280,000 |
| TOTAL | | | | | | \$ 223,000 | \$ 282,010 | \$ 505,010 |

APPROPRIATION

| Item | Project Code | Segment 2 | Org | Object | Category (Pers, M&S, CapEx, Transfers, Contingency) | Description (Object, e.g. Time Mgmt, Temp Help, Computer Hardware) | Current Budgeted Amount | To (From) | Revised Budget |
|--------------|--------------|-----------|---------|--------|--|--|-------------------------|----------------------|----------------|
| 1 | | | 5391350 | 450050 | M&S | Bank & Trustee Charges | \$ - | \$ 2,000 | \$ 2,000 |
| 2 | | | 0019991 | 491539 | Transfers | Transfer Out - Fund 539 | 223,000 | 2,000 | 1,700 |
| 3 | | | 5411350 | 491090 | Transfers | Transfer Out - Debt Reserve Fund | - | 5 | 5 |
| 4 | | | 0019999 | 501971 | Contingency | Contingency | 9,678,629 | (2,000) | 9,676,629 |
| 5 | | | 5381350 | 491090 | Transfers | Transfer Out - Fund 090 | - | 280,000 | 280,000 |
| 6 | | | 5381350 | 511901 | Reserves | Unappropriated Ending Fund Balance | 333,462 | (280,000) | 53,462 |
| 7 | | | 0900400 | 511901 | Reserves | Unappropriated Ending Fund Balance | - | 280,005 | 280,005 |
| TOTAL | | | | | | \$ 10,235,091 | \$ 282,010 | \$ 10,293,801 | |

A supplemental budget is required to clear-out postive and negative balances within Funds that are legally appropriated as the Full Faith and Credit Debt Service Fund.

Fund:
Dept:
Requested by:
Date:

| |
|-------------------|
| FF&C Debt Service |
| Finance |
| Dan Emerson |
| 12.20.23 |



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Approval of a Water Pipeline and Access Easement to Avion Water Company, and a Gas Pipeline and Access Easement to Cascade Natural Gas

RECOMMENDED MOTION:

Move approval of Board Signature of Order No. 2023-056 to authorize a Water Pipeline and Access Easement to Avion Water Company and a Gas Pipeline and Access Easement to Cascade Natural Gas near Eagle Road in Bend, and further authorizing the Deschutes County Property Manager to execute the easements.

BACKGROUND AND POLICY IMPLICATIONS:

In 1976, Deschutes County acquired a 0.64-acre property by Bargain & Sale Deed for zero cost. The property is located just east of Eagle Road, Bend, and currently serves as access to roughly four adjacent privately owned parcels. The property known as Map and Tax Lot 171226AB00500 has a real market value of zero as determined by the Deschutes County Assessor's Office.

It appears that the intent of the grantor in the 1976 transaction was to dedicate the property to public road right-of-way, but it has remained in the County's real property inventory since that time. Because the access road does not meet road standards, the Road Department confirmed it is unable to recommend a dedication to public right-of-way. Therefore, the property should remain in the County's real property inventory until such time the area is annexed into the City of Bend and a possible dedication to public right-of-way can be considered.

In March 2023 the County authorized a Road and Access Easement over Tax Lot 00500 to two adjacent property owners. Subsequently, one of the two adjacent property owners, Jason and Danielle Wohlfahrt who own Map and Tax Lot 171226AB00100, are developing their parcel and discovered that they do not have nearby water or natural gas connections.

The Wohlfahrt's have therefore requested the County grant a Water Pipeline and Access Easement to Avion Water Company, Inc. and a Gas Pipeline and Access Easement to Cascade Natural Gas, corporation over Tax Lot 00500.

BUDGET IMPACTS:

Wohlfehrt pays the expense of recording fees.

ATTENDANCE:

Kristie Bollinger, Property Manager

Emily Pyle, Property Specialist

REVIEWED

LEGAL COUNSEL

12/20/2023 Item #2.

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Order Designating the Deschutes County
Property Manager, Kristie Bollinger as the
Deschutes County Representative to Execute a
Water Pipeline and Access Easement and Gas
Pipeline and Access Easement Over Deschutes
County Owned Property Known as Map and Tax
Lot 171226AB00500, Bend, Oregon 97701

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ORDER NO. 2023-056

WHEREAS, the Board of County Commissioners of Deschutes County has authorized granting a Water Pipeline and Access Easement to Avion Water Company, Inc. and Gas Pipeline and Access Easement to Cascade Natural Gas, corporation over County-owned property known as Map and Tax Lot 171226AB00500; and

WHEREAS, private property owners, Danielle and Jason Wohlfehrt (Wohlfehrt) who currently own Map and Tax Lot 171226AB00100, have requested Deschutes County to grant Water Pipeline and Access Easement to Avion Water Company, Inc. and Gas Pipeline and Access Easement to Cascade Natural Gas, corporation over County-owned property known as Map and Tax Lot; and

WHEREAS, Deschutes County agrees to grant said Easements; and

WHEREAS, upon the issuance of this Order, Deschutes County Property Management staff will finalize the Water Pipeline and Access Easement with Avion Water Company, Inc. and Gas Pipeline and Access Easement with Cascade Natural Gas, corporation for recording in the official records at the Deschutes County Clerk's Office at the sole cost and expense of Wohlfehrt; now, THEREFORE,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, HEREBY ORDERS as follows:

Section 1. The Deschutes County Property Manager, Kristie Bollinger is designated as the Deschutes County representative to execute a Water Pipeline and Access Easement to Avion Water Company, Inc. and Gas Pipeline and Access Easement to Cascade Natural Gas, corporation over Deschutes County-owned property known as Map and Tax Lot 171226AB00500.

Dated this _____ of _____, 2023

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

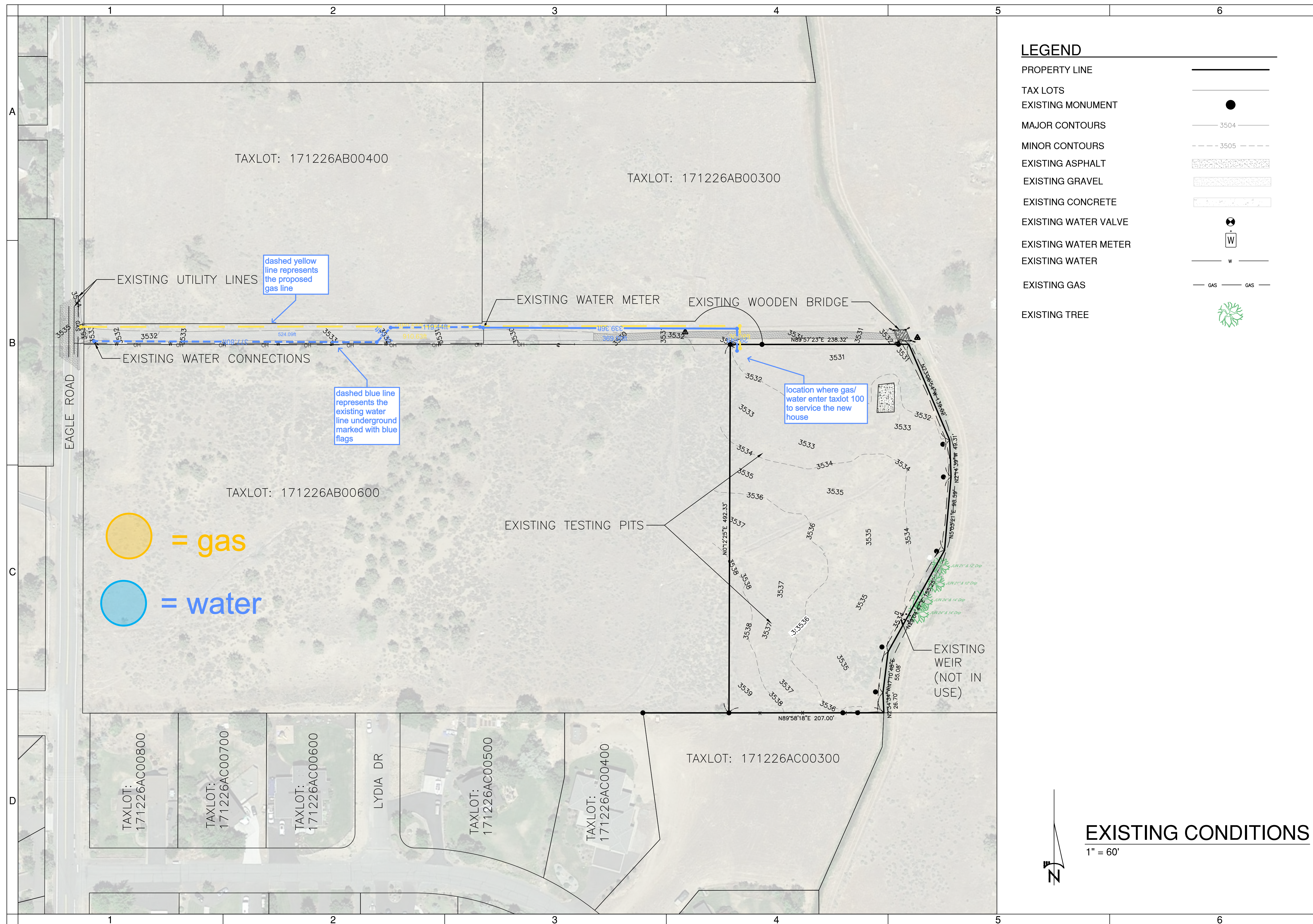
ANTHONY DEBONE, Chair

PATTI ADAIR, Vice Chair

ATTEST:

Recording Secretary

PHIL CHANG, Commissioner



LEGEND

| | |
|----------------------|--|
| PROPERTY LINE | |
| TAX LOTS | |
| EXISTING MONUMENT | |
| MAJOR CONTOURS | |
| MINOR CONTOURS | |
| EXISTING ASPHALT | |
| EXISTING GRAVEL | |
| EXISTING CONCRETE | |
| EXISTING WATER VALVE | |
| EXISTING WATER METER | |
| EXISTING WATER | |
| EXISTING GAS | |
| EXISTING TREE | |

= gas

= water

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
DEC. 16, 2009
ERIK J. HUFFMAN
70814
RENEWS: JUN. 30, 2023

AARON ALWAY
62744 EAGLE ROAD
EXISTING CONDITIONS
DESCHUTES COUNTY, OREGON



REVISIONS:

| | |
|----|--|
| 1. | |
| 2. | |
| 3. | |

BECON
Civil Engineering & Land Surveying
549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconing.com

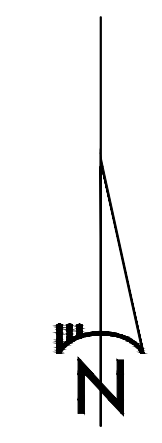
DESIGNED BY: E.J.H.
DRAWN BY: K.K.S.
SCALE: 1" = 60'
FILE: 22074
DATE: 07/27/2022

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET: C1.0

1 OF 1

XXX-XX-XXXXXX-XXX



EXISTING CONDITIONS
1" = 60'



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Approval of Board Order No. 2023-057 authorizing the sale of property located at 16775 CW Reeves Lane in La Pine to Pudding River Properties, and further authorizing the Deschutes County Property Manager to execute the documents associated with the sale

RECOMMENDED MOTION:

Move approval of Board Signature of Order No. 2023-057 authorizing the sale of property located at 16775 CW Reeves Lane, La Pine, known as Map and Tax Lot 221014DA00400, to Pudding River Properties LLC, and further authorizing the Deschutes County Property Manager to execute the documents associated with the sale

BACKGROUND AND POLICY IMPLICATIONS:

Deschutes County owns property in the Finley Butte Industrial Park Phase 1 plat located at 16775 CW Reeves Lane, La Pine, known as Map and Tax Lot 221014DA00400. The +/- 2.95 acre lot has a Real Market Value (RMV) of \$334,100 as determined by the Deschutes County Assessor's Office.

Tom and Karen Zitzelberger are owners of Western Metrology Sales LLC in Wilsonville, Oregon, which specializes in manufacturing, inspection, and equipment sales. The Zitzelberger's submitted an offer to purchase said property and relocate their business to La Pine. Their intent is to initially construct a 10,000 square foot building at a rough cost of \$2,000,000 and anticipate adding an additional 20,000 square feet in 5-10 years. Current work force includes 7 employees, and the Zitzelberger's anticipate adding roughly 18 new positions in the next 10 years.

It's anticipated construction will start late 2024 with completion late 2025, and their business relocating and operational by December 2025.

Highlights of the offer includes,

1. \$224,878.50 sales price, or \$76,230/acre at \$1.75 per square foot
2. \$12,000 refundable earnest money –becomes nonrefundable after buyer removes contingencies
3. 180-day (calendar) due diligence period
 - a. Buyer has up to three 60-day extensions at a cost of \$6,000/extension, which

are nonrefundable, but applied to purchase price

4. Closing to occur within 10-days (calendar) after buyer removes contingencies

In 2019, the County and City of La Pine entered into an intergovernmental agreement that provides the City full power and authority to market, promote and negotiate sales of County-owned property located in the industrial area (La Pine Industrial, Newberry Business Park and Finley Butte Industrial Park) for the purpose of economic development. The IGA includes a 50/50 split of gross proceeds from sales. The City of La Pine and Sunriver La Pine Economic Development (SLED) support this transaction including the sales price.

BUDGET IMPACTS:

\$224,878.50 gross proceeds will be allocated between the County and the City per the terms of the Intergovernmental Agreement.

ATTENDANCE:

Kristie Bollinger, Property Manager

REVIEWED

LEGAL COUNSEL

12/20/2023 Item #3.

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Order Designating the Deschutes County
Property Manager, Kristie Bollinger as the
Deschutes County Representative to Complete the
Sale of Property Located at 16775 CW Reeves
Lane, La Pine, Oregon 97739 and Known as Map
and Tax Lot 221014DA00400

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ORDER NO. 2023-057

WHEREAS, the Board of County Commissioners of Deschutes County has authorized the sale of property located at 16775 CW Reeves Lane, La Pine, Oregon 97739 and known as Map and Tax Lot 221014DA00400 to Pudding River Properties LLC; and

WHEREAS, Deschutes County received an offer from Tom and Karen Zitzelberger of Western Metrology Sales LLC/Pudding River Properties LLC (Buyer) to purchase (purchase and sale agreement or PSA) the 2.95-acre lot for \$224,878.50 or \$1.75 per square foot, subject to a 180-day due diligence period plus up to three 60-day extension periods from the date the PSA is executed; and

WHEREAS, upon the execution of the PSA, Buyer will pay \$12,000 Earnest Money and \$6,000 per extension period that will be applied to the purchase price at closing; and

WHEREAS, the transaction is estimated to close within on 10-days after the due diligence period or applicable extension or from when Buyer removes contingencies, at which time documents to close the transaction need to be signed on behalf of Deschutes County as the seller; now, THEREOFRE,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, HEREBY ORDERS as follows:

Section 1. The Deschutes County Property Manager, Kristie Bollinger is designated as the Deschutes County representative for the purpose of executing the necessary documents to complete the sale of property located at 16775 CW Reeves Lane, La Pine, Oregon 97739 and known and Map and Tax Lot 221014DA00400.

SIGNATURES ON FOLLOWING PAGE

Dated this _____ of _____, 2023

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

ANTHONY DEBONE, Chair

PATTI ADAIR, Vice Chair

ATTEST:

Recording Secretary

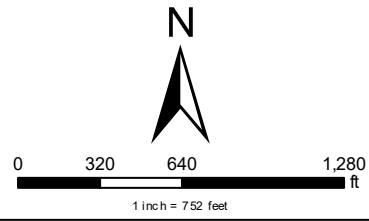
PHIL CHANG, Commissioner

16775 CW Reeves Lane, La Pine

221014DA00400



Date: 12/13/2023





BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Approval of Chair Signature of Document No. 2023-1078, a Notice of Intent to Award Contract for Engineering Services for the Tumalo Reservoir Road: OB Riley Road to Sisemore Road Improvement Project

RECOMMENDED MOTION:

Move approval of Board Chair signature of Document No. 2023-1078.

BACKGROUND AND POLICY IMPLICATIONS:

Tumalo Reservoir Road is an east-west collector roadway connecting rural communities northwest of Bend to US 20 and O.B. Riley Road. Tumalo Reservoir Road carries an Average Daily Traffic (ADT) of 1,234 vehicles per day (2022) and is frequently used for access to recreational sites near Tumalo Reservoir on BLM and Forest Service-managed federal lands. The roadway is also a popular cyclist corridor and is a critical part of the Twin Bridges State Scenic Bikeway. The road corridor is 4.6 miles in length.

Tumalo Reservoir Road is presently surfaced with asphaltic concrete pavement with a chip seal surface treatment. The existing pavement exhibits considerable thermal and block cracking, as well as poor ride quality. The road also does not meet County minimum standards for a collector roadway. Accordingly, the Tumalo Reservoir Rd: O.B. Riley Rd to Sisemore Rd Improvement project ("Project"), which is identified in the County's 2010-2030 Transportation System Plan, will improve multimodal mobility and safety on Tumalo Reservoir Road through pavement rehabilitation and/or reconstruction, pavement widening to accommodate paved shoulder bikeways, traffic control device and roadway delineation improvements, and other modernization work.

Deschutes County Road Department ("Department") has obligated \$5,358,000.00 in County funds for the roadway improvement project in the Department's 2024-2028 Capital Improvement Plan with the goal of completing construction of the project by December 31, 2025.

The Department issued a request for proposals (RFP) for engineering and related services for the project on September 6, 2023. Three (3) proposals were received in response to the

RFP on or prior to the RFP closing date of September 29, 2023 from the following firms:

- Century West Engineering
- Anderson Perry
- Dowl

The Department scored the proposals using a qualifications-based selection process pursuant to ORS 279C.110. Based on this process, Century West Engineering (“Consultant”) was selected as the top-ranking proposer on October 30, 2023. A summary of the proposal scoring is attached. Department staff conducted negotiations with the Consultant between November 3, 2023 and December 8, 2023.

The preliminary engineering work will include:

- Conducting topographic and boundary retracement survey work.
- Performing geotechnical investigation work and pavement design.
- Facilitating acquisition of temporary easements, permanent easements, and right of way dedications as required for the project.
- Producing project plans, including 30%, 90% and 100% plan sets and refined construction cost estimates with each submittal.

The Notice of Intent to Award Contract will assert the County’s intent to award contract to the Consultant and will begin a one-week protest period for interested parties to submit written protest of contract award. If no protests are received during that period, the contract will be awarded administratively. The contract not-to-exceed amount will be \$461,752.00.

BUDGET IMPACTS:

A portion of the project engineering cost is budgeted in the Road Capital Improvement Plan (CIP) budget for Fiscal Year 2024. The remaining project cost will be included in the proposed Road CIP budget for Fiscal Years 2025 and 2026.

ATTENDANCE:

Cody Smith, County Engineer/Assistant Road Department Director



BOARD OF COUNTY COMMISSIONERS

December 20, 2023

Posted on the Deschutes County, Oregon Bids and RFPs website at <http://www.deschutescounty.gov/rfps> prior to 5:00 PM on the date of this Notice.

Subject: **Notice of Intent to Award Contract**
 Contract for Engineering Services for Tumalo Reservoir Rd: OB Riley Rd to Sisemore Rd Improvement

To Whom It May Concern:

On December 20, 2023, the Board of County Commissioners of Deschutes County, Oregon considered proposals for the above-referenced project. The Board of County Commissioners determined that the contract for the above-referenced project shall be awarded to CENTURY WEST ENGINEERING and that the maximum compensation under the contract shall be Four Hundred Sixty One Thousand Seven Hundred Fifty Two and 0/100 dollars (\$461,752.00).

Any entity which believes that they are adversely affected or aggrieved by the intended award of contract set forth in this Notice of Intent to Award Contract may submit a written protest within seven (7) calendar days after the issuance of this Notice to the Board of County Commissioners of Deschutes County, Oregon, at Deschutes Services Building, 1300 NW Wall Street, Bend, Oregon 97703. **The seven (7) calendar day protest period will end at 5:00 PM on Wednesday, December 27, 2023.**

Any protest must be in writing and specify any grounds upon which the protest is based. Please refer to Oregon Administrative Rules (OAR) 137-047-0740. If a protest is filed within the protest period, a hearing will be held at a regularly-scheduled business meeting of the Board of County Commissioners of Deschutes County Oregon, acting as the Contract Review Board, in the Deschutes Services Building, 1300 NW Wall Street, Bend, Oregon 97703 within two (2) weeks of the end of the protest period.

If no protest is filed within the protest period, this Notice of Intent to Award Contract becomes an Award of Contract without further action by the County unless the Board of County Commissioners, for good cause, rescinds this Notice before the expiration of the protest period.

If you have any questions regarding this Notice of Intent to Award Contract or the procedures under which the County is proceeding, please contact Deschutes County Legal Counsel: telephone (541) 388-6625; fax (541) 383-0496; or e-mail to david.doyle@deschutes.org.

Be advised that if no protest is received within the stated time period, the County is authorized to process the contract administratively.

Sincerely,

Anthony DeBone, Chair



ROAD DEPARTMENT

October 30, 2023

Subject: Request for Proposals
Engineering Consultant Services –
Tumalo Reservoir Rd: OB Riley Rd to Sisemore Rd
Proposal Scoring Results

To Whom It May Concern:

The proposal evaluation committee has completed evaluation and scoring of the proposals received for the above-referenced project. The scoring results are as follows:

| <u>Proposer</u> | <u>Total Score</u> | <u>Rank</u> |
|--------------------------|--------------------|-------------|
| Century West Engineering | 254 | 1 |
| Anderson Perry | 243 | 2 |
| Dowl | 219 | 3 |

The County will immediately begin contract negotiation with the top-ranked proposer, Century West Engineering. If the County and the top-ranked proposer are not able to negotiate a contract, the County will initiate negotiation with the second-ranked proposer. Upon executing a professional services contract for the Project, the Department will make the proposals and evaluation comments available for public inspection.

Please contact me at cody.smith@deschutes.org or (541)-322-7113 with any questions or concerns.

Sincerely,

Cody Smith, PE
County Engineer/Assistant Director



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Amendment to Oregon Health Authority grant agreement #180009-4

RECOMMENDED MOTION:

Move approval of Chair signature of Document No. 2023-1020, an amendment to the agreement with Oregon Health Authority for public health funding (OHA #180009-4).

BACKGROUND AND POLICY IMPLICATIONS:

Oregon Health Authority (OHA) intergovernmental agreement #180009, approved by the Board on June 28, 2023, outlined program descriptions and reporting requirements for Deschutes County as the Local Public Health Authority, for fiscal years (FY) 2024 and 2025, and provided funding for most Program Elements (PEs) for FY 2024.

This amendment #4 rolls over unspent funding from FY 23 totaling \$1,430,391 for the following programs:

- \$645,823 for PE 01-09, Covid-19
- \$328,551 for PE 01-10, OIP-Cares
- \$267,726 for PE 13, Tobacco Prevention and Education Program
- \$188,291 for PE 51-03, ARPA WF Funding

BUDGET IMPACTS:

\$1,430,391 revenue

ATTENDANCE:

Heather Kaisner, Deputy Director, Health Services
Jessica Jacks, Manager, Public Health Program

Agreement #180009



**FOURTH AMENDMENT TO OREGON HEALTH AUTHORITY
2023-2025 INTERGOVERNMENTAL AGREEMENT FOR THE
FINANCING OF PUBLIC HEALTH SERVICES**

In compliance with the Americans with Disabilities Act, this document is available in alternate formats such as Braille, large print, audio recordings, Web-based communications and other electronic formats. To request an alternate format, please send an e-mail to dhs-oha.publicationrequest@state.or.us or call 503-378-3486 (voice) or 503-378-3523 (TTY) to arrange for the alternative format.

This Fourth Amendment to Oregon Health Authority 2023-2025 Intergovernmental Agreement for the Financing of Public Health Services, effective July 1, 2023, (as amended the “Agreement”), is between the State of Oregon acting by and through its Oregon Health Authority (“OHA”) and Deschutes County, (“LPHA”), the entity designated, pursuant to ORS 431.003, as the Local Public Health Authority for Deschutes County. OHA and LPHA are each a “Party” and together the “Parties” to the Agreement.

RECITALS

WHEREAS, OHA and LPHA wish to modify the Fiscal Year 2024 (FY24) Financial Assistance Award set forth in Exhibit C of the Agreement.

WHEREAS, OHA and LPHA wish to modify the Exhibit J information required by 2 CFR Subtitle B with guidance at 2 CFR Part 200;

NOW, THEREFORE, in consideration of the premises, covenants and agreements contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

AGREEMENT

1. This Amendment is effective on October 1, 2023, regardless of the date this amendment has been fully executed with signatures by every Party and when required, approved by the Department of Justice. However, payments may not be disbursed until the Amendment is fully executed.
2. The Agreement is hereby amended as follows:
 - a. Exhibit C, Section 1 of the Agreement, entitled “Financial Assistance Award” for FY24 is hereby superseded and replaced in its entirety by Attachment A, entitled “Financial Assistance Award (FY24)”, attached hereto and incorporated herein by this reference. Attachment A must be read in conjunction with Section 3 of Exhibit C.
 - b. Exhibit J of the Agreement entitled “Information required by 2 CFR Subtitle B with guidance at 2 CFR Part 200” is amended to add to the federal award information datasheet as set forth in Attachment B, attached hereto and incorporated herein by this reference.
3. LPHA represents and warrants to OHA that the representations and warranties of LPHA set forth in Section 4 of Exhibit F of the Agreement are true and correct on the date hereof with the same effect as if made on the date hereof.
4. Capitalized words and phrases used but not defined herein shall have the meanings ascribed thereto in the Agreement.
5. Except as amended hereby, all terms and conditions of the Agreement remain in full force and effect.

6. This Amendment may be executed in any number of counterparts, all of which when taken together shall constitute one agreement binding on all parties, notwithstanding that all parties are not signatories to the same counterpart. Each copy of this Amendment so executed shall constitute an original.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the dates set forth below their respective signatures.

7. Signatures.

STATE OF OREGON, ACTING BY AND THROUGH ITS OREGON HEALTH AUTHORITY

Approved by: _____

Name: /for/ Nadia A. Davidson

Title: Director of Finance

Date: _____

DESCHUTES COUNTY LOCAL PUBLIC HEALTH AUTHORITY

Approved by: _____

Printed Name: _____

Title: _____

Date: _____

DEPARTMENT OF JUSTICE – APPROVED FOR LEGAL SUFFICIENCY

Agreement form group-approved by Steven Marlowe, Senior Assistant Attorney General, Tax and Finance Section, General Counsel Division, Oregon Department of Justice by email on August 11, 2023, copy of email approval in Agreement file.

REVIEWED BY OHA PUBLIC HEALTH ADMINISTRATION

Reviewed by: _____

Name: Rolonda Widenmeyer (or designee)

Title: Program Support Manager

Date: _____

**Attachment A
Financial Assistance Award (FY24)**

| | | |
|--|---|---------------------------------|
| State of Oregon Oregon Health Authority Public Health Division | | |
| 1) Grantee Name: Deschutes County Street: 2577 NE Courtney Dr. City: Bend State: OR Zip: 97701-7638 | 2) Issue Date Sunday, October 1, 2023 | This Action Amendment |
| | 3) Award Period From July 1, 2023 through June 30, 2024 | |

| 4) OHA Public Health Funds Approved | | | | |
|-------------------------------------|--|------------------------|---------------------|-----------------------|
| Number | Program | Previous Award Balance | Increase / Decrease | Current Award Balance |
| PE01-01 | State Support for Public Health | \$255,927.00 | \$0.00 | \$255,927.00 |
| PE01-09 | COVID-19 Active Monitoring - ELC | \$0.00 | \$645,823.36 | \$645,823.36 |
| PE01-10 | OIP - CARES | \$0.00 | \$328,551.36 | \$328,551.36 |
| PE01-12 | ACDP Infection Prevention Training | \$1,517.82 | \$0.00 | \$1,517.82 |
| PE07 | HIV Prevention Services | \$28,467.00 | \$0.00 | \$28,467.00 |
| PE08-01 | Ryan White B HIV/AIDS: Case Management | \$177,394.00 | \$0.00 | \$177,394.00 |
| PE08-02 | Ryan White B HIV/AIDS: Support Services | \$61,253.00 | \$0.00 | \$61,253.00 |
| PE08-03 | Ryan White B HIV/AIDS: Oral Health | \$36,371.00 | \$0.00 | \$36,371.00 |
| PE12-01 | Public Health Emergency Preparedness and Response (PHEP) | \$111,913.00 | \$0.00 | \$111,913.00 |
| PE12-04 | MRC-STTRONG | \$137,755.00 | \$0.00 | \$137,755.00 |
| PE13 | Tobacco Prevention and Education Program (TPEP) | \$464,824.57 | \$267,725.41 | \$732,549.98 |
| PE36 | Alcohol & Drug Prevention Education Program (ADPEP) | \$161,713.00 | \$0.00 | \$161,713.00 |
| PE40-01 | WIC NSA: July - September | \$186,520.00 | \$0.00 | \$186,520.00 |
| PE40-02 | WIC NSA: October - June | \$559,559.00 | \$0.00 | \$559,559.00 |

| 4) OHA Public Health Funds Approved | | | | |
|--|--|-------------------------------|----------------------------|------------------------------|
| Number | Program | Previous Award Balance | Increase / Decrease | Current Award Balance |
| PE40-05 | Farmer's Market | \$7,574.00 | \$0.00 | \$7,574.00 |
| PE42-03 | MCAH Perinatal General Funds & Title XIX | \$6,557.00 | \$0.00 | \$6,557.00 |
| PE42-04 | MCAH Babies First! General Funds | \$20,962.00 | \$0.00 | \$20,962.00 |
| PE42-06 | MCAH General Funds & Title XIX | \$12,302.00 | \$0.00 | \$12,302.00 |
| PE42-11 | MCAH Title V | \$69,713.00 | \$0.00 | \$69,713.00 |
| PE42-12 | MCAH Oregon Mothers Care Title V | \$57,515.00 | \$0.00 | \$57,515.00 |
| PE42-13 | Family Connects Oregon | \$50,000.00 | \$0.00 | \$50,000.00 |
| PE43-01 | Public Health Practice (PHP) - Immunization Services | \$47,791.00 | \$0.00 | \$47,791.00 |
| PE44-01 | SBHC Base | \$360,000.00 | \$0.00 | \$360,000.00 |
| PE44-02 | SBHC - Mental Health Expansion | \$420,153.50 | \$0.00 | \$420,153.50 |
| PE46-05 | RH Community Participation & Assurance of Access | \$32,197.66 | \$0.00 | \$32,197.66 |
| PE50 | Safe Drinking Water (SDW) Program (Vendors) | \$122,310.00 | \$0.00 | \$122,310.00 |
| PE51-01 | LPHA Leadership, Governance and Program Implementation | \$788,004.00 | \$0.00 | \$788,004.00 |
| PE51-02 | Regional Partnership Implementation | \$542,974.00 | \$0.00 | \$542,974.00 |
| PE51-03 | ARPA WF Funding | \$26,266.00 | \$188,290.96 | \$214,556.96 |
| PE51-05 | CDC PH Infrastructure Funding | \$622,298.28 | \$0.00 | \$622,298.28 |
| PE60 | Suicide Prevention, Intervention and Postvention | \$120,767.00 | \$0.00 | \$120,767.00 |
| PE73 | HIV Early Intervention and Outreach Services | \$369,254.00 | \$0.00 | \$369,254.00 |
| | | \$5,859,852.83 | \$1,430,391.09 | \$7,290,243.92 |

| 5) Foot Notes: | |
|-----------------------|---|
| PE40-01 | 7/2023: Unspent SFY2024 Q1 award will be rescinded by the state, cannot be carried over to SFY2024 Q2-4 period. |
| PE40-02 | 7/2023: Q2-4 Unspent grant award will be rescinded by the state at end of SFY2024 |
| PE42-11 | 7/2023: Indirect charges cap at 10%. |
| PE42-12 | 7/2023: Indirect Charges cap at 10%. |
| PE43-01 | 9/2023: Prior Footnote dated 7/2023 Null and Void. |
| PE43-01 | 7/2023: Awarded funds can be spent on allowable costs for the period of 7/1/2023 - 9/30/23. Any unspent funds will be de-obligated. |
| PE51-01 | 8/2023: Prior Footnote dated 7/2023 Null and Void |
| PE51-01 | 7/2023: Bridge funding for 7/1/23-9/30/23. |
| PE51-02 | 9/2023: Prior Footnote dated 7/2023 Null and Void |
| PE51-02 | 7/2023: Bridge funding for 7/1/23-9/30/23. |
| PE51-03 | 9/2023: Federal funds expire 6/30/24 and will be ineligible for carryover into SFY25. |
| PE60 | 9/2023: Award available 7/1/23-6/29/24 only. |

Comments on following page.

| 6) Comments: | |
|---------------------|---|
| PE01-01 | 8/2023: Prior Comment dated 7/2023 Null and Void 7/2023: SFY24 funding available 7/1/23-9/30/23 only. |
| PE01-09 | 10/2023: rollover unspent SFY23 funds of \$645,823.36 |
| PE01-10 | 10/2023: rollover unspent SFY23 funds of \$328,551.36 |
| PE12-01 | 8/2023: Prior Comment dated 7/2023 Null and Void 7/2023: SFY24 Award funding for first 3 months only |
| PE13 | 10/2023: rollover unspent SFY23 funds of \$267,725.41 9/2023: All Prior Comments Null and Void 7/15/23: SFY24 Award adding funding for 10/1/23-6/30/24 7/2023: SFY24 Bridge Funding 7/1/23-9/30/23 |
| PE40-01 | 7/2023: SFY2024 Q1 WIC NSA grant award. 37,304\$ must spent on Nutrition Ed; \$6,019 on BF Promotion. Underspend Q1 award cannot be carried over to Q2-4 period. |
| PE40-02 | 7/2023: SFY2024 Q2-4 grant award. \$111,912 must be spent on Nutrition Ed, \$18,056 on BF Promotion. |
| PE40-05 | 10/2023: Prior Comment dated 7/2023 Null and Void. 7/2023: SFY2024 WIC Farmers Market Mini grant award. Final Q2 Rev & Exp Report is required for final accounting. Underspent funds will be rescinded by the state in February 2024 |
| PE51-03 | 10/2023: rollover unspent SFY23 funds of \$188,290.96 |
| PE51-05 | 7/2023: SFY24 Award Available 7/1/23-6/30/24. Funds are available 7/1/23-11/30/27. Unspent Funds in SFY24 will be carried over to the next fiscal year. |
| PE60 | 7/2023: Award for 7/1/23-6/29/24 |

| 7) Capital outlay Requested in this action: | | | | |
|--|------------------|------|-------------|--|
| Prior approval is required for Capital Outlay. Capital Outlay is defined as an expenditure for equipment with a purchase price in excess of \$5,000 and a life expectancy greater than one year. | | | | |
| Program | Item Description | Cost | PROG APPROV | |
| | | | | |
| | | | | |

Attachment B
Information required by CFR Subtitle B with guidance at 2 CFR Part 200

PE01-09 COVID-19 Active Monitoring - ELC

| | |
|--------------------------------------|---|
| Federal Award Identification Number: | NU50CK000541 |
| Federal Award Date: | 05/18/20 |
| Budget Performance Period: | 08/01/2019-07/31/2024 |
| Awarding Agency: | CDC |
| CFDA Number: | 93.323 |
| CFDA Name: | Epidemiology and Laboratory Capacity for Infectious Diseases (ELC) |
| Total Federal Award: | 98,897,708 |
| Project Description: | Oregon 2019 Epidemiology and Laboratory Capacity for Prevention and Control of Emerging Infectious Diseases (ELC) |
| Awarding Official: | Brownie Anderson-Rana |
| Indirect Cost Rate: | 17.64% |
| Research and Development (T/F): | FALSE |
| HIPPA | No |
| PCA: | 53708 |
| Index: | 50401 |

| Agency | UEI | Amount | Grand Total: |
|-----------|--------------|--------------|--------------|
| Deschutes | SVJRCF7JN519 | \$645,823.36 | \$645,823.36 |

PE01-10 OIP - CARES

| | | |
|--------------------------------------|---|---|
| Federal Award Identification Number: | NH23IP922626 | NH23IP922626 |
| Federal Award Date: | 08/05/21 | 03/31/21 |
| Budget Performance Period: | 7/1/2023-6/30/2024 | 7/1/2023-6/30/2024 |
| Awarding Agency: | CDC | CDC |
| CFDA Number: | 93.268 | 93.268 |
| CFDA Name: | Immunization Cooperative Agreements | Immunization Cooperative Agreements |
| Total Federal Award: | 38,110,851 | 38,627,576 |
| Project Description: | CDC-RFA-IP19-1901 Immunization and Vaccines for Children | CDC-RFA-IP19-1901 Immunization and Vaccines for Children |
| Awarding Official: | Divya Cassity | Divya Cassity |
| Indirect Cost Rate: | 17.64 | 17.64 |
| Research and Development (T/F): | FALSE | FALSE |
| HIPPA | No | No |
| PCA: | 53120 | 53856 |
| Index: | 50404 | 50404 |

| Agency | UEI | Amount | Amount | Grand Total: |
|-----------|--------------|-------------|--------------|--------------|
| Deschutes | SVJRCF7JN519 | \$33,997.36 | \$294,554.00 | \$328,551.36 |

PE51-03 ARPAAWF Funding

| | |
|--------------------------------------|---|
| Federal Award Identification Number: | NU90TP922194 |
| Federal Award Date: | 10/05/22 |
| Budget Performance Period: | 07/01/2021-06/30/2024 |
| Awarding Agency: | CDC |
| CFDA Number: | 93.354 |
| CFDA Name: | Public Health Emergency Response: Cooperative Agreement for Emergency Response: Public Health Crisis Response |
| Total Federal Award: | 25,667,917 |
| Project Description: | Cooperative Agreement for Emergency Response: Public Health Crisis Response - 2018 |
| Awarding Official: | Jaime Jones |
| Indirect Cost Rate: | 17.64% |
| Research and Development (T/F): | FALSE |
| HIPPA | No |
| PCA: | 50271 |
| Index: | 50107 |

| Agency | UEI | Amount | Grand Total: |
|-----------|--------------|--------------|--------------|
| Deschutes | SVJRCF7JN519 | \$214,556.96 | \$214,556.96 |

DOCUMENT RETURN STATEMENT

Please complete the following statement and return with the completed signature page and the Contractor Data and Certification page and/or Contractor Tax Identification Information (CTII) form, if applicable.

If you have any questions or find errors in the above referenced Document, please contact the contract specialist.

Document number: _____, hereinafter referred to as "Document."

I, _____
Name Title

received a copy of the above referenced Document, between the State of Oregon, acting by and through the Department of Human Services, the Oregon Health Authority, and

_____ by email.

Contractor's name

On _____,
Date

I signed the electronically transmitted Document without change. I am returning the completed signature page, Contractor Data and Certification page and/or Contractor Tax Identification Information (CTII) form, if applicable, with this Document Return Statement.

Authorizing signature Date

Please attach this completed form with your signed document(s) and return to the contract specialist via email.



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Request to apply for State and Local Cybersecurity Grant Program

RECOMMENDED MOTION:

Move approval of the IT Department's application for the State and Local Cybersecurity Grant Program.

BACKGROUND AND POLICY IMPLICATIONS:

In 2022, the Department of Homeland Security announced a first-of-its-kind cybersecurity grant program specifically for state, local, and territorial governments across the country. \$1 billion in funding will be dispersed over four years, with \$375 million allocated this year. The State of Oregon applied for a portion of this grant money and has approximately \$15 million in funding available¹.

Local and Tribal governments are eligible subrecipients under this program and must apply for funds through the Oregon Department of Emergency Management (OEM). OEM must obligate at least 80 percent of funds awarded to local and territorial governments.

The IT Department is seeking Board approval to apply for grant funding for two projects through this program. The first project would provide funding to assist with migrating the County's web and email presence from deschutes.org to deschutescounty.gov.

Migrating from Deschutes.org to Deschutes.gov will require significant resources. Because .gov domains are reserved for government entities only, by completing this project, the County will enhance its cyber credibility, foster trust with residents, and meet requirements for specific grant opportunities. Staff requests Board approval to submit an application in the amount of \$71,700 to complete this project.

The second project would provide funding to remediate cybersecurity vulnerabilities. There have been vulnerabilities identified in our environment which require a great deal of time and resources to address. This work is important as it will strengthen our security posture, mitigate risk, and address compliance requirements. Staff request Board approval to submit an application in the amount of \$176,000 to complete this project.

The Department plans to outsource the work associated with both projects.

The first round of grant applications are due by January 10, 2024. Successful applicants are expected to complete projects within 24 months.

BUDGET IMPACTS:

To be determined. No match funds are required.

ATTENDANCE:

Tania Mahood, IT Director/CTO



BOARD OF
COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Deschutes River Mitigation and Enhancement Committee / Appointments

RECOMMENDED MOTION:

Move to appoint Lori Faha to the Deschutes Mitigation and Enhancement Committee member at large seat with a term ending on February 28, 2025.

BACKGROUND AND POLICY IMPLICATIONS:

None.

BUDGET IMPACTS:

None

ATTENDANCE:

Nicole Mardell, AICP, Senior Planner



COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Deschutes County Board of County Commissioners (Board)

FROM: Nicole Mardell, AICP, Senior Planner
Will Groves, Planning Manager

DATE: December 13, 2023

SUBJECT: Deschutes River Mitigation and Enhancement Committee / Appointments

The Deschutes River Mitigation & Enhancement (M & E) Committee has seven voting members appointed to three-year terms by the Deschutes County Board of Commissioners. One member representing the City of Bend, Patrick Griffiths, has resigned from the Committee. Staff is requesting the Board appoint City of Bend Environmental Resources Manager Lori Faha to fill this vacancy.

I. BACKGROUND

In order to mitigate for its siphon hydropower project located upstream from Bill Healy Bridge in Bend, the Central Oregon Irrigation District (COID) signed an agreement with the Oregon Department of Fish and Wildlife (ODFW) on March 31, 1987. The agreement was a requirement of a County conditional use permit (CU-87-2). The goal of the agreement is to ensure that no net loss of fish, wildlife, habitats, or recreational opportunities result from construction and operation of the hydropower project. To help accomplish the goal of the agreement, managers created the Deschutes River M & E Program.

The program sets general priorities for habitat mitigation and enhancement activities based on location within the upper Deschutes River. These priorities have been further refined to target key fish spawning and rearing areas and adult fish holding areas. Other program goals are described in the M & E Program Plan. The Program is consistent with other regional and statewide plans, such as the ODFW Upper Deschutes Subbasin Fish Management Plan and the Oregon Conservation Strategy. COID is required to use a portion of the revenues generated by the power plant for enhancing river habitat and water conservation improvements in the upper Deschutes basin. The M & E Committee reviews plans developed and submitted by ODFW. The program has funded and built over 60 separate fish habitat and bank stabilization projects in the upper Deschutes River basin since 1989, in addition to several feasibility studies and monitoring projects.

The M & E Committee is made up of representative stakeholders, including: conservation organizations, ecology and fishery experts, members at large and COID. They oversee approximately \$90,000/year of funding.

II. COMMITTEE MEMBERSHIP

The following tables describe the current and proposed membership of the M&E Committee. Patrick Griffiths has served as a Member at Large, bringing additional expertise through his role as Water Resources Manager with the City of Bend's Utility Department.

| Voting Members | | |
|--------------------------|--|---|
| Kate Fitzpatrick - Chair | Member at Large - Deschutes River Conservancy | <i>Term ends: February 28, 2026</i> |
| Patrick Griffiths | Member at Large - City of Bend Utility Department Water Resources Manager | <i>Vacant, Term Ends February 28, 2025.</i> |
| Doug Watson | COID - Director of Hydro Operations | <i>Term ends: February 28, 2026</i> |
| Ted Wise | Ecology Expertise - Retired ODFW | <i>Term ends: February 28, 2025</i> |
| Shaun Pigott | Fisheries Expertise - Trout Unlimited | <i>Term ends: February 28, 2025</i> |
| Jason Wilcox | Fisheries Expertise - USFS Fisheries Program Manager | <i>Term ends: February 28, 2026</i> |
| Kris Knight | Conservation Organization - Upper Deschutes Watershed Council | <i>Term Ends: February 28, 2025</i> |

| Non-voting Members | |
|--------------------|---|
| Jackson Morgan | Department of State Lands |
| Sam Vanlaningham | Oregon Water Resources Department |
| Jason Gritzner | Hydrologist, Watershed Program Manager, U.S. Forest Service |
| Nicole Mardell | Deschutes County - CDD |
| Ben Campbell | East Region Hydropower Coordinator, ODFW |

| Oregon Department of Fish and Wildlife Member | |
|---|------------------------|
| Jerry George | ODFW M & E Coordinator |

III. STAFF RECCOMENDATION

Staff coordinated with the chair and committee on appointing Lori Faha, City of Bend Environmental Resources Manager to fill the vacancy left by Patrick Griffiths. Staff recommends the board appoint Lori Faha to fill a member at large seat with a term ending on February 28, 2025.



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Consideration of Board Signature on Letters of Appointment, Reappointment and Thanks for various Committees and Special Road Districts

RECOMMENDED MOTION:

Move approval of Board Signature on the following:

- Letters Thanking Hilary Crockett, Katherine West and Robert Cervelli, for their service on the Deschutes County Behavioral Health Advisory Board;
- Letters Appointing Lee Butler, Leah Gage and Melinda Thomas, and Reappointing Jessica Vierra, Julie McFarlane, Stephanie Utzman and Captain Michael Shults, for service on the Deschutes County Behavioral Health Advisory Board;
- Letter Thanking Patrick Griffiths for his service on the Deschutes River Mitigation & Enhancement Committee;
- Letter Appointing Lori Faha for service on the Deschutes River Mitigation & Enhancement Committee
- Letters Thanking Dale Grinols and John Estes for service on the Ponderosa Pines East Special Road District;
- Letters Appointing Jerry Meilink and Matt Johnson for service on the Ponderosa Pines East Special Road District;
- Letter Thanking Jen Lawrence for service on the Deschutes River Recreation Homesites Special Road District #6; and
- Letter Appointing Billie Ameika for service on the Deschutes River Recreation Homesites Special Road District #6.

BACKGROUND AND POLICY IMPLICATIONS:

N/A

BUDGET IMPACTS:

None.

ATTENDANCE:

N/A



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Public Hearing: Plan Amendment and Zone Change at 64430 Hunnell Road

RECOMMENDED MOTION:

PUBLIC HEARING - CONTINUATION

- I move to continue both the oral and written portions of the hearing to [Month, Day, Year].

PUBLIC HEARING - CLOSE ORAL, OPEN RECORD PERIOD

- I move to close the oral portion of the hearing, leave the written record open for __ days.
- I move to close the oral portion of the hearing, leave the written record open for __ days and schedule deliberations for a date to be determined.

PUBLIC HEARING - CLOSE HEARING, DELIBERATIONS

- I move to close the public hearing and begin deliberations.
- I move to close the public hearing and set a date and time for deliberations on a date to be determined.

BACKGROUND AND POLICY IMPLICATIONS:

The Board will conduct a public hearing on December 20, 2023 to consider a Plan Amendment and Zone Change. The applicant requests approval of a Comprehensive Plan Map Amendment to change the designation of property at 64430 Hunnell Road from Agricultural to Rural Residential Exception Area. The applicant also requests approval of a corresponding Zoning Map Amendment to change the zoning of the subject property from Exclusive Farm Use to Multiple Use Agricultural (MUA-10). This will be the second of two required public hearings.

BUDGET IMPACTS:

None

ATTENDANCE:

Jacob Ripper, Principal Planner



STAFF MEMORANDUM

Date: December 12, 2023

To: Board of County Commissioners

From: Jacob Ripper, Principal Planner

Re: Public Hearing following a Hearings Officer's Decision on a Plan Amendment and Zone Change at 64430 Hunnell Road (File Nos. 247-23-000210-PA & 247-23-000211-ZC).

The Board of County Commissioners (Board) is conducting a public hearing on December 20 to consider a Plan Amendment and Zone Change. The applicant requests approval of a Comprehensive Plan Map Amendment to change the designation of the subject property from Agricultural (AG) to a Rural Residential Exception Area (RREA). The applicant also requests approval of a corresponding Zoning Map Amendment (Zone Change) to change the zoning of the subject property from Exclusive Farm Use (EFU) to Multiple Use Agricultural (MUA-10).

This will be the second of two required public hearings. The Hearings Officer's recommendation of approval of the application is attached to this memo as Attachment 2. There was no appeal filed.

I. BACKGROUND

The applicant requests that Deschutes County change the zoning and the plan designation because the subject property does not qualify as "agricultural land" under Oregon Revised Statutes (ORS) or Oregon Administrative Rules (OAR) definitions. The applicant proposes that no exception to Statewide Planning Goal 3, Agricultural Land, is required because the subject property is not agricultural land.

A soils assessment conducted by a qualified soils professional approved by the Department of Land Conservation and Development can be used by property owners to determine the extent of agricultural land as defined in Oregon Administrative Rule (OAR) 660-033. Submitted as the applicant's Exhibit 4, is a soil assessment titled *Site-Specific Soil Survey of Property Located at 64430 Hunnell Road [...]*, dated December 11, 2020, with field work completed by Soil Scientist Michael Sowers, CCA-WR, CPSS, and the report prepared by Soil Scientist Brian T. Rabe, CPSS, WWS, of Cascade Earth Sciences.

Staff notes the original proposal included a Tentative Plan (TP) application for a four-lot subdivision. Because that subdivision application would be dependent on the successful outcome of the subject plan amendment and zone change, the TP application has been placed “on hold” and decoupled from the current applications. Several documents and materials submitted by the applicant include information directed towards the approval of a subdivision but are not applicable to the plan amendment and zone change.

II. TIMELINE

This proposal is not subject to the statutory 150-day timeline that applies to other land use actions.

III. HEARINGS OFFICER RECOMMENDATION

The Deschutes County Hearings Officer held a public hearing on November 14, 2023. Only the applicant’s attorney provided testimony.

On November 23, 2023, the Hearings Officer issued a recommendation of approval for the proposed Plan Amendment and Zone Change.

IV. BOARD CONSIDERATION

As the property includes lands designated for agricultural use, Deschutes County Code 22.28.030(C) requires the application to be heard de novo before the Board, regardless of the determination of the Hearings Officer. The record is available for inspection at the following link: <https://www.deschutes.org/cd/page/247-23-000210-pa-247-23-000211-zc-hunnell-road-plan-amendment-and-zone-change>

V. CONCLUSION

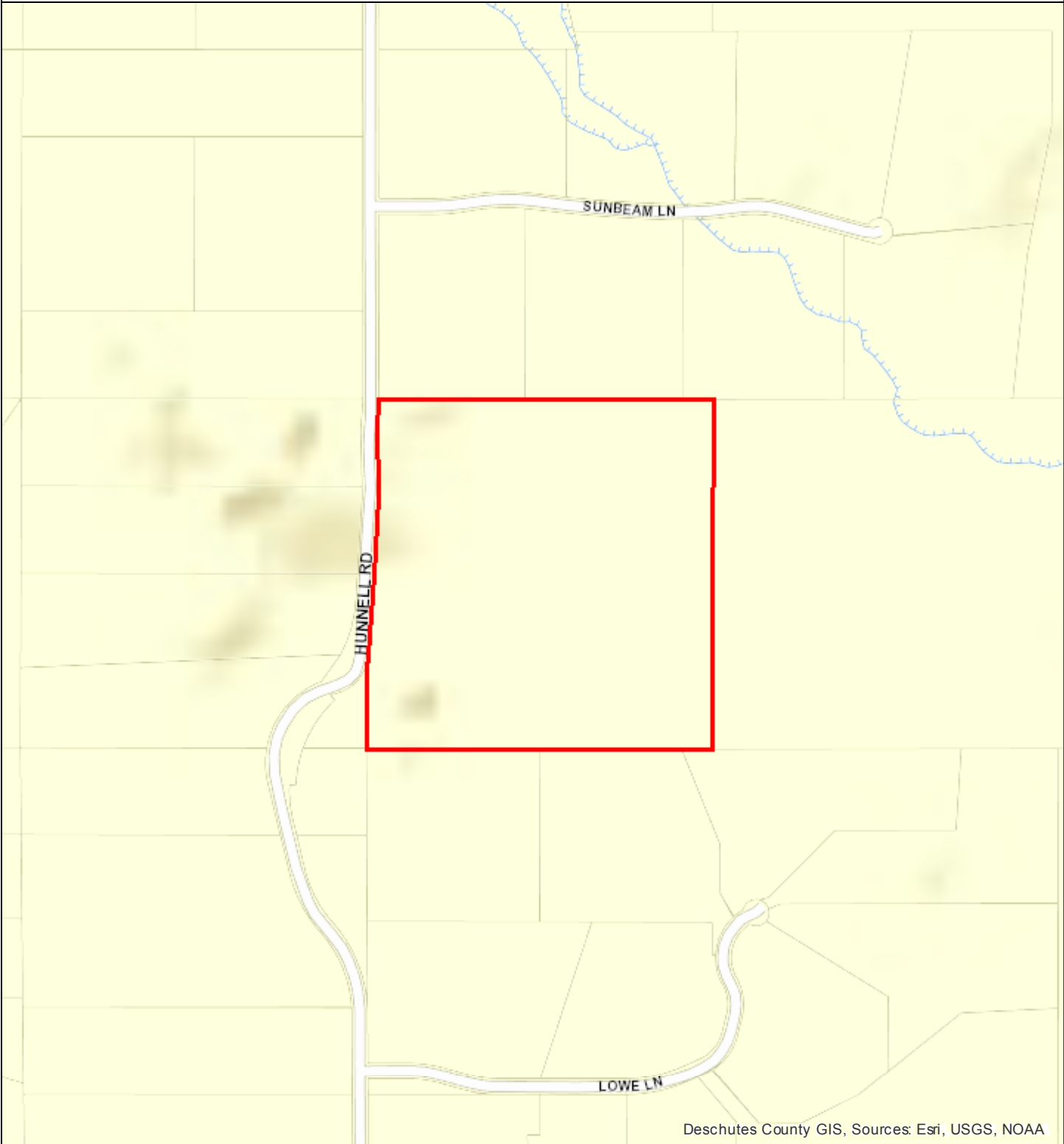
The Hearings Officer’s recommendation for this application identifies all applicable zoning ordinances and evaluates compliance with the criteria and standards of those ordinances. The Hearings Officer found the proposal meets all the requirements and recommends approval.

Attachments:

1. Area Map
2. Hearings Officer’s Recommendation

File Nos 247-23-000210-PA, 211-ZC

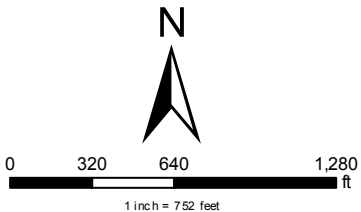
64430 HUNNELL RD, BEND, OR 97703



Deschutes County GIS, Sources: Esri, USGS, NOAA



Date: 9/22/2023



HEARINGS OFFICER RECOMMENDATION

FILE NUMBERS: 247-23-000210-PA, 247-23-000211-ZC

HEARING: November 14, 2023, 6:00 p.m. (the "Hearing")
Videoconference and Barnes & Sawyer Rooms
Deschutes Services Center
1300 NW Wall Street
Bend, OR 97708

**SUBJECT PROPERTY/
OWNER:** Groves Family Revocable Trust
Map and Taxlot: 1612330000800
Situs Address: 64430 Hunnell Rd, Bend, OR 97703
(the "Subject Property")

APPLICANT/OWNER: Michael F. Groves and Cathie L. Groves (the "Applicant")
20075 Cox Lane
Bend, OR 97703

ATTORNEY: Elizabeth A. Dickson
Dickson Hatfield, LLP
400 SW Bluff Dr., Ste. 240
Bend, OR 97702

PROPOSAL: The Applicant requested approval of a Comprehensive Plan Map Amendment to change the designation of the Subject Property from Agricultural ("AG") to a Rural Residential Exception Area ("RREA"). The Applicant also requests approval of a corresponding Zoning Map Amendment (Zone Change) to change the zoning of the Subject Property from Exclusive Farm Use ("EFU") to Multiple Use Agricultural ("MUA-10").

STAFF REVIEWER: Jacob Ripper, Principal Planner
Jacob.Ripper@deschutes.org
541-385-1759

I. APPLICABLE STANDARDS AND CRITERIA:

Deschutes County Code, Title 18, County Zoning Ordinance
Chapter 18.04, Title, Purpose, and Definitions
Chapter 18.16, Exclusive Farm Use Zones

Chapter 18.32, Multiple Use Agricultural Zone
 Chapter 18.136, Amendments

Deschutes County Code, Title 22, Procedures Ordinance

Deschutes County Comprehensive Plan
 Chapter 2, Resource Management
 Chapter 3, Rural Growth Management
 Appendix C, Transportation System Plan

Oregon Administrative Rules (OAR), Chapter 660
 Division 6, Forest Lands
 Division 12, Transportation Planning
 Division 15, Statewide Planning Goals and Guidelines
 Division 33, Agricultural Land

Oregon Revised Statutes (ORS)
 Chapter 215.211, Agricultural Land, Detailed Soils Assessment.

II. BASIC FINDINGS:

LOT OF RECORD: The Subject Property has been verified as a lawfully created lot of record as it was created by a Land Patent in April of 1922, recorded in Volume 33, Page 67 of the Deschutes County Book of Records. However, per DCC 22.04.040 (Verifying Lots of Record) lot of record verification is only required for certain permits:

- B. *Permits Requiring Verification.*
 - 1. *Unless an exception applies pursuant to subsection (B)(2) below, verifying a lot or parcel pursuant to subsection (C) shall be required prior to the issuance of the following permits:*
 - a. *Any land use permit for a unit of land in the Exclusive Farm Use Zones (DCC Chapter 18.16), Forest Use Zone – F1 (DCC Chapter 18.36), or Forest Use Zone – F2 (DCC Chapter 18.40);*
 - b. *Any permit for a lot or parcel that includes wetlands as shown on the Statewide Wetlands Inventory;*
 - c. *Any permit for a lot or parcel subject to wildlife habitat special assessment;*
 - d. *In all zones, a land use permit relocating property lines that reduces in size a lot or parcel;*
 - e. *In all zones, a land use, structural, or non-emergency on-site sewage disposal system permit if the lot or parcel is smaller than the minimum area required in the applicable zone;*

In the *Powell/Ramsey* (PA-14-2, ZC-14-2) decision, a County Hearings Officer held in a prior zone change decision (*Belveron* ZC-08-04; page 3), that a property's lot of record status was not required

to be verified as part of a plan amendment and zone change application. Rather, the Hearings Officer concluded that the Applicant would be required to receive lot of record verification prior to any development on the property. Therefore, the Hearings Officer, in this case, finds that this criterion does not apply.

PROPOSAL: The Applicant requested approval of a Comprehensive Plan Map Amendment to change the designation of the Subject Property from AG to RREA. The Applicant also requested approval of a corresponding Zoning Map Amendment (Zone Change) to change the zoning of the subject property from EFU to MUA-10. The Applicant requested that Deschutes County change the zoning and the plan designation because the Subject Property does not qualify as “agricultural land” under Oregon Revised Statutes (“ORS”), Oregon Administrative Rules (“OAR”) or Deschutes County Code definitions. The Applicant proposed that no exception is required to Statewide Planning Goal 3, Agricultural Land, because the Subject Property is not “agricultural land.”

Staff, in the Staff Report (page 3), noted that the original proposal included a Tentative Plan (“TP”) application for a four-lot subdivision. Because that subdivision application would be dependent on the successful outcome of the subject plan amendment and zone change, the TP application has been placed “on hold” and decoupled from the current applications. Several documents and materials submitted by the Applicant include information directed towards the approval of a subdivision but are not applicable to the plan amendment and zone change.

SITE DESCRIPTION: The Subject Property is undeveloped and scattered with sagebrush and juniper and is relatively flat. Although the Subject Property is zoned EFU, there is no indication in the record of current or historic farm uses or agricultural uses. The Subject Property is not in farm tax deferral and does not contain any irrigated areas nor does it have irrigation water rights.

SURROUNDING LAND USES: Surrounding land uses generally consist of rural residential uses as well as some agricultural or small-scale farm uses. Zoning in the areas to the north, west, and south are smaller 5- to 10-acre lots or parcels in the MUA10 Zone. The property directly to the east of the Subject Property is approximately 80 acres in size, vacant, owned by Deschutes County, and is within the EFU Zone. Properties further to the east are relatively large lots, owned by Deschutes County and the City of Bend, and are predominately in the EFU and Open Space and Conservation (“OS&C”) Zones. Highway 97 runs approximately 0.85 miles to the southeast. The City of Bend’s Urban Growth Boundary and city limits are approximately 1.5 miles directly south. The Subject Property fronts on Hunnell Road to the west, which is designated as a rural collector.

SOILS: According to Natural Resources Conservation Service (“NRCS”) maps of the area, the Subject Property contains three soil units:

NRCS Soil Map

27A, Clovkamp Loamy Sand: Clovkamp Loamy Sand soils consist of 85 percent Clovkamp soils and similar inclusions and 15 percent contrasting inclusions. The agricultural capability ratings of this

soil are 3s when irrigated and 6s when not irrigated. Section 18.04.030 of the DCC considers this soil type high-value farmland¹ soil when irrigated.

38B, Deskamp-Gosney complex, 0 to 8 percent slopes: This soil is composed of 50 percent Deskamp soil and similar inclusions, 35 percent Gosney soil and similar inclusions, and 15 percent contrasting inclusions. The Deskamp soils have ratings of 6e when unirrigated, and 3e when irrigated. The Gosney soils have ratings of 7e when unirrigated, and 7e when irrigated. This soil type is not considered high-value farmland soil.

58C, Gosney-Rock Outcrop-Deskamp complex, 0 to 15 percent slopes: This soil type is comprised of 50 percent Gosney soil and similar inclusions, 25 percent rock outcrop, 20 percent Deskamp soil and similar inclusions, and 5 percent contrasting inclusions. The Gosney soils have ratings of 7e when unirrigated, and 7e when irrigated. The rock outcrop has a rating of 8, with or without irrigation. The Deskamp soils have ratings of 6e when unirrigated, and 4e when irrigated. This soil type is not considered high-value farmland soil.

Site-Specific Soil Survey

Submitted as Exhibit 4 is a soil assessment titled, Site-Specific Soil Survey of Property Located at 64430 Hunnell Road [...], dated December 11, 2020, with field work completed by Soil Scientist Michael Sowers, CCA-WR, CPSS, and the report prepared by Soil Scientist Brian T. Rabe, CPSS, WWS, of Cascade Earth Sciences (the "Applicant Soil Study").

A letter from the DLCD, dated April 12, 2021, and included with Exhibit 4, stated:

"In accordance with OAR 660-033-0045(6)(a), the Department of Land Conservation and Development (DLCD) finds that this soils assessment is complete and consistent with reporting requirements. The county may make its own determination as to the accuracy and acceptability of the soils assessment. DLCD has reviewed the soils assessment for completeness only and has not assessed whether the parcel qualifies as agricultural land as defined in OAR 660-033-0020(1) and 660-033-0030."

¹ Deschutes County code, 18.04, defines "High Value Farmland" as:

"High-value farmland" means land in a tract composed predominantly of the following soils when they are irrigated: Agency loam (2A and 2B), Agency sandy loam (1A), Agency-Madras complex (3B), Buckbert sandy loam (23A), Clinefalls sandy loam (26A), Clovkamp loamy sand (27A and 28A), Deschutes sandy loam (31A, 31B and 32A), Deschutes-Houstake complex (33B), Deskamp loamy sand (36A and 36B), Deskamp sandy loam (37B), Era sandy loam (44B and 45A), Houstake sandy loam (65A, 66A and 67A), Iris silt loam (68A), Lafollette sandy loam (71A and 1B), Madras loam (87A and 87B), Madras sandy loam (86A and 86B), Plainview sandy loam (98A and 98B), Redmond sandy loam (104A), Tetherow sandy loam (150A and 150B) and Tumalo sandy loam (152A and 152B). In addition to the above described land, high-value farmland includes tracts growing specified perennials as demonstrated by the most recent aerial photography of the Agricultural Stabilization and Conservation Service of the United States Department of Agriculture taken prior to November 4, 1993. For purposes of this definition, "specified perennials" means perennials grown for market or research purposes including, but not limited to, nursery stock, berries, fruits, nuts, Christmas trees or vineyards but not including seed crops, hay, pasture or alfalfa.

Soil Scientist Mr. Rabe included the following summary and conclusions within the Applicant Soil Study:

"The purpose of this report is to present the results of an assessment to verify and, where necessary, refine the soils, map units, and boundaries mapped on the Site and to determine whether the soils on the Site meet the land capability classification criteria for a non-resource zoning designation.

The published soil survey information was reviewed and direct observations of soil conditions were made at representative locations across the Site. CES has determined that the information from the published soil survey was generally consistent with observations on the ground with boundary refinements primarily limited to delineating components of the complex mapped by the NRCS and/or commonly occurring inclusions. CES has determined that 26.2 acres, or 65.4%, of the Site consists of Class VII and Class VIII soils. Since the Site is predominantly Class VII and Class VIII soils and does not otherwise meet the criteria for further consideration as agricultural land, the Site meets the soils criteria for consideration of a non-resource zoning designation."

AGENCY COMMENTS: The Planning Division mailed notice on April 14, 2023, to several public and private agencies and received the following comments:

Deschutes County Building Safety – Randy Sheid, Building Official:

"NOTICE: The Deschutes County Building Safety Divisions code mandates that Access, Egress, Setbacks, Fire & Life Safety, Fire Fighting Water Supplies, etc. must be specifically addressed during the appropriate plan review process with regard to any proposed structures and occupancies. Accordingly, all Building Code required items will be addressed, when a specific structure, occupancy, and type of construction is proposed and submitted for plan review."

Deschutes County Onsite Wastewater – Todd Cleveland, Manager:

"A complete approved site evaluation is required for each proposed residential lot prior to final plat approval. Site evaluation applications for new properties need to include details of the proposed lot lines and proposed septic system areas/test pit locations for each parcel."

Planning Staff Comment (Staff Report, page 5):

"The original application included a proposal for a four-lot subdivision, which this comment was directed towards. Subsequently, it was determined that the subdivision would be reviewed once the subject Plan Amendment and Zone Change decision becomes final."

Deschutes County Senior Transportation Planner – Peter Russel:

"I have reviewed the transmittal materials for 247-23-000210-PA/211-ZC/212-TP to amend the Comprehensive Plan designation of a 40-acre property from Agriculture (AG) to Rural Residential

Exception Area (RREA) and change the zoning for that same property from Exclusive Farm Use (EFU) to Multiple Use Agriculture (MUA-10) and a tentative plan to subdivide the property into four, 10-acre lots. The property is located at 64430 Hunnell Rd., aka County Assessors Map 16-12-33 Tax Lots 800. For reasons discussed below, staff finds more information is needed to address the Transportation Planning Rule (TPR) and County code.

The applicant's traffic study dated April 17, 2023, is incomplete for two reasons. The TPR at Oregon Administrative Rule (OAR) 660-012-0060 requires the demonstration of whether a plan amendment/zone change will have a significant effect or not. To determine that, the traffic study must include the operational analysis of the affected intersections predevelopment and post-development. The traffic study lacks this information and thus does not comply with the TPR. The TIA does analyze the segment of Hunnell Road itself for throughput, but not the intersection of the future Groves Road/Hunnell Road. Second, Deschutes County Code (DCC) 18.116.310(G)(4) requires zone changes to include a 20-year analysis. DCC 18.116.310(G)(10) requires existing and future years levels of service (LOS), average vehicle delay, and volume/capacity (V/C) ratios both with and without the project. (The V/C ratios are only applicable if ODOT facilities are analyzed.) The TIA lacks this feature and thus does not comply with County code. The TIA does not use the traffic volume standard of 9,600 Average Daily Traffic (ADT), which is set forth in the Transportation System Plan (TSP) at Page 81, Table 2.2T2 (Generalized County Road Segment and LOS). Further, the combination of the TPR and County code helps identify whether the transportation system has adequate capacity to serve the plan amendment/zone change or if the system is already overcapacity regardless of the proposed plan amendment/zone change. By contrast, the applicant has submitted what is in essence a trip generation memo.

The property accesses Hunnell Road, a public road maintained by Deschutes County and functionally classified as a collector. The property lacks a driveway permit; the applicant will need to either provide a copy of an access permit approved by Deschutes County or be required to obtain one as a condition of approval to meet the access permit requirements of DCC 17.48.210(A).

The County will assess transportation system development charges (SDCs) when development occurs based on the type of proposed use. However, as a plan amendment or a zone change by itself does not generate any traffic and neither does the subdividing of the land, no SDCs are triggered at this time. The SDCs are triggered by actual development."

Planning Staff Comment (Staff Report, page 6):

"The applicant submitted additional information to address these comments. Below is the response from the Senior Transportation Planner."

Deschutes County Senior Transportation Planner – Tarik Rawlings

"These updated materials and the application materials in record satisfy the County's requirements and no further materials or analysis are required from the applicant."

The following agencies either had no comment or did not respond to the notice: Arnold Irrigation

District, Avion Water Company, Bend Fire, Bend La Pine School District, Bend Metro Parks and Rec, Bend Planning Dept., Bend Public Works, BLM – Prineville, Department of State Lands, Dept of Land Conservation & Development, Deschutes County Assessor, Deschutes County Property Mgmt., Deschutes County Road Department, OR Dept of Ag Land Use Planning, OR Dept of Agriculture, OR Dept of Agriculture, OR Dept of Fish & Wildlife, OR Parks and Recreation, Swalley Irrigation District, and Watermaster - District 11.

PUBLIC COMMENTS: On April 14, 2023, the Planning Division mailed a Notice of Application to all property owners within 750 feet of the Subject Property. No comments from the public were received. Only the Applicant, Applicant’s representative and County Staff appeared at the Hearing. No request was received prior to or at the Hearing to keep the record open to allow the submission of additional evidence/argument. The Hearings Officer closed the record at the conclusion of the Hearing. Following the Hearing a letter was received from Kenneth Katzaroff (Schwabe, November 20, 2023). The Hearings Officer finds that the Katzaroff letter was submitted after the close of the record and therefore cannot be considered in the making of this recommendation.

NOTICE REQUIREMENT: The Applicant complied with the posted notice requirements of Section 22.23.030(B) of Deschutes County Code (DCC) Title 22. The Applicant submitted a Land Use Action Sign Affidavit, dated March 30, 2023, indicating the Applicant posted notice of the land use action on the Subject Property on that same date. On September 25, 2023, the Planning Division mailed a Notice of Public Hearing to all property owners within 750 feet of the Subject Property. A Notice of Public Hearing was published in the Bend Bulletin on Sunday, October 1, 2023. Notice of the first evidentiary hearing was submitted to the Department of Land Conservation and Development on September 22, 2023.

REVIEW PERIOD: According to Deschutes County Code 22.20.040(D), the review of the proposed quasi-judicial Plan Amendment and Zone Change application is not subject to the 150-day review period.

LAND USE HISTORY: Previous land use actions associated with the subject property are:

- LR-90-16: Lot of record verification.

III. FINDINGS & CONCLUSIONS

PRELIMINARY FINDINGS

As noted above no person or entity offered oral testimony or written documentation, in a timely manner, in opposition of the Applicant’s proposal or the Staff Report in this case. As such, the Hearings Officer finds that the Staff Report, as drafted, provides substantial evidence and legal argument to allow the Hearings Officer to adopt the Staff Report as findings for this recommendation.

Staff discussed, in the Staff Report (see pages 12-23), evidence and legal issues related to Applicant's choice to not seek a Goal 3 exception. The Hearings Officer provides the following supplemental findings related to Applicant's decision not to seek a Goal 3 exception.

Relevant Law

The following quoted sections of statutes, regulations and case law represent a general overview of the law related to whether a Goal 3 exception is warranted and/or necessary:

OAR 660-033-0020 (1)(a)

"Agricultural Land" as defined in Goal 3 includes:

(A) Lands classified by the U.S. Natural Resources Conservation Service (NRCS) as predominantly Class I-IV soils in Western Oregon and I-VI soils in Eastern Oregon;

(B) Land in other soil classes that is suitable for farm use as defined in ORS 215.203(2)(a), taking into consideration soil fertility; suitability for grazing; climatic conditions; existing and future availability of water for farm irrigation purposes; existing land use patterns; technological and energy inputs required; and accepted farming practices; and

(C) Land that is necessary to permit farm practices to be undertaken on adjacent or nearby agricultural lands.

OAR 660-033-0030 (5 (b))

If a person concludes that more detailed soils information than that contained in the Web Soil Survey operated by the NRCS, would assist a county to make a better determination of whether land qualifies as agricultural land, the person must request that the department arrange for an assessment of the capability of the land by a professional soil classifier who is chosen by the person, using the process described in OAR 660-033-0045.

ORS 215.203 (2)(a)

As used in this section, "farm use" means the current employment of land for the primary purpose of obtaining a profit in money by raising, harvesting and selling crops or the feeding, breeding, management and sale of, or the produce of, livestock, poultry, fur-bearing animals or honeybees or for dairying and the sale of dairy products or any other agricultural or horticultural use or animal husbandry or any combination thereof. "Farm use" includes the preparation, storage and disposal by marketing or otherwise of the products or by-products raised on such land for human or animal use. "Farm use" also includes the current employment of land for the primary purpose of obtaining a profit in money by stabling or training equines including but not limited to providing riding lessons, training clinics and schooling shows. "Farm use" also includes the propagation, cultivation, maintenance and harvesting of aquatic, bird and animal species that are under the jurisdiction of the State Fish and Wildlife Commission, to the extent allowed by the rules adopted by the commission. "Farm use" includes the on-site construction and maintenance of equipment and facilities used for the activities

described in this subsection. "Farm use" does not include the use of land subject to the provisions of ORS chapter 321, except land used exclusively for growing cultured Christmas trees or land described in ORS 321.267 (3) or 321.824 (3).

DCC 18.04

"Agricultural Land" means lands classified by the U.S. Natural Resources Conservation Service (NRCS) as predominately Class I-VI soils, and other lands in different soil classes which are suitable for farm use, taking into consideration soil fertility, suitability for grazing and cropping, climatic conditions, existing and future availability of water for farm irrigation purposes, existing land use patterns, technological and energy inputs required, and accepted farming practices. Lands in other classes which are necessary to permit farm practices to be undertaken on adjacent or nearby lands shall be included as agricultural lands in any event.

"Farm use" means the current employment of land for the primary purpose of obtaining a profit in money by raising, harvesting and selling crops or by the feeding, breeding, management and sale of, or the produce of, livestock, poultry, fur-bearing animals or honeybees or for dairying and the sale of dairy products or any other agricultural or horticultural use or animal husbandry or any combination thereof. "Farm use" includes the preparation, storage and disposal by marketing or otherwise of the products or by-products raised on such land for human or animal use. "Farm Use" also includes the current employment of the land for the primary purpose of obtaining a profit in money by stabling or training equines, including but not limited to, providing riding lessons, training clinics and schooling shows. "Farm use" also includes the propagation, cultivation, maintenance and harvesting of aquatic species and bird and animal species to the extent allowed by the rules adopted by the State Fish and Wildlife Commission. "Farm use" includes the on-site construction and maintenance of equipment and facilities used for the activities described above. "Farm use" does not include the use of land subject to the provisions of ORS chapter 321, except land used exclusively for growing cultured Christmas trees as defined in ORS 215.203(3). Current employment of the land for farm use also includes those uses listed under ORS 215.203(2)(b).

Wetherell v. Douglas County, 342 Or 666 (2007) [hereafter referred to as "Wetherell Decision"]²

Central Oregon LandWatch v. Deschutes County, LUBA No. 2023-006 (2023) [hereafter referred to as the "LUBA 710 Decision"]

Goal 3 Analysis

The following represents the Hearings Officer's overview findings related to the legal approach to be taken with respect to addressing Applicant's argument that the Subject Property is not "agricultural land" and therefore no Goal 3 exception is required.

² Staff, in the Staff Report (page 13), referenced the LUBA decision (52 Or LUBA 677 (2006)); the LUBA decision was appealed to the Oregon Supreme Court. The legal issue referenced by Staff was not a focus of the *Wetherell* Oregon Supreme Court decision.

LUBA stated, in the *LUBA 710 Decision* (page 11), that “generally counties apply Exclusive Farm Use (EFU) zones to ‘agricultural land’” (citing OAR 660-033-0090(1)). LUBA then proceeded to analyze the laws/regulations/codes referenced above in the context of determining if the property identified in that case was “agricultural land.”

The *LUBA 710 Decision* (pages 13-18) analysis of OAR 660-033-0020(1)(a)(A) addressed the need to meet identified U.S. Natural Resources Conservation Service (“NRCS”) soil classifications. Generally, OAR 660-033-0020(1)(a)(A) identifies soils (Eastern Oregon) classified as I-VI as “agricultural land.” However, LUBA (*LUBA 710 Decision*) held that OAR 660-033-0030(5) permits a county to rely, if certain conditions are met, upon a site-specific soils assessment.

OAR 660-033-0020(1)(a)(B) provides that property can be considered “agricultural land” in “other soil classes” if it is:

“suitable for farm use as defined in ORS 215.203(2)(a) taking into consideration soil fertility; suitability for grazing; climatic conditions; existing and future availability of water for farm irrigation purposes; existing land use patterns; technological and energy inputs required; and accepted farming practices.”

The Hearings Officer refers to the OAR 660-033-0020(1)(a)(B) factors (i.e., soil fertility, suitability for grazing, ect.) as the “Suitability Factors.” OAR 660-033-0020(1)(a)(B) refers to ORS 215.203(2)(a) for the definition of “farm use.” ORS 215.203(2)(a), in part, states:

“farm use” means the current employment of land for the primary purpose of obtaining a profit in money by...”

The Oregon Supreme Court (*Wetherell Decision*) and LUBA (*LUBA 710 Decision*) addressed the “primary purpose of obtaining a profit” language in ORS 215.203(2)(a). The underlying County interpretation of “primary purpose of obtaining profit” focused on whether or not each of the Suitability Factors, in the context of whether it was reasonably possible (reasonable farmer concept) to obtain a profit, were met on the specific subject property. The *LUBA 710 Decision* refined LUBA’s interpretation of “primary purpose of obtaining profit” to require consideration of property other than (in addition to) just the property subject to the application (i.e., neighboring properties).

OAR 660-033-0020(1)(a)(C) provides that “agricultural land” includes “land that is necessary to permit farm practices to be undertaken on adjacent or nearby agricultural land.”

DCC 18.04 definitions of “farm use” and “agricultural land” are generally consistent with the OAR 660-033-0020(1)(a) and ORS 215.203 definitions.

The Hearings Office finds the *LUBA 710 Decision* is currently under appeal to the Oregon Court of Appeals. The Hearings Officer considered the *LUBA 710 Decision* as instructional but not a final statement of the law related to the determination of what is “agricultural land” under Oregon and Deschutes County statutes/regulations/code. The Hearings Officer, however, did consider in this

recommendation the Applicant’s Hearing testimony and submitted exhibits in the context of the LUBA 710 Decision.

Title 18 of the Deschutes County Code

Chapter 18.136, Amendments

Section 18.136.010, Amendments

DCC Title 18 may be amended as set forth in DCC 18.136. The procedures for text or legislative map changes shall be as set forth in DCC 22.12. A request by a property owner for a quasi-judicial map amendment shall be accomplished by filing an application on forms provided by the Planning Department and shall be subject to applicable procedures of DCC Title 22.

FINDING: The Applicant, also the property owner, requested a quasi-judicial plan amendment and filed the applications for a plan amendment and zone change. The Applicant filed the required land use application forms for the proposal. The application will be reviewed utilizing the applicable procedures contained in Title 22 of the Deschutes County Code.

Section 18.136.020, Rezoning Standards

The applicant for a quasi-judicial rezoning must establish that the public interest is best served by rezoning the property. Factors to be demonstrated by the applicant are:

A. That the change conforms with the Comprehensive Plan, and the change is consistent with the plan's introductory statement and goals.

FINDING: Conformance with relevant sections of the Deschutes County Comprehensive Plan is reviewed below. The proposed rezoning from EFU to MUA-10 is required to be consistent with the proposed new plan designation. In previous comprehensive plan and zone change recommendations³ to the Board of County Commissioners (“BCC”) County hearings officers have found that the introductory statement of the Comprehensive Plan to be aspirational in nature and not necessarily approval criteria. The Hearings Officer, in this case, concurs with the prior BCC and hearings officer findings that this section is aspirational and not an approval criterion.

B. That the change in classification for the subject property is consistent with the purpose and intent of the proposed zone classification.

FINDING: In response to subsection (B) of this policy, the Applicant’s Burden of Proof provides the following:

³ Powell/Ramsey decision (PA-14-2, ZC-14-2) and Landholdings Decision (247-16-000317-ZC, 318-PA).

"The proposed Plan change from Agricultural to Rural Residential Exception Area and Zone change from EFU-TRB to MUA-10 is consistent with the purposes and intents of the MUA zone classification. Per DCC 18.32.010, the stated purposes of the MUA zone are as follows:

The purposes of the Multiple Use Agricultural Zone are to preserve the rural character of various areas of the County while permitting development consistent with that character and with the capacity of the natural resources of the area; to preserve and maintain agricultural lands not suited to full time commercial farming for diversified or part time agricultural uses; to conserve forest lands for forest uses; to conserve open spaces and protect natural and scenic resources; to maintain and improve the quality of the air, water and land resources of the County; to establish standards and procedures for the use of those lands designated unsuitable for intense development by the Comprehensive Plan, and to provide for an orderly and efficient transition from rural to urban land use.

The County's Transportation System Plan includes planned improvements for the triangle between Highway 20 and Highway 97, as ODOT's management of the highways themselves is focusing on streamlining these through-ways by reducing local points of ingress and egress to the highways. The City of Bend and Deschutes County must develop local transportation networks that do not rely on these highways for local trips. This change includes improvements to Hunnell Road, scheduled for 2023. See Exhibit 7, Hunnell Road Project. City UGB Expansion includes expansion northward as well, presently approximately 7600' south of the subject property. The MUA-10 lands and other exception zone designations in the area are preferred lands for such expansion, as they do not require conversion of resource lands to urban uses, which is disfavored as part of the urban management process.

The MUA-10 zone is the optimal county zone designation to transition the Subject Property to a rural residential use. As detailed above and incorporated herein by reference, the Subject Property is not suited for agricultural use, as evidenced by the site-specific study of its soils (Exhibit 4). This property is more appropriately zoned MUA-10, like the surrounding property on 3 sides. The Subject Property is currently zoned Exclusive Farm Use (EFU) likely due to generalized designations in the overall area and/or prior ownership of larger parcels, rather than consideration of the agricultural capability of the land itself. The Property is not documented as ever having been in farm or pasture use, since it is unirrigated. It is not feasible to engage in productive or profitable farming activity without water rights, and the soils classified Classes VII and VIII will not sustain significant usable plant growth without irrigation.

This Comprehensive Plan Map and Zoning Map Amendment request will standardize zoning in the area and address the potential conflict and incompatibility between the EFU permitted uses and the adjacent, surrounding lands developed or committed for exception uses. The requested Comprehensive Plan Map and Zoning Map amendments will result in a zoning assignment that is compatible with neighboring properties rather than the current EFU zoning.

Rezoning of the Subject Property from EFU to MUA-10 will resolve the latent conflict between EFU permitted uses and the immediately adjacent rural residential uses. Furthermore, the Comprehensive Plan Map and Zone Map change will serve the interests of the northwest Bend

residents, surrounding neighborhoods, and existing and future public investments in public facilities and services along Hunnell Road.

By allowing for single family dwellings as an outright permitted use (DCC 18.32.020(B), the MUA-10 zone recognizes that rural lands may sometimes be better suited for residential use than agricultural uses. Other non-resource land uses are conditionally permitted; any nonresource land development proposal on the property other than a single family dwelling would not be allowed unless it was found to be consistent with the surrounding properties and the applicable conditional use evaluation standards. Therefore, the proposed change in zoning is consistent with the intent and purpose of the MUA-10 zone, and will be compatible with surrounding properties. The Hunnell Road improvements already planned serve this change well. As a straightened, widened, paved roadway, it is well planned to handle additional trips likely to be coming soon to this growing area."

The Hearings Officer finds, based upon Applicant’s record submissions, that Applicant has demonstrated that the requested change in classification is consistent with the purpose of the proposed zoning.

- C. *That changing the zoning will presently serve the public health, safety and welfare considering the following factors:***
 - 1. *The availability and efficiency of providing necessary public services and facilities.***

FINDING: Although there are no plans to develop the Subject Property in its current state, the above criterion specifically asks if the proposed zone change will *presently* serve public health, safety, and welfare. The Applicant provided the following response in the submitted Burden of Proof statement:

"The proposed change from EFU to MUA-10 will not require the extension of new public services to the Subject Property. The site is already adjacent to enhanced infrastructure (Hunnell Road, Avion water lines, and electrical power). The site will be served by on-site septic systems. Thus, public facilities are available and can be efficiently provided to the site.

Subdividing the property and the Plan Amendment / Zone Change will presently serve public health, safety, and welfare. The 40-acre parcel is not used as farm land at the present time because its soils are not sufficient and it is not irrigated. The proposed land use approvals would allow this land to be used safely and efficiently for uses allowed in the MUA-10 zone, benefiting public health, safety, and welfare by utilizing the facilities already in place to expand housing in the area. The surrounding areas contain numerous properties that are residentially developed and have water service from a quasi-municipal source or wells, on-site sewage disposal systems, electrical service, telephone services, etc. There are no known deficiencies in public services or facilities that would negatively impact public health, safety, or welfare by allowing a housing supply increase. Development of the property under MUA-10 zoning would need to comply with applicable requirements of the DCC, including land use permits, building permits, and sewage disposal permit processes. Through development review processes, assurance of adequate public services and

facilities will be verified and public health, safety, and welfare overall will be improved by the addition of much needed housing in an underutilized area."

Staff noted (Staff Report, page 10) that prior to development of the Subject Property the Applicant would be required to comply with the applicable requirements of the DCC, including possible land use, building, and sewage disposal permits, in addition to approval of the related subdivision. Through these development review processes, assurance of adequate public services and facilities will be verified. The Hearings Officer agrees with Staff and the Applicant that Applicant’s record submissions demonstrate compliance with this criterion.

2. *The impacts on surrounding land use will be consistent with the specific goals and policies contained within the Comprehensive Plan.*

FINDING: In response to this criterion the Applicant’s Burden of Proof included the following comments:

"This application asks for approval to change the Comprehensive Plan designation of non-agricultural land to the more accurate Rural Residential Exception Area category, and rezone the Subject Property from EFU-TRB to MUA-10. The MUA-10 zone serves as a transition between EFU lands with productive soils and other rural lands that are "not suited to full time commercial farming" and are more appropriately suited for "diversified or part time agricultural uses." The MUA-10 zone retains consistency with EFU lands by allowing a limited array of rural uses and mandating a 10-acre minimum lot size. There are only a limited number of uses allowed in the MUA-10 zone that are not also allowed in the EFU zone. Further, the majority of the different non-resource land uses in the MUA-10 zone are conditional, thereby ensuring that potential impacts on surrounding land uses are reviewed by the County during each application.

In summary, the MUA-10 zone remains a rural zone devoted to a mix of mixed rural and residential uses that acknowledges soil deficiencies precluding profitable farm use. This minimizes potential impacts on surrounding lands. The MUA-10 zoning would emphasize the continued protection of the open space and wildlife values of the property with its 10-acre minimums."

In addition to these comments, the Applicant provided specific findings for relevant Comprehensive Plan goals and policies, which are addressed below. The Hearings Officer concurs with Staff and Applicant that the Applicant demonstrated, with evidence in the public record, that the impacts on surrounding land use will be consistent with the specific goals and policies contained within the Comprehensive Plan.

D. *That there has been a change in circumstances since the property was last zoned, or a mistake was made in the zoning of the property in question.*

FINDING: In response to this criterion, the Applicant’s Burden of Proof provides the following:

"Circumstances have changed since the zoning of the property in November, 1979. Much of unirrigated lands were zoned EFU in large blocks in the interest of efficiency and expediency, even

though these parcels were dry and not profitably farmable. This property was zoned without detailed or site specific consideration given to its history, soil, geologic, or topographic characteristics. Now that a certified soils scientist has conducted a detailed Soils Investigation, it is documented that the parcel does not qualify as agricultural farmland and is properly rezoned to a practical designation reflecting the true facts of the parcel. See Exhibit 4.

In summary, the County's zoning of agricultural lands has been a process of refinement since the 1970s. The Subject Property appears to have never been suitable for production as profitable agriculture and there is no record of it ever been actively farmed, due to its poor soil and lack of irrigation water. Although it was originally assigned EFU zoning, this property likely should have been originally zoned MUA-10 due to its location, soils, geology, and lack of irrigation water supply. However, in 1979, only tracts with dwellings or divisions below minimum sizes were classified as exception lands, regardless of soils. It is now known that the parcel should be rezoned to MUA-10, consistent with the zoning of adjacent rural-residential uses and its poor soil. The MUA-10 zoning assignment supports logical, compatible, and efficient use of the land in keeping with its highest and best use."

Staff, in the Staff Report (page 12), stated the following:

"It is unclear to staff why the subject property was initially zoned EFU. Staff is unaware of any evidence such as soil classification, availability of irrigation, or historic farming, which explains its current zoning. Staff agrees with the applicant's findings that there have been several particularly relevant changes in circumstances that warrant a zone change, especially in consideration of the detailed information provided by the soil study. Staff finds the applicant has demonstrated compliance with this criterion, but asks the Hearings Officer to amend or add to these findings as the Hearings Officer sees fit."

The Hearings Officer agrees, after reviewing the documents in the record and considering the testimony of County Staff and Applicant's representative at the Hearing, that the underlying rationale and reasoning underlying the original zoning the Subject Property being zoned as EFU is not clear and/or certain. The Hearings Officer finds that whatever the circumstances leading to the decision to assign the Subject Property with the EFU designation there are many relevant factors that are different today. Currently, urban style growth is moving towards the Subject Property and farm uses in the immediate vicinity are rare; if they exist at all. Properties to the north and west of the Subject Property are not in farm use; the property boarding to the north has been developed as the Sun Cloud Estates subdivision and properties to the south and west are divided into residential use parcels. The property boarding the Subject Property to the east is owned by the County and based upon evidence in the record has not been used for farming or agricultural purposes.

The Hearings also finds, based primarily upon the Applicant's site-specific soil study, that the soils on the Subject Property do not support the original EFU zoning designation. The Hearings Officer finds that there has been a change in circumstances since the Subject Property was zoned EFU. The Hearings Officer also finds that the EFU zoning was a mistake. The Hearings Officer finds this criterion is met.

The Deschutes County Comprehensive Plan

Chapter 2, Resource Management

Section 2.2, Agricultural Lands Policies

Goal 1, Preserve and maintain agricultural lands and the agricultural industry.

FINDING: The Applicant provided the following response in the submitted Burden of Proof statement:

“As discussed below, the Subject Property is not correctly categorized as agricultural land, because of its inability to retain water and sustain plant growth to a sufficient degree to make it profitable. See the Applicant’s soil study (Exhibit 4) and the responses in the submitted burden of proof, which effectively demonstrate that the Subject Property is not suitable for designation as Agriculture in the Comprehensive Plan. Changing the Subject Property’s Comprehensive Plan designation and zoning is an acknowledgment of site-specific facts, not interpretation.”

The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates the findings for Comprehensive Plan Policy 2.2.3 and OAR 660-006-0005, 660-015-0000(3), 660-033-0020 and 660-033-0030 as additional findings for this criterion.

The Hearings Officer, based upon Applicant’s record submissions and the incorporated findings, concludes that the Subject Property is not “agricultural land” as that phrase is described in relevant laws/rules and relevant land use case law. Therefore, the Hearings Officer finds this policy is not applicable to the Subject Property.

Policy 2.2.2 Exclusive Farm Use sub-zones shall remain as described in the 1992 Farm Study and shown in the table below, unless adequate legal findings for amending the sub-zones are adopted or an individual parcel is rezoned as allowed by Policy 2.2.3.

FINDING: The Applicant is not asking to amend the subzone that applies to the Subject Property; rather, the Applicant is seeking a change under Policy 2.2.3 and has provided evidence to support rezoning the subject property to MUA-10.

Policy 2.2.3 Allow comprehensive plan and zoning map amendments for individual EFU parcels as allowed by State Statute, Oregon Administrative Rules and this Comprehensive Plan.

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates the findings for Comprehensive Plan Policy 2.2.3

and OAR 660-006-0005, 660-015-0000(3), 660-033-0020 and 660-033-0030 as additional findings for this policy.

The Applicant is seeking approval of a plan amendment and zone change to re-designate and rezone the properties from Agricultural to Rural Residential Exception Area. The Applicant is not seeking an exception to Goal 3 – Agricultural Lands, but rather demonstrated that the Subject Property does not meet the state definition of “Agricultural Land” as defined in Statewide Planning Goal 3 (OAR 660-033-0020).

Staff provided the following comments in the Staff Report (page 13):

“The Land Use Board of Appeals (LUBA) allowed this approach in Wetherell v. Douglas County, 52 Or LUBA 677 (2006), and this approach has been utilized in the previous Plan Amendment and Zone Change applications within Deschutes County. The County Hearings Officer also accepted this method in file PA-10-5 (Rose & Associates). In Wetherell v. Douglas County, LUBA states at pp. 678-679:

‘As we explained in DLCD v. Klamath County, 16 Or LUBA 817, 820 (1988), there are two ways a county can justify a decision to allow nonresource use of land previously designated and zoned for farm use or forest uses. One is to take an exception to Goal 3 (Agricultural Lands) and Goal 4 (Forest Lands). The other is to adopt findings which demonstrate the land does not qualify either as forest lands or agricultural lands under the statewide planning goals. When a county pursues the latter option, it must demonstrate that despite the prior resource plan and zoning designation, neither Goal 3 or Goal 4 applies to the property. Caine v. Tillamook County, 25 Or LUBA 209, 218 (1993); DLCD v. Josephine County, 18 Or LUBA 798, 802 (1990).’

Staff agrees that the facts presented by the applicant in the burden of proof for the subject application are similar to those in the Wetherell decisions and in previous Deschutes County plan amendment and zone change applications. Therefore, the applicant has the potential to prove the properties are not agricultural land and do not require an exception to Goal 3 under state law.”

The Hearings Officer, based upon the above-quoted Staff comments and the incorporated findings, concurs with Staff’s conclusion that the Applicant may attempt to prove the Subject Property is not “agricultural land” and therefore does not require a Goal 3 exception.

Policy 2.2.4 Develop comprehensive policy criteria and code to provide clarity on when and how EFU parcels can be converted to other designations.

FINDING: This plan policy provides direction to Deschutes County to develop new policies to provide clarity when EFU parcels can be converted to other designations. In the findings for previous Plan Amendment and Zone Change applications, the County has found that this policy does not impose a moratorium on requests for applications of this type, and that nothing in this plan policy prohibits the conversion of EFU parcels to other designations (see also PA-11-7, 247-16-000318-PA, PA-10-5, PA-07-1 and more). The Hearings Officer concurs with the County’s previous determinations and finds the proposal is consistent with this policy.

Goal 3, Ensure Exclusive Farm Use policies, classifications and codes are consistent with local and emerging agricultural conditions and markets.

Policy 2.2.13 Identify and retain accurately designated agricultural lands.

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates the findings for Comprehensive Plan Policy 2.2.3 and OAR 660-006-0005, 660-015-0000(3), 660-033-0020 and 660-033-0030 as additional findings for this policy.

This plan policy makes it clear that it is County policy to identify and retain agricultural lands that are accurately designated. The Applicant proposed that the Subject Property was not accurately designated as demonstrated by the soil study and the applicant's Burden of Proof. The Hearings Officer finds that the EFU designation was not accurately placed on the Subject Property.

Section 2.5, Water Resources Policies

Goal 6, Coordinate land use and water policies.

Policy 2.5.24 Ensure water impacts are reviewed and, if necessary, addressed for significant land uses or developments.

FINDING: The Applicant is not proposing a specific development application at this time. Therefore, the Applicant is not required to demonstrate the water impacts associated with development. Rather, the Applicant will be required to address this criterion during development of the subject property, which would be reviewed under any necessary land use process for the site (e.g. conditional use permit, tentative plat). This criterion does not apply to the subject application.

Section 2.7, Open Spaces, Scenic Views and Sites

Goal 1, Coordinate with property owners to ensure protection of significant open spaces and scenic views and sites.

Policy 2.7.3 Support efforts to identify and protect significant open spaces and visually important areas including those that provide a visual separation between communities such as the open spaces of Bend and Redmond or lands that are visually prominent.

Policy 2.7.5 Encourage new development to be sensitive to scenic view and sites.

FINDING: These policies are fulfilled by the County's Goal 5 program. The County protects scenic views and sites along major rivers and roadways by imposing Landscape Management ("LM") Combining Zone to certain adjacent properties. Staff noted (Staff Report, page 15) that no LM Combining Zone applies to the subject property at this time. The Subject Property is also not located

within the Open Space and Conservation (“OS&C”) Zone. Furthermore, no new development is proposed under the present application. These provisions of the plan, therefore, are not impacted by the proposed zone change and plan amendment.

Chapter 3, Rural Growth

Section 3.2, Rural Development

Growth Potential

As of 2010, the strong population growth of the last decade in Deschutes County was thought to have leveled off due to the economic recession. Besides flatter growth patterns, changes to State regulations opened up additional opportunities for new rural development. The following list identifies general categories for creating new residential lots, all of which are subject to specific State regulations.

- ***2009 legislation permits a new analysis of agricultural designated lands***
- ***Exceptions can be granted from the Statewide Planning Goals***
- ***Some farm lands with poor soils that are adjacent to rural residential uses can be rezoned as rural residential***

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates the findings for Comprehensive Plan Policy 2.2.3 and OAR 660-006-0005, 660-015-0000(3), 660-033-0020 and 660-033-0030 as additional findings for this policy.

This section of the Comprehensive Plan does not contain Goals or Policies, but does provide the guidance above. In response to this section, the Applicant’s Burden of Proof provides the following:

“The County Comprehensive Plan above notes that “Some farm lands with poor soils that are adjacent to rural residential uses can be rezoned as rural residential.” The requested Plan amendment is based on the results of the submitted Soils Investigation (Exhibit 4) which has demonstrated that the Subject Property does not constitute “agricultural lands” as defined in the goal, based upon a site-specific soils study conducted by a certified, professional soil scientist (Brian Raby). Therefore, the proposal is consistent with this section of the Comprehensive Plan, given that the Subject Property has been determined to be non-resource land appropriate for rural residential development. Its poor soil and adjacency to rural residential areas on 3 sides and 7600’ from the Bend UGB make it an appropriate candidate for the change contemplated by this section of the Plan.”

Based upon the incorporated findings and the above-quoted Applicant response the Hearings Officer finds Applicant’s proposal in this case complies with this policy.

Section 3.3, Rural Housing

Rural Residential Exception Areas

In Deschutes County most rural lands are designated for farms, forests or other resources and protected as described in the Resource Management chapter of this Plan. The majority of the land not recognized as resource lands or Unincorporated Community is designated Rural Residential Exception Area. The County had to follow a process under Statewide Goal 2 to explain why these lands did not warrant farm or forest zoning. The major determinant was that many of these lands were platted for residential use before Statewide Planning was adopted.

In 1979 the County assessed that there were over 17,000 undeveloped Rural Residential Exception Area parcels, enough to meet anticipated demand for new rural housing. As of 2010 any new Rural Residential Exception Areas need to be justified through taking exceptions to farm, forest, public facilities and services and urbanization regulations, and follow guidelines set out in the OAR.

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates the findings for Comprehensive Plan Policy 2.2.3 and OAR 660-006-0005, 660-015-0000(3), 660-033-0020 and 660-033-0030 as additional findings for this policy.

A County hearings officer's decision for file numbers PA-11-17/ZC-11-2 provides the following findings in response to this portion of Section 3.3 of the Comprehensive Plan:

"To the extent that the quoted language above represents a policy, it appears to be directed at a fundamentally different situation than the one presented in this application. The quoted language addresses conversions of "farm" or "forest" land to rural residential use. In those cases, the language indicates that some type of exception under state statute and DLCD rules will be required in order to support a change in Comprehensive Plan designation. See ORS 197.732 and OAR 660, Division 004. That is not what this application seeks to do. The findings below explain that the applicant has been successful in demonstrating that the subject property is composed predominantly of nonagricultural soil types. Therefore, it is permissible to conclude that the property is not "farmland" as defined under state statute, DLCD rules, and that it is not correctly zoned for exclusive farm use. As such, the application does not seek to convert "agricultural land" to rural residential use. If the land is demonstrated to not be composed of agricultural soils, then there is no "exception" to be taken. There is no reason that the applicant should be made to demonstrate a reasons, developed or committed exception under state law because the subject property is not composed of the type of preferred land which the exceptions process was designed to protect. For all these reasons, the Hearings Officer concludes that the applicant is not required to obtain an exception to Goal 3.

There is one additional related matter which warrants discussion in connection with this issue. It appears that part of Staff's hesitation and caution on the issue of whether an exception might be required is rooted in the title of the Comprehensive Plan designation that would ultimately apply to the subject property – which is "Rural Residential Exception Area." There appears to be seven countywide Comprehensive Plan designations as identified in the plan itself. These include

“Agriculture, Airport Development, Destination Resort Combining Zone, Forest, Open Space and Conservation, Rural Residential Exception Area, and Surface Mining.” Of the seven designations, only Rural Residential Exception Area provides for associated zoning that will allow rural residential development. As demonstrated by reference to the Pagel decision discussed above, there appears to be instances in which rural residential zoning has been applied without the underlying land necessarily being identified as an exception area. This makes the title of the “Rural Residential Exception Area” designation confusing, and in some cases inaccurate, because no exception is associated with the underlying land in question. However, it is understandable that since this designation is the only one that will allow rural residential development, that it has become a catchall designation for land types that are authorized for rural residential zoning. That is the case with the current proposal, and again, for the same reasons set forth in Hearings Officer Green’s decision in Pagel, I cannot find a reason why the County would be prohibited from this practice.

Based on the incorporated findings and the above-quoted comments this Hearings Officer agrees with the past Deschutes County hearings officer interpretations and finds that the above language is not a policy and does not require an exception to the applicable Statewide Planning Goal 3. The Hearings Officer finds that the proposed RREA plan designation is the appropriate plan designation to apply to the Subject Property.

Section 3.7, Transportation

The Transportation System was adopted in Ordinance 2012-005 and is hereby incorporated into this Plan as Appendix C ...

Appendix C – Transportation System Plan

ARTERIAL AND COLLECTOR ROAD PLAN

Goal 4

- 4. Establish a transportation system, supportive of a geographically distributed and diversified economic base, while also providing a safe, efficient network for residential mobility and tourism.***

Policies

...

- 4.4 Deschutes County shall consider roadway function, classification and capacity as criteria for plan map amendments and zone changes. This shall assure that proposed land uses do not exceed the planned capacity of the transportation system.***

FINDING: This policy applies to the County and advises it to consider the roadway function, classification, and capacity as criteria for plan amendments and zone changes. The County will

comply with this direction by determining compliance with the Transportation Planning Rule ("TPR"), also known as OAR 660-012, as described below in subsequent findings.

OREGON ADMINISTRATIVE RULES CHAPTER 660, LAND CONSERVATION AND DEVELOPMENT DEPARTMENT

Division 6, Goal 4 – Forest Lands

OAR 660-006-0005, Definitions

- (7) "Forest lands" as defined in Goal 4 are those lands acknowledged as forest lands, or, in the case of a plan amendment, forest lands shall include:**
 - (a) Lands that are suitable for commercial forest uses, including adjacent or nearby lands which are necessary to permit forest operations or practices; and**
 - (b) Other forested lands that maintain soil, air, water and fish and wildlife resources.**

FINDING: The Subject Property is not zoned for forest lands, nor are any of the properties within an approximately 3.6-mile radius. The Subject Property does not contain merchantable tree species and there is no evidence in the record that the Subject Property has been employed for forestry uses historically. None of the soil units comprising the parcel are rated for forest uses according to NRCS data. The Subject Property does not qualify as forest land.

Division 33 - Agricultural Lands & Statewide Planning Goal 3 - Agricultural Lands;

OAR 660-015-0000(3)

To preserve and maintain agricultural lands.

Agricultural lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and with the state's agricultural land use policy expressed in ORS 215.243 and 215.700.

FINDING: Goal 3 defines "agricultural land," which is repeated in OAR 660-033-0020(1). The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates the findings for Comprehensive Plan Policy 2.2.3 and OAR 660-033-0020 and 660-033-0030 as additional findings for this policy. The Hearings Officer finds that the Subject Property is not "agricultural land" as defined by relevant Oregon laws/regulations.

OAR 660-033-0020, Definitions

For purposes of this division, the definitions in ORS 197.015, the Statewide Planning Goals, and OAR Chapter 660 shall apply. In addition, the following definitions shall apply:
(1)(a) "Agricultural Land" as defined in Goal 3 includes:

(A) Lands classified by the U.S. Natural Resources Conservation Service (NRCS) as predominantly Class I-IV soils in Western Oregon and I-VI soils in Eastern Oregon⁴;

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion.

The Applicant's basis for not requesting an exception to Goal 3 is that the Subject Property is not "agricultural land." In support, the Applicant offered the following response to the above definition in addition to subsection (1)(c)⁵ as included in the submitted Burden of Proof statement:

"A professionally conducted Soils Investigation has demonstrated that the Subject Property is not composed predominantly of Class I - VI soils (Eastern Oregon administrative standard cited above). To analyze the soils on the site, the Applicant obtained the services of Brian Raby, a Certified Professional Soil Scientist. The complete Soils Investigation report, detailing the procedures and methodology used as well as the complete findings, is attached to this application as Exhibit 4. It is certified by DLCD and that certification is included in the cited exhibit.

The purpose of the Soils Investigation for the Property was to determine the existence of agricultural soils on the Subject Property for planning purposes. The soils were found to be predominantly non-agricultural soils according to a certified and well-qualified soils scientist using state sanctioned and approved field investigation methods and techniques. Thus, the Subject Property as defined in OAR 660-033-0020 does not legally qualify as Agricultural land.

The Subject Property is characterized as a "lava plain north of Bend" on Page 2 of Exhibit 4. It has no record of ever having been irrigated, used for producing crops or grazing livestock, and is not part of a farm unit and is currently vacant and unused. None of the surrounding properties are used for profitable agriculture including the MUA-10 on three sides and the one EFU-zoned abutting property to the east. They are predominantly developed with rural residences and small hobby farms or are unused. There are no known commercial farm practices being undertaken on adjacent or nearby agricultural lands.

The Subject Property is zoned Exclusive Farm Use (EFU), but this designation is not based on the agricultural capability of the land, as the Subject Property has no record of ever having been in farm or pasture use.

This is understandable, now that the soil classification of this specific property is known. The soil types are Class VII and VIII and the property has no irrigation water rights. This Comprehensive Plan Map and Zoning Map Amendment request will help to resolve the potential conflict and

⁴ OAR 660-033-0020(5): "Eastern Oregon" means that portion of the state lying east of a line beginning at the intersection of the northern boundary of the State of Oregon and the western boundary of Wasco County, then south along the western boundaries of the Counties of Wasco, Jefferson, Deschutes and Klamath to the southern boundary of the State of Oregon.

⁵ "Agricultural Land" does not include land within acknowledged urban growth boundaries or land within acknowledged exception areas for Goal 3 or 4.

incompatibility between the EFU permitted uses and the adjacent, surrounding lands developed or committed for rural residential uses, and allow the land to be put to its highest and best use, rather than continue to go fallow."

Staff (Staff Report, pages 19-20) provided the following comments:

"Staff has reviewed the soil study provided by Brian Rabe of Cascade Earth Sciences (dated December 11, 2020) and agrees with the applicant's representation of the data for the subject property. Staff finds, based on the submitted soil study and the above OAR definition, that the subject property is comprised predominantly of Class VII and VIII soils and, therefore, does not constitute "Agricultural Lands" as defined in OAR 660-033-0020(1)(a)(A) above."

The Hearings Officer finds that the Applicant Soil Study is credible and constitutes substantial evidence. The Hearings Officer finds that the Applicant Soil Study was conducted consistent with DLCDC requirements (Exhibit 4 – Letter from DLCDC). The Applicant Soil Study found that the Subject Property has 26.2 acres (65.4%) of Class VII and Class VIII soils. The Applicant Soil Study concluded that the Subject Property is "predominantly" Class VII and Class VIII soils. The Hearings Officer finds that OAR 660-033-0020 (1)(a)(B) describes "agricultural land," in Eastern Oregon, to include lands that are predominantly Class I – VI. Based upon the Applicant Soil Study that the Subject Property is predominantly Class VII and Class VIII soils. The Hearings Officer finds, per OAR 660-033-0020 (1)(a)(A) that the Subject Property is not "agricultural land."

- (B) Land in other soil classes that is suitable for farm use as defined in ORS 215.203(2)(a), taking into consideration soil fertility; suitability for grazing; climatic conditions; existing and future availability of water for farm irrigation purposes; existing land use patterns; technological and energy inputs required; and accepted farming practices; and**
- (C) Land that is necessary to permit farm practices to be undertaken on adjacent or nearby agricultural lands.**
- (b) Land in capability classes other than I-IV/I-VI that is adjacent to or intermingled with lands in capability classes I-IV/I-VI within a farm unit, shall be inventoried as agricultural lands even though this land may not be cropped or grazed;**

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer finds that the Applicant addressed the OAR 660-033-0020 (1)(a)(B) "Suitability Factors" in the Applicant Soil Study and in Applicant's Hearing testimony and Hearing documentary submissions.

Staff, in the Staff Report (pages 20 – 21) included the following statements from the Applicant Soil Study:

Soil Fertility

These soils are predominantly shallow with sandy textures (low clay content) and low organic matter content. These conditions result in a low Cation Exchange Capacity (CEC) that limits the ability of these soils to retain nutrients. Fertilizer must be applied to achieve optimum yields. Proper management requires that fertilizers be applied in small doses on a frequent basis. The revenue from most locally adapted crops will not cover the costs of inputs and management.

Suitability for Grazing

Without water, dryland grazing is the only potential agricultural use. The rangeland productivity potential of the soils mapped at the Site are shown in Table 6 of the published soil survey¹. The productivity ranges from 700 to 900 to 1,100 pounds of dry matter per acre per year (unfavorable, normal, and favorable conditions, respectively) for Deskamp soils. The productivity ranges from 500 to 700 to 900 pounds of dry matter per acre per year (unfavorable, normal, and favorable conditions, respectively) for Gosney. It is often recommended that a sustainable level of grazing only removes about 25% of the total production leaving the remainder for maintenance of the stand, wildlife, and detritus for building soil organic matter. According to Ogle & Brazee³, it takes an estimated 912.5 pounds of dry matter to feed a cow and calf pair, or equivalent, for one month (animal unit month – AUM). Based on the acreages of each soil, the sustainable dry matter production potential for the Site ranges from 5,000 to 6,725 to 8,450 pounds, or about 5 to 7 to 9 AUM (unfavorable, normal, and favorable conditions, respectively). So the grazing potential is limited to 5 to 9 pair for one month or less than one pair for a year. This does not represent a viable source of grazing.

³ Ogle, D., & Brazee, B. (2009). *Technical note: estimating initial stocking rates*, (TN Range No. 3). Boise, ID: U.S. Department of Agriculture - Natural Resources Conservation Service.

(continued)

Climatic Conditions

The general climate conditions at the Site are typical of those in the Bend area with cold winters and warm, dry summers. There is no reason to believe there is anything unique about the climate at this specific location that would, by itself, warrant special attention.

Existing and Future Availability of Water for Irrigation

The Site is within the Swalley Oregon Irrigation District and has no water assigned to it. Most water for irrigation is fully allocated (or over-allocated) throughout the region. In most cases, water for any newly irrigated acreage would have to be removed from acreage elsewhere. This only makes sense if the land that the water is being moved to is better than the land where it is currently being used. There are substantial costs related to acquiring or moving water rights, as well as costs for acquiring or modifying and maintaining irrigation equipment. These costs would not be justified for small or irregular shaped areas.

The Class VII and VIII soils documented on the Site will remain Class VII and VIII regardless of irrigation. Even if water were available, the dispersed nature and irregular shapes of the Class VI (Deskamp) soils make the installation of irrigation equipment impractical for the limited added benefit irrigation would provide. The only potential agricultural use would be for dryland grazing of native grasses (discussed previously). The limited forage potential for the Site does not represent a sufficient number of AUMs for a commercially viable livestock operation.

Existing Land Use Patterns

The Site and parcel to the east are zoned Exclusive Farm Use Tumalo-Redmond-Bend (EFU TRB). The parcel to the east consists of 80 acres, is owned by Deschutes County, and is not managed for agricultural use. The parcels to the north, west, and south are zoned Multiple Use Agricultural 10-acre minimum (MUA10) with no indications of current or recent agricultural activity.

Technological and Energy Inputs Required

There is nothing that has been revealed during the course of this investigation that would suggest there is any technological or energy-related reason to retain the subject property in an agricultural classification. The low fertility, cost of irrigation systems and other infrastructure, as well as the irregular pattern of potentially suitable soils make the use of the Site for commercial agricultural production impractical and unprofitable.

Accepted Farming Practices

Since the Site is surrounded by parcels that are not managed for commercial farm use and there does not appear to be any recent history of farm use, the re-zoning of this parcel is not likely to represent any significant increase in the potential for conflicts with accepted agricultural practices.

Applicant’s legal counsel, Liz Dickson (“Dickson”), offered oral testimony and additional documents at the Hearing. Dickson’s additional documents were referenced, at the Hearing, as Exhibits 11, 12, 13 and 14. The focus of Dickson’s Hearing testimony was upon the *LUBA 710 Decision* and LUBA’s analysis of the Suitability Factors. The Hearings Officer finds Dickson’s testimony and accompanying documentary submissions to be credible and persuasive.

Dickson, in her Hearing testimony, emphasized that the Subject Property soils are predominantly class VII and VIII. Dickson stated the Applicant attempted to ascertain the level, if any, of historical farming activity in the immediate vicinity of the Subject Property. Dickson indicated, based upon Applicant’s research, that the Subject Property has never been used for farm or agricultural

purposes. Dickson noted that the Subject Property has not been cleared and has no water (irrigation rights).

Dickson testified that Applicant considered the Suitability Factors in the context of the *LUBA 710 Decision*. Dickson stated that Applicant considered adjacent / neighboring properties in relation to all relevant Suitability Factors. Dickson stated, based upon Applicant's research, that adjacent/ neighboring properties are not used for commercial farming or "agricultural purposes." Dickson stated that some nearby properties may conduct "hobby farm" activities but those activities were subordinate to the primary residential use and are not conducted for the primary purpose of obtaining a profit.

Dickson opined that the only possible "agricultural use" or farm use that might be considered feasible at the Subject Property is "grazing." Dickson, referencing the Applicant Soil Study, stated that the Subject Property standing alone, could not support commercial grazing. Dickson noted that property adjacent to the north, west and south are developed for residential uses. Dickson stated that combining the Subject Property with any of the adjacent properties would not result in creating a profitable situation for grazing.

Dickson reiterated that the Subject Property does not possess any irrigation rights. Dickson stated that existing land use patterns preclude the likelihood of combining the Subject Property with one or more adjacent property for the purpose of creating a profitable agricultural or farm use. Likewise, Dickson stated that the "accepted farming practices" Suitability Factor was not relevant to the Subject Property as no farming occurs on the Subject Property or any adjacent property.

Dickson, relying upon Exhibits 11, 12, 13 and 14, demonstrated geographical and land use differences between the property subject to the *LUBA 710 Decision* and the Subject Property. Dickson noted that the property subject to the *LUBA 710 Decision* is located in an area where agricultural/farm uses are prevalent. Dickson noted that ranches adjacent to or nearby the property subject to the *LUBA 710 Decision* expressed the desire to combine to facilitate improved agricultural/farm efficiency.

Dickson noted that the *LUBA 710 Decision* is under appeal and it is possible that the Oregon Court of Appeals and/or Oregon Supreme Court could reverse or modify the *LUBA 710 Decision*. However, despite the appellate status of the *LUBA 710 Decision* Dickson opined that there is evidence in the record sufficient to meet the requirements of that decision.

The Hearings Officer finds Applicant addressed, with substantial evidence, the *LUBA 710 Decision* Suitability Factors analysis. The Hearings Officer agrees with Staff and Applicant that there is sufficient evidence in the record to conclude that the Subject Property does not qualify as "agricultural land" as defined in OAR 660-033-0020.

(c) "Agricultural Land" does not include land within acknowledged urban growth boundaries or land within acknowledged exception areas for Goal 3 or 4.

FINDING: This criterion is addressed above.

OAR 660-033-030, Identifying Agricultural Land

- (1) **All land defined as "agricultural land" in OAR 660-033-0020(1) shall be inventoried as agricultural land.**
- (2) **When a jurisdiction determines the predominant soil capability classification of a lot or parcel it need only look to the land within the lot or parcel being inventoried. However, whether land is "suitable for farm use" requires an inquiry into factors beyond the mere identification of scientific soil classifications. The factors are listed in the definition of agricultural land set forth at OAR 660-033-0020(1)(a)(B). This inquiry requires the consideration of conditions existing outside the lot or parcel being inventoried. Even if a lot or parcel is not predominantly Class I-IV soils or suitable for farm use, Goal 3 nonetheless defines as agricultural "Lands in other classes which are necessary to permit farm practices to be undertaken on adjacent or nearby lands." A determination that a lot or parcel is not agricultural land requires findings supported by substantial evidence that addresses each of the factors set forth in 660-033-0020(1).**

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates as additional findings the findings for OAR 660-033-0020 (1)(a)(A) & (B). The Hearings Officer finds that the Applicant addressed the OAR 660-033-0020 (1)(a)(B) "Suitability Factors" in the Applicant Soil Study and in Applicant's Hearing testimony in documentary submissions.

Staff provided (Staff Report, pages 22-24) additional discussion of the LUBA 710 Decision. "

"... in a recent decision by the Land Use Board of Appeals (LUBA)⁶, LUBA remanded the Deschutes County Board of County Commissioners decision to approve a post-acknowledgement plan amendment and rezone application submitted by 710 Properties, LLC to change the designation and zoning of the subject property from AG/EFU to RREA/RR-10 on 710 acres of property west of Terrebonne and Redmond and north of Highway 126.

LUBA remanded the decision to "consider the ability to use the subject property for farm use in conjunction with other property, including the Keystone property," and directed that the Board "may not limit its review to the profitability of farm use of the subject property as an isolated unit." LUBA further stated that the Board "must consider the ability to import feed for animals and may not limit its consideration to the raising of animals where adequate food may be grown on the subject property." LUBA continued that the Board "must also consider whether the subject property is suitable for farm use as a site for construction and maintenance of farm equipment," and must "consider the evidence and adopt findings addressing the impacts of redesignation of the property related to water, wastewater, and traffic and whether retaining the property's agricultural designation is necessary to permit farm practices on adjacent or nearby lands." Each of the remanded issues is listed separately below.

⁶ *Central Oregon Landwatch, et al. v. Deschutes County and 710 Properties, LLC, et al.* (LUBA No. 2023-009)

- LUBA's discussion at pages 36-37 sustained DLCD's second assignment of error and portions of Redside's and Keystone's assignments of error based on a determination that the County did not consider the ability to use the subject property with a primary purpose of obtaining a profit in money **in conjunction with other property**. LUBA stated that "Relating the profitability of farm related activity solely to the activity on the subject property places undue weight on profitability." More discussion on this is found on pages 46-49 of the decision.
- "Source of Feed" – this discussion is found at pages 37-42 of the decision. **LUBA's decision states that the County erred in construing OAR 660-033-0020(1)(a)(B) and ORS 215.203(2)(a) in concluding that land is suitable for farm uses involving animals only if sufficient feed can be grown on-site.** LUBA stated that these authorities are silent as to the source of the feed that is necessary to sustain animals involved in farm uses. It also noted that, in determining whether land is suitable for dryland grazing, a farmer would have a reasonable expectation of obtaining a profit in money from that activity, based on the factors listed in OAR 660-033-0020(1)(a)(B) (soil fertility, suitability for grazing, climactic conditions, availability of water for irrigation, etc.)
- "On-Site Construction and Maintenance of Equipment and Facilities" – this discussion is found at pages 42-46 of the decision. **LUBA determined that the County erroneously concluded that this use need not be limited to supporting farm activities that occur on the subject property.** In other words, it does not matter where the equipment and facilities are used, whether on or off-site. That said, after a consideration of whether equipment and facilities can be stored onsite for the purpose of making a profit in money also requires a determination of the suitability of the property based on the factors listed in OAR 660-033-0020(1)(a)(B).
- "Nearby and Adjacent Land" – discussion at pages 46-49 of the decision. LUBA directs the County to make findings and conclusions on the question of whether the subject property is suitable for farm use in conjunction with nearby or adjacent land. It noted that several farms and ranchers testified they would not consider incorporating the subject property into their farm operations, and that it **"may be that the subject property is not suitable for farm use even in conjunction with nearby or adjacent land. However, the county did not reach that conclusion."**
- DCC 18.136.020(C)(2) and DCCP Agricultural Lands Goal 1 – see pages 69-74 of the decision. The County's findings that the impacts on surrounding land use from rezoning will be consistent with DCCP Agricultural Lands Goal 1 are inadequate and not supported by substantial evidence. LUBA states that the County only considered impacts on surrounding nonresource lands, and that it was error to consider that the subject property is functionally separated from surrounding agricultural lands due to its location on a plateau. LUBA remands for further consideration of water, wastewater, traffic impacts on surrounding agricultural lands and the agricultural industry.

The Hearings Officer appreciates Staff's above-quoted analysis and perspective. The Hearings Officer finds that Applicant, in its Burden of Proof, Applicant Soil Study and Dickson's Hearing testimony and record submissions, provided evidence and argument relating to (1) the ability to use the Subject Property with a primary purpose of obtaining a profit in money in conjunction with other

property, (2) the impacts of providing feed for grazing stock from outside properties, (3) the on-site construction and maintenance of equipment and facilities to serve other properties, and (4) the off-site impacts on resource and nonresource lands.

As summarized in the findings for OAR 660-033-0020 (1)(a)(B) above, the Subject Property has soils that are not considered suitable for “agricultural use” and that the Subject Property is not and has not been used for “agricultural uses.” The OAR 660-033-0020 (1)(a)(B) findings indicated that the adjacent or nearby properties are not used for “agricultural uses” or farm uses. The OAR 660-033-0020 (1)(a)(B) findings indicate that combining the Subject Property with any adjacent or nearby property would not improve the chances that the Subject Property, or any nearby or adjacent property, could be operated for the primary purpose of obtaining a profit from agricultural or farm related uses. Impacts on nearby properties is discussed elsewhere in this recommendation. The Hearings Officer approval of Applicant’s request would have minimal impacts, if any, on adjacent properties. Rather, the Hearings Officer finds that the proposed change would more consistently reflect the existing land use pattern in the area.

The Hearings Officer agrees with Staff and Applicant that there is sufficient evidence in the record to conclude that the Subject Property does not qualify as “Agricultural Land” as defined in OAR 660-033-0030.

- (3) Goal 3 attaches no significance to the ownership of a lot or parcel when determining whether it is agricultural land. Nearby or adjacent land, regardless of ownership, shall be examined to the extent that a lot or parcel is either "suitable for farm use" or "necessary to permit farm practices to be undertaken on adjacent or nearby lands" outside the lot or parcel.**

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates as additional findings the findings for OAR 660-033-0020 (1)(a)(A) & (B). The Hearings Officer finds that the Applicant addressed the OAR 660-033-0020 (1)(a)(B) “Suitability Factors” in the Applicant Soil Study and in Applicant’s Hearing testimony and Hearing documentary submissions.

The Hearings Officer finds, based upon the evidence and arguments in the record that the Subject Property is not suitable for any identified “agricultural use” or farm use. Further, the Hearings Officer finds that is not necessary to conduct any sort of “agricultural use” or farm use on the Subject Property to facilitate or promote agricultural or farm practices to be undertaken on adjacent or nearby lands. In this review the Hearings Officer has not assigned any significance to the ownership of the Subject Property or adjoining properties.

- (5)(a) More detailed data on soil capability than is contained in the USDA Natural Resources Conservation Service (NRCS) soil maps and soil surveys may be used to define agricultural land. However, the more detailed soils data shall be related to the NRCS land capability classification system.**
- (b) If a person concludes that more detailed soils information than that contained in the Web Soil Survey operated by the NRCS as of January 2, 2012, would assist a**

county to make a better determination of whether land qualifies as agricultural land, the person must request that the department arrange for an assessment of the capability of the land by a professional soil classifier who is chosen by the person, using the process described in OAR 660-033-0045.

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The submitted Applicant Soil Study provided more detailed soils information than contained in the NRCS Web Soil Survey. NRCS sources provide general soils data for large units of land. The Applicant Soil Study provided detailed and accurate information about a single property based on numerous soil samples taken from the Subject Property. The Applicant Soil Study reports data and conclusions consistent with the NRCS Land Capability Classification (LCC) system that classifies soils class 1 through 8. An LCC rating is assigned to each soil type based on rules provided by the NRCS.

The Applicant Soil Study concluded that the Subject Property contains 65.4 percent Class 7 and 8 soils, based on site observations and examination of 111 test holes. The Applicant Soil Study is accompanied in the record by correspondence from the DLCDC. The DLCDC correspondence confirms that the Applicant Soil Study was completed and consistent with the reporting requirements for agricultural soils capability as dictated by DLCDC. Based on qualifications of the professionals conducting the site work and report preparation, the Hearings Officer finds the submitted Applicant Soil Study to be definitive and accurate in terms of site-specific soil information for the Subject Property.

(c) This section and OAR 660-033-0045 apply to:

(A) A change to the designation of land planned and zoned for exclusive farm use, forest use or mixed farm-forest use to a non-resource plan designation and zone on the basis that such land is not agricultural land; and

FINDING: The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates as additional findings the findings for OAR 660-033-0020 (1)(a)(A) & (B). The Hearings Officer finds that the Applicant addressed the OAR 660-033-0020 (1)(a)(B) "Suitability Factors" in the Applicant Soil Study and in Applicant's Hearing testimony and Hearing documentary submissions. The Hearings Officer finds the Subject Property is not "agricultural land" as that phrase is defined within relevant Oregon law.

(d) This section and OAR 660-033-0045 implement ORS 215.211, effective on October 1, 2011. After this date, only those soils assessments certified by the department under section (9) of this rule may be considered by local governments in land use proceedings described in subsection (c) of this section. However, a local government may consider soils assessments that have been completed and submitted prior to October 1, 2011.

FINDING: The Applicant submitted the Applicant Soil Study which was prepared by Michael Sowers and Brian Rabe of Cascade Earth Sciences and dated December 11, 2020. The Applicant Soil Study was submitted following the ORS 215.211 effective date. The Applicant submitted to the record an

acknowledgement from Hilary Foote, Farm and Forest Specialist with the DLCD, dated April 12, 2021, that the Applicant Soil Study is complete and consistent with DLCD's reporting requirements. The Hearings Officer finds this criterion to be met based on the submitted Applicant Soil Study and confirmation of completeness and consistency from DLCD.

(e) This section and OAR 660-033-0045 authorize a person to obtain additional information for use in the determination of whether land qualifies as agricultural land, but do not otherwise affect the process by which a county determines whether land qualifies as agricultural land as defined by Goal 3 and OAR 660-033-0020.

FINDING: The Applicant has obtained additional information regarding soils and how these soils relate to the agricultural designation of the Subject Property. The Applicant has also submitted DLCD's certification of its soils analysis, attached as part of Exhibit 4, and has complied with the soils analysis requirements of OAR 660-033-0045 in order to obtain that certification. DLCD's certification establishes compliance with OAR 660-033-0045.

DIVISION 12, TRANSPORTATION PLANNING

OAR 660-012-0060 Plan and Land use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);**
- (b) Change standards implementing a functional classification system; or**
- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.**
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;**
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or**

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

FINDING: This above language is applicable to the proposal because it involves an amendment to an acknowledged comprehensive plan. The proposed plan amendment would change the designation of the Subject Property from AG to RREA and change the zone from EFU to MUA-10. The Applicant is not proposing any land use development of the properties at this time.

As referenced in the agency comments section in the Basic Findings section above, the Senior Transportation Planner for Deschutes County requested additional information to clarify the conclusions provided in the Transportation Planning Rule (TPR) analysis prepared by Joe Bessman, PE of Transight Consulting, LLC, dated March 17, 2023. The Applicant submitted an updated report and responses to issues raised also from Mr. Bessman, dated June 27, 2023, to address the additional information that was requested.

Staff noted (Staff Report, page 26) that the original application included a subdivision proposal in addition to the comprehensive plan and zone change proposal that is subject to this recommendation. Applicant has decoupled the subdivision proposal from the comprehensive plan amendment and zone change applications. The Hearings Officer notes that traffic impact studies take into account requirements for a subdivision in addition to the plan amendment and zone change.

In response to the revisions noted above, the County Senior Transportation Planner stated, *“These updated materials and the application materials in [the] record satisfy the County’s requirements and no further materials or analysis are required from the applicant.”* As such, the Hearings Officer finds that the proposed plan amendment and zone change will be consistent with the identified function, capacity, and performance standards of the County’s transportation facilities in the area.

DIVISION 15, STATEWIDE PLANNING GOALS AND GUIDELINES

OAR 660-015, Division 15, Statewide Planning Goals and Guidelines

FINDING: The Statewide Planning Goals are outlined below in the Applicant’s Burden of Proof:

***“Goal 1, Citizen Involvement.** This proposal satisfies this goal because the Planning Division will provide notice of the proposed plan amendment and zone change to the public through individual notice to affected property owners, posting of the Subject Property with a notice of proposed land use action sign, online notice of the application on the County’s website, and publishing notice of the public hearing in the “Bend Bulletin” newspaper. In addition, at least two public hearings will be held on the proposed plan amendment before it can be approved - one before the Hearings Officer and one before the Deschutes County Board of Commissioners.*

***Goal 2, Land Use Planning.** This proposal satisfies this goal because the applications were handled pursuant to the procedures applicable to plan amendments and zone changes in the*

County's Comprehensive Plan and Zoning Ordinance. An exception to Goal 3 is not required because site soils have been conclusively determined to be not Agricultural as that term is legally defined.

Goal 3, Agricultural Lands. The Applicant is not required to take an exception to Goal 3 for the Subject Property, but rather to provide evidence supporting response that the Subject Property does not constitute "agricultural land" as legally defined in Goal 3 and supporting administrative rules. The application includes a professionally prepared Soils Analysis (**Exhibit 4**) that proves the Subject Property does not constitute "agricultural land" and therefore the proposed plan amendment to Rural Residential Exception Area and zone change to MUA-10 is consistent with Goal 3.

Goal 4, Forest Lands. The proposal is consistent with Goal 4 because the Subject Property is not zoned for forest use and the Applicant's soil survey shows the Subject Property does not contain any forest soils or related resources.

Goal 5, Open Spaces, Scenic and Historic Areas and Natural Resources. The proposal is consistent with Goal 5 because the site is not identified as containing scenic, historic, or natural resource areas. It is not unique as open space in the area and has not been designated as significant for that purpose. It is reasonable to conclude that the proposed plan amendment and zone change will have no effect on any designated Goal 5 resources.

Goal 6, Air, Water and Land Resources Quality. The proposal is consistent with Goal 6 because it will not result in any legally significant detrimental impact on air or water quality and land resources.

Goal 7, Areas Subject to Natural Disasters and Hazards. Goal 7 is not applicable to the proposal because the Subject Property is not located in a known natural disaster or hazard area (i.e., flood hazard zone, steep slopes, historic landslide areas or other hazards identified under Goal 7).

Goal 8, Recreational Needs. Goal 8 is not applicable to the proposal because the proposal will not affect property zoned for recreation or impact recreational needs.

Goal 9, Economy of the State. The proposal is consistent with Goal 9 because it will not adversely impact legally identified economic activities in the state. It may have a minimal impact on the construction industry eventually when the four homesites are developed, but these have not been recognized as significant for purposes of evaluating goal impacts.

Goal 10, Housing. Goal 10 is not directly applicable to the proposal because it does not include development of additional housing. The proposal does not remove any land from the county's supply of land for needed housing. The proposal supports a potential, though not certain, eventual transition to development of four homes on the respective parcels. Applicant plans to develop the four created sites for rural residential homes in the future.

Goal 11, Public Facilities and Services. *The proposal is consistent with Goal 11 because the proposed plan amendment and zone change will have minimal impact upon the provision of public facilities and services to the Subject Property. Avion Water is already available to the site in Hunnell Road, power is available and sufficient, and Hunnell Road is scheduled for paving, widening, and straightening in 2023 already by the County. These facilities will not be strained by the addition of four lots made possible by the Plan Amendment and Zone Change.*

Goal 12, Transportation. *The proposal is consistent with the TPR, and therefore is also consistent with Goal 12 as demonstrated by the attached, professionally prepared Transportation Analysis. See Exhibit 5.*

Goal 13, Energy Conservation. *The proposal is consistent with this goal because it will have no legally significant impact on energy use or conservation. Southern exposure and spacing of the four proposed lots will allow solar power development if desired. Rezoning the Subject Property from EFU to MUA-10 will allow future dwellings to be developed on the site, which will be advantageous to the water supply, since the proposed change makes it less likely that the tracts will be irrigated with surface water, where such irrigation would not be productive considering the poor quality of the soils. Current irrigation practices commonly use electricity for pumping of water for distribution. This wasteful use would be made less likely by approval of this proposal.*

Goal 14, Urbanization. *The proposal is consistent with Goal 14 for the following reasons:*

1. *The proposal supports a likely, though not certain, eventual transition from rural to urban land use that responds to identified needed lands as the Bend UGB expands north 7600 feet;*
2. *The proposal represents an orderly growth pattern that eventually will efficiently utilize public facilities and services, including the 2023 improvements to Hunnell Road;*
3. *The proposal will ultimately result in the maximum efficiency of land uses on the fringe of the existing urban area;*
4. *The Subject Property has been found to be not predominantly agricultural land as defined in OAR 660-033-0020; and*
5. *The proposal will promote compatibility with surrounding rural residential uses and will not adversely impact any nearby commercial agricultural uses because there are none.*

Goals 15 through 19. *These goals, which address river, ocean, and estuarine resources, are not applicable to the proposal because the Subject Property is not located in or adjacent to any such areas or resources."*

The Hearings Officer incorporates the Preliminary Findings as additional findings for this criterion. The Hearings Officer also incorporates as additional findings the findings for OAR 660-033-0020 (1)(a)(A) & (B). The Hearings Officer finds that the Applicant addressed the OAR 660-033-0020 (1)(a)(B) "Suitability Factors" in Applicant's Soil Study and in Applicant's Hearing testimony and Hearing documentary submissions.

The Hearings Officer, based upon Applicant's above-quoted responses and the incorporated findings, concludes that Applicant's proposal complies with the applicable Statewide Planning Goals.

The Hearings Officer finds the overall proposal appears to comply with the applicable Statewide Planning Goals for the purposes of this review.

IV. CONCLUSION & RECOMMENDATION:

The Hearings Officer finds that the Applicant has met the burden of proof necessary to justify changing the Plan Designation from Agriculture to Rural Residential Exception Area and Zoning of the Subject Property from Exclusive Farm Use to Multiple Use Agricultural through effectively demonstrating compliance with the applicable criteria of DCC Title 18 (The Deschutes County Zoning Ordinance), The Deschutes County Comprehensive Plan, and applicable sections of OAR and ORS.

DESCHUTES COUNTY HEARINGS OFFICER



Gregory J. Frank, Hearings Officer

| owner | agent | inCareOf | address | cityStZip | type | cdd id | email |
|----------------------------------|----------------------|----------|--------------------------|----------------|------|-------------------|-------|
| Michael Groves and Cathie Groves | | | 20075 Cox Lane | Bend, OR 97703 | HOD | 23-210-PA, 211-ZC | |
| Elizabeth Dickson | Dickson Hatfield LLP | | 400 SW Bluff Dr. Ste 240 | Bend, OR 97702 | HOD | 23-210-PA, 211-ZC | |



COMMUNITY DEVELOPMENT

NOTICE OF HEARINGS OFFICER'S RECOMMENDATION

The Deschutes County Hearings Officer has recommended approval of the land use application(s) described below:

FILE NUMBER: 247-23-000210-PA, 247-23-000211-ZC

LOCATION: Map and Taxlot: 1612330000800
Situs Address: 64430 Hunnell Rd, Bend, OR 97703

OWNER: Groves Family Revocable Trust

APPLICANT: Michael F. Groves and Cathie L. Groves

SUBJECT: The Applicant requested approval of a Comprehensive Plan Map Amendment to change the designation of the Subject Property from Agricultural ("AG") to a Rural Residential Exception Area ("RREA"). The Applicant also requests approval of a corresponding Zoning Map Amendment (Zone Change) to change the zoning of the Subject Property from Exclusive Farm Use ("EFU") to Multiple Use Agricultural ("MUA-10").

STAFF CONTACT: Jacob Ripper, Principal Planner
Jacob.Ripper@deschutes.org
541-385-1759

RECORD: Record items can be viewed and downloaded from:
www.buildingpermits.oregon.gov and
<https://www.deschutes.org/cd/page/247-23-000210-pa-247-23-000211-zc-hunnell-road-plan-amendment-and-zone-change>

APPLICABLE CRITERIA:

Deschutes County Code, Title 18, County Zoning Ordinance
Chapter 18.04, Title, Purpose, and Definitions
Chapter 18.16, Exclusive Farm Use Zones

Chapter 18.32, Multiple Use Agricultural Zone
Chapter 18.136, Amendments

Deschutes County Code, Title 22, Procedures Ordinance

Deschutes County Comprehensive Plan
Chapter 2, Resource Management
Chapter 3, Rural Growth Management
Appendix C, Transportation System Plan

Oregon Administrative Rules (OAR), Chapter 660
Division 6, Forest Lands
Division 12, Transportation Planning
Division 15, Statewide Planning Goals and Guidelines
Division 33, Agricultural Land

Oregon Revised Statutes (ORS)
Chapter 215.211, Agricultural Land, Detailed Soils Assessment.

DECISION: The Hearings Officer finds that the application meets applicable criteria, and recommended approval to the Board of County Commissioners.

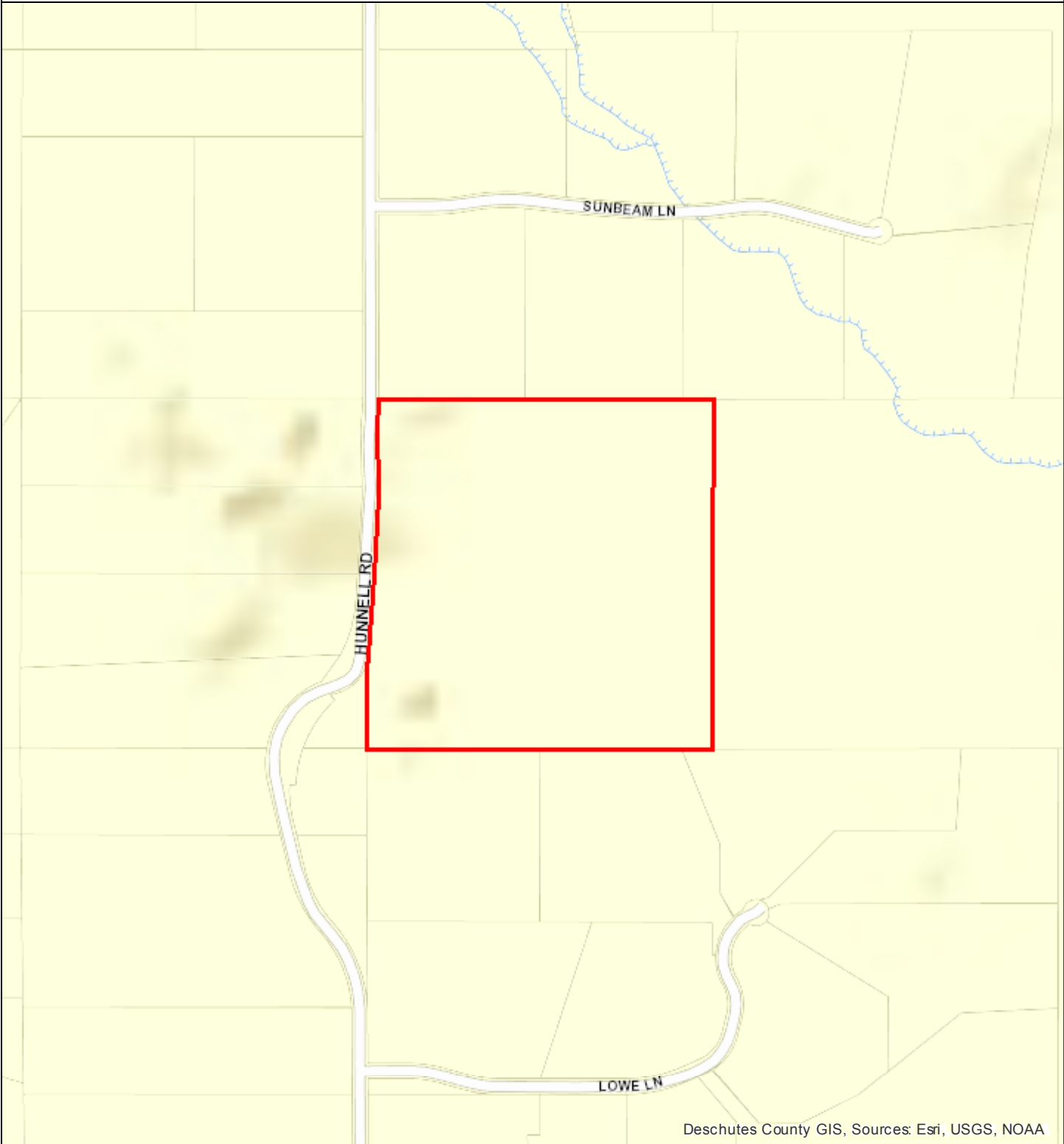
This decision becomes final twelve (12) days after the date mailed, unless appealed by a party of interest. To appeal, it is necessary to submit a Notice of Appeal, the base appeal deposit plus 20% of the original application fee(s), and a statement raising any issue relied upon for appeal with sufficient specificity to afford the Board of County Commissioners an adequate opportunity to respond to and resolve each issue.

Copies of the decision, application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost. Copies can be purchased for 25 cents per page.

NOTICE TO MORTGAGEE, LIEN HOLDER, VENDOR OR SELLER: ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER.

File Nos 247-23-000210-PA, 211-ZC

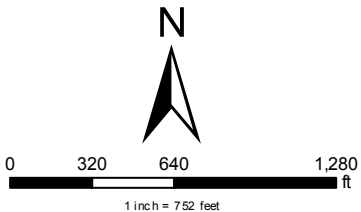
64430 HUNNELL RD, BEND, OR 97703



Deschutes County GIS, Sources: Esri, USGS, NOAA



Date: 9/22/2023



| owner | agent | inCareOf | address | cityStZip | type | cdd id | email |
|---|---------------------------------------|-------------------------|---------------------------|-----------------------|------|-------------------|------------------------------|
| Michael Groves and Cathie Groves | | | 20075 Cox Lane | Bend, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| Elizabeth Dickson | Dickson Hatfield LLP | | 400 SW Bluff Dr. Ste 240 | Bend, OR 97702 | NOD | 23-210-PA, 211-ZC | |
| DESCHUTES CO. SR. TRANS. PLANNER | Tarik Rawlings | | ELECTRONIC | | NOD | 23-210-PA, 211-ZC | Tarik.Rawlings@deschutes.org |
| Kenneth Katzaroff | Schwabe | | 1420 5th Ave., Suite 3400 | Seattle, WA 98101 | NOD | 23-210-PA, 211-ZC | |
| NORBERT & JOAN VOLNY TRUST | VOLNY, JOAN TTEE | | 64545 HUNNELL RD | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| WILK,DAVID BLAISE & LINDA J | | | 64455 HUNNELL RD | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| CAROLYN CARTER ESKY TRUST | ESKY, CAROLYN C TTEE | | 20575 SUNBEAM LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| MCDONALD, DAVID A & ELIZABETH A | | | 64445 HUNNELL RD | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| THORNEYCROFT, ROY & KAREN E | | | 20605 SUNBEAM LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| FARKAS, PETER & KAMILA AGNES | | | 64520 HUNNELL RD | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| TERESA J FREEMAN LIVING TRUST | FREEMAN, TERESA J & PHILLIPPE C TTEES | | 20610 SUNBEAM LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| HALPERIN FAMILY 2019 TRUST | HALPERIN, BRUCE B & CONSTANCE C TTEES | | 20655 SUNBEAM LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| MITCHELL & PETERS REV LIVING TRUST | MITCHELL, HUGH S COTEE ETAL | | 64435 HUNNELL RD | BEND, OR 97703-8158 | NOD | 23-210-PA, 211-ZC | |
| VERN E & CAROLE L HEEREN FAM TRUST | HEEREN, VERN E TTEE ET AL | | 20560 LOWE LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| NEIDORF, DAVID A & LYDERS, PAULINE | | | 64352 HUNNELL RD | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| WILKINSON, JESSICA L | | | 20590 LOWE LN | BEND, OR 97701 | NOD | 23-210-PA, 211-ZC | |
| BURGIN, JEFFREY WILLIAM & SUZANNE MARIE | | | 20550 LOWE LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| BRUCE W BUNDY TRUST | BUNDY, BRUCE WAYNE TTEE | | 20595 LOWE LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| CHARLES & BARBARA ROBERTS FAM TRUST | ROBERTS, CHARLES A & BARBARA M TTEES | | PO BOX 940248 | SIMI VALLEY, CA 93094 | NOD | 23-210-PA, 211-ZC | |
| MCKEAGE BYPASS TRUST ET AL | MCKEAGE, COLLEEN M TTEE | | 20585 LOWE LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| GROVES FAMILY REVOCABLE TRUST | GROVES, MICHAEL F & CATHIE L TTEES | | 20075 COX LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| DESCHUTES COUNTY | | C/O PROPERTY MANAGEMENT | PO BOX 6005 | BEND, OR 97708-6005 | NOD | 23-210-PA, 211-ZC | |
| OLSON FAMILY TRUST | OLSON, KRISTOPHER W & ELLEN L TTEES | | 20600 LOWE LN | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| GROSCUP FAMILY TRUST | GROSCUP, ROBERT A & MARLENE A TTEES | | 2301 WEMBLEY PARK RD | LAKE OSWEGO, OR 97034 | NOD | 23-210-PA, 211-ZC | |
| CAMERON, KAREN ANN | | | 64425 HUNNELL RD | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |
| SULLIVAN, GREGORY P & ALISA D | | | 1857 KINGSTON RD | RICHLAND, WA 99354 | NOD | 23-210-PA, 211-ZC | |
| COOPER, RUSSELL L & LORI C | | | 64385 HUNNELL RD | BEND, OR 97703 | NOD | 23-210-PA, 211-ZC | |



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Resolution No. 2023-067, adding 3.00 FTE and increasing revenue and appropriations for the Intellectual and Developmental Disabilities Program within Health Services

RECOMMENDED MOTION:

Move approval of Resolution No. 2023-067 increasing appropriations and FTE within Health Services and the 2023-24 Deschutes County Budget.

BACKGROUND AND POLICY IMPLICATIONS:

The Intellectual and Developmental Disabilities Program (I/DD) provides support to people with intellectual and/or developmental disabilities, to enable them to live as independently as possible in the least restrictive environment. Services are aimed at greater access to social interaction, community engagement, and employment opportunities.

The I/DD program is funded through the Oregon Department of Human Services I/DD budget, which allocates funds biennially. The State of Oregon Office of Budget, Planning, & Analysis develops a workload model based on service population and determines funding allocations accordingly. In July 2023, after the FY 2024 Adopted Budget, Deschutes County I/DD was notified of its annual award amount. Specifically, the Fiscal Year (FY) 2024 total award amount is \$5,453,343, an increase of \$961,037 from the original budget, and includes estimates for Crook and Jefferson County allocations, which are currently being finalized.

This funding level will allow I/DD to continue its regional program and increase capacity to meet the projected demand. To do so, the department requests the following additional positions be approved over the course of the next two fiscal years:

- Add 3.0 FTE in FY 2024:
 - 1.0 FTE Administrative Support Specialist (effective 1/1/24)
 - 2.0 FTE IDD Specialist I (one effective 1/1/24, and one effective 3/1/24)
- Add 1.0 FTE in FY 2025:
 - 1.0 FTE Administrative Support Specialist (will be included in FY25 Budget Process)

Should funding no longer support the positions, DCHS will consider the future of these positions within the budgeting process.

BUDGET IMPACTS:

It is only necessary to recognize revenue for the Case Management (SE48) and Abuse Investigation (SE55) components of the total funding. This total increase in revenue of \$924,198 for SE48 and SE55 is offset by a decrease in local match revenue of \$745,670 for a net increase of \$178,528. This additional revenue will be recognized, and Program Expense be increased by the same amount.

ATTENDANCE:

- Holly Harris, Behavioral Health Director
- Paul Partridge, I/DD Program Manager
- Cheryl Smallman, Health Services Business Officer
- Dan Emerson, Budget & Financial Planning Manager

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY,
OREGON

A Resolution Increasing FTE and Appropriations Within the 2023-24 Deschutes County Budget * * * RESOLUTION NO. 2023-067

WHEREAS, Deschutes County Health Services presented to the Board of County Commissioners on 12/13/2023, with regards to Intellectual and Developmental Disabilities Program (I/DD) funds and the request to add 3.00 regular duration FTE in support of those funds, and

WHEREAS, ORS 294.471 allows a supplemental budget adjustment when authorized by resolution of the governing body, and

WHEREAS, it is necessary to recognize State Grant revenue and increase Program Expense appropriations by within the Health Services fund, and

WHEREAS, Deschutes County Policy HR-1 requires that the creation of or increase in FTE outside the adopted budget be approved by the Board of County Commissioners; now, therefore,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, as follows:

Section 1. That the following revenue be recognized in the 2023-24 County Budget:

| | |
|------------------------------|--------------------------|
| <u>Health Services</u> | |
| State Grant | \$ 924,198 |
| State Miscellaneous | <u>(745,670)</u> |
| Health Services Total | <u>\$ 178,528</u> |

Section 2. That the following amounts be appropriated in the 2023-24 County Budget:

| | |
|------------------------------|--------------------------|
| <u>Health Services</u> | |
| Program Expense | \$ 178,528 |
| Health Services Total | <u>\$ 178,528</u> |

Section 3. That the Chief Financial Officer make the appropriate entries in the Deschutes County Financial System to show the above appropriations:

Section 4. That the following FTE be added:

| Job Class | Position Number | Type | Effective Hiring Date | FTE |
|--|------------------------|------------------|--------------------------------|-------------|
| Administrative Support Specialist (1013) | n/a | Regular Duration | 1/1/24 | 1.00 |
| IDD Specialist I (1617) | n/a | Regular Duration | 1.00 - 1/1/24 1.00 - 3/1/24 | 2.00 |
| Total FTE | | | | 3.00 |

Section 5. That the Human Resources Director make the appropriate entries in the Deschutes County FTE Authorized Positions Roster to reflect the above FTE changes.

DATED this _____ day of December, 2023.

BOARD OF COUNTY COMMISSIONERS OF
DESCHUTES COUNTY, OREGON

ANTHONY DEBONE, Chair

ATTEST:

PATTI ADAIR, Vice-Chair

Recording Secretary

PHIL CHANG, Commissioner

Deschutes County
Supplemental Budget

REVENUE

| Item | Project Code | Segment 2 | Org | Object | Description | Current Budgeted Amount | To (From) | Revised Budget |
|--------------|--------------|-----------|---------|--------|---------------------|-------------------------|-------------------|---------------------|
| 1 | HSIDD | HS24801G | 2743152 | 334012 | State Grant | \$ 3,515,470 | \$ 892,640 | \$ 4,408,110 |
| 2 | HSIDD | HS24801G | 2743152 | 335011 | State Miscellaneous | 1,962,072 | (745,670) | 1,216,402 |
| 3 | HSIDD | HS25501G | 2743152 | 334012 | State Grant | 522,245 | 31,558 | 553,803 |
| TOTAL | | | | | | \$ 5,999,787 | \$ 178,528 | \$ 6,178,315 |

APPROPRIATION

| Item | Project Code | Segment 2 | Org | Object | Category (Pers, M&S, CapEx, Transfers, Contingency) | Description (Object, e.g. Time Mgmt, Temp Help, Computer Hardware) | Current Budgeted Amount | To (From) | Revised Budget |
|--------------|--------------|-----------|---------|--------|--|--|-------------------------|---------------------|----------------|
| 1 | HSIDD | HS24801G | 2743152 | 410101 | Pers | Salary | \$ 2,828,456 | \$ 72,275 | \$ 2,900,731 |
| 2 | HSIDD | HS24801G | 2743152 | 420301 | Pers | Taxes (FICA) | 214,781 | (4,755) | 210,026 |
| 3 | HSIDD | HS24801G | 2743152 | 420101 | Pers | Health Insurance | 775,107 | 115,218 | 890,325 |
| 4 | HSIDD | HS24801G | 2743152 | 420201 | Pers | PERS (Includes IAP & Debt Service) | 660,348 | (13,841) | 646,507 |
| 5 | HSIDD | HS24801G | 2743152 | 420601 | Pers | Life Insurance & LTD | 12,395 | (313) | 12,082 |
| 6 | HSIDD | HS24801G | 2743152 | 420501 | Pers | Unemployment | 13,715 | 4,610 | 18,325 |
| 7 | HSIDD | HS24801G | 2743152 | 420401 | Pers | Worker Benefit Fund | 2,254 | (256) | 1,998 |
| 8 | HSIDD | HS24801G | 2743152 | 420801 | Pers | Paid Family Leave | 11,201 | (343) | 10,858 |
| 9 | HSIDD | HS24801G | 2743152 | 420202 | Pers | PERS - Fund 575 | 42,294 | (1,185) | 41,109 |
| 10 | HSIDD | HS24801G | 2743152 | 410401 | Pers | Time Management | 82,000 | (82,000) | - |
| 11 | HSIDD | HS24801G | 2743152 | 450985 | M&S | Grants - Local Match | 541,139 | (88,881) | 452,258 |
| 12 | HSIDD | HS25501G | 2743152 | 410999 | Pers | Personnel Clearing | (51,519) | 41,519 | (10,000) |
| 13 | HSIDD | HS25501G | 2743152 | 420101 | Pers | Health-Dental Ins (ISF) | 81,764 | 13,516 | 95,280 |
| 14 | HSIDD | HS24801G | 2743152 | 410999 | Pers | Personnel Clearing | (462,517) | 122,964 | (339,553) |
| TOTAL | | | | | | \$ 4,751,418 | \$ 178,528 | \$ 4,929,946 | |

A supplemental budget is required for the following reason and will be used for the following purpose:

Addition of 1.0 FTE Admin Support Specialist (effective 1/1/24), 1.0 FTE IDDS I (1/1/24), and 1.0 FTE IDDS I (effective 3/1/24). The department intends to request an additional 1.0 FTE effective 7/1/24 and will be brought forth in the FY2025 budget process.

| | |
|---------------|-----------------|
| Fund: | 274 |
| Dept: | Health Services |
| Requested by: | Cheryl Smallman |
| Date: | 11.28.23 |

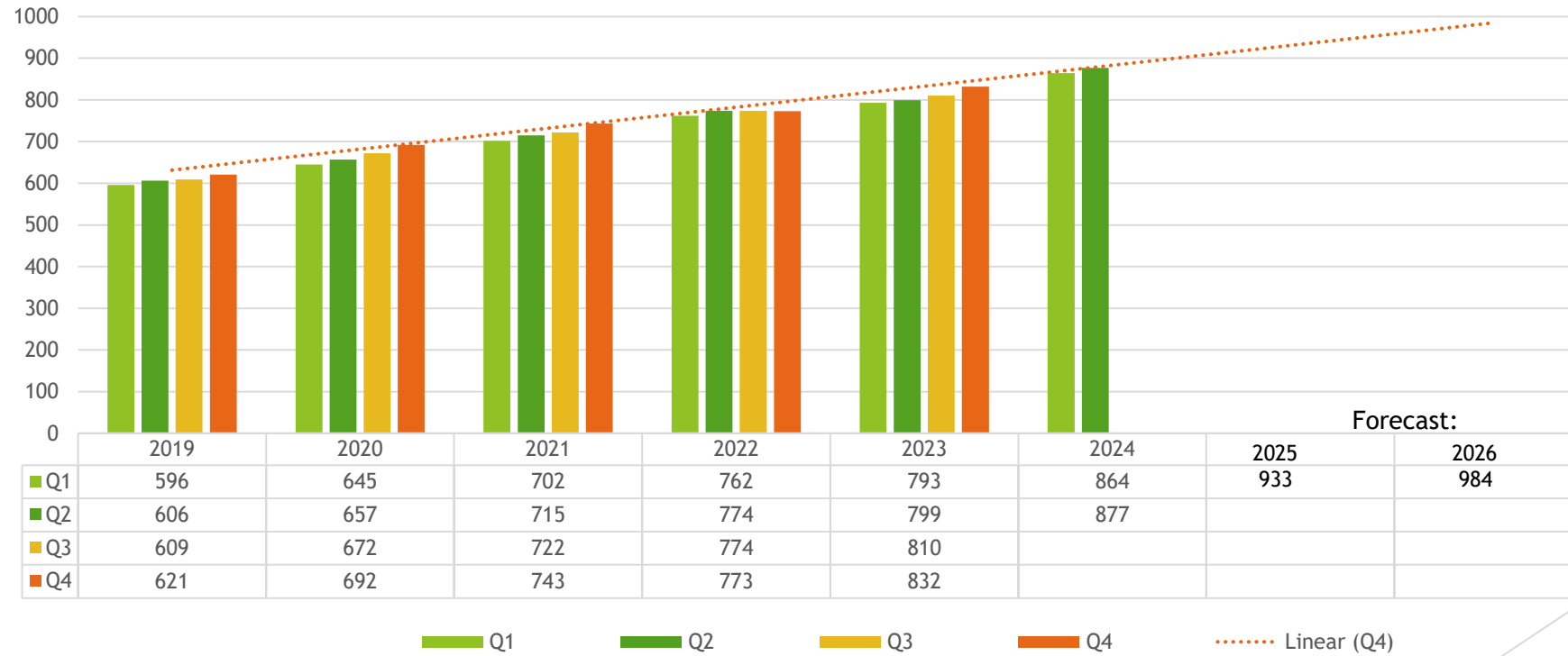
I/DD 5 Yr Growth & Forecast

12/13/23

Cheryl Smallman & Paul Partridge

5-Year I/DD Growth

5-Fiscal Year I/DD Growth



Deschutes County Population Growth (I/DD vs Total Population)

- ▶ Population Growth in number:
 - ▶ I/DD Clients Q1 2019 - Q1 2023 → 268
 - ▶ Deschutes County Population → 16,314
- ▶ Average Annual Increase
 - ▶ I/DD Clients → 52 (3.1%)
 - ▶ Deschutes County Population → 3,263 (1.6%)

Population growth pulled from: Population Estimates for Oregon and Counties Vintage 2023, Preliminary estimates; Prepared by Population Research Center, PSU.

Additions

- ▶ All proposed additions are to stay apace of the steadily growing community need and are in alignment with our contractor's Funding Model.
- ▶ Adds 3 FTE in FY24 plus 1FTE in FY25
 - ▶ 1.0 Administrative Support Specialist (12/1/23).
 - ▶ 2.0 IDD Spec 1: 2 Services Coordinators (12/1/23 and 3/1/24).
 - ▶ 1.0 Administrative Support Specialist (7/1/24).

FY2024 Revised State Funding & Proposed FTE

| | FY24 Budget | Revised Amount | Increase | New FTE | |
|-----------------------------|--------------------|--------------------|------------------|------------|----------|
| | | | | FY24 | FY25 |
| Admin (SE02) | \$454,591 | \$491,430 | \$39,839 | - | - |
| Case Mgmt (SE48) | \$3,515,470 | \$4,408,110 | \$892,640 | 3 | 1 |
| Abuse Invest. (SE55) | \$522,245 | \$553,803 | \$31,558 | - | - |
| TOTAL | \$4,492,306 | \$5,453,343 | \$964,037 | 3 | 1 |

Local Match Program - Case Management

- ▶ Two types of match programs: standard and maximum match
- ▶ Eligibility: expenses over state funding, number of encounters, *and* enough Local Funds to participate.
 - ▶ Federal funds = 62.8% and CGF = 37.2%
- ▶ Will need to participate in maximum match for FY24 and FY25.
 - ▶ Enough County General Funds for FY24
 - ▶ Estimate will need an additional approximately \$154K of local funds in FY25

I/DD CGF 10-year Investment

| FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25* |
|---------|---------|---------|---------|---------|------|------|---------|---------|-------------|
| 164,615 | 408,636 | 120,255 | 414,782 | 418,314 | - | - | 577,771 | 876,559 | \$1,031,000 |

* FY25 Estimated Local Funds Required



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Resolution No. 2023-069 effecting changes to the FY 2023-34 Budget to extend a .10 limited duration FTE in the District Attorney's Office by six months to support illegal marijuana market enforcement

RECOMMENDED MOTION:

Move approval of Resolution No.2023-069 adjusting and increasing appropriations and extending a .10 limited duration FTE within the 2023-24 Deschutes County budget.

BACKGROUND AND POLICY IMPLICATIONS:

Deschutes County's Sheriff's Office (DCSO) and Office of the District Attorney (DCDA) collaborate on the Deschutes County Illegal Marijuana Market Enforcement (DCIMME) program. Funds from awarded grants, which are managed by DCSO, have supported staff and programmatic activities for both agencies since 2018.

The DCIMME team had planned to apply for 2023 IMME grant funding this fall, but the posting of the RFP was postponed. It is projected that the grant opportunity will be announced during the Spring of 2024.

The timing of the grant announcement created a challenge for the DCDA side of the project because our current 2021 IMME grant ends on December 31, 2023. DCSO has additional grant funds for their department to continue work on this project, but for any grant-funded activities that involve the DCDA, the funding was scheduled to conclude at the end of the year.

However, the DCIMME project has rollover funds from the 2019 grant, which haven't been fully spent and remain with DCSO earmarked for DCIMME project-related expenses. DCDA and DCSO agreed to address the program's staffing needs during this interim period by using the 2019 rollover funds to support the grant's program coordinator position, which is handled by a DCDA Management Analyst.

Mary Overman the DCDA Management Analyst assigned to the DCIMME project is 0.40 permanent FTE and 0.10 DCIMME project grant-funded FTE, which combines to provide her

with a 0.50 FTE status. Without the DCIMME funding, her position would revert to a 0.40 FTE on January 1, 2024.

DCDA is requesting to extend this position for 6 months. DCSO will transfer funds to cover the DCIMME 0.10 FTE portion of Mary Overman position from January 1, 2024 through June 30, 2024. This action will allow Mary Overman to remain a 0.50 FTE until the end of the fiscal year. DCDA will invoice DCSO quarterly through an interagency fund transfer for the FTE-related expenses.

BUDGET IMPACTS:

Six months of personnel for the .10 FTE is estimated to be \$6,500. The Sheriff's Office will have savings in the Transfer Out category from the Series 2013 debt refinance in November. Therefore, it is only necessary to reduce program expense in the Sheriff's Office Fund by \$1,000 and increase Transfer Out appropriations by the same amount. Additionally, Transfer In revenue of \$6,500 will be recognized in the General Fund – District Attorney and program expense appropriations be increased by the same amount.

ATTENDANCE:

Kathleen Meehan Coop, Management Analyst
Dan Emerson, Budget & Financial Planning Manager

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY,
OREGON

A Resolution Increasing Appropriations *
And Extending FTE Within the 2023-24 * RESOLUTION NO. 2023-069
Deschutes County Budget *

WHEREAS, the Deschutes County District Attorney’s office is requesting an extension of a .10 limited duration FTE for six months, and

WHEREAS, ORS 294.471 allows a supplemental budget adjustment when authorized by resolution of the governing body, and

WHEREAS, ORS 294.463 allows for appropriation transfers when authorized by resolution of the governing body, and

WHEREAS, it is necessary to increase appropriations by \$6,500 within the District Attorney’s office to accommodate this request, and

WHEREAS, it is necessary to transfer Program Expense appropriations of \$1,000 to Transfer Out appropriations within the Sheriff’s Office to accommodate this request, and

WHEREAS, it is necessary to decrease Transfer In revenue and Debt Service appropriations of \$5,500 within the Full Faith & Credit Debt Service Fund to accommodate this request, and

WHEREAS, Deschutes County Policy HR-1 requires that the creation of or increase in FTE outside the adopted budget be approved by the Board of County Commissioners; now, therefore,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, as follows:

Section 1. That the following revenue be budgeted in the 2023-24 County Budget:

| | |
|---|------------------------|
| <u>General Fund – District Attorney</u> | |
| Transfers In | \$ 6,500 |
| Total General Fund – District Attorney | <u>\$ 6,500</u> |

Full Faith & Credit Debt Service Fund
 Transfers In \$ (5,500)
Total Full Faith & Credit Debt Service Fund \$ (5,500)

Section 2. That the following amounts be appropriated in the 2023-24 County Budget:

General Fund – District Attorney
 Program Expense \$ 6,500
Total General Fund – District Attorney \$ 6,500

Sheriff’s Office
 Program Expense \$ (1,000)
 Transfers Out 1,000
Total Sheriff’s Office \$ 0

Full Faith & Credit Debt Service Fund
 Debt Service \$ (5,500)
Total Full Faith & Credit Debt Service Fund \$ (5,500)

Section 3. That the Chief Financial Officer make the appropriate entries in the Deschutes County Financial System to show the above appropriations.

Section 4. That the following limited duration FTE be extended:

| Job Class | Position Number | Type | Duration if Limited Duration | FTE |
|--------------------|------------------------|---------------------------------|-------------------------------------|------------|
| Management Analyst | 2888 | Extend .10 limited duration FTE | 1/1/2024 – 6/30/2024 | - |
| Total FTE | | | | - |

Section 5. That the Human Resources Director make the appropriate entries in the Deschutes County FTE Authorized Positions Roster to reflect the above FTE changes.

DATED this _____ day of December 2023.

BOARD OF COUNTY COMMISSIONERS OF
 DESCHUTES COUNTY, OREGON

 ANTHONY DEBONE, Chair

ATTEST:

PATTI ADAIR, Vice-Chair

Recording Secretary

PHIL CHANG, Commissioner

Deschutes County
Supplemental Budget

REVENUE

| Item | Project Code | Segment 2 | Org | Object | Description | Current Budgeted Amount | To (From) | Revised Budget |
|--------------|--------------|-----------|---------|--------|--------------------------------|-------------------------|-----------------|-------------------|
| 1 | | | 0011150 | 391255 | Transfer In - Sheriff's Office | \$ - | \$ 6,500 | \$ 6,500 |
| 2 | | | 5561350 | 391255 | Transfer In - Sheriff's Office | 273,200 | (5,500) | 267,700 |
| TOTAL | | | | | | \$ 273,200 | \$ 1,000 | \$ 274,200 |

APPROPRIATION

| Item | Project Code | Segment 2 | Org | Object | Category (Pers, M&S, CapEx, Transfers, Contingency) | Description (Object, e.g. Time Mgmt, Temp Help, Computer Hardware) | Current Budgeted Amount | To (From) | Revised Budget |
|--------------|--------------|-----------|---------|--------|--|---|-------------------------|---------------------|----------------|
| 1 | | | 0011150 | 410101 | Personnel | Regular Employees | \$ 6,195,805 | \$ 6,500 | \$ 6,202,305 |
| 2 | | | 2553350 | 430312 | M&S | Contracted Services | 43,661 | (1,000) | 42,661 |
| 3 | | | 2553750 | 491556 | Transfers | Transfer Out - FF&C 2013/2023 | 273,200 | (5,500) | 267,700 |
| 4 | | | 2553350 | 491001 | Transfers | Transfer Out - District Attorney | - | 6,500 | 6,500 |
| 5 | | | 5561350 | 480811 | Debt Service | Debt Service - Principal | 295,000 | (5,500) | 289,500 |
| TOTAL | | | | | | \$ 6,807,666 | \$ 1,000 | \$ 6,808,666 | |

An appropriation transfer is required to allow for a Transfer Out from the Sheriff's Office to the District Attorney (DA). A supplemental budget is required to recognize Transfer In revenue in the DA's office and increase Program Expenses.

| | |
|---------------|-------------|
| Fund: | 001 & 255 |
| Dept: | DA and SO |
| Requested by: | Dan Emerson |
| Date: | 12.20.23 |



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Pre-Deliberation Update: Draft 2020-2040 Transportation System Plan

RECOMMENDED MOTION:

On December 20, 2023, the Board will receive a staff update regarding the public input topics and Planning Commission amendments associated with the County's drafted 2020-2040 Transportation System Plan (TSP) Update. Staff requests that the Board identify the topics they would like to be included in a decision matrix that will be presented at a future Board meeting.

The Board is not limited to the topics and amendments included in the attached memo and the Commissioners are welcome to include any desired topics from the public record associated with this TSP update.

BACKGROUND AND POLICY IMPLICATIONS:

On December 20, 2023, the Board will hold a pre-deliberation update in consideration of the Draft 2020-2040 Transportation System Plan (TSP) Update (Files 247-23-000507-PA, 508-TA). The full record is located on the project webpage:

<https://www.deschutes.org/cd/page/transportation-system-plan-update-2020-2040-247-23-000507-pa-508-ta>

BUDGET IMPACTS:

The draft TSP document outlines cost estimates associated with various transportation improvement projects for the 2020-2040 planning period.

ATTENDANCE:

Tarik Rawlings, Senior Transportation Planner

Chris Doty, Road Department Director

Cody Smith, County Engineer/Assistant Road Department Director



MEMORANDUM

TO: Deschutes County Board of Commissioners (Board)

FROM: Tarik Rawlings, Senior Transportation Planner

DATE: December 13, 2023

SUBJECT: Pre-Deliberations Update: Draft 2020-2040 Transportation System Plan (TSP)

The Road Department, with the assistance of the Community Development Department (CDD), has prepared an update of the 2010-2030 Deschutes County Transportation System Plan (TSP), covering the years 2020-2040. The TSP focuses on County arterials and collectors as well as bicycles, pedestrians, transit, and other modes. Following a public hearing on November 29, 2023, the Board of County Commissioners (Board) will engage in a pre-deliberation update on December 20, 2023 in preparation for a future deliberations process before the Board.

I. BACKGROUND

The County selected Kittelson & Associates Inc. (KAI) as the consultant for the 2020-2040 TSP. The County and KAI prepared the draft of the 2020-2040 TSP based on technical analysis, public comments, and internal staff review. During the plan development process, KAI and County staff from the Road Department and Planning Division have coordinated with Oregon Department of Transportation (ODOT) and staff from other local jurisdictions. KAI and County staff reviewed a proposal from the County Bicycle and Pedestrian Advisory Committee (BPAC) on future road improvements and connectors. Additionally, KAI and the County held an on-line presentation from April 27 to May 14, 2021, including an online public meeting on May 4, 2021, to solicit public comment. The on-line presentation included technical memos on plans and policy reviews, goals and objectives, and needs analyses of existing and future conditions.

The background materials were posted at the following link:

<https://kaiproject.com/websites/68/>

The full record including public and agency comments is included at the following project-specific website: <https://www.deschutescounty.gov/cd/page/transportation-system-plan-update-2020-2040-247-23-000507-pa-508-ta>

The Deschutes County Planning Commission (PC) held a public hearing¹ on August 10, 2023 and held deliberations on October 12, 2023². Ultimately, the PC issued a recommendation to the Board, which is reviewed later in this memorandum.

II. PUBLIC TESTIMONY

Overall, approximately 328 written comments were received from both individuals and public agencies. The main topics within the public testimony were highlighted for the Board during their November 29, 2023 public hearing. Of the highlighted public testimony topics, staff emphasizes the following topics which were directly referenced during the November 29, 2023 public hearing and in written comments leading up to the public hearing:

- Allowance/disallowance of multi-use pathways in the rural county related to wildlife values and resource-zoned lands;
- Multi-use pathway connection between the City of Sisters and Black Butte Ranch (BBR);
- Potential development of a footbridge across the Deschutes River near the Brookwood neighborhood of Deschutes River Woods;
- Concerns regarding Local Access Roads in Special Road District #1, including replacement of the canal crossing (culvert) on Island Loop Way; and
- Priority status elimination for BPAC Bicycle Route Community Connections

As a reminder, the written comments in public record appear at the following project-specific website under the tabs labeled “Comments & Submittals – Agencies”, “Comments & Submittals – Public”, “BOCC Hearing – Public Comments”, and “BOCC Hearing – New Evidence & Testimony”:
<https://www.deschutescounty.gov/cd/page/transportation-system-plan-update-2020-2040-247-23-000507-pa-508-ta>

The Sisters-BBR multi-use pathway connection has generated numerous e-mails and phone calls, some prior to the initiation of the TSP public process and some during the Comprehensive Plan process. Regarding the subject land use before the PC, the bulk of the submitted written comments have been in opposition with a small amount being in favor. Recurring themes from those opposed include concerns about the public using private paths in BBR; adverse effects to the forest; potential trespassing; criminal activity; attracting transients; disruption to wildlife; and safety. (Staff notes the multiuse path would lie on Deschutes National Forest (DNF) land and/or ODOT right of way, which each have their own regulations and environmental review processes.)

Concerning multi-use pathways generally, the TSP (at Table 5.6 - Bicycle Route Community Connections) describes and prioritizes connections between various cities, unincorporated communities, and destination resorts. Table 5.7 (Bicycle Route Recreation Connections) provides similar information about these corridors. Neither table lists design specific aspects such as precise routes, widths, surface type, etc., as those variables would be determined prior to actual construction. No specific alignments are identified or mapped, except for the Bend-Lava Butte Trail, which appears as S-3 on Figure 5-4 (ODOT Facility Changes). The TSP tables were prepared based

¹ <https://www.deschutes.org/bc-pc/page/planning-commission-38>

² <https://www.deschutes.org/bc-pc/page/planning-commission-41>

on input from the Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC). There has been a mix of public input regarding the overall allowance of multi-use pathways in Deschutes County with the bulk of testimony opposed to a full prohibition of multi-use pathways and additional comments in support of the prohibition based on wildlife habitat and resource-zoned property sensitivities.

Regarding the specific improvements requested for the Island Loop Way canal crossing/culvert and the larger Three Rivers community in general, the Road Department Director Chris Doty has provided individual responses to multiple comments received from the Three Rivers community related to project feasibility, funding, and legal constraints. Stakeholders have been referred to Special Road District #1 for maintenance and operational concerns within the District.

Staff requests that the Board review this list of topics (in addition to the amendments recommended by the PC) and highlight any topics which they would like to include in deliberations at a future meeting.

III. PLANNING COMMISSION REVIEW

Staff held a June 22, 2023, work session³ with the Planning Commission (PC) to provide an overview of the updated TSP and the process to create it. The PC held a public hearing⁴ on August 10, 2023, on the draft 2020-2040 TSP. The PC closed the oral record and left the written record open until 4 p.m., August 24, 2023. Staff provided an update on record submittals during the August 24, 2023 Planning Commission meeting⁵. The PC held deliberations⁶ on October 12, 2023, ultimately making a recommendation to the Board to adopt the TSP document including five (5) amendments. In addition to the deliberation topics outlined in “Section II – Public Testimony” of this memorandum, staff presents the five (5) amendments offered by the PC, below, which the Board may also request for inclusion in a forthcoming deliberation matrix.

- Removal of the Conceptual Multi-use Pathway Connection between City of Sisters and Black Butte Ranch. (6 Commissioners in favor, 1 Commissioner in opposition)
- Changing the Multi-use Pathway Connection between Baker Road and Lava Butte to be located on the west side of Highway 97 rather than the east side. (7 Commissioners unanimously in favor)
- Changing the priority status for the 2nd Street/Cook Ave sidewalks in Tumalo project (Table 5.5 ID BP-3) from Medium to High. (6 Commissioners in favor, 1 Commissioner absent)
- Changing the priority status for the US 20/Powell Butte Highway Roundabout project (Table 5.4 ID S-9) from Low to High. (6 Commissioners in favor, 1 Commissioner absent)
- Changing the priority status for the US 20/Locust St Roundabout project (Table 5.4 ID S-11) from Low to High and noting that the project, with contributions from Deschutes County, City of Sisters, and ODOT, is funded for construction in 2024. (6 Commissioners in favor, 1 Commissioner absent)

³ <https://www.deschutes.org/bc-pc/page/planning-commission-30>

⁴ <https://www.deschutes.org/bc-pc/page/planning-commission-38>

⁵ <https://www.deschutes.org/bc-pc/page/planning-commission-39>

⁶ <https://www.deschutes.org/bc-pc/page/planning-commission-41>

Throughout deliberations, the Planning Commission entertained other motions including the allowance of multi-use pathways generally within the County jurisdiction and dark skies standards. On both motions, the Planning Commission's vote resulted in a tie, leading to the failure of those motions. Staff includes this information to illustrate how the Planning Commission was generally closely aligned on certain deliberative aspects of these topics, but ultimately diverged on some of the more detailed points.

In addition to the topics raised in Section II, staff requests that the Board review the amendments recommended by the PC and highlight any topics which they would like to include during future deliberations. The Board is, of course, not limited to the topics and amendments outlined in Sections II and III of this memorandum and the Commissioners are welcome to identify any desired topics from public record that they would like to see reflected on a future decision matrix during Deliberations.

IV. NEXT STEPS

Following the Board's review of topics outlined in Section II and the PC recommendation and amendments outlined in Section III of this memorandum, staff requests that the Board identify the specific topics that they would like to see reflected in a future decision matrix. The future decision matrix (reflecting the topics requested by the Board) will be utilized for deliberations at a future meeting, likely sometime in January 2024. Again, the Board is not limited to the topics and amendments outlined in Sections II and III of this memorandum and the Commissioners are welcome to identify any desired topics from public record that they would like to see reflected on a future decision matrix during Deliberations.

Following future deliberations, the Board will ultimately vote on the proposal either adopting the plan as drafted, with amendments, or denying the plan.

V. CONCLUSION

Staff is prepared to answer any questions.

Attachments:

1. *Draft 2020-2040 Transportation System Plan*

DESCHUTES COUNTY TRANSPORTATION SYSTEM PLAN

August 2023

DRAFT





Deschutes County Transportation System Plan

Deschutes County, Oregon

Prepared for
Deschutes County

Prepared by:
Kittelsohn & Associates, Inc.

August 2023

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01 | INTRODUCTION

Deschutes County is located in the heart of Central Oregon with the Cascade Mountain Range to the west and the High Desert plateau to the east. The County covers 3,055 square miles of natural beauty, outdoor recreation, and is home to a growing economy. For the last two decades, Deschutes County has experienced rapid population growth and has become a national destination for new residents, visitors and a center for economic prosperity and progress. In the past 10 years, the population of the County has increased by more than 40 percent to more than 200,000 people today; only 33 percent of the County’s residents live in the unincorporated and rural areas.

With this unprecedented growth, Deschutes County faces the challenges of maintaining, funding, and planning for a transportation system that both enhances the health and well-being of residents and supports long-term economic resilience for businesses, tourism and recreation. The County’s transportation system must accommodate traffic passing through enroute to destinations elsewhere in the region, the day-to-day travel needs of its residents and those employed here in addition to the influx of visitors during the winter and summer months.

The County also is home to US 97 and the Redmond Municipal Airport, which are two of the crucial components of Oregon’s Resilience Plan in the event of a Cascadia Subduction Zone Event (an earthquake and/or tsunami striking the Oregon coast). With limited funding for new transportation infrastructure, as well as built and natural environmental considerations, the County must balance the need to preserve its existing transportation system with strategic changes to the system that enables these needs to be met during the next 20 years.

The County’s Transportation System Plan (TSP) was last updated in 2012. This updated TSP provides a coordinated guide for changes to the County’s transportation infrastructure and operations over the next 20 years. Planning for the County’s future transportation reflects regional and community goals and values, supports local and regional economic development activities, and enhances the quality of life that residents and visitors enjoy and expect.



PRIORITIZED INVESTMENTS FOR THE FUTURE

The identified list of priorities for future transportation investments reflects the County’s commitment to prioritizing changes to the transportation system that reflect its focus on preserving and maintaining its existing

investments. This list of capital investments identified in the TSP will be reviewed and prioritized as part of the County’s regular budgeting efforts. For reference purposes, **Figure 1-1** shows how the County prepares its annual prioritization and budget for maintenance, operation, and capital expenditures.

Figure 1-1: Hierarchy of Expenditures and Investment



The list of prioritized investments in the TSP is based on this hierarchy and was developed assuming:

1. Current maintenance and operational standards remain in place.
2. The County’s existing Road Moratorium (Resolution 2009-118), which limits acceptance of new road miles into the County maintenance system, remains in place.
3. Existing funding levels remain in place and are occasionally adjusted legislatively to a level that will roughly match inflation.
4. No significant additional local funding mechanisms are developed or implemented.
5. State and Federal grant programs are available at approximately the same historical intervals and funding levels.

With this backdrop, the County refined the list of possible TSP projects by working with its residents, policy-makers, and partner agency staff and performing technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified projects help to support plans adopted by the local cities, the Oregon Department of Transportation (ODOT), other County planning efforts, the County’s Transportation Safety Action Plan (TSAP) and/or local refinement and facility plans. Some of the other considerations that shaped the final list of recommended investments include:

- Balancing impacts to existing and developable parcels with County-wide and community needs;
- Minimizing impacts to Goal 5 resources (natural resources, scenic and historic areas, and open spaces);
- Supporting and enhancing key state and regional economic plans and priorities;
- Identifying key intersections that could be changed in the future to address known safety and/or anticipated capacity needs;
- Prioritizing roadway corridors where strategic investments may be needed to help support future growth and economic development in the region, enhance the safety of all users and/or strengthen connections between areas of the County and to other areas in Central Oregon;
- Providing regional bicycle connections that could serve broad transportation functions, such as commuting, recreation, or daily services;
- Modifying key bridges as funding and/or other opportunities arise;
- Leveraging opportunities for future system changes that could be provided using funds from the Federal Lands Access Program (FLAP), particularly for transportation facilities providing connections to key recreational areas and economic development priorities adjacent to/and or located within Federal lands;

- Coordinating with Cascades East Transit (CET) on projects that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center;
- Enhancing access to the Redmond Municipal Airport and Bend Municipal Airport; and,
- Leveraging funding opportunities with key partner agencies and private investments.

The list of transportation investments are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection changes;
- Roadway segments, including changes to functional classification;
- ODOT intersections and roadways;
- Pedestrian facilities;
- Bicycle facilities;
- Bridges;
- FLAP projects;
- Transit; and,
- Safety.

Table 1-1 shows the list of identified projects by category and by prioritization. In reviewing this table, it is important to note that some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources. In addition, as part of TSP implementation, the County will continue to coordinate with ODOT and the local communities regarding project prioritization, funding, and construction.

Table 1-1: Total Cost of Prioritized TSP Investments

| Project Category | Estimated Cost by Priority | | | Total Cost |
|------------------------------------|----------------------------|--------------|--------------|---------------|
| | High | Medium | Low | |
| Intersection Changes | \$11,530,000 | \$14,900,000 | \$2,100,000 | \$28,530,000 |
| Roadway Changes | \$6,100,000 | \$25,000,000 | \$57,500,000 | \$88,600,000 |
| County Share of ODOT Intersections | \$19,100,000 | \$3,000,000 | \$19,000,000 | \$41,100,000 |
| Pedestrian Facilities | \$600,000 | \$3,600,000 | \$2,100,000 | \$6,300,000 |
| Bridges | \$5,700,000 | \$2,400,000 | \$7,900,000 | \$16,000,000 |
| County Share of FLAP Projects | \$600,000 | \$3,700,000 | \$4,500,000 | \$8,800,000 |
| Total | \$43,630,000 | \$52,600,000 | 93,100,000 | \$189,330,000 |

The remainder of this chapter outlines the organization of the TSP as well as a summary of public engagement activities and compliance of the TSP with some of the regulatory requirements.

TSP ORGANIZATION

The TSP is comprised of two volumes. Volume 1 is the main document and includes the items that will be of interest to the broadest audience. Volume 2 contains the technical memoranda, data, and related transportation plans that enhance and support Volume 1.

Volume 1 includes the following:

- Chapter 1 – a brief overview of the planning context for the TSP;
- Chapter 2 – goals and policies that express the County’s long-range vision for the transportation system;
- Chapter 3 – the transportation system deficiencies and needs as well as the process to develop the TSP’s list of planned capital improvements and transportation programs;
- Chapter 4 – an overview of the recommended projects for the multimodal system (this chapter also serves as the Transportation Element of the Comprehensive Plan);
- Chapter 5 – a list of the multimodal projects and the costs estimated for their construction; and,

- Chapter 6 – a summary of transportation funding and implementation, including estimated revenue, cost of 20-year needs, and potential funding sources.

Volume 2 includes the following technical documents:

- Appendix A: Plans and Policy Review Memo;
- Appendix B: Public Involvement Plan;
- Appendix C: Methodology Memo;
- Appendix D: Transportation System Conditions, Deficiencies, and Needs Memo;
- Appendix E: Solutions Analysis Memo;
- Appendix F: Preferred Alternatives and Funding Plan Memo;
- Appendix G: Redmond Municipal Airport Master Plan; and,
- Appendix H: Tumalo Community Plan (TCP) Active Transportation Update/Sisters Country Vision Action Plan Trails Outreach Update.

While not all of Volume 2 is adopted as part of the TSP, all of the documents provide useful information regarding the basis for the decisions represented in Volume 1.

PURPOSE

The TSP addresses transportation needs in Deschutes County except within the Urban Growth Boundaries (UGB) for Redmond, Sisters, La Pine and Bend.

The TSP goals, policies, projects, and implementation tasks are based on technical analyses and thoughtful input received from the community, Deschutes County staff, partner agency staff, and County policymakers. The TSP identifies transportation facilities and services that can support the County’s adopted Comprehensive Plan and continued regional economic development. This TSP provides for a long-term vision to support growth in jobs and population in the County as well as improving the safety for all transportation-users over the next 20 years. The TSP serves as a resource for the County to make decisions about transportation and land use by providing:

- A blueprint for future County transportation investments that improve safety for all travelers;
- A tool for coordination with state, regional and local agencies;
- Information to ensure prudent land use and transportation choices;
- Order of magnitude cost estimates for transportation infrastructure investments needed to support system needs, and possible sources of funding for these improvements; and,
- Function, capacity and location of future roadways, sidewalks, bikeways, transit, and other transportation facilities.

The TSP satisfies the state’s requirements as prescribed by Oregon Statewide Planning Goal 12: Transportation.

GUIDING PRINCIPLES AND CONTEXT

The TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the County’s transportation system will be guided by the goals contained in Chapter 2, but ultimately the decisions will be made within the overall context of the County’s land use plans and support for local and regional economic development. These guiding plans and principles provide a foundation for the TSP’s goals, policies, and potential actions.

The Oregon Revised Statutes (ORS) require that the TSP be based on the Comprehensive Plan land uses and provide for a transportation system that accommodates the expected growth in population and employment. Development of this TSP was guided by ORS 197.712 and the Department of Land Conservation and Development (DLCDC) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012-0060).

Per the TPR, this TSP identifies multimodal transportation needs to serve users of all ages, abilities, and incomes. As such, solutions to address existing and future transportation needs for bicycling, walking, transit, motor vehicles, freight, and rail, and improved safety for all travelers are included. Further, one of the implementation steps of the TSP will include proposed amendments to the Deschutes County Code. As required by the TPR, this TSP was developed in coordination with local, regional and state transportation plans.

REGIONAL COORDINATION & COMMUNITY ENGAGEMENT

The TSP reflects the County’s continued commitment to coordinating transportation and land use planning within Central Oregon. This update was collaboratively developed by community members, businesses, the freight community, ODOT, Sisters, Redmond, La Pine, Bend, Terrebonne, Sunriver, Tumalo Cascades East Transit (CET), and the County’s Bicycle and Pedestrian Advisory Committee (BPAC). Opportunities for engagement included:

- Project website that included all technical reports, draft goals and objectives, and links to other relevant documents;

- Project Management Team Meetings attended by County staff;
- Two Advisory Committee Meetings;
- Four Agency Partner Advisory Committee Meetings;
- Two Public Open Houses;
- Targeted outreach with community and social service organizations; and,
- Updates with the Board of County Commissioners.

Through these activities, the County provided community members with a variety of forums to identify their priorities for future transportation projects, programs, and policies.



02 | GOALS AND POLICIES

The TSP provides a coordinated guide for changes to the County’s transportation infrastructure and operations over the next 20 years. The development of the TSP is based on the assumption that the transportation system meets daily travel needs and also contributes to the physical, social, and economic health of the County and of Central Oregon. The TSP strives to provide users with a safe and efficient transportation network. As such, planning for the County’s future transportation needs must be conducted within regional and community goals and values, support local and regional economic development activities, and enhance the quality of life that residents and visitors enjoy and expect.

The TSP goals provide the County’s visions for the future transportation system. The goals are aspirational in nature and may not be fully attained within the 20-year planning horizon. The policies support the goals to help the County implement the TSP projects and programs after the TSP has been adopted. The policies, organized by goals, provide high-level direction for the County’s policy and decision-makers and for County staff. The policies will be implemented over the life of the TSP. The County’s 2012 TSP goals and policies were used as a foundation for providing the updated TSP goals and policies outlined below.

GOAL 1: COORDINATION AND COLLABORATION

Promote a multimodal transportation system that supports the County’s Comprehensive Plan and is consistent and coordinated with the adopted plans for the State, the region, adjacent counties, and the cities and incorporated communities within the County.

Policies

- 1.1 Coordinate the design and operations of the County’s transportation system with State, regional, and local planning rules, regulations and standards.
- 1.2 Coordinate future land use and transportation decisions with state, regional and local agencies to efficiently use public investments in the County’s transportation system, for people driving, bicycling, walking, or using transit as well as the movement of freight, emergency responses, and evacuation needs.
- 1.3 Coordinate regional project development and implementation with the cities of Bend, Redmond, Sisters, and La Pine.
- 1.4 Provide notification to the affected local and state agency partners regarding land use development proposals, plan amendments and zone changes that have the potential to significantly impact non-County transportation facilities.
- 1.5 Coordinate system management and operations with ODOT on major roadways.
- 1.6 Maintain an intergovernmental agreement with each of the cities to provide specific timelines and milestones for the transfer of County roadways within the urban growth boundaries at the time of annexation, including the full width of right of way.
- 1.7 Provide regular outreach to residents and employers, schools, law enforcement and public health professionals to encourage participation with the County in identifying and solving transportation issues.
- 1.8 Coordinate with CET to implement the Transit Master Plan recommendations within the County to support people taking transit.

GOAL 2: SAFETY

Provide a transportation system that promotes the safety of current and future travel by all users.

Policies

- 2.1 Design and maintain County roadways consistent with their expected use, vehicular travel speeds, and traffic volumes.
- 2.2 Incorporate the Transportation Safety Action Plan (TSAP) goals and action items into County planning projects and update the TSAP at appropriate intervals.
- 2.3 Coordinate with the Sheriff’s Office to discuss enforcement activity on specific facilities in the County and jointly communicate safety issues when observed and encountered.
- 2.4 Continue the partnership with the County’s BPAC to promote education and outreach activities and to inform future County investment decisions in facilities for people riding bikes and walking.
- 2.5 Coordinate with the emergency service providers in the County to prioritize the maintenance and investment in key lifeline and evacuation routes.
- 2.6 Coordinate with ODOT, railroads, and local communities to prioritize safety investments at rail crossings.
- 2.7 Prioritize investments in key crossing locations for people walking and riding bikes across major County roadways and/or ODOT highways, especially at locations that serve vulnerable populations.
- 2.8 Coordinate with ODOT for planning for grade-separate wildlife crossings of State highways using relevant wildlife migration information, crash data, and best management practices.

GOAL 3: MOBILITY AND CONNECTIVITY

Promote a multimodal transportation system that moves people and goods between rural communities and Sisters, Redmond, Bend, La Pine, and other key destinations within the County as well as to the adjacent counties, Central Oregon, and the state.

Policies

- 3.1 Maintain the County’s roadway system in a state of “good repair.”
- 3.2 Invest in new roadways only when a need has been demonstrated that benefits the economic growth of the County and/or locations that address key gaps in the roadway system and there is sufficient long-term funding to operate and maintain the new roadways.
- 3.3 Monitor the safety, traffic volumes, and usage by people walking and riding bikes on County arterials and collectors to help determine when changes to specific roadways are needed and/or educational outreach to the traveling public.
- 3.4 Maintain a County-wide bicycle route map.
- 3.5 Partner with ODOT, Bend, La Pine, Redmond, Sisters, and neighboring counties to coordinate investment in transportation facilities that cross jurisdictional boundaries.
- 3.6 Pursue funding to provide secondary access roadways to isolated rural subdivisions.
- 3.7 Periodically review transportation performance standards used to review land use applications and modernization projects and revise if needed.
- 3.8 Periodically review and update the County design and construction standards related to roadways and facilities for people walking and riding bikes in unincorporated areas.
- 3.9 Periodically review policies and standards that address street connectivity, spacing, and access management.
- 3.10 Support transit service to improve mobility within the County and connectivity to transit stations in Bend, Redmond, La Pine, and other regional and state destinations.
- 3.11 Monitor the condition of County bridges on a regular basis and perform routine maintenance, repair and replacement when necessary.
- 3.12 Partner with local agencies, ODOT, and the public airports to periodically review airport master plans for Redmond, Bend, Sisters, and Sunriver to ensure they and County development code are consistent.
- 3.13 Partner with the US Forest Service and Bureau of Land Management to maintain the County’s system of forest highways to continue to provide key access to recreational areas such as campsites, lakes, hiking, and biking trails in the County.
- 3.14 Coordinate with ODOT to identify County routes to be used as detours when a crash or other incident closes a State highway.
- 3.15 At a minimum, seek dedication of public rights of way for extensions of existing roads or future roads on lands not zoned Exclusive Farm Use or Forest in order to develop a rural-scale grid system.

GOAL 4: ECONOMIC DEVELOPMENT

Plan a transportation system that supports existing industry and encourages economic development in the County.

Policies

- 4.1 Prioritize transportation investments that support access to allowed land uses, activities, airports, and recreational areas.
- 4.2 Maintain arterials and collector roadways for the movement of people and goods to employment centers in the County.
- 4.3 Update and continue to implement the County's Transportation System Development Charge (SDC) program.
- 4.4 Incorporate facilities for people walking and riding bikes to key recreational areas as part of changes to the roadway system.
- 4.5 Support bicycle tourism by prioritizing and improving designated County bike routes.
- 4.5 Incorporate improvements to the County arterial system that support freight service and provide access to US97, US 20, and OR 126.
- 4.6 Support economic development by encouraging ODOT to prioritize modernization, preservation, and safety projects on highways designated as Freight Routes.
- 4.7 Periodically assess the probability of providing passenger rail service to and through Deschutes County.

GOAL 5: EQUITY AND ACCESSIBILITY

Provide a multimodal transportation system that supports a safe, efficient, and low-stress environment for walkers, cyclists and transit users as well as benefits the overall health and environment within the County.

Policies

- 5.1 Prioritize investments in the County’s transportation system that support users of all abilities, ages, race/ethnicity, income levels, and those with disabilities.
- 5.2 Design all new transportation facilities consistent with the requirements of the American’s with Disabilities Act (ADA).
- 5.3 Maintain a partnership with CET, the cities, ODOT, and transportation options providers to promote walking and cycling, public transportation, micro mobility options, and rideshare/carpool programs through community awareness and education.
- 5.4 Accommodate bicycle, pedestrian, and transit facilities, when prescribed by design standards and various master plan documents, when new roads are constructed and/or existing roads are reconstructed.
- 5.5 Maintain road design standards that promote pedestrian, bicycle and transit facilities to and from schools, community gathering places, grocery stores, and other services as prescribed within community plans.
- 5.6 Establish priorities for construction and maintenance of roadway shoulders or shared use pathways to provide for walking and bicycle travel.
- 5.7 Partner with ODOT, the cities, CET and other providers to secure funding for transit service to underserved areas of the County.
- 5.8 Support efforts of local agencies to develop and maintain a trail system along the Deschutes River, within Tumalo, and along major irrigation canals.
- 5.9 Support Commute Options’ efforts to work with major employers, local business groups, non-profit agencies, school districts to support implementation of Transportation Demand Management (TDM) strategies that provide options employees, residents, and customers to use transit, walk, ride bikes, carpool, and telecommute.

GOAL 6: SUSTAINABILITY AND ENVIRONMENT

Provide a transportation system that balances transportation services with the need to protect the environment.

Policies

- 6.1 Partner with BPAC, local agencies, CET, and non-profit groups to promote the use of walking, cycling and transit as viable options, minimize energy consumption, and lessen air quality impacts.
- 6.2 Ensure changes to the County transportation system are consistent with the Transportation Planning Rule (TPR).
- 6.3 Comply with applicable state and federal noise, air, water, and land quality regulations as part of transportation investments in the County.
- 6.4 Preserve listed Goal 5 resources within the County.
- 6.5 Implement, where cost-effective, environmentally friendly materials and design approaches as part of County transportation projects (e.g., storm water retention/treatment to protect waterways, solar infrastructure, impervious surfaces, etc.).
- 6.6 Prioritize transportation investments that support system resilience to seismic events, extreme weather events, and other natural hazards.

GOAL 7: STRATEGIC INVESTMENTS

Maintain the safety, physical integrity, and function of the County’s multi-modal transportation network, consistent with Goal 6 of the OTP.

Policies

- 7.1 Continue to pursue and implement Federal Lands Access Program (FLAP) funding to prioritize County investments to support tourism and access to key recreational areas.
- 7.2 Maintain long-term funding stability for maintenance of the transportation system.
- 7.3 Prioritize investment in the existing transportation network through maintenance and preservation activities.
- 7.4 Coordinate with ODOT and local agency partners to implement intelligent transportation solutions that increase the life of transportation facilities and/or delay the need for capacity improvements.
- 7.5 Periodically review and, if needed, make updates to the County Code requirements to ensure that future land use decisions are consistent with the planned transportation system.
- 7.6 Coordinate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP) and Statewide Transportation Improvement Funding (STIF).
- 7.7 Coordinate with and provide guidance to CET in programming public transportation funds received by the County.
- 7.8 Pursue additional funding sources to support major reconstruction or replacement of County bridges.
- 7.9 Partner with federal and state agencies to seek funding that prioritize investments that support recommendations from the Bend, Redmond, Sisters, or Sunriver airport master plans.

03 | NEEDS ASSESSMENT AND EVALUATION

The TSP projects and implementation tasks were informed by technical analyses of existing transportation conditions, forecast year 2040 deficiencies, and an evaluation of possible system changes that can meet the transportation needs for all users (including the transportation disadvantaged) and address the need for movement of goods and services to support local and regional economic development priorities. The needs assessment, in combination with thoughtful input received from the community, Deschutes County staff, partner agency staff, and County policy makers, formed the list of recommended projects, the TSP goals and policies and the funding plan. This chapter summarizes the key elements of the existing and future needs analyses; further details of the needs analyses are provided in Volume 2.

EXISTING TRANSPORTATION SYSTEM CONDITIONS

Existing transportation needs, opportunities, and constraints reflect an inventory of the County transportation system conducted in 2019 and 2020. This inventory included all major transportation-related facilities and services at that time. Key roadway features (including number and type of roadway lanes, speeds, pavement type/condition, traffic volumes and roadway classifications), traffic conditions, safety performance, bicycle and pedestrian facilities, and transit service, among other topics, were analyzed.

Key findings related to the existing County system are highlighted below.

- The areas within the County with the highest percentages of youth are primarily located in Tumalo and Terrebonne as well as adjacent to the Bend and Redmond Urban Growth Boundaries (UGBs). Connections for school students between their homes, the local community schools, and school

bus stops were considered in identification of potential roadway, walking, cycling and transit projects.

- The highest percentage of elderly populations is located in the Sunriver area and adjacent to the Sisters, Redmond, and La Pine UGBs. The areas adjacent to these three UGBs are also where the highest concentration of the population with disabilities and the minority populations reside. Coordination with Cascades East Transit (CET) to serve the existing and future needs of these residents is included in the recommended implementation task list for the TSP.
- Continued coordination between the County and ODOT and the incorporated communities will help address and provide consistency of individual roadway functional classification designations.
- Roadway repairs are and will continue to be monitored and accomplished as part of the County’s ongoing maintenance program.
- The County does not have any designated freight routes that provide connections to local industrial and employment lands. The TSP alternatives evaluation explored the need to designate County freight routes to serve key economic priority areas to supplement the ODOT freight system.
- No roadway capacity deficiencies were identified under existing conditions.
- The County’s Transportation Safety Action Plan (TSAP) identified key locations for monitoring and potential changes to the transportation system to address documented safety deficiencies. The TSAP is incorporated by reference as part of the TSP.
- Many of the County bikeways and highways do not have paved shoulders that are at least six feet wide which is the standard for

ODOT highway while the County standard for paved shoulders is 3-5’.

- The small, unincorporated communities in the County do not have dedicated bicycle facilities and several of the roadways adjacent to schools or other pedestrian trip generators (parks, trail connections, rural commercial areas, etc.) located in Terrebonne and Tumalo are missing sidewalks. Safe Routes to School funding may be an option to assist with implementation of TSP recommendations in small communities.

BASIS OF NEED ASSESSMENT

The TSP addresses the projects, programs, and policies needed to support growth in population and jobs within the County as well as the travel associated with regional and state economic growth between now and the year 2040. The identified set of recommendations reflects County policy makers’ and community members’ priorities to maintain existing facilities and reduce congestion, save money, improve safety, and provide community health benefits without costly increases to automobile-oriented infrastructure. Over time, the County will periodically update the TSP to respond to changing conditions and funding opportunities.

The existing land use patterns, economic development opportunities, and population and job forecasts helped inform the analysis of year 2040 needs. This information helped identify future changes to the transportation system (and the supporting policies and programs) to address deficiencies and support economic development in a manner consistent with the County’s Comprehensive Plan and Zoning Map.

Growth in County Population

By Oregon Revised Statute 195.034, incorporated cities and counties formulate and adopt coordinated population projections. Based on the June 2022 Coordinated Population Report prepared by the Portland State University (PSU) Center for Population Research, in 2020 the total County population was 198,253 and is forecast to grow to a total population of 275,905 by the year 2040. Much of the County growth is expected

to occur within the Redmond, Bend, and Sisters UGBs. Within the unincorporated/rural areas, the 2020 population was 59,471 and is anticipated to grow to approximately 64,000 people by 2040. The anticipated growth in both urban and rural population within the County helped inform the estimation of year 2040 traffic volumes using the County transportation facilities.

Traffic Volume Development

The expected increase in traffic volumes on key roadways within the County was based on a review of past changes in traffic volumes as well as expected increases in population and area jobs. Further details on the anticipated growth in traffic volumes on roadways within the County is provided in Volume 2.

The deficiencies evaluation included a review of County arterials and collector roadways. The roadway capacity needs associated with the State facilities within the County are addressed through other planning efforts by ODOT. The County will continue to partner with ODOT to monitor and identify additional needs through future planning and evaluation efforts.

The deficiencies analysis compares the anticipated traffic volumes on the roadways to capacity levels associated with a Level-of-Service (LOS) “D” condition, which is considered by the County to reflect “acceptable” conditions. From a planning standpoint, two-lane rural roadways carrying a total daily volume of less than 24,000 vehicles per day is generally considered to operate with a LOS “D” or better.

Baseline Roadway Analyses

The baseline (future) analysis forms the basis of the project list reflected in Chapter 5. This baseline analysis was guided by the transportation needs identified in previously adopted plans and policies for the County, ODOT, and other agency partners, the 2040 population forecasts and the County’s land use map, the anticipated growth in traffic volumes, and the fact that there are no major construction projects that are funded at this time that could materially change traveler behaviors or traffic volumes on the County’s roadway network in the future.

Baseline (Year 2040) Transportation Needs

In addition to the summary of existing deficiencies identified in the previous section, the future deficiencies analysis revealed:

- Two County roadways that would exceed LOS "D" conditions, including Deschutes Market Road at Greystone Lane and S Century Drive at Venture Lane.
- Following adoption of the TSP, the County will continue to monitor the need for changes to the transportation system to address roadway and intersection safety, especially at the locations included in the TSAP.
- Although most County roadways do not have adequate width for comfortable and convenient connections for people walking and riding bicycles, providing shoulders on all County collectors and arterials in the next 20 years is not feasible due to constraints such as available right-of-way, environmental and/or property impacts and the high costs to construct. The County will continue to seek opportunities to provide shoulders, particularly in areas with significant roadway curvature, hills, bridges and other locations that could be beneficial for sharing the road among people driving, walking and riding bikes. Additionally, many County roads have low volumes of traffic, which offsets the substandard shoulders.
- Additional public transportation services are needed to provide options for people who cannot or may choose not to drive vehicles. In the future, transit service will continue to be coordinated and operated by CET. The County will continue to collaborate with CET and ODOT on the prioritization of funding and operating public transportation services within and to the County.
- The Redmond Municipal Airport Master Plan was updated in 2018 to identify needs through the year 2040. This updated Master Plan identified the provision of additional airside facilities, general aviation facilities, parking supply, passenger facilities, and non-aeronautical property development in the vicinity of the airport to support the Airport through the year 2040.

- No changes to the existing rail or pipeline facilities were identified to serve the future needs of the County.

EVALUATION OF TRANSPORTATION SYSTEM ALTERNATIVES TO ADDRESS IDENTIFIED NEEDS

The Advisory Committee (AC), Agency Partner Coordination Committee (APCC), Project Management Team (PMT), the Bicycle and Pedestrian Advisory Committee (BPAC) and participants at open houses and other community forums identified transportation system alternatives that had the potential to address existing and future transportation needs. Many of the potential alternatives help to support plans that have been identified by the cities and unincorporated areas within the County, ODOT, other County planning efforts, the TSAP and/or local refinement and facility plans.

The identified alternatives address all modes of travel and include programs that could reduce vehicular travel demand. Further, these potential system alternatives avoid principal reliance on any one mode of transportation and increase transportation choices for all users. The PMT developed these ideas into a potential project list that they screened considering the TSP's goals and objectives and key County priorities. The potential solutions were reviewed and refined through community members and policymakers to form the 20-year list of projects reflected in Chapter 5. Through this process, evaluation of solutions that could address the identified needs as well as serve to accomplish key County objectives were identified. Some of the considerations that shaped the final list of recommended projects include:

- Balancing impacts to existing and developable parcels with County-wide and community needs;
- Minimizing impacts to Goal 5 resources (natural resources, scenic and historic areas, and open spaces);
- Supporting and enhancing key state and regional economic plans and priorities;

- Leveraging future transportation investments to reduce access, economic, safety and health disparities within the County, particularly those areas identified as serving populations of low income, minority, youth and/or the elderly;
- Providing additional connections within Terrebonne and Tumalo for people walking;
- Identifying key intersections where the roadway geometry and/or traffic control could be changed in the future to address known safety and/or anticipated capacity needs;
- Prioritizing strategic roadway corridors where vehicular capacity and/or changes to the roadway characteristics may be needed to help support future growth and economic development in the region, enhance the safety of all users and/or strengthen connections between areas of the County and to other areas in Central Oregon;
- Providing regional bicycle connections that could serve broad transportation functions, such as commuting, recreation, or daily services;
- Modifying key bridges as funding and/or other opportunities arise;
- Leveraging opportunities for future system changes that could be provided using funds from the Federal Lands Access Program (FLAP), particularly for transportation facilities providing connections to key recreational areas and economic development priorities adjacent to/and or located within Federal lands;

- Coordinating projects included in the CET Master Plan that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center;
- Enhancing access to the Redmond Municipal Airport and Bend Municipal Airport;
- Improving freight mobility; and,
- Leveraging funding opportunities with key partner agencies and private investments.

The resultant 20-year project list is intended to address the identified transportation needs, meet the TSP goals, and reflect the criteria included in ORS 660-012-0035. The TSP projects are categorized as high, medium, and low priorities for future inclusion into the County’s Capital Improvement Program (CIP) based on the complexity, likely availability of funding, and assessment of need. The intent of identifying likely priorities allows the County with the flexibility to adapt to changing economic development and community needs over the next 20 years. The project lists and maps of the potential locations were posted to the County’s website prior to adoption. Details of the recommended project lists are provided in Chapter 5.

04 | PROVIDING MULTIMODAL SYSTEMS

The TSP is a coordinated set of multimodal policies, programs, and projects that addresses the transportation needs within the rural and unincorporated areas of the County over the next 20 years. This chapter provides an overview of these programs and projects; the detailed project list and associated cost estimates are shown in Chapter 5.

Although driving will continue to be the primary mode of travel in the County and the preservation and improvement of the existing roadway system will remain important, the TSP projects, policies, and programs are intended to increase transportation choices, reduce reliance on the automobile by better accommodating and encouraging travel by foot and bike for short trips, improve safety for all transportation users, and provide for improved transit service. The TSP and the County's adopted land use plans and regulations are intended to make walking, cycling, and use of transit convenient.

THE ROADWAY SYSTEM

People driving, walking, biking, and taking transit all rely on the roadway network to access destinations locally within the County as well as regionally within Central Oregon. The identified roadway solutions in the TSP address mobility, access, freight, and safety needs.

Functional Classification

The County's functional classification system provides a system hierarchy based on the intended function of each type of roadway (e.g., moving people across Central Oregon or providing access to local destinations). ODOT identifies the appropriate classifications for state facilities whereas the County identifies the appropriate classifications for roads under its

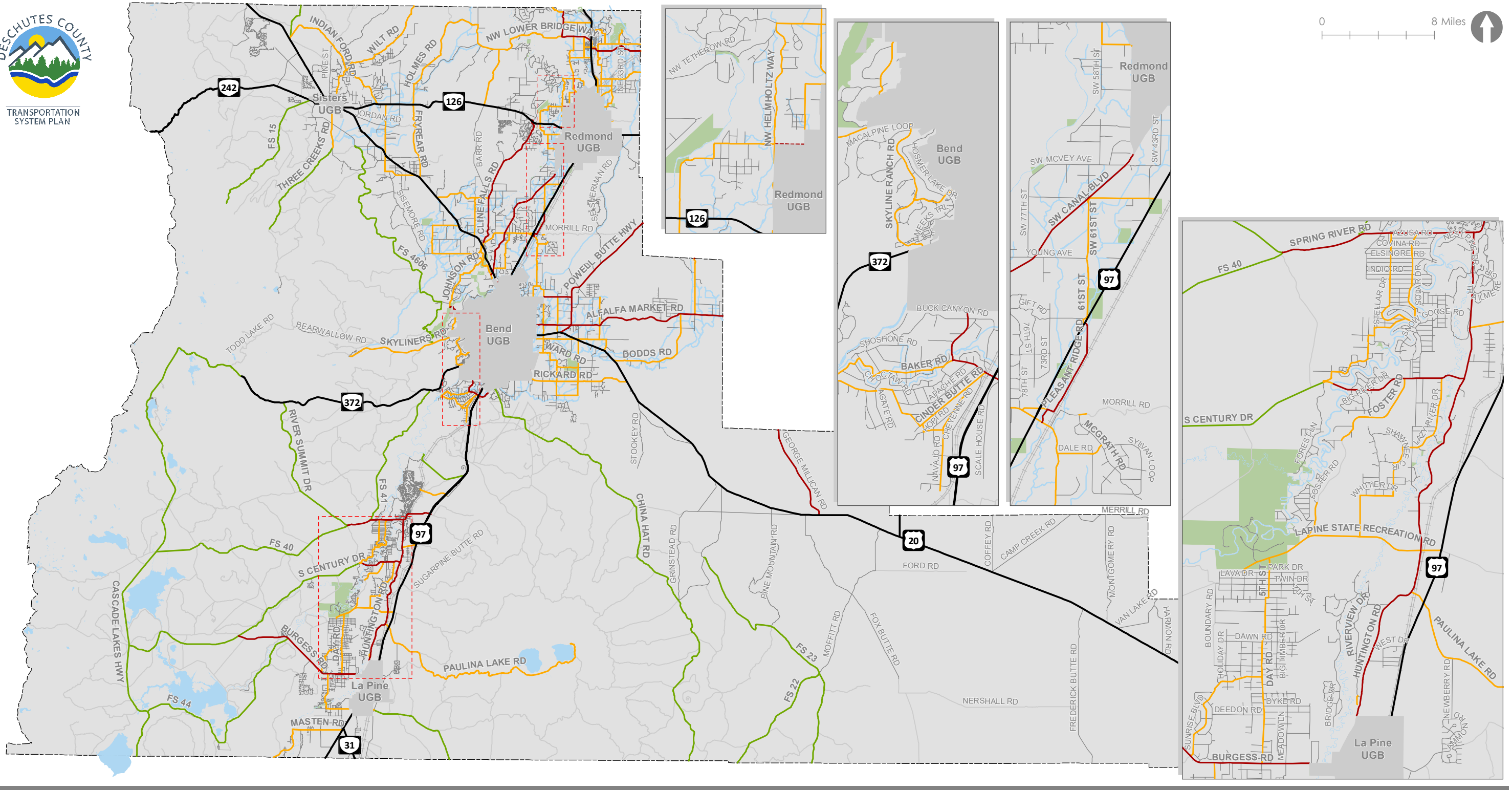
authority. The classification levels also describe how the roadway "looks and feels" and provides recommendations for travel lane widths, roadside treatments, accommodating bicycles, and the need for sidewalk or trails adjacent to the road.

The County's functional classification is based on the following hierarchy:

- Arterials are intended to serve more regional needs and provide connections to key activity centers within the County. They are also intended to represent the key movement of goods and services throughout and to/from the County. These roadways also provide connections to the incorporated UGBs within the County.
- Collectors primarily connect the rural areas of the county with the state facilities and the County arterials. These roadways provide important connections to much of the unincorporated areas of the County.
- Forest Highways provide access to recreational areas such as campsites, lakes, hiking, and biking trails in the County. Maintenance of these facilities is provided by the County and by the Forest Service, depending on location.
- Local roads serve specific areas within the County and can be paved or unpaved.

Figure 4-1 presents the County's functional classification map.

Figure 4-1: Functional Classification



H:\24\24964 - Deschutes County TSP\GIS\TSP Figures 4-1 Roadway Functional Classifications.mxd Date: 6/14/2023

- Highway
- Arterial
- - - Future Arterial
- Collector
- Forest Highway
- Parks
- Water

Data Source: Deschutes County

COUNTY ROADWAY CROSS-SECTION STANDARDS

The County’s cross-section standards are used to guide the construction of new roadways and/or changes to existing roadways. These standards are updated over time to support the needs of all users as well as continued economic development opportunities. Many existing roadways within the County area are not built to the standards shown in **Table 4-1**. The adoption of these standards is not intended to imply that all existing roadways be rebuilt to match these standards, rather the standards will help inform identified changes to specific roadways in the future. Further, because the design of a roadway

or corridor can vary based on the needs of the area, these standards provide flexibility based on adjacent land use and specific topographic considerations. The unincorporated communities of Terrebonne and Tumalo have their own standards; these are shown in **Table 4-2** and **Table 4-3**, respectively.

The County standards do not require a sidewalk except for certain segments in Terrebonne and Tumalo; people walking or biking are assumed to use the shoulder or share the road on lower volume streets. Standards are presented within the TSP for reference only. DCC Chapter 17.48 (in particular Table A) contains the adopted County’s roadway standards.

Table 4-1: Minimum Road Design Standards, Rural County (outside of La Pine, Tumalo, and Terrebonne)

| Type/Class | ROW | Paved Width | Travel Lane Width | Paved Shoulder Width | Gravel Shoulder Width | Turn Lane Width | Sidewalk Required |
|----------------|----------|-------------|-------------------|----------------------|-----------------------|-----------------|-------------------|
| State Hwy | 80'-100' | 36'-70' | 12' | 6' | --- | 14' | No |
| Minor Arterial | 80' | 28'-46' | 11' | 3'-5' | 2' | 14' | No |
| Collector | 60' | 28'-46' | 11' | 3'-5' | 2' | 14' | No |
| Local Road | 60' | 20', 24" | --- | --- | 2' | --- | No |
| Industrial | 60' | 32' | --- | --- | --- | --- | No |
| Private | --- | 20', 28' | --- | --- | --- | --- | No |
| Frontage Road | 40'-60' | 28' | --- | --- | --- | --- | No |

Table 4-2: Minimum Road Design Standards, Terrebonne Unincorporated Community

| Type/Class | | ROW | Paved Width | Travel Lane Width | Paved Shoulder Width | Gravel Shoulder Width | Turn Lane Width | Sidewalk Required |
|--------------------|-----|----------|-------------|-------------------|----------------------|-----------------------|-----------------|-------------------|
| US97 | | 80'-100' | 60' | 12' | 6' | 6' | 14' | No* |
| Minor Arterial | | | | | | | | |
| Smith Rock Way | TeC | 60' | 34' | 12' | 5' | 2' | 14' | Yes |
| | TeR | 60' | 34' | 12' | 5' | 2' | 14' | No |
| Lower Bridge Way | | 60' | 34' | 12'' | 5' | 2' | 14' | No |
| Collector | | | | | | | | |
| Commercial | TeC | 60' | 24' | 12' | --- | 2' | --- | Yes |
| | TeR | 60' | 24' | 12' | --- | 2' | --- | No |
| Residential | TeR | 60' | 24' | 12' | --- | 2' | --- | No** |
| Local | | | | | | | | |
| Commercial | TeC | 60' | 24' | 12' | --- | 2' | --- | Yes |
| | TeR | 60' | 24'' | 12' | --- | 2' | --- | No |
| Residential | TeR | 60' | 20' | 12' | --- | 2' | --- | No*** |
| Other | | | | | | | | |
| Alley (Commercial) | 20' | 20' | 10' | --- | --- | --- | | No |
| Path/Trail | | 15' | 6'-8' | --- | --- | 2.5**** | --- | --- |

Source: Deschutes County Code 17.48.050, Table A

6-foot sidewalks are required on both sides of US97 between South 11th Avenue and Central Avenue with improved pedestrian crossings at B Avenue/97 and C Avenue/97

** 5-foot sidewalks with drainage swales are required from West 19th to 15th Street on the south side of C Avenue

*** 5-foot curb sidewalks with drainage swales required along Terrebonne Community School frontage on B Avenue and 5th Street

**** If path/trail is paved

Table 4-3: Minimum Road Design Standards, Tumalo Unincorporated Community

| Type/Class | ROW | Paved Width | Travel Lane Width | Paved Shoulder Width | Gravel Shoulder Width | Turn Lane Width | Sidewalk Required |
|--------------------|----------|------------------------|-------------------|----------------------|-----------------------|-----------------|-------------------|
| US 20 | 80'-100' | 60' | 12' | 4' | 6' | 14' | No |
| Collector | | | | | | | |
| Commercial | 60' | 30' | 11' | 4' | 2' | 14' | Yes |
| Residential | 60' | 36' | 12' | 6' | 2' | 14' | No |
| Local | | | | | | | |
| Commercial | 60' | 20' | 10' | --- | 2' | --- | No* |
| Residential | 60' | 20' | 10' | --- | 2' | --- | No |
| Other | | | | | | | |
| Alley (Commercial) | 20' | 20' | --- | --- | --- | --- | No |
| Path/Trail | 15' | 6' unpaved 8' paved | --- | --- | 2.5'*** | --- | No |

Source: Deschutes County Code 17.48.050, Table A

*5-foot curbless sidewalks on both sides for roads designated for sidewalks in Tumalo Comprehensive Plan Map D2.

** If path/trail is paved

FEDERAL LANDS ACCESS PROGRAM ROADWAYS

The Federal Lands Access Program (FLAP) was established to “improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.” This program is intended to supplement State and County funds for public roads, transit, and other transportation facilities accessing federal lands with a prioritized emphasis for “high-use recreation sites and economic generators.” FLAP is funded through the Federal Highway Trust Fund and its allocation is based on road mileage, bridges, land area, and number of visits to the lands.

FLAP provides funding opportunities to help the County deliver capital projects that increase access to Federal Lands. In addition, FLAP is a funding tool to help the County fund maintenance of existing roads that are designated as Forest Highways and other roads that provide similar access.

As part of TSP implementation, the County will continue to coordinate with all of the federal agencies, BPRD, CET, and ODOT on the request for future FLAP-funded projects.

STATE HIGHWAY DESIGN STANDARDS

Any future changes to the state highways within the County will be informed by the OHP, the state’s Highway Design Manual (HDM), and the Blueprint for Urban Design, which provides more flexible standards for urban areas.

Access Management and Spacing Guidance

Providing appropriate levels of access to adjacent lands is a key part of operating and planning for a transportation system that serves the needs of all users. ODOT and the County maintain standards to help balance the needs for both “through travelers” (including freight and public transportation) as well as serving the localized needs of residents, employees, and visitors.

For state highways, access spacing guidelines are specified in the 1999 Oregon Highway Plan, Appendix C – Access Management Standards. Access to State Highways is controlled under Oregon Administrative Rule, Division 51 (OAR 734-051-4020(8)).

The adopted County access spacing standards are included in DCC Chapter 17.48.

Movement of Freight

The movement of goods and services within the County and the overall region will continue to rely upon the state highways, especially those designated as freight routes. The TSP does not include a designated freight system of County roadways.

Traveler Information/ITS

Intelligent Transportation System (ITS) infrastructure enhances traffic flow, maintenance activities, and safety through the application of technology. The provision of reliable ITS infrastructure to inform motorists about incidents, weather conditions, and congestion has proven to be a useful and cost-effective tool for the County to manage its roadway system.

ODOT and the County collaborated to update the Deschutes County ITS Plan in 2020. This update reflected identified needs, advanced and emerging technologies, and supports an integrated Transportation Systems Management and Operations (TSMO) strategy. The plan includes recommended TSMO strategies, a communications plan, and a deployment plan. This plan is incorporated by reference into the TSP.

Safety

The County’s 2019 Transportation Safety Action Plan (TSAP) provides specific projects, policies, and programs to address identified safety needs within the unincorporated areas of the County. The TSAP is adopted by reference into the TSP.

As part of TSP implementation, the County will continue to identify future project refinements, as needed, monitor the timing of intersection changes at these locations, and seek funding opportunities and/or the potential to combine

safety-related projects with other project development within the County.

Several of the safety-based needs for the County reflect conditions best addressed through education, enforcement, or outreach programs. Others may be addressed through systemic intersection and roadway treatments at specific locations. The type of treatments that could be considered by the County are further detailed in the TSAP and include:

- Roadway Treatments to Reduce Roadway Departure Crashes – With new road construction and roadway maintenance projects, the County may consider the construction of shoulders (as required by roadway standards), centerline and shoulder rumble strips, edge-line striping, recessed or raised pavement markers, and/or curve signing upgrades.
- Roadway Treatments to Reduce Speed – With new road construction and roadway maintenance projects, the County may consider lane narrowing at targeted locations, transverse speed reduction markings, and speed feedback signs in conjunction with posted speed limit signs. At rural communities, changes in roadside elements can be used to indicate a change in context to reduce speeds. In addition, enhanced enforcement at key corridors could focus on driving at appropriate speeds.
- Safety Data Monitoring – County staff, in collaboration with ODOT, will continue to periodically analyze crash data and identify the need for engineering, enforcement and educational treatments at specific locations. Tools such as ODOT’s Safety Priority Index System (SPIS) and All Roads Transportation Safety (ARTS) programs may be used to assist with prioritizing locations.
- Safe Routes to School – The County, Tumalo, and Terrebonne should seek projects that improve safety near schools and school routes, particularly for those walking and biking to school. These efforts should be coordinated with infrastructure projects such as ADA projects.

- Enhanced Intersection Signing and Striping Options – At collector and arterial intersections, the County may consider enhancements such as advanced warning signs, double advance signs, reflective striping and signage, oversized stop signs, double stop signs, stop ahead pavement markers, transverse rumble strips, and edge-line treatments to help increase visibility and awareness of an intersection. The County should prioritize the use of treatments that have documented effectiveness through the Highway Safety Manual (HSM) or documented Crash Modification Factors (CMFs).

The top sites for safety improvements in unincorporated Deschutes County are identified in the TSAP and will help inform future funding and prioritization in the County's Capital Improvement Plan (CIP).

THE PEDESTRIAN SYSTEM

Outside of the urban areas, sidewalks are needed in portions of Tumalo and Terrebonne to provide walking facilities between the residential areas and schools and the neighborhood commercial areas. In addition, dedicated sidewalks are appropriate within one-quarter mile of transit stops. The County will work with the local communities, CET and the private sector to identify funding opportunities to add sidewalks in these areas over the next 20 years.

Additional changes not specifically identified in the TSP to the sidewalks, pathways, and pedestrian crossings treatments at key intersections may be provided in the future based on project development and design as well as funding opportunities. Where applicable, the County will require sidewalk and/or multiuse pathway construction as part of future land use actions per the DCC Chapter 17.48 requirements.

THE BICYCLE SYSTEM

Deschutes County provides and maintains useable shoulders along roadways for use by people riding bikes though not all roadways are currently improved to include such facilities. The County has an aspirational designated bicycle route system ("County Bikeways") where

useable shoulders will be provided, as practical, as part of ongoing maintenance and roadway improvements projects.

Crossing improvements for people riding bikes, though not specifically identified in the TSP, may be provided when bicycle facilities are constructed that intersect major roads. The need for and type of crossing treatments as well as other facility changes will be evaluated at the time of project development and design. The County may provide such facilities as standalone projects or in conjunction with scheduled maintenance activities. As part of TSP implementation, the County will evaluate the need to modify existing DCC Chapter 17.48 requirements related to bicycle facility requirements as part of future land use actions.

In addition, as part of implementation of the TSP, changes to the bicycle network will continue to be informed by the County's Bicycle and Pedestrian Committee (BPAC) activities. BPAC's mission is "to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County" and focuses on both changes to the system as well as public education and awareness and a review of safety and funding needs as part of implementation of potential projects.

The County will also continue to partner with ODOT to identify priority locations along the state highways for increased shoulder widths and/or shared use paths.



The County, by reference, will adopt the Map 11 of the Bend Parks and Recreation District’s (BPRD’s) Comprehensive Plan (2018) identifying future trail connections to parks within the County but outside the Bend (UGB) as well as those within the Deschutes National Forest. As noted in the BPRD plan, the trails have been prioritized for implementation but the actual alignments in the map are approximate and subject to future easement/user agreements to enable trail construction, availability of funding, and securing agreements from affected property owners for trailheads and parking areas.

The Redmond Area Parks and Recreation District (RAPRD) also provides access to trails and facilities outside of the Redmond City Limits, including those in Terrebonne and Tumalo and the Borden Beck Wildlife Preserve. As part of TSP implementation, the County will coordinate with RAPRD on the need for and timing of new trails outside of the Redmond City Limits.

The La Pine Parks and Recreation District also provides facilities outside of the City Limits, such as the Leona Park and Rosland Campground. They are also planning for a working with BLM on a property transfer of 141 acres to the Park District that will house a future “South County Events Area” to include facilities for “campers, bikers, walkers, hikers, horse owners and others”. The County will coordinate with Park District on the planning for this new facility as well as overall access to existing facilities outside the City Limits.

As part of TSP implementation, the County will coordinate with BPRD, RAPRD, the La Pine Parks and Recreation District, and the Sisters Park and Recreation District on the planning for and timing of new trails outside of city limits. It is important to note that not all County roadways are currently or will be designed to provide roadside parking for trailhead users within the County. The County will work with each of these parks and recreation districts to identify appropriate locations in the future to provide safe access for trail users as well as to roadway users not accessing the parks/trails.

Other Programmatic Considerations for the Pedestrian and Bicycle System

Other policy/programmatic considerations that the County may incorporate as part of TSP implementation are dependent on funding opportunities and potential agency partnerships. These types of considerations could include:

- Monitoring System – pending availability of resources, the County could establish a data monitoring or counting program that helps to identify and prioritize locations with higher levels of walking and cycling activity. In combination with safety reviews through TSAP and other ongoing regional efforts, this data monitoring program can help the prioritization of resources in the future.
- Continued Education and Outreach – implementation activities might include topics related to providing the Sheriff’s Department and other emergency services personnel with training regarding bicycle/pedestrian safety and enforcement issues; encouraging and supporting efforts by County schools or other organizations to develop and add a bicycle/pedestrian safety curriculum for students of all ages; identifying opportunities to install signage along roadways where bicycle touring or other significant bicycling activity is expected advising travelers of the “rules of the road” pertaining to motorists and non-motorized travelers, etc.
- Ongoing Maintenance Activities – further reviewing the budgets associated with maintenance activities along key cycling routes, including the periodic removal of debris including small branches and other roadside debris that could create safety hazards for a bicyclist or pedestrian.
- Additional Funding Partnerships - exploring opportunities for coordination and cooperation with state and federal agencies in examining innovative means of providing or funding pathways, trails, and equestrian facilities.

TRANSIT SERVICES

In 2020, CET adopted its Master Plan to reflect the transit needs of the region through the year 2040. The CET Master Plan is adopted by reference into the Deschutes County TSP.

Per the adopted Master Plan, CET will continue to provide high-quality, available, and reliable transit service that fundamentally supports the environment, economic development, and equity for all travelers. Within the unincorporated and rural areas of the County, the CET Master Plan identifies the following:

- Increasing local circulation via local Dial-A-Ride and/or Community Connector vehicles;
- Providing service to Crooked River Ranch via shopper/medical shuttles;
- Potential service to Eagle Crest and/or providing a stop in Tumalo along Route 29;
- Changes to the bus stop for Deschutes River Woods (e.g., Riverwoods Country Store) or an alternative way to serve Deschutes River Woods via Route 30;
- Re-routing existing service lines to Sunriver;
- Adding service to the High Desert Museum and Lava Lands Visitor Center (potentially seasonally based); and,
- A new Route 31 and/or modification of Route 30 to connect La Pine and Sunriver.

Finally, the transit capital investments identified in the CET Plan include fleet replacement and expansion and transit stops enhancement and additions. The County and CET will continue to partner on transit projects that serve the community.

RAIL SERVICE

Freight rail service will continue to be an important, energy efficient mode of transportation. The TSP supports the continued use of freight rail tracks and service provided in the County by the Burlington Northern Santa Fe (BNSF) Railway and Union Pacific (UP) Railroad. The TSP also supports the continued use of the City of Prineville’s short line freight railway that runs from Redmond to Prineville along OR 370.

The nearest passenger rail service is and will continue to be provided in Portland and in Chemult. No passenger rail service is anticipated within the County within the next 20 years.

PIPELINES AND WATERWAYS

Today, there is one natural gas pipeline in the County that parallels US97. The TSP recommends continued coordination with the gas pipeline operator to provide continued services within the County. No additional pipeline facilities are anticipated within the next 20 years.

There are no navigable waterways located in Deschutes County but there are several waterways and lakes that are used recreationally. As local and regional destinations, access to these bodies of water facilitate tourism, economic development, and environmental conservation efforts. Major bodies of water include Paulina Lake, East Lake, Wickiup Reservoir, Crane Prairie Reservoir, Sparks Lake, the Crooked River, and the Deschutes River. The TSP recommends enhancements to the roadways accessing these recreational areas to improve safety for all users.

AIR SERVICE

Within the County, the largest public use airport is the Roberts Field-Redmond Municipal Airport (RDM) located in southeast Redmond. The Bend Municipal Airport, Sunriver Airport, and Sisters Eagle Airport are also available for public use. The TSP supports the continued use of these airports for service within the County in the future.

The TSP adopts by reference the City of Redmond’s Airport Master Plan (as Updated in 2018) to reflect the needs of the Redmond Municipal Airport through the year 2040. This updated Master Plan includes a prioritized list of additional airside facilities, general aviation facilities, parking supply, passenger facilities, and non-aeronautical property development in the vicinity of the airport to support the anticipated 20-year growth at the Airport. The TSP supports continued coordination with the City of Redmond and ODOT to maintain safe and efficient connections to the airport for Deschutes County residents and visitors.

BRIDGES

The County regularly reviews the structural ratings of its bridges and addresses changes to the bridges as funding and other opportunities arise. The need for changes to existing bridge locations within the County will be addressed throughout the 20-year period of the TSP and incorporated as part of County budgeting and partner agency funding discussions, as appropriate.

VEHICULAR PERFORMANCE STANDARDS

The County uses motor vehicle Level of Service (LOS) standards to evaluate acceptable vehicular performance on its road system. LOS standards are presented as grades A (free flow traffic conditions) to F (congested traffic conditions). ODOT uses mobility targets based on volume to capacity (V/C) ratios as defined in the OHP for

planning evaluations of existing facilities and in the Highway Design Manual (HDM) for design of future facilities to evaluate acceptable vehicular performance on state facilities. As V/C ratios approach 1.0, traffic congestion increases.

In some cases, it may not be possible or desirable to meet the designated mobility target or LOS standards. In those cases, an alternative mix of strategies such as land use, transportation demand management, safety improvements or increased use of active modes may be applied.

The County roadways and intersections are subject to LOS "D" whereas ODOT highways and intersections are evaluated using the applicable mobility targets in the Oregon Highway Plan (OHP). Within the urban areas of the County, each city's standards apply to their streets and intersections.



05 | TRANSPORTATION INVESTMENT PRIORITIES

This Chapter presents a list of prioritized transportation investments intended to serve the County in the future. These investments were identified and prioritized based on feedback obtained from County residents, partner agency staff and by technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified projects help to support plans adopted by the local cities, the Oregon Department of Transportation (ODOT), other County planning efforts, the Transportation Safety Action Plan (TSAP) and/or local refinement and facility plans. For planning purposes and the County's future considerations related to the Capital Improvement Program (CIP), the prioritized investments have been categorized as high, medium or low. Each of the identified investments have associated cost estimates.

The transportation investments are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection changes;
- Roadway segments, including changes to functional classification;
- ODOT intersections and roadways;
- Pedestrian facilities;
- Bicycle facilities;
- Bridges;
- Federal Land Access Program (FLAP) roads;
- Transit; and,
- Safety.

Some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may

change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources.

In addition, as part of TSP implementation, the County will continue to coordinate with ODOT and the local communities regarding project prioritization, funding and construction.

PROJECT COSTS

The estimated construction costs are provided in the subsequent tables. These costs are order-of-magnitude (e.g., planning-level) estimates that account for right-of-way, design engineering, and construction and generally include a 30 percent contingency factor. The costs were calculated for each project using the methodology and procedures recommended by the American Association of Cost Engineers (Class 5 estimates). All costs are rounded to the nearest \$100,000 and provided in 2021 dollars. The detailed costs include all estimation assumptions as well as any deviations related to unique topographic, right-of-way, or other constraints.

Where applicable, cost estimates include anticipated project funding that would provide bicycle or pedestrian facilities, including usable shoulder space.

Costs for individual transit corridors are not provided. The County and Cascades East Transit (CET) will continue to collaborate on capital improvements and strategic policies that can help implement more robust transit service throughout the County.

INTERSECTION CHANGES

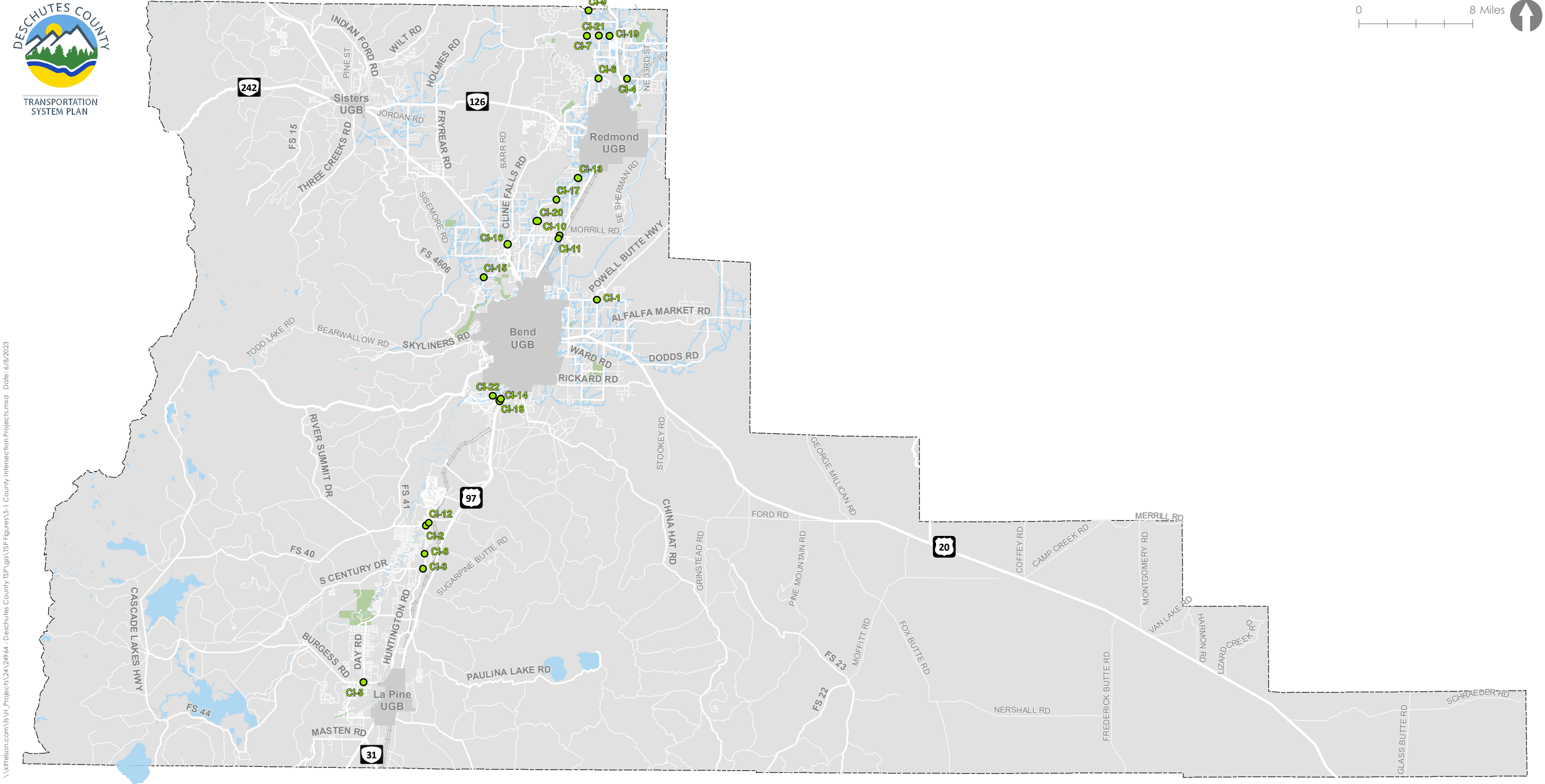
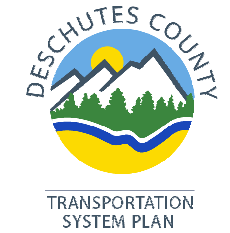
As discussed in Chapter 4, the needs assessment at intersections focused on both vehicular capacity as well as potential geometry changes identified by the Project Advisory Committee, public input, and those identified through the TSAP.

The TSP is not inclusive of all of the intersection projects that the County will pursue over the next 20 years. Rather, these have been identified

as projects that the County can pursue to strategically improve the operational efficiency of specific intersections and important roadways. These projects can enhance system operations and can be completed as opportunities arise. In all cases, the County will review the appropriate intersection control options at the time of project development and delivery. The projects are illustrated in **Figure 5-1** and in **Table 5-1**.



Figure 5-1 – Intersection Changes



- County Intersection Project
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-1. Intersection Changes and Associated Cost Estimates

| ID | Road 1 | Road 2 | Project Description | Priority | Cost Estimate | Bike/Ped Component of Cost |
|-------|----------------------|---------------------|---|----------|---------------|----------------------------|
| CI-1 | Powell Butte Hwy | Butler Market Rd | Roundabout | High | \$2,500,000 | - |
| CI-2 | S Century Dr | Spring River Rd | Roundabout | High | \$2,200,000 | \$200,000 |
| CI-3 | Huntington Rd | South Century Dr | Roundabout | High | \$2,000,000 | - |
| CI-4 | NE 5th St | O'Neil Hwy | Realignment | High | \$130,000 | - |
| CI-5 | Burgess Rd | Day Rd | Signal | High | \$800,000 | \$100,000 |
| CI-6 | Coyner Rd | Northwest Way | Left Turn Lanes (Northwest Way Only) | High | \$400,000 | - |
| CI-7 | NW Lower Bridge Way | NW 43rd St | Realignment/ Left Turn Lane or Roundabout | High | \$3,500,000 | \$200,000 |
| CI-8 | S Century Dr | Vandervert Rd | Roundabout | Medium | \$2,100,000 | - |
| CI-9 | NW 43rd St | NW Chinook Dr/ | Realignment, Left Turn Lane | Medium | \$700,000 | - |
| CI-10 | Graystone Ln | Pleasant Ridge Rd | Realignment, Left Turn Lane | Medium | \$2,700,000 | - |
| CI-11 | Deschutes Market Rd | Graystone Ln | Signal With Turn Lanes | Medium | \$2,300,000 | - |
| CI-12 | Venture Ln | S Century Dr | Roundabout Or Realignment | Medium | \$2,100,000 | - |
| CI-13 | S Canal Blvd | McVey Ave | Realignment | Medium | \$400,000 | - |
| CI-14 | Cinder Butte Rd | Cheyenne Rd | Realignment | Medium | \$200,000 | - |
| CI-15 | Johnson Rd | Tyler Rd | Realignment | Medium | \$600,000 | - |
| CI-16 | Cline Falls Hwy | Cook Ave/Tumalo Rd | Roundabout Or Realignment | Medium | \$1,800,000 | \$200,000 |
| CI-17 | S Canal Blvd | SW Young Ave | Realignment | Medium | \$300,000 | - |
| CI-18 | Baker Rd | Cinder Butte Rd | Intersection Improvements | Medium | \$1,200,000 | - |
| CI-19 | NW Lower Bridge Way | NW 19th St | Turn Lanes/ Realignment | Medium | \$500,000 | - |
| CI-20 | Old Bend Redmond Hwy | Swalley Rd/Kiowa Dr | Realignment | Low | \$200,000 | - |
| CI-21 | NW Lower Bridge Way | NW 31st St | Turn Lanes | Low | \$500,000 | - |
| CI-22 | Baker Rd | Brookwood Blvd | Signal/Turn Lanes | Low | \$1,400,000 | \$100,000 |

ROADWAY CHANGES

As discussed in Chapter 4, the needs assessment identified strategic roadway corridors where vehicular capacity and/or changes to the roadway characteristics may be needed to help support future growth and economic development in the region as well as to enhance the safety of all users. The identified projects also can help to strength connections between areas of the County and to other areas in Central Oregon. These projects are illustrated in **Figure 5-2** and **Table 5-2**. The projects identified will be implemented over time to reflect changing needs for the various users of the transportation system and economic development opportunities.

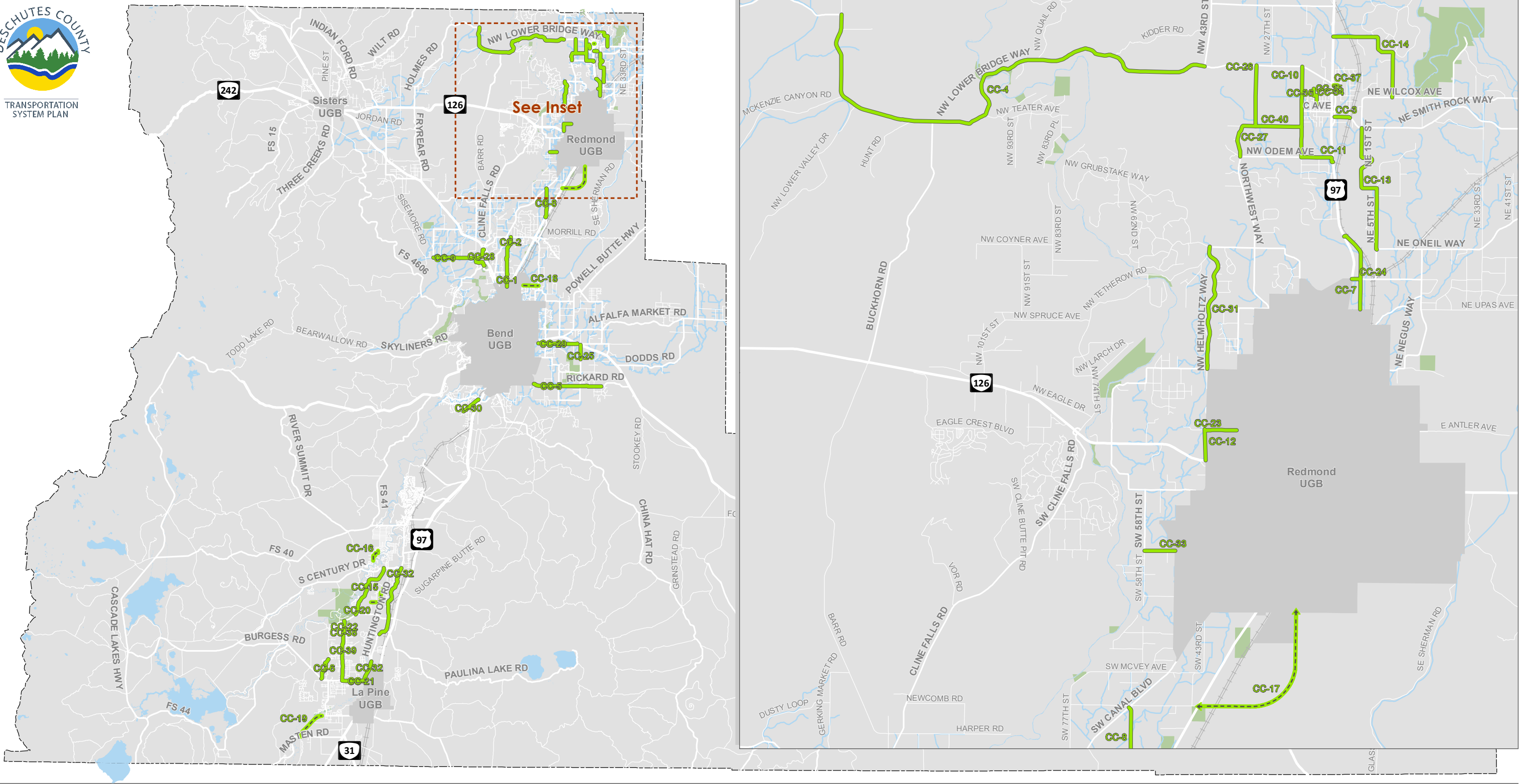
In reviewing the prioritized list, it is helpful to note that many existing roadways within the County area are not built to current County standards and that not all roadways within the County will be rebuilt to match these standards over the next 20 years. It is also important to note that changes to existing roadways (beyond those identified in the TSP) may be required as part of future land use approvals consistent with the roadway functional classification requirements.



Figure 5-2 – Roadway Changes



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- County Road Projects
- - - County Road Extension Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-2. Roadway Changes and Associated Cost Estimates

| ID | Road | Begin | End | Project Description | Priority | Cost Estimate | Bike/Ped Component of Cost |
|-------|--|--|--|--------------------------------|----------|---------------|----------------------------|
| CC-1 | Hunnell Rd | Loco Rd | Rodgers Rd | New Road | High | \$1,600,000 | \$500,000 |
| CC-2 | Hunnell Rd | Rodgers Rd | Tumalo Rd | Reconstruction/ Pave | High | \$3,900,000 | \$1,200,000 |
| CC-3 | Smith Rock Way | Highway 97 | Railroad Crossing/UGB Terrebonne | Widen & Overlay | High | \$600,000 | \$200,000 |
| CC-4 | NW Lower Bridge Way | 43rd St | Holmes Rd | Widen & Overlay | Medium | \$8,900,000 | \$3,500,000 |
| CC-5 | Rickard Rd | Knott Rd/27th St | Bozeman Trail | Widening | Medium | \$2,300,000 | \$700,000 |
| CC-6 | Sunrise Ln | 300' North Of Shady Ln | Burgess Rd | County Standard Improvement | Medium | \$1,300,000 | \$400,000 |
| CC-7 | N. Canal Blvd | Redmond City Limits | O'Neil Hwy | Widen & Overlay | Medium | \$700,000 | \$200,000 |
| CC-8 | 61st St | S. Canal Blvd | Hwy 97 | Widen & Overlay | Medium | \$1,800,000 | \$600,000 |
| CC-9 | Tumalo Reservoir Rd | OB Riley Rd | Collins Rd | Widen & Overlay | Medium | \$5,300,000 | \$1,600,000 |
| CC-10 | NW 19th St | NW Lower Bridge Way | NW Odem Ave | County Standard Improvement | Medium | \$2,700,000 | \$800,000 |
| CC-11 | NW Odem Ave | NW 19th St | Hwy 97 | County Standard Improvement | Medium | \$1,100,000 | \$300,000 |
| CC-12 | SW Helmholtz Way | OR 126 | Antler Ave | Widen & Overlay | Medium | \$900,000 | \$300,000 |
| CC-13 | NE 1st St, Ne Knickerbocker Ave, And Ne 5th St | O'Neil Hwy | Smith Rock Way | Widen & Overlay | Low | \$3,400,000 | \$1,000,000 |
| CC-14 | NW Eby Ave, Ne 5th St, Ne Cayuse Ave, And Ne 9th St | US97 | Ne Wilcox Rd | Widen & Overlay | Low | \$1,700,000 | \$500,000 |
| CC-15 | Whittier Dr, Wolf St, And Shawnee Circle | Whittier Dr - End of County Maintenance | Lazy River Dr | County Standard Improvement | Low | \$2,600,000 | \$800,000 |

| ID | Road | Begin | End | Project Description | Priority | Cost Estimate | Bike/Ped Component of Cost |
|-------|--|---|---|---|------------------|---------------|----------------------------|
| CC-16 | Stellar Dr, Upland Rd, Savage Dr, Winchester Dr, Browning Dr | Stellar Dr End of County Maintenance (@Milky Way) | Stage Stop Dr (@Browning Dr/Pitch Ct) | County Standard Improvement | Low | \$1,300,000 | \$400,000 |
| CC-17 | SW 19th St | End Of Pavement – SW 19th St | US97 (In the Vicinity of SW Quarry Ave) | Illustrative Roadway Extension. May require statewide planning goals exceptions prior to implementation | To be determined | \$8,600,000 | \$2,600,000 |
| CC-18 | Cooley Rd | Urban Growth Boundary | Deschutes Market Rd | Roadway Extension | Low | \$2,900,000 | \$900,000 |
| CC-19 | 6th St | Masten Rd | 6th St - End Of County Maintenance | Roadway Extension | Low | \$3,800,000 | \$1,100,000 |
| CC-20 | Foster Rd | South Century Dr | La Pine State Rec. Rd | County Standard Improvement/Widen & Overlay | Low | \$4,100,000 | \$1,200,000 |
| CC-21 | Burgess Rd | Day Rd | Huntington Rd | Widen & Overlay | Low | \$1,900,000 | \$600,000 |
| CC-22 | 5th St (La Pine) | Amber Ln | La Pine State Rec. Rd | Widen & Overlay | Low | \$800,000 | \$200,000 |
| CC-23 | W Antler Ave | NW 35th St | NW Helmholtz Way | Widen & Overlay | Low | \$400,000 | \$100,000 |
| CC-24 | O'Neil Hwy | N Canal Blvd | Highway 97 | Widen & Overlay | Low | \$1,100,000 | \$300,000 |
| CC-25 | Gosney Rd | US 20 | Canal, 1 Mile South of Us20 | Widen & Overlay | Low | \$2,800,000 | \$800,000 |
| CC-26 | 31st St | NW Sedgewick | NW Lower Bridge Way | Widen & Overlay | Low | \$1,000,000 | \$300,000 |
| CC-27 | NW Almeter Way | Northwest Way | NW Sedgewick Ave | Widen & Overlay | Low | \$500,000 | \$200,000 |

| ID | Road | Begin | End | Project Description | Priority | Cost Estimate | Bike/Ped Component of Cost |
|-------|---------------------|------------------|---------------------|--|----------|---------------|----------------------------|
| CC-28 | Bailey Rd | US 20 | Tumalo Reservoir Rd | Widen & Overlay | Low | \$1,300,000 | \$400,000 |
| CC-29 | Bear Creek Rd | City Limits | US 20 | Widen & Overlay | Low | \$3,200,000 | \$1,000,000 |
| CC-30 | Cinder Butte Rd | Baker Rd | Minnetonka Ln | Widen & Overlay | Low | \$1,300,000 | \$400,000 |
| CC-31 | NW Helmholtz Way | Maple Ave | NW Coyner Ave | Widen & Overlay | Low | \$2,500,000 | \$700,000 |
| CC-32 | Huntington Rd | South Century Dr | Burgess Rd | Widen & Overlay, Excluding Portion from Riverview Dr to Riverview Dr | Low | \$6,600,000 | \$2,000,000 |
| CC-33 | SW Wickiup Ave | SW Helmholtz Way | SW 58th St | Widen & Overlay | Low | \$600,000 | \$200,000 |
| CC-34 | 4th St (Terrebonne) | Majestic Rock Dr | F Ave | County Standard Improvement | Low | \$200,000 | \$100,000 |
| CC-35 | F Ave (Terrebonne) | 4th St | 5th St | County Standard Improvement | Low | \$100,000 | - |
| CC-36 | 5th St (Terrebonne) | F Ave | Central Ave | County Standard Improvement | Low | \$300,000 | \$100,000 |
| CC-37 | H Ave (Terrebonne) | 11th St | 12th St | County Standard Improvement | Low | \$200,000 | \$100,000 |
| CC-38 | Amber Ln | 5th St | Day Rd | Realignment | Low | \$300,000 | \$100,000 |
| CC-39 | Day Rd | Amber Ln | Burgess Rd | Widen & Overlay | Low | \$3,000,000 | \$900,000 |
| CC-40 | NW Sedgewick Ave | NW 19th Ave | NW Almeter Way | Widen & Overlay | Low | \$1,000,000 | \$300,000 |

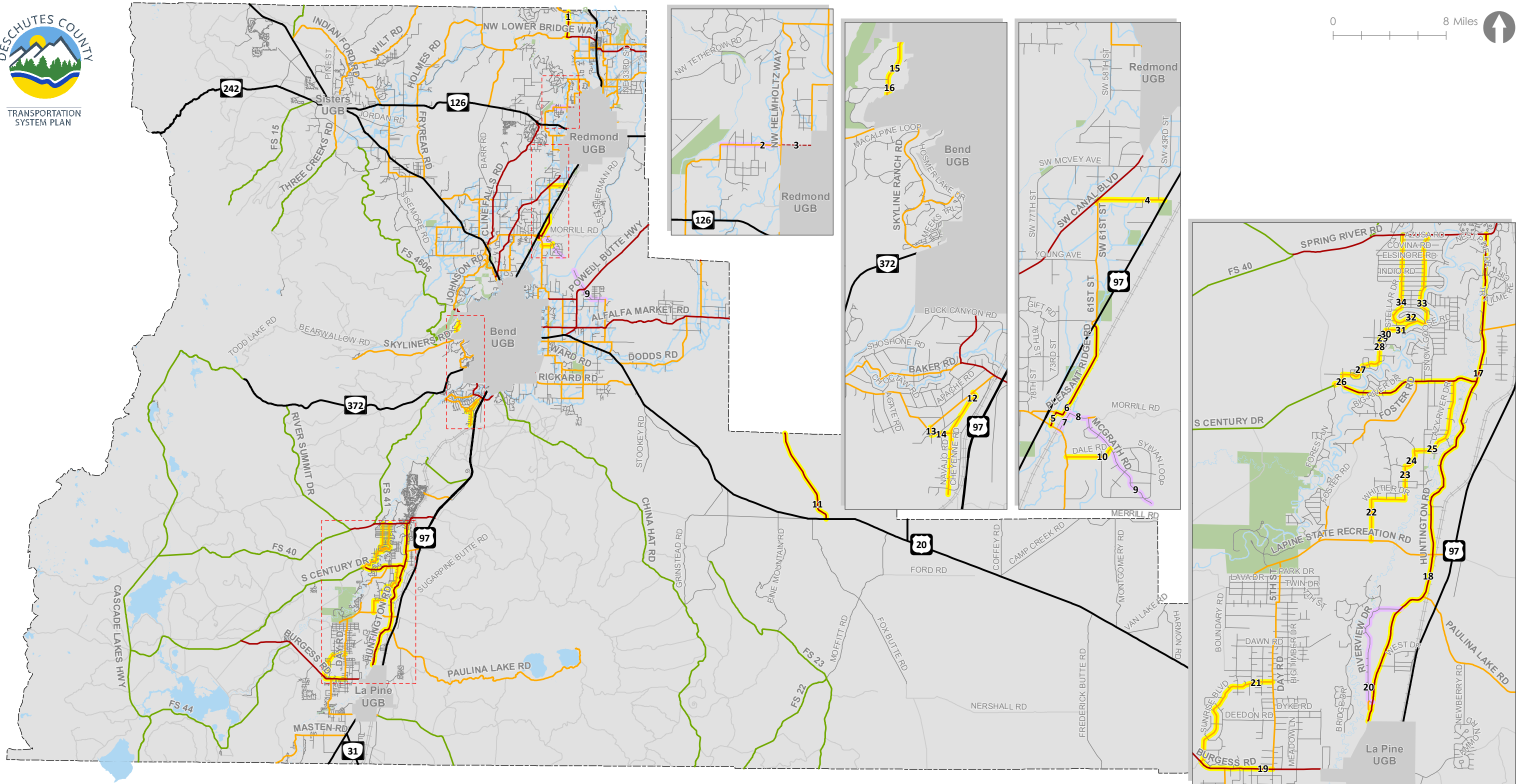
In addition to the roadway changes, the County is proposing changes to the existing functional classification system based on review by County staff, input from stakeholders, and coordination

with partner agencies. These changes will occur as part of TSP implementation. These recommended changes are shown in **Figure 5-3** and **Table 5-3**.

Figure 5-3 - Functional Classification Changes



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- Highway
- Arterial
- - - Future Arterial
- Collector
- Functional Class Upgrade
- Functional Class Downgrade
- ⊕ Parks
- ⊕ Water

Data Source: Deschutes County

Table 5-3. Changes to the Functional Classification Designations

| ID | Road | Begin | End | Functional Classification | | Comments |
|----|-------------------|---------------------|-------------------|---------------------------|-----------|--|
| | | | | Current | Proposed | |
| 1 | 43rd St | NW Lower Bridge Way | NW Chinook Ave | Collector | Arterial | One of the main roads NW of Terrebonne, main access to Crooked River Ranch, 1/2 access roads to CRR |
| 2 | NW Maple Ave | NW Helmholtz Way | NW 59th St | Arterial | Collector | Possible database error, updating to match county mapping |
| 3 | NW Maple Ave | NW 35th St | NW Helmholtz Way | N/A | Arterial | Future connection; called out in the city of Redmond tsp; from tsp- "proposed 3 lane arterial to improve connectivity between and within existing neighborhoods, employment, and commercial areas, to provide connections to newly developed or developing areas, and to provide alternative travel routes for all models to existing streets" |
| 4 | SW Quarry Ave | US97 | S Canal Blvd | Local | Collector | Improve connection to canal which is an arterial road that runs parallel to US97, key road segment in connection to north Tumalo area from US97, 2 lane road with narrow gravel shoulders |
| 5 | Graystone Ln | Deschutes Market Rd | Pleasant Ridge Rd | Collector | Arterial | 1275' segment that is key in the eastern parallel roads to US97, Connection for US97 Access from Tumalo Rd/ Deschutes market road |
| 6 | Pleasant Ridge Rd | Graystone Ln | US97 | Collector | Arterial | 600' segment that is key in connection for US97 Access from Tumalo Rd/Deschutes market road |
| 7 | 19th St | Deschutes Market Rd | Morrill Rd | Collector | Local | 1750' segment that connects to rural farmland area NE of Bend, no major traffic generators |
| 8 | Morrill Rd | 19th St | McGrath Rd | Collector | Local | 1675' segment that connects to rural farmland and hiking area NE of Bend, no major traffic generators, the rest of Morrill Rd is local |

| ID | Road | Begin | End | Functional Classification | | Comments |
|----|--------------------|---------------------|----------------------|---------------------------|-----------|---|
| | | | | Current | Proposed | |
| 9 | McGrath Rd | Morrill Rd | End | Collector | Local | Road that connects to rural farmland area NE of Bend, no major traffic generators |
| 10 | Dale Rd | Deschutes Market Rd | McGrath Rd | Local | Collector | 4,180' segment that connects rural land to Deschutes Market Rd |
| 11 | George Millican Rd | US 20 | County Line | Local | Arterial | Possible database error, updating to match county mapping |
| 12 | Navajo Rd | Cinder Butte Rd | End | Local | Collector | Traffic from homes, driveways every 50-100', 1' paved shoulder, connects to cinder butte road which is a collector |
| 13 | Minnetonka Ln | Cinder Butte Rd | Cherokee Dr | Local | Collector | Traffic from homes, driveways every 50-100', no paved shoulder, connects to cinder butte road which is a collector |
| 14 | Cherokee Dr | Minnetonka Ln | Navajo Rd | Local | Collector | Traffic from homes, driveways every 50-100', 1' paved shoulder, connects to Minnetonka Lane and Navajo road that are being upgraded as well |
| 15 | McClain Dr | City Limits | Sage Steppe Dr | Local | Collector | Possible database error, updating to match county mapping |
| 16 | Sage Steppe Dr | McClain Dr | City Limits | Local | Collector | 1580' segment in new developed area, continues McClain drive proposed upgrade of collector |
| 17 | S Century Dr | Spring River Rd | Deschutes River Xing | Collector | Arterial | Connection to the communities of Three Rivers, Caldera Springs, and Crosswater |
| 18 | Huntington Rd | S Century Dr | City Limits | Collector | Arterial | Connection between La Pine, Three Rivers, and Sunrise; gravel shoulder and paved shoulder 0'-2' |
| 19 | Burgess Rd | Day Rd | Sunrise Blvd | Collector | Arterial | Possible database error, updating to match county mapping |
| 20 | Riverview Dr | Huntington Rd | Huntington Rd | Collector | Local | Parallel to Huntington Road, rural connections to river and homes, curvy road |

| ID | Road | Begin | End | Functional Classification | | Comments |
|----|----------------|-----------------------|-----------------|---------------------------|-----------|---|
| | | | | Current | Proposed | |
| 21 | Sunrise Blvd | Burgess Rd | Day Rd | Local | Collector | Connection to many homes, driveways every 50-300', gravel shoulders, paved shoulders 0-2' |
| 22 | Whittier Dr | La Pine State Rec. Rd | Wolf St | Local | Collector | Enhance connection route to La Pine state park from Three Rivers and other communities to the north; 1/2 is a gravel road, other half is paved with no striping |
| 23 | Wolf St | Whittier Dr | Shawnee Circle | Local | Collector | Enhance connection route to La Pine state park from Three Rivers and other communities to the north; gravel road |
| 24 | Shawnee Circle | Wolf St | Lazy River Dr | Local | Collector | Enhance connection route to La Pine state park from Three Rivers and other communities to the north; gravel road |
| 25 | Lazy River Dr | Shawnee Circle | S Century Dr | Local | Collector | Enhance connection route to La Pine state park from Three Rivers and other communities to the north |
| 26 | Bonanza Ln | S Century Dr | Stage Stop Dr | Local | Collector | Enhance connection route to west Three Rivers homes and big river group campground |
| 27 | Stage Stop Dr | Bonanza Ln | Browning Dr | Local | Collector | Enhance connection route to west Three Rivers homes |
| 28 | Browning Dr | Stage Stop Dr | Winchester Dr | Local | Collector | Enhance connection route to west Three Rivers homes |
| 29 | Winchester Dr | Browning Dr | Savage Dr | Local | Collector | Enhance connection route to west Three Rivers homes |
| 30 | Savage Dr | Winchester Dr | Upland Rd | Local | Collector | Enhance connection route to west Three Rivers homes |
| 31 | Upland Rd | Savage Dr | Milky Way | Local | Collector | Enhance connection route to west Three Rivers homes |
| 32 | Milky Way | Stellar Dr | Solar Dr | Local | Collector | Enhance connection route to west Three Rivers homes |
| 33 | Solar Dr | Milky Way | Spring River Rd | Local | Collector | Enhance connection route to west Three Rivers homes |
| 34 | Stellar Dr | Milky Way | Spring River Rd | Local | Collector | Enhance connection route to west Three Rivers homes |

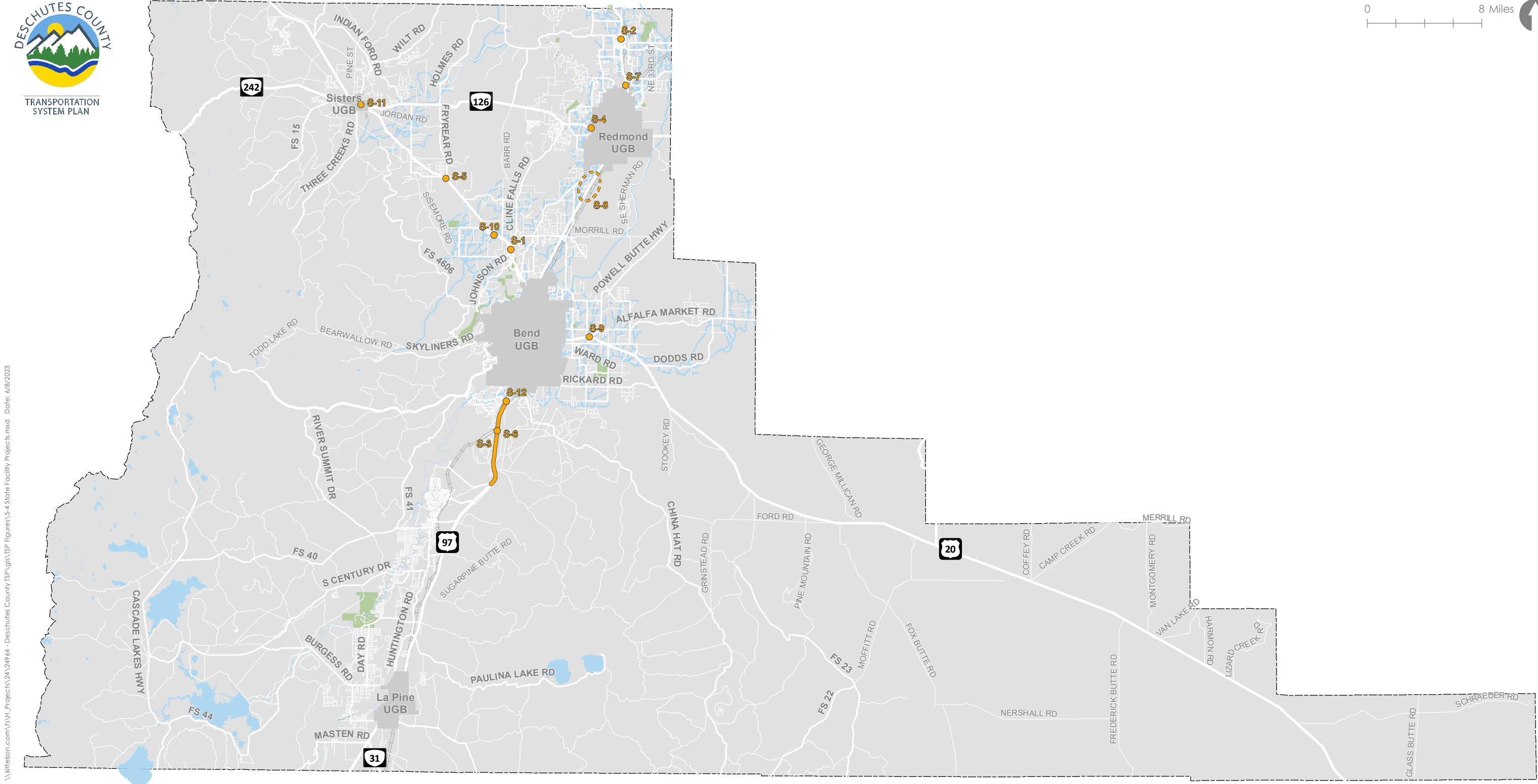
ODOT Intersections and Roadways

Future changes to ODOT intersections and roadways within the County have been identified in previously adopted and/or acknowledged transportation plans. ODOT and County staff prioritized the list of changes for inclusion in the TSP. These are shown in **Figure 5-4** and **Table 5-4**. In addition to this list, the County will continue to partner with ODOT to monitor and identify future projects that help to address the needs of local, regional and statewide travel.

As the road authority for projects on the state highway system, the timing, need, and funding for projects will be directed by ODOT rules and regulations. In some cases, the County may partner with ODOT on implementation whereas in others, the projects will be planned, designed and constructed by ODOT.



Figure 5-4 – ODOT Facility Changes



- State Highway Projects
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-4. ODOT Intersections Changes and Associated Cost Estimates

| ID | Road 1 | Road 2 | Desc. | Notes | Priority | Cost | County Contribution | Bike/Ped Component of County Contribution |
|-----|--------|---|--|--|----------|--------------|---------------------|---|
| S-1 | US 20 | Cook Ave/O.B. Riley Rd | Two-Lane Roundabout | ODOT project programmed for 2023 | High | \$11,000,000 | \$9,100,000 | \$1,800,000 |
| S-2 | US97 | Lower Bridge Way | Grade Separated Interchange From US97 | Interchange project identified via US97: Terrebonne/Lower Bridge Way improvement project. ODOT project programmed for 2023. | High | \$30,200,000 | \$10,000,000 | \$700,000 |
| S-3 | US97 | Baker Road To Lava Butte | Implementation Of Multiuse Path | ODOT project currently in design phase | High | \$3,000,000 | - | - |
| S-4 | OR 126 | SW Helmholtz Way | Traffic Signal or Intersection Improvement | Coordinate with city of Redmond & ODOT on specific project. Also identified within Redmond tsp. | Medium | \$1,000,000 | \$500,000 | \$100,000 |
| S-5 | US 20 | Fryrear Rd | Turn Lane on Highway, Realign | Intersection identified within Deschutes County TSAP | Medium | \$3,000,000 | \$2,500,000 | - |
| S-6 | US97 | Deschutes River Woods South Interchange Project | Interchange | This project will provide a grade separated interchange on US97 that will connect the Deschutes River Woods subdivision (west) and the High Desert Museum area (east). A future refinement process (interchange area management plan, or other) will determine the connection point to the DRW. A grade separation of the BNSF Railroad will also be required. | Low | \$42,900,000 | \$10,000,000 | - |

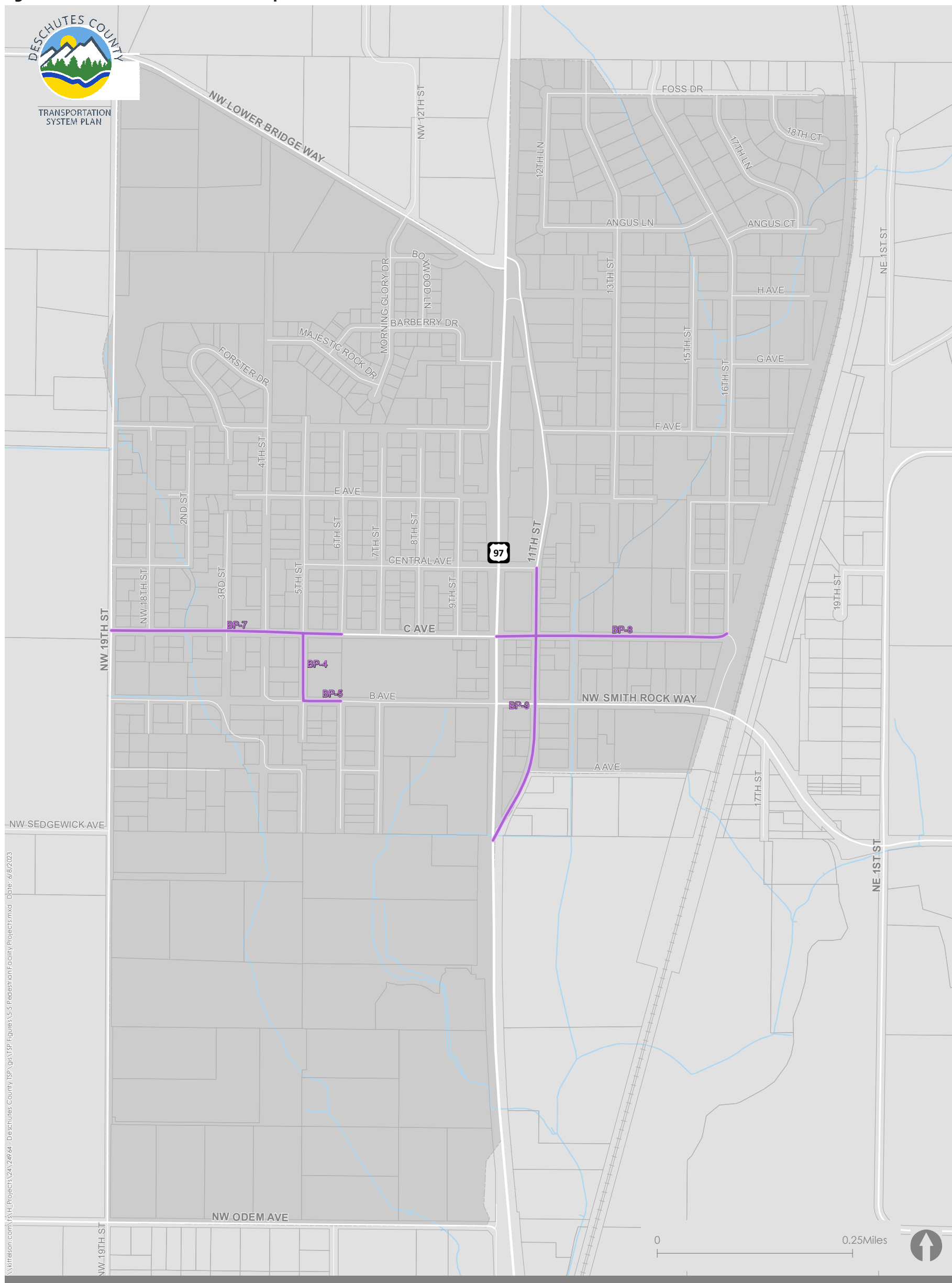
| ID | Road 1 | Road 2 | Desc. | Notes | Priority | Cost | County Contribution | Bike/Ped Component of County Contribution |
|------|--------|---------------------|--|--|------------------|-------------------|---------------------|---|
| S-7 | US97 | Pershall-O'Neil Hwy | Implement Components of the Interchange Area Management Plan (IAMP) Adopted for This Area. | The county will coordinate with ODOT and the city of Redmond on the appropriate county involvement to implement IAMP projects. | Low | Multiple Projects | - | - |
| S-8 | US97 | Quarry Rd | Grade Separated Interchange From US97 | Illustrative Project. Timing and need to be further refined. May require statewide planning goals exceptions prior to implementation. Need for project likely driven by economic development within Redmond industrial lands | To be determined | \$50,000,000 | \$5,000,000 | - |
| S-9 | US 20 | Powell Butte Hwy | Roundabout | Project timing and need to be further refined. | Low | \$5,000,000 | \$500,000 | - |
| S-10 | US 20 | Pinehurst Rd | Turn Lane on Highway, Realign | Project timing and need to be further refined. | Low | \$3,000,000 | \$2,500,000 | - |
| S-11 | US 20 | Locust St | Roundabout | County contribution to ODOT/ city of Sisters project | Low | \$6,000,000 | \$1,000,000 | - |
| S-12 | US97 | Baker Road | Implement Components of The Interchange Area Management Plan (IAMP) For This Area. | The county will coordinate with ODOT and the city of Bend on the appropriate county involvement to implement IAMP projects. | Low | Multiple Projects | - | - |

PEDESTRIAN FACILITIES

Figure 5-5 and **Table 5-5** reflect priorities for changes to the pedestrian system within Terrebonne and Tumalo. In general, the sidewalks identified in the TSP reflect providing sidewalks between the residential areas and schools as well as to provide connections to neighborhood commercial areas in the two communities.

Other changes to the pedestrian system as well as pedestrian crossing improvements may be provided in the future based on project development and design as well as funding opportunities. The County may require sidewalk construction as part of future land use actions as well, consistent with the Development Code requirements.

Figure 5-5A – Pedestrian Facilities Improvements



- Pedestrian Projects
- + Parks
- Water
- Unincorporated Cities

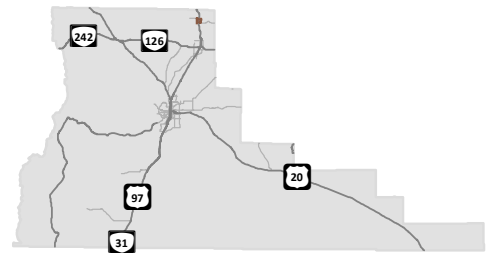
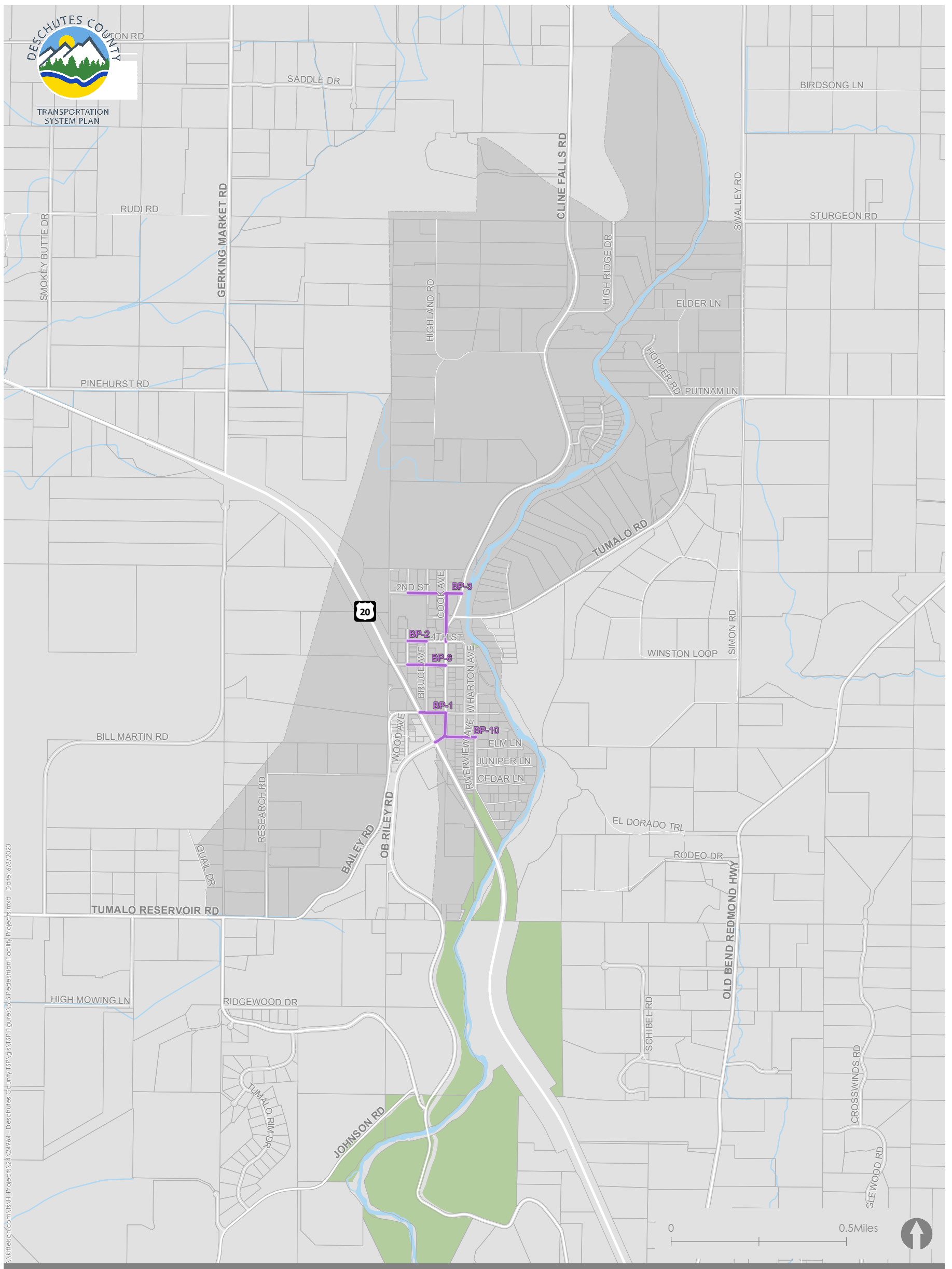


Figure 5-5B

**Pedestrian Facility Projects
Terrebonne , Oregon**

Data Source: Deschutes County

Figure 5-5B – Pedestrian Facilities Improvements



- Pedestrian Projects
- + Parks
- Water
- + Unincorporated Cities

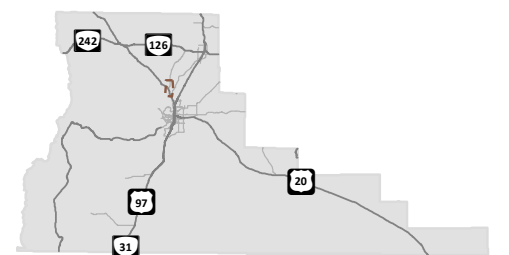


Figure 5-5A

Table 5-5. Pedestrian Facilities and Associated Cost Estimates

| ID | Road | Begin | End | Description | Priority | Cost |
|-------|---|---------------|------------------------|--------------------------------|----------|-------------|
| BP-1 | 7th St (Tumalo) | US 20 | Cook Ave | 5' Sidewalk On Both Sides | High | \$300,000 |
| BP-2 | 4th St (Tumalo) | Wood Ave | Bruce Ave | 5' Sidewalks On Both Sides | High | \$300,000 |
| BP-3 | 2nd St/Cook Ave Sidewalks (SRTS-Tumalo) | Tumalo School | Cline Falls/4th Street | 5' Sidewalks In Areas Without | Medium | \$1,700,000 |
| BP-4 | 5th St (Terrebonne) | B Ave | C Ave | 5' Sidewalk On East Side Only | Medium | \$200,000 |
| BP-5 | B Ave (Terrebonne) | 5th St | 6th St | 5' Sidewalk, North Side Only | Medium | \$200,000 |
| BP-6 | 5th St (Tumalo) | Wood Ave | Cook Ave | 5' Sidewalks On Both Sides | Medium | \$500,000 |
| BP-7 | C Ave (Terrebonne) | 6th St | NW 19th St | 5' Sidewalks On Both Sides | Medium | \$1,000,000 |
| BP-8 | C Ave (Terrebonne) | US97 | 16th St | 5' Sidewalk On South Side Only | Low | \$600,000 |
| BP-9 | 11th St (Terrebonne) | Central Ave | US97 | 5' Sidewalks On Both Sides | Low | \$1,100,000 |
| BP-10 | 8th St (Tumalo) | Cook Ave | Riverview Ave | 5' Sidewalks On Both Sides | Low | \$400,000 |

BICYCLE FACILITIES

Deschutes County provides and maintains useable shoulders along roadways for use by people riding bikes though not all roadways are currently improved to include such facilities. The County has an aspirational bicycle route system, referred to as County Bikeways, where useable shoulders will be provided, as practical, as part of ongoing maintenance and roadway improvements projects. Facilities designated as County Bikeways are shown in **Figure 5-6**.

Crossing improvements, though not specifically identified in the TSP, may be provided when bicycle facilities are constructed that cross major roads. The need for and type of crossing treatments as well as other facility changes will be evaluated at the time of project development and design. The County may provide such facilities as standalone projects or in conjunction

with scheduled maintenance activities. At the time the TSP was written, the County was evaluating potential changes to the Development Code requirements (as included in the County Code Title 22 requirements) related to bicycle facility requirements as part of land use actions. Future changes to Title 22 will be considered as part of TSP implementation.

In addition, as part of implementation of the TSP, changes to the bicycle network will continue to be informed as part of the County’s Bicycle and Pedestrian Committee (BPAC) activities. BPAC’s mission is “to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County” and focuses on both changes to the system as well as public education and awareness and a review of safety and funding needs as part of implementation of potential projects.

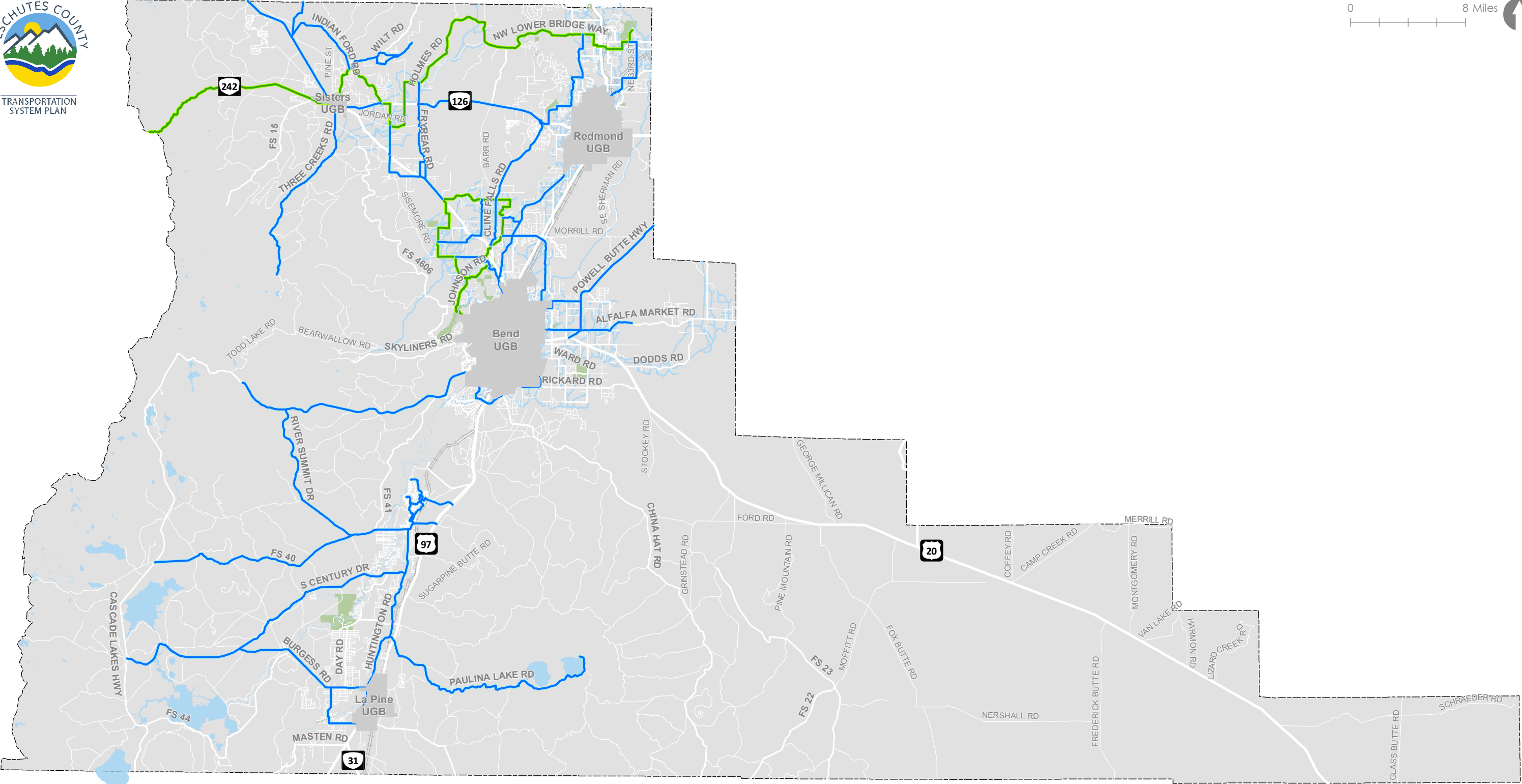
As part of that coordination, **Table 5-6** and **Table 5-7** identify regional bicycle connections that have been developed and prioritized with input from BPAC. Table 5-6 identifies routes that would connect communities and serve broad transportation functions, such as commuting, recreation, or daily services. Table 5-7 identifies routes that primarily provide connections to recreational opportunities, which could also serve to improve transportation mode choices available to County residents and visitors.

Over time, strengthening the identified connections will help to expand the overall

bicycle infrastructure within the County. Specific routes, including roadways and projects needed to support or develop these routes, have not yet been identified nor has the funding to construct and maintain these facilities. In the future, these costs may be funded by the County and/or a variety of agency partners, pending the actual alignment and project elements identified. The County will work with BPAC and agency partners, including ODOT and local jurisdictions, to advance development and implementation of preferred routes as resources allow.



Figure 5-6 – County Bikeways



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- County Bikeway
- Oregon Scenic Bikeways
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Finally, the County, by reference, will adopt the Map 11 of the Bend Parks and Recreation District's (BPRD's) Comprehensive Plan (2018) identifying future trail connections to parks within the County but outside the Bend (UGB) as well as those within the Deschutes National Forest. As noted in the BPRD plan, the trails have been prioritized for implementation but the actual alignments in the map are approximate and subject to future easement/user agreements to enable trail construction, availability of funding, and securing agreements from affected property owners for trailheads and parking areas.

As part of TSP implementation, the County will coordinate with BPRD on the planning for and timing of new trails. It is important to note that not all County roadways are currently or will be designed to provide roadside parking for trailhead users. The County will work with BPRD to identify appropriate locations in the future to provide safe access for trail users as well as to roadway users not accessing the parks/trails.

Table 5-6. Bicycle Route Community Connections

| Community Connection | Description | Priority |
|---|---|----------|
| Bend To Redmond | Various routes possible. Preferred route alignment has not been identified. | High |
| Bend To Sunriver | Route currently in design as a multi-use path along US97 (project s-3). Would connect bend, lava lands, and Sunriver. | High |
| Bend To Sisters | <p>Could include Bend to Tumalo and/or Bend to Tumalo state park connection, which is also a priority route, and would likely include county and ODOT facilities. Future coordination will be required.</p> <p>Additional Sisters to Tumalo connection may be necessary if Bend to Sisters route does not include the Tumalo community.</p> | High |
| Redmond To Sisters | Route could occur adjacent to or within ODOT right-of-way (or 126) | High |
| Redmond To Terrebonne | Route would likely occur adjacent to or within ODOT right-of-way (US97) | High |
| Redmond To Tumalo | Route may overlap with other route development, such as Bend to Sisters or possible Redmond to Sisters. | High |
| Sisters To Terrebonne & Smith Rock State Park | Route is currently part of a scenic bikeway. Improvements to the existing route, including improved crossings, are needed. | High |

| Community Connection | Description | Priority |
|--|---|----------|
| Sisters To Black Butte Ranch | Significant prior planning which assumed a multi-use path parallel to US 20. | High |
| Deschutes River Woods to East Side of Bend | Route would connect area south of Bend to new development areas and recreational opportunities within or near southeast bend. Route could benefit from trail construction within future SE Bend developments. | Medium |
| Sunriver To La Pine | ODOT is currently in the planning stages to identify preferred route location. | Medium |
| Bend To Prineville | Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required. | Low |
| Redmond To Powell Butte & Prineville | Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required. | Low |
| Black Butte Ranch to Camp Sherman | Route would require coordination with Forest Service. | Low |

Table 5-7. Bicycle Route Recreation Connections

| Community Connection | Description | Priority |
|---|--|----------|
| Bend To Redmond | Various routes possible. Preferred route alignment has not been identified. | High |
| Bend To Sunriver | Route currently in design as a multi-use path along US97 (project s-3). Would connect Bend, Lava Lands, and Sunriver. | High |
| Bend To Sisters | Could include Bend to Tumalo and/or Bend to Tumalo state park connection, which is also a priority route, and would likely include county and ODOT facilities. Future coordination will be required. Additional Sisters to Tumalo connection may be necessary if Bend to Sisters route does not include the Tumalo community. | High |
| Redmond To Sisters | Route could occur adjacent to or within ODOT right-of-way (or 126) | High |
| Redmond To Terrebonne | Route would likely occur adjacent to or within ODOT right-of-way (US97) | High |
| Redmond To Tumalo | Route may overlap with other route development, such as Bend to Sisters or possible Redmond to Sisters. | High |
| Sisters To Terrebonne & Smith Rock State Park | Route is currently part of a scenic bikeway. Improvements to the existing route, including improved crossings, are needed. | High |

| Community Connection | Description | Priority |
|--|---|----------|
| Sisters To Black Butte Ranch | Significant prior planning which assumed a multi-use path parallel to US 20. | High |
| Deschutes River Woods to East Side of Bend | Route would connect area south of Bend to new development areas and recreational opportunities within or near southeast bend. Route could benefit from trail construction within future SE Bend developments. | Medium |
| Sunriver To La Pine | ODOT is currently in the planning stages to identify preferred route location. | Medium |
| Bend To Prineville | Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required. | Low |
| Redmond To Powell Butte & Prineville | Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required. | Low |
| Black Butte Ranch to Camp Sherman | Route would require coordination with Forest Service. | Low |

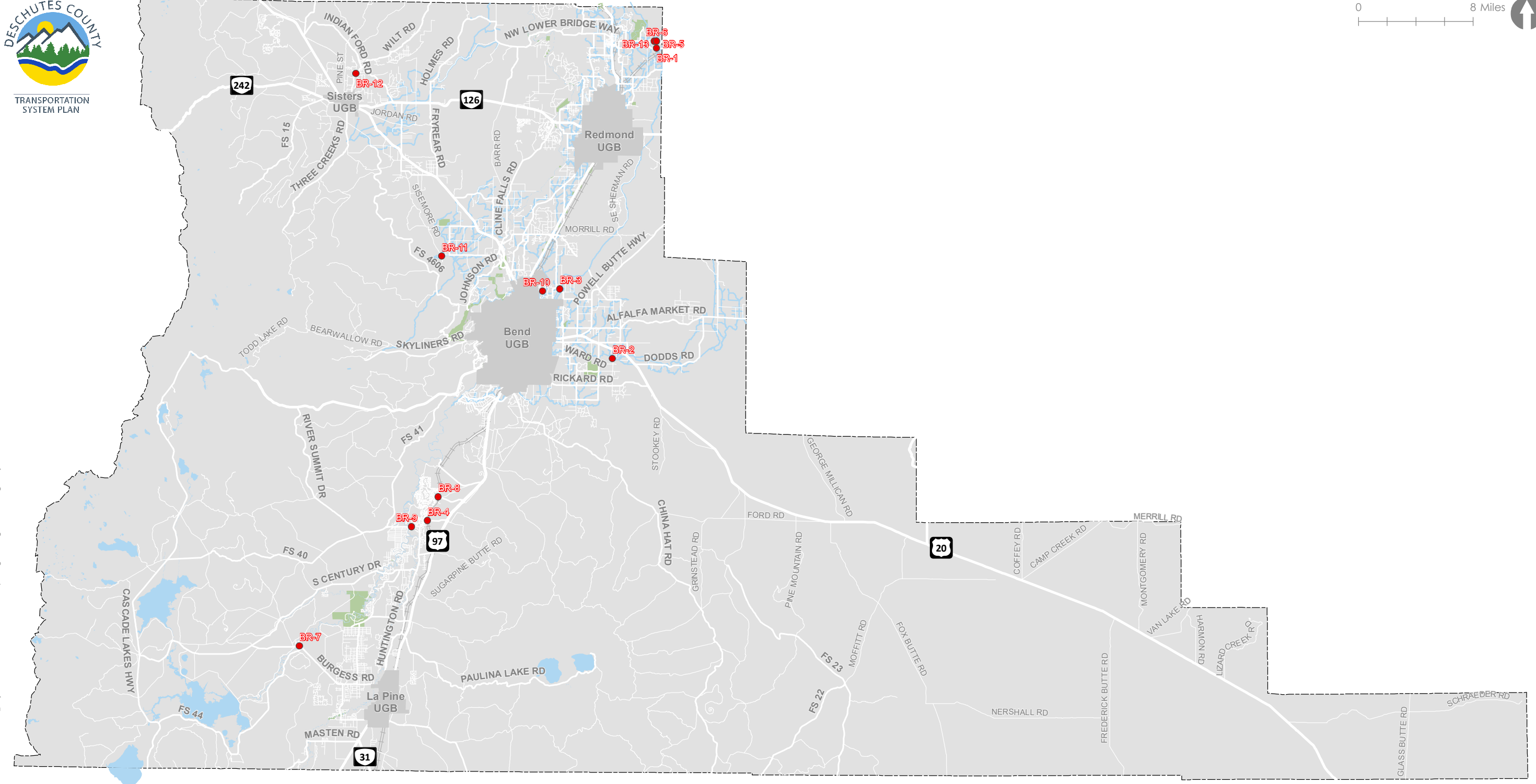
BRIDGES

In 2020, the majority of the County’s bridges were rated as being structurally sufficient. The County regularly reviews the structural ratings of its bridges and makes changes as funding and

other opportunities arise. Projects to address county bridge priorities are shown in **Figure 5-7** and **Table 5-8**. These projects represent the County’s current priorities but do not encapsulate all the bridges that may be modified over time.



Figure 5-7 Bridge Projects



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- Bridge Projects
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-8. Bridge Projects and Associated Cost Estimates

| ID | Road | Location | Description | Priority | Cost |
|-------|------------------|----------------------|----------------|----------|-------------|
| BR-1 | Smith Rock Way | North Unit Canal | Replacement | High | \$1,000,000 |
| BR-2 | Gribbling Rd | Central Oregon Canal | Replacement | High | \$900,000 |
| BR-3 | Hamehook Rd | - | Replacement | High | \$1,100,000 |
| BR-4 | S Century Dr | BNSF RR | Rehabilitation | High | \$2,700,000 |
| BR-5 | Wilcox Ave | - | Removal | Medium | \$200,000 |
| BR-6 | Wilcox Ave | - | Removal | Medium | \$100,000 |
| BR-7 | Burgess Rd | - | Replacement | Medium | \$2,100,000 |
| BR-8 | Cottonwood Dr | BNSF RR | Replacement | Low | \$3,800,000 |
| BR-9 | Spring River Rd | Deschutes River | Rehabilitation | Low | \$400,000 |
| BR-10 | Old Deschutes Rd | Pilot Butte Canal | Replacement | Low | \$400,000 |
| BR-11 | Sisemore Rd | - | Replacement | Low | \$600,000 |
| BR-12 | Camp Polk Rd | - | Replacement | Low | \$1,400,000 |
| BR-13 | Wilcox Ave | - | New Bridge | Low | \$1,300,000 |

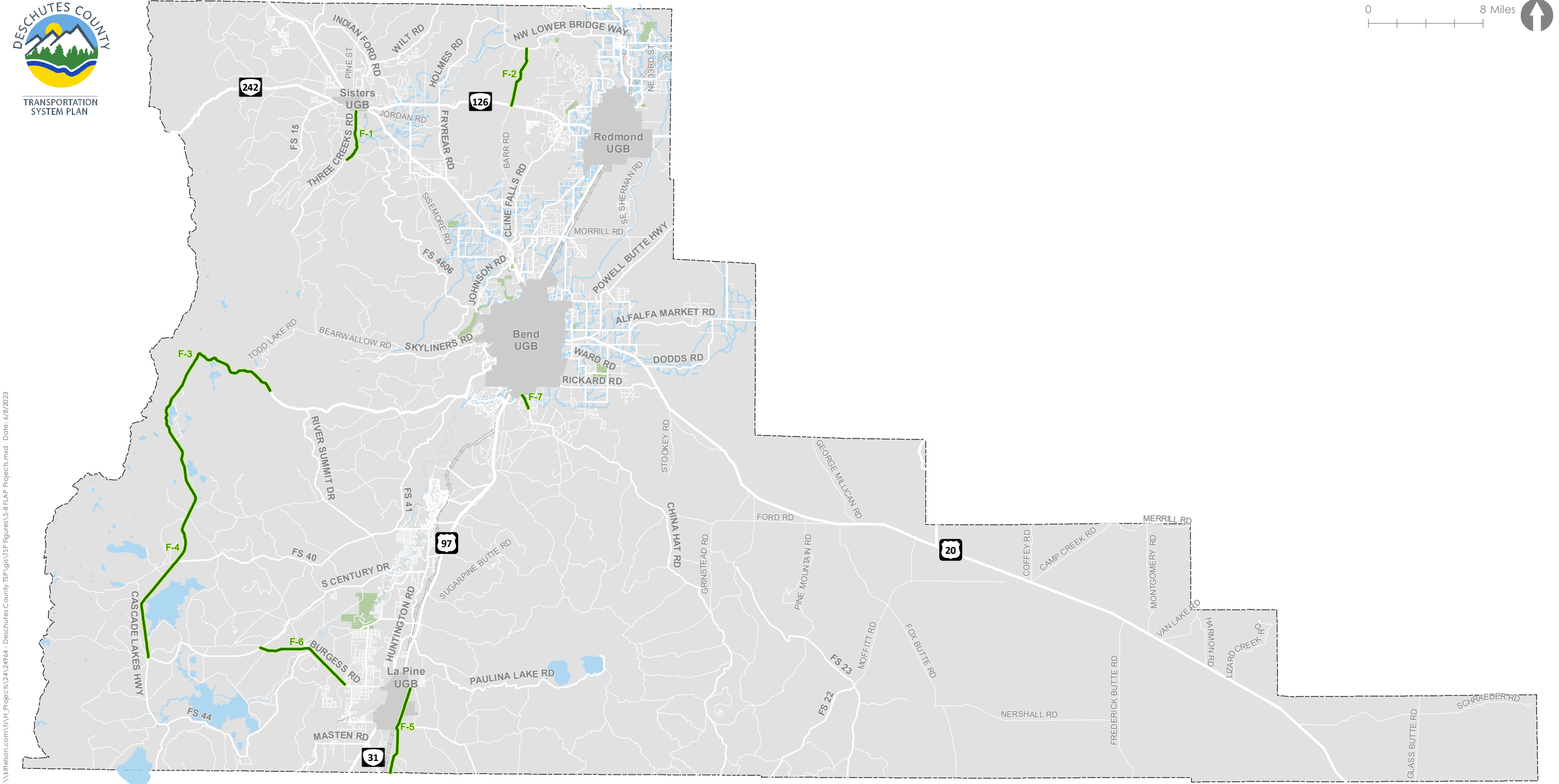
FEDERAL LANDS ACCESS PROGRAM ROADWAYS

The Federal Lands Access Program (FLAP) was established to “improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.” This program is intended to provide supplemental funding to be used in combination with State and County funds for public roads, transit, and other transportation facilities. In particular, FLAP helps prioritize funding for “high-use recreation sites and economic generators.” FLAP is funded through the Federal Highway Trust Fund and its allocation is based on road mileage, bridges, land area and number of visits to the lands.

FLAP provides funding opportunities to help the County deliver capital projects to increase access to Federal Lands. In addition, FLAP is a funding tool to help the County fund maintenance of existing roads that provide access to Federal Lands, such as those designated as Forest Highways and other roads that provide similar access.

Figure 5-8 and **Table 5-9** identify the County’s current priorities for future FLAP-funded projects. As part of TSP implementation, the County will continue to coordinate with all of the federal agencies, BPRD, Cascades East Transit, and ODOT on the request for future FLAP-funded projects.

Figure 5-8 – FLAP Projects



- Federal Land Access Projets
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-9. FLAP Roadways and Associated Cost Estimates

| Id | Road | Begin | End | Description | Priority | Cost | County Contribution | Bike/Ped Component of County Contribution |
|-----|-------------------|---------------------|--|---|----------|--------------|---------------------|---|
| F-1 | Three Creeks Rd | Sisters City Limits | Forest Service Boundary | 3.7-mile-long segment scoped for widening, pavement rehabilitation, safety improvements, and removal of BR #16060 | High | \$2,900,000 | \$600,000 | \$200,000 |
| F-2 | Buckhorn Rd | Lower Bridge Way | OR126 | Reconstruction/ pave | Medium | \$6,500,000 | \$1,300,000 | \$400,000 |
| F-3 | Cascade Lakes Hwy | Milepost 21.98 | Elk Lake | Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install left-turn and right-turn lanes at major destinations | Medium | \$12,200,000 | \$2,400,000 | \$700,000 |
| F-4 | Cascade Lakes Hwy | Elk Lake | S Century Dr | Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install left-turn and right-turn lanes at major destinations | Low | \$9,000,000 | \$1,800,000 | \$500,000 |
| F-5 | Darlene Way | Rosland Rd | County Line | County standard improvement of full-length Darlene Way; assumed no row acquisition on existing alignment across BLM land | Low | \$6,800,000 | \$1,400,000 | \$400,000 |
| F-6 | Burgess Rd | Sunrise Ct | South Century Dr | Widen & overlay | Low | \$5,300,000 | \$1,100,000 | \$300,000 |
| F-7 | China Hat Rd | Knott Rd | One Mile South of Knott Rd at The Deschutes National Forest Boundary | Widen & overlay | Low | \$900,000 | \$200,000 | \$100,000 |

TRANSIT

By reference, the County will adopt the Cascade East Transit (CET) Master Plan. This Master Plan has a number of projects that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center. As part of TSP implementation, the County will continue to partner with CET to identify collaborative funding sources and future service enhancements.

TRANSPORTATION SAFETY ACTION PLAN PROJECTS

The County’s 2019 Transportation Safety Action Plan (TSAP) provides a range of projects, policies, and programs to address identified safety needs

within the unincorporated areas of the County. The County will adopt the TSAP, by reference, as part of the updated TSP.

The top sites for safety improvements in unincorporated Deschutes County identified through the TSAP are shown in **Table 5-10**. This table also includes projects that have been identified to address these needs and relevant status. As part of TSP implementation, the County will continue to identify future project refinements, as needed, monitor the timing of intersection changes at these locations, and seek funding opportunities and/or the potential to combine safety-related projects with other project development within the County.

Table 5-10. TSAP Priority Locations & Status

| Intersection | Project Identified? | Status |
|----------------------------------|---|--|
| US 20/Ward Rd/Hamby Rd | Roundabout | Project Complete |
| US97/Vandevent Rd | Intersection Improvement | Project Complete |
| US 20/Fryrear Rd | Turn Lane on Highway, Realign Fryrear Road (Project SI-5) | County to Coordinate with ODOT on Future Project Refinement. |
| Burgess Rd/Day Rd/Pine Forest Dr | Turn-Lanes | Project Complete |
| Bear Creek Rd/Ward Rd | None | County to Conduct Future Project Refinement. |
| Alfalfa Market Rd/Dodds Rd | None | County to Conduct Future Project Refinement. |
| US 20/Old Bend Redmond Hwy | Roundabout | ODOT Project Programmed for 2023 |
| US 20/OB Riley Rd/Cook Ave | Roundabout | ODOT Project Programmed for 2023 |
| US97/61st St | Improved as Part of ODOT US97 Bend to Redmond Project | Project Complete |
| US97/11th St/Lower Bridge Way | Part Of US97: Terrebonne/Lower Bridge Way Improvements | ODOT Project Programmed for 2023 |
| 61st St/Quarry Ave/Canal Blvd | Improved as Part of ODOT US97 Bend to Redmond Project | Project Complete |
| Northwest Way/Coyner Ave | Add Turn Lanes | Project Identified in Deschutes County TSP. |
| Alfalfa Market Rd/Walker Rd | None | County to Conduct Future Project Refinement. |

| Intersection | Project Identified? | Status |
|--|---|---|
| US97/Smith Rock Way/B Ave | Part Of US97: Terrebonne/Lower Bridge Way Improvements | ODOT Project Programmed for 2024 |
| Deschutes Market Rd/Hamehook Rd | Roundabout | County Project Programmed for 2023 |
| US97/Burgess Rd | Traffic Signal | Project Identified in Wickiup Junction Refinement Plan. County to Coordinate with City of La Pine and ODOT on Future Project Refinement and Implementation. |
| US 20/Hawks Beard (Black Butte Ranch) | None | County to Coordinate with ODOT on Future Project Refinement. |
| El Camino Lane/Helmholtz Way | None | County to Conduct Future Project Refinement. |
| S Canal Blvd/Helmholtz Way | Add Turn Lanes | Project Complete |
| Dickey Rd/Nelson Rd | None | County to Conduct Future Project Refinement. |
| US97/Galloway Ave | None | County to Coordinate with ODOT on Future Project Refinement. |
| Butler Market Rd/Powell Butte Hwy | Roundabout | Programmed For 2023 Construction |
| Butler Market Rd/Hamby Rd | None | County to Conduct Future Project Refinement. |
| Butler Market Rd/Hamehook Rd | None | Intersection Now Under City of Bend Jurisdiction |
| Baker Rd/Cinder Butte Rd | Intersection Improvement | Project Identified in Deschutes County TSP. |
| S Century Dr/Huntington Rd | Roundabout | Project Identified in Deschutes County TSP. |
| Cline Falls Rd/Coopers Hawk Dr/Falcon Crest Dr | None | County to Conduct Future Project Refinement. |
| Lower Bridge Way/19th St | Turn Lanes/Realignment (Project C-18) | Project Identified in Deschutes County TSP. |
| Lower Bridge Way/31st St | Turn Lanes (Project C-20) | Project Identified in Deschutes County TSP. |
| Lower Bridge Way/43rd St | Included in Future Roadway Improvement Project (Project CC-4) | Project Identified in Deschutes County TSP. |

06 | FUNDING

Deschutes County receives transportation funding via a variety of state, federal, and local sources. Resources are initially budgeted to meet maintenance and operation standards; resources exceeding these needs are directed to the Road Department’s Capital Fund to fund Capital Improvement Plan (CIP) projects.

This Chapter provides a description of funding sources and a projection of capital resources available to fund CIP projects.

FUNDING SOURCES

State Highway Fund

The State Highway Fund (SHF) is managed by the State (ODOT) and contains revenue generated from taxes on motor fuels (gas and diesel), taxes on heavy trucks (including weight-mile tax and truck registrations), and driver/vehicle fees (license, title and registration).

Counties receive approximately 30% of SHF net revenue (whereas ODOT receives 50% and cities, 20%). Revenue increases to the SHF occur at irregular intervals at the discretion of the Oregon Legislature.

Within the 20-year horizon of the TSP/CIP, the State Highway Fund model will most likely transition to a user-based fee structure to replace the traditional fuel tax.

Federal Secure Rural Schools (SRS) and Payment in Lieu of Taxes (PILT) Program Funding

The federal Secure Rural Schools and Community Self Preservation Act (SRS) provides a federal payment to counties and school districts to offset the loss in timber revenue from federal land that is no longer received by counties due to environmental restrictions. Per federal code, a specific portion of SRS is dedicated to county road funding. In March 2023, the Deschutes County Road Agency (DCRA) was formed as an Intergovernmental Entity (per ORS 190) to receive SRS funding from the State via the federal

government. Funds received by the DCRA will be internally transferred to the Road Department for expenditure.

Payment in Lieu of Taxes (PILT) is a federal payment to counties with significant federal land holdings to partially offset the loss in tax revenue. PILT funding is to be used for government purposes and its allocation occurs at the discretion of the Board of County Commissioners. Historically, the Board has provided the Road Department with a portion of PILT in recognition of the significant reduction in SRS funding (prior timber revenue) received by the Road Department.

Federal Surface Transportation Block Grant (STBG) Funding

The Surface Transportation Block Grant program is a federal program which provides formulaic allocations to states to invest in federal-aid highways. The federal-aid system includes roads classified as collector and above, which includes county roads. A memorandum of understanding between the Oregon Department of Transportation, the League of Oregon Cities and the Association of Oregon Counties establishes a methodology for allocation of Oregon’s portion of the federal funding. Historically, ODOT has operated a fund exchange program for local government in which federal funding is exchanged (90%) for state dollars to enable local governments to deliver projects outside of the federal process.

Federal Lands Access Program (FLAP)

The Federal Lands Access Program is a federal program administered by the Federal Highway Administration for the purpose of improving transportation facilities that provide access to, are adjacent to, or are located within federal lands. Given the significant amount of federal land within Deschutes County, the Road Department has historically fared well in this competitive program for projects ranging from chip seal, bridge replacement, overlay and reconstruction efforts.

System Development Charges (SDC)

System Development Charges are fees assessed to new development (or redevelopment) to fund capacity adding improvements necessary to accommodate new growth within the County’s transportation system.

- Local Fuel Tax;
- Local Registration Fee; and,
- Sales Tax.

Deschutes County does not have a local funding source for transportation.

Routine State Grant Programs

The State of Oregon, via ODOT, provides grant programs to fund various aspects of local transportation systems. Primary State programs include:

- Safe Routes to Schools
- Local Bridge Program
- All Roads Transportation Safety (ARTS)

Federal Grant Programs

The Federal government funds various grant programs through occasional federal transportation bills, most recently the Bipartisan Infrastructure Law (BIL). Primary federal programs include:

- Safe Streets and Roads for All (SS4A);
- Highway Safety Improvement Program (HSIP);
- Rebuilding American Infrastructure Sustainably and Equitably (RAISE);
- Infrastructure for Rebuilding American (INFRA); and,
- Other programs.

Local Funding

- Due to statutory limitations and other restrictions, it is difficult for counties to generate transportation funding via local sources. Noted restrictions include:
- Prohibition in franchise fees from utility companies located in the public right-of-way; and,
- Restriction in use of general fund tax dollars for road purposes.

Notable funding sources, which require voter approval, include:

FUNDING PROJECTIONS – 20 YEAR ESTIMATE

With transportation funding almost exclusively derived from state and federal funding sources, the nature of transportation funding can be very cyclical in Oregon. The legislature has approved fuel tax increases only four times since 1993. The federal fuel tax has not increased since 1993.

The current state of transportation funding in Deschutes County is stable due to the passage of a phased-in 10-cent per gallon fuel tax approved via HB 2017 in 2017. The last remaining phase of the fuel tax will occur January 1, 2024 (2-cents per gallon).

Counties in Oregon receive approximately 30% of the SHF; individual county distribution is determined based upon the proportion of registered vehicles in each county. In 2023, Deschutes County received approximately 5.5% of the portion of the SHF allocated to counties in the state.

Prioritization of Expenditures

Based on the Road Department’s hierarchy of investment, funding for capital construction is a function of the total resources available, less the annual amount required to maintain and operate the system based on existing maintenance standards and operational levels-of-service. Maintenance standards and operation levels-of-service are derived from a combination of studies (example, annual pavement maintenance and budget options report), and operational policy (example, snow and ice plan).

Figure 6-1 represents the prioritization of expenditures for maintenance, operation and capital expenditures as annually presented to the County’s Budget Committee.

Figure 6-1: Hierarchy of Expenditures and Investment



Capital Funding Estimate Assumptions

A projection of transportation funding resources available for capital investment has been prepared for the 20-year investment period of the TSP and Capital Improvement Plan based on the following assumptions:

1. Current maintenance and operational standards remain in place.
2. The County’s existing Road Moratorium (Resolution 2009-118), which limits acceptance of new road miles into the County maintenance system, remains in place.
3. Existing funding levels remain in place and are occasionally adjusted legislatively to a level that will roughly match inflation.
4. No significant additional local funding mechanisms are developed or implemented.
5. State and Federal grant programs are available at approximately the same historical intervals and funding levels.

CAPITAL FUNDING ESTIMATE

A projection of transportation system revenues and expenditures for a 20-year horizon has been prepared with consideration to the noted assumptions and prioritization (hierarchy of expenditures and investment). For comparative and project placement purposes, the estimated available Capital Improvement Project revenue has been calculated in 2023 value and estimated across the High (0 to 5 years), Medium (6 to 10 years) and Low (11-20 years) priority timeframe.

Table 6-1: Capital Project Revenue Estimate (Present Value)

| High Priority | Medium Priority | Low Priority | Total |
|---------------|-----------------|----------------|---------------------|
| 0 to 5 Years | 6 to 10 Years | 11 to 20 Years | 20-year CIP Funding |
| \$44,000,000 | \$53,000,000 | \$60,200,000 | \$157,200,000 |

The proposed Capital Improvement Program will need to account for project funding availability within the approximate amounts as noted in **Table 6-1**. The estimated total capital project revenue of \$157M is approximately \$32M less than the \$189M project list per **Table 1-1** (Total Cost of Prioritized TSP Investments). The estimated funding gap can be addressed via additional and aggressive pursuit of state and federal grant funding opportunities for select projects throughout the 20-year horizon period.

ROAD MORATORIUM EVALUATION

In 2006, facing an unknown future regarding transportation funding, the Board of County Commissioners passed a Road Moratorium (Resolution 2006-049) which suspended the establishment of new County roads. The resolution was modified and replaced in 2009 (via Resolution 2009-118) to allow for the addition of collector and arterial road miles to the County’s system. A County road is a road that has been dedicated for public use, improved to County road standards, and accepted by the County for maintenance via Board action (ORS 368.001(1)). A road that has been dedicated for public use but has not been accepted for County maintenance is defined as a Local Access Road (per ORS 368.001(3)).

While the transportation funding environment has improved since 2006, many of the concerns which gave rise to the creation of the moratorium remain, such as:

1. High reliance on infrequent legislative adjustment to the state fuel tax, weight-mile tax, and DMV fees.
2. Funding mechanisms, such as the fuel tax, which have no inflation hedge and are therefore eroded or outpaced by inflation.

3. High reliance on fuel tax revenue which is negatively impacted by increasing fuel efficiency in vehicles, as well as an increasing number of hybrid and electric vehicles.
4. Reliance on federal programs, such as SRS and PILT, which require frequent reauthorization and are subject to reduction.
5. Legislative restrictions on the ability for counties to generate local revenue, such as a prohibition on establishment of franchise fees, and other mechanisms.

The Road Moratorium has allowed the County to invest new revenue in a Capital Improvement Plan program and has also focused long-term maintenance investment in the preservation of the County’s collector and arterial road network.

IMPACTS OF LIFTING THE ROAD MORATORIUM

Upon establishment of the Road Moratorium in 2006, the County ceased to accept new road infrastructure. Prior to 2006 road miles were added to the County system via new development as well as improvement of existing road miles via the Local Improvement District (LID) process.

New development which has occurred since 2006 has been required to establish private road maintenance funding arrangements which have typically occurred via a homeowners association or other road maintenance agreements. Approximately 30 miles of new local road infrastructure have been constructed in the post-moratorium era; these road miles could be immediately eligible for County acceptance and maintenance if the Road Moratorium were to be lifted. Additionally, approximately 380 miles of Local Access Road exist in Deschutes County, of

which over 120 miles exist within the 19 Special Road Districts within the County.

The Road Moratorium limited the ability to form LIDs – which are districts formed under rules within County Code and State Statute in which the County contracts for the design and improvement of County roads within the district and is reimbursed for the expense via assessments applied to properties within the district. Lifting of the Road Moratorium would allow Local Access Roads to become eligible for the LID process.

Lifting the Road Moratorium would result in increased costs associated with road maintenance for new local road miles added to the County system and the addition of staff to administer the LID program. An estimate of costs associated with the addition of new local road

infrastructure has been prepared based on the following assumptions:

1. Estimated annual cost of local road maintenance (paved) and operation: \$15,000/mi/year.
2. 30 miles of local road (previously constructed to County standard, post moratorium) will be added to the system in Year 1.
3. Twenty-five percent of Local Access Road mileage will be improved via the LID process in the 20-year horizon period (approximately 5 miles added per year).
4. Administration of the LID program will require 2.0 FTE (1-engineer and 1-administrative support personnel).

Table 6-2: Estimated Costs of Lifting the Road Moratorium (Present Value)

| Item | Year 1 Cost | Year 2-20 Cumulative Cost | Total Cost for 20-year TSP/CIP Horizon Period |
|---|------------------|---------------------------|---|
| Acceptance of 30 miles of improved | \$450,000 | \$8,550,000 | \$9,000,000 |
| Acceptance of 5 miles per year of new local road infrastructure (starting year 3) | \$0 | \$12,825,000 | \$12,825,000 |
| Personnel costs associated with administration of the LID program | \$250,000 | \$4,750,000 | \$5,000,000 |
| TOTAL | \$700,000 | \$26,125,000 | \$26,825,000 |

Lifting the moratorium would reduce funding available for capital projects by approximately \$27,000,000 across the 20-year horizon period.

Recommendation

Given the financial impact of lifting the Road Moratorium and concerns related to long-term transportation system funding in Oregon, it is

recommended that the Road Moratorium remain in place to extend Deschutes County’s ability to maintain its existing infrastructure and sustain a viable Capital Improvement Program into the future.

LOCAL ACCESS ROAD TOOLS AND FAQs

To assist with explanation and provide information to customers seeking to improve or establish maintenance on non-county maintained Local Access Roads (LARs), the Road Department provides the following information and explanation to customers:

How are Local Access Roads maintained?

LARs are typically maintained by adjacent property owners and road users. This usually occurs in one of three ways:

- 1. Informally: In which neighbors work together to hire a contractor or self-perform maintenance and "pass-the-hat" to share in the cost.
- 2. Formally: Through homeowners associations (HOAs) or other formal agreements to share in the cost of maintenance.
- 3. Special Road Districts: In which area residents vote to establish a district which levies a property tax to fund maintenance. Deschutes County has 19 Special Road Districts – which is the highest number of road districts within any county in the state.

By observation, all three methods work well in some areas and not very well in other areas depending upon a variety of factors.

Frequently Asked Questions and Explanations:

1. I pay taxes and receive no service from Deschutes County.

Deschutes County does not utilize property tax to fund transportation maintenance improvements as that practice is restricted by State law. Regarding gas tax, the State currently charges 38-cents per gallon (and various DMV fees) to fund the transportation system. The State distributes the gas tax revenue in a 50-30-20 proportion in which the State keeps 50% to fund the state system, the counties receive 30% to fund the county systems, and cities receive 20% to fund the city systems.

When customers pay the gas tax, they don't individually fund the transportation jurisdiction in which they live, they fund the entire system of state highways, county roads and city streets. Everyone pays the same rate, whether or not they live in a city or the unincorporated areas. If you are paying a gas tax, chances are you are driving on the system that is being maintained with gas tax funds.

2. Why can't the County maintain my gravel road (LAR)?

Due to the fiscal burden that would be placed on county road departments to maintain significant mileage of sub-standard road construction, state law restricts the ability of counties to spend road funds (fuel tax and DMV fee revenue) on LARs. If we add gravel, grade, or plow one mile we would be obligated to provide that same service to all of the other LARs in the County.

3. How come the County maintains some gravel roads but not others?

The County maintains approximately 125 miles of gravel road that have been lawfully established as County roads and accepted for maintenance. Most of these miles were gravel when Deschutes County was established in 1916 and had previously been accepted for maintenance, with gravel surfacing, when Deschutes County was a part of Crook County. Current LARs have never been accepted by Deschutes County for maintenance.

4. Not everyone contributes to help maintain my Local Access Road.

This is the biggest downside of living on a LAR. Some neighbors have different opinions on levels of road maintenance and some choose not to pay for other reasons. This is where good neighborhood relations and communication pay dividends. There are many examples of where this is taking place in Deschutes County.

5. We have public traffic on our LAR that accesses public land.

Living next to public land has positive and negative impacts to quality of life. The attraction of the public to public land is one of the negative consequences. Use of public roads, like LARs, to access public land is a logical and predictable occurrence and therefore something that property owners should factor into their decision to purchase property when conducting due diligence. Similarly, road maintenance costs associated with unmaintained LARs should also

factor into the decision to purchase property. Most LARs have been in existence for many decades as have the public lands they may serve.



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Consideration of letter providing input on a comprehensive approach to Measure 110

RECOMMENDED MOTION:

Move approval of letter providing input on the proposed comprehensive approach to Measure 110 as developed by Public Safety Partners.

BACKGROUND AND POLICY IMPLICATIONS:

On December 13, 2023, District Attorney Steve Gunnels presented the Public Safety Partners' Comprehensive Approach to Addressing Oregon's Addiction and Community Livability Crisis to the Board.

The Board expressed general support of the approach and directed staff to draft a letter supporting the proposal with a few recommended changes. Staff was not able to draft the letter in time for publication of the Board's meeting packet, but will provide it to the Commissioners once it's written.

BUDGET IMPACTS:

None.

ATTENDANCE:

Erik Kropp, Deputy County Administrator



**BOARD OF
COMMISSIONERS**

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Draft letter regarding ODF Wildfire Funding Proposal

RECOMMENDED MOTION:

Move Board signature of letter to AOC providing input on the ODF (Oregon Department of Forestry) Wildfire Funding Proposal.

BACKGROUND AND POLICY IMPLICATIONS:

On November 30, 2023, Commissioners received the following email from Association of Oregon Counties' staff member Branden Pursinger:

"Below is an update from Co-Chair Perkins who has been serving on a workgroup that was tasked with looking at the way we fund wildfire costs in Oregon. Especially the Landowner Ratepayer Offset issue from 2023. Please see his brief description below and the attached document. We are hoping that Commissioners will take a look at the document attached and pass along any questions, comments, concerns, etc. to myself and Commissioner Perkins as soon as possible. The information shared will then be taken to the next meeting of the workgroup for review and input into the final proposal coming."

The email attachment referenced is the "Sustainable Wildfire Funding" proposal which is attached to this staff report.

At the December 6, 2023 Board meeting, staff discussed the proposal with the Board. The Board provided input and directed staff to draft a letter for its consideration.

BUDGET IMPACTS:

None.

ATTENDANCE:

Erik Kropp, Deputy County Administrator
Kevin Moriarty, County Forester

Background

Oregon has long benefitted from a highly functioning wildfire suppression system. A cornerstone of our success has been a strong partnership between landowners and the Oregon Department of Forestry (ODF). In recent years, however, the catastrophic impacts of wildfire have increasingly impacted public health and safety, community wellbeing, and the economy across Oregon.

At the same time landowners within ODF protection districts paying for wildfire protection have seen dramatic increases in base fire protection per-acre rates (over 40% from last biennium in some areas of the state) that have pushed the system to a breaking point.

To address these issues and provide a firm foundation for continued success going forward, Oregon’s funding system needs to be stable, sustainable, and equitable. Right now, it struggles to be any of those things.

Over the interim, Senator Steiner convened a diverse workgroup of landowners to develop a more effective funding system. The proposed system creates more transparency, while providing for stable and equitable financing of wildfire suppression, which is a public service that benefits all Oregonians. This workgroup will continue into the 2025 session to steward the transition of wildfire funding.

Financing

ODF-protected landowners: The proposal indexes existing landowner assessments (Minimum Lot Assessment, Improved Lot Surcharge and Harvest Tax) according to CPI going forward and applies the inflation rate back to 2007 (most recent adjustment date).

All landowners: To reflect the all-Oregon nature of the problems created by wildfire, the proposal assesses all property accounts a flat \$10 fee, which produces \$20M annually in revenues to contribute to Oregon’s increasing wildfire protection costs across the state.

Benefits

Establishing a statewide fee recognizes that **all Oregonians** benefit from a robust wildfire protection system. Realigning Oregon’s wildfire protection funding system results in a **more sustainable per acre assessment rate**, making the system more affordable for all landowners. Affordability enables **continued long-term participation in Oregon’s wildfire protection system and maintenance of ownership**, reducing pressure to sell for alternative uses such as permanent development. Stabilizing Oregon’s wildfire protection system funding allows ODF to **maintain their ability to respond to wildfire**. This, in turn, **reduces the frequency of catastrophic impacts of wildfire** on public health and safety, community wellbeing, and the economy overall.



SUSTAINABLE
WILDFIRE
FUNDING

SUSTAINABLE WILDFIRE FUNDING

| Current Model FY 24 | Current Costs | Current Model Costs by Source | Proposed Statewide District (SD)* Model | Proposed Model Costs by Source |
|--|-------------------------------|---|--|--|
| Emergency Suppression Costs | 10-yr Avg. Net Cost \$36 M | \$26M GF \$10M OFLPF | Emergency Suppression Costs | \$16M GF \$20M SD* |
| Severity | \$10M | \$7M GF \$3M OFLPF | Severity | \$10M GF |
| Admin Prorate | \$14 M | \$11M GF \$3M Public Landowner Assessment | All Admin Prorate Salem and Area Costs | \$23M GF |
| Base Level Protection FY 24 | \$76 M | \$27M GF \$49M Landowner Assessments Includes Salem and Area Costs | Move OFLPF revenues to base, modernize & Index. 50/50 Tribal Fee land. | \$14M GF \$53M Assessments Base budget now \$67M |
| Total | \$136 M | \$71M GF \$65M Landowner Assessments | Total | \$20M SD \$63M GF \$53M Assessments |
| Average Base Rate Across 12 Protection Districts | | Private: Timber/Grazing \$2.39 / \$1.09 Public: Timber/Grazing \$4.93 / \$2.44 | Average Base Rate Across 12 Protection Districts | Private: Timber/Grazing \$1.50 / \$.61 Public: Timber/Grazing \$3.15 / \$1.40 |

Notes:

- Revenue Sources: General Fund (GF), Oregon Forestland Protection Fund (OFLPF), Statewide District (SD)
- **Red** denotes primary changes from current to proposed. Maintains east side rate relief.
- **Current Model:** OFLPF Revenues distributed to emergency fire and severity. Base Level Protection includes Salem and Area budgets.
- **Proposal:** Establish “Statewide District” (SD) (\$10/account fee across 2 million accounts) to produce \$20M revenue annually. All emergency suppression costs and severity transition to GF and SD. All Admin Prorate, Salem and Area costs transition to GF. OFLPF revenues are indexed according to CPI going forward and applies the inflation rate back to 2007 and directed to base level protection (Harvest Tax, All Minimum lot, Surcharge). Continue east side rate relief. Tribal fee lands transition to 50/50 match with GF; same as private landowners.
- The Emergency Fire Cost Committee will need to carry forward in some capacity to provide continued stewardship of wildfire finances.

SUSTAINABLE WILDFIRE FUNDING

Property ownership within 9 ODF forest protection districts and 3 forest protective associations (Includes private rate avg: \$1.50/acre. Does not include – Forest Products Harvest Tax, property tax, income tax, local structural fire protection district assessments)

- 1/10th to approximately 18-acre lot, without improvement - **\$37.55 / current structure is \$18.75**
 - Minimum lot surcharge - \$27.55 / indexed from current charge of \$18.75
 - Statewide property account - \$10

- 1/10th to approximately 18-acre lot, with improvement – **\$107.35 / current structure is \$66.25**
 - Minimum lot surcharge - \$27.55 / indexed from current charge of \$18.75
 - Statewide property account - \$10
 - Improved lot surcharge - \$69.80 / indexed from current charge of \$47.50

- 100-acre lot, without improvement - **\$160 / current structure is \$239 (uses average statewide rate)**
 - Private rate avg - \$150
 - Statewide property account - \$10

- 100-acre lot, with improvement - **\$229.80 / Current \$286.50**
 - Private rate avg - \$150
 - Statewide property account - \$10
 - Improved lot surcharge - \$69.80 / indexed from current charge of \$47.50

- 1000-acre lot, without improvement - **\$1,510 / current \$2,390**
 - Private rate avg - \$1,500
 - Statewide property account - \$10

- 1000-acre lot, with improvement - **\$1,579.80 / current \$2,437.50**
 - Private rate avg - \$1,500
 - Statewide property account - \$10
 - Improved lot surcharge - \$69.80 / indexed from current charge of \$47.50

Properties outside 9 ODF forest protection districts and 3 forest protective associations: \$10





Date: DRAFT – December 11, 2023

To: Les Perkins, Co-Chair of AOC Natural Resources Committee
Graig Pope, Co-Chair of AOC Natural Resources Committee

Re: Input on Sustainable Wildfire Funding Proposal

Thank you for serving on the workgroup established to look at alternative methods to fund wildfire costs in Oregon. On November 30, 2023, we received a copy of the proposal called “Sustainable Wildfire Funding.” We discussed the proposal at our Board meeting on December 6, 2023, and again on December 20, 2023. As requested, below is feedback and input from Deschutes County:

1. The Board may have an issue with the \$10 flat fee for all property accounts since all residents who pay taxes into the State’s general fund are already paying for statewide fire suppression (through the General Fund portion of the ODF budget).

In addition to the feedback listed above, we respectfully request the following additional information:

1. Could you please provide a chart showing a chart of ODF protected acreage for each Oregon county?
2. Could you please explain how much federal funds are part of the ODF wildfire funding since the ODF fire suppression costs, in certain cases, are eligible for reimbursement through the Emergency Conflagration Act?
 - a. Historically, how much of ODF fire suppression costs been paid by the federal government?
3. Could you please explain how mutual aid agreements work with ODF?
 - a. Over the past several years, how much has fire suppression value has ODF received from mutual aid agreements?
 - b. Over the past several years, how much fire suppression costs has ODF incurred as a result of mutual aid agreements?

4. ODF's mission is "To serve the people of Oregon by protecting, managing, and promoting stewardship of Oregon's forests to enhance environmental, economic, and community sustainability." If the ODF funding methodology changed, would ODF's mission change? Also, if the ODF funding methodology changed, would ODF's approach to protecting structures change?

Deschutes County Commissioners

c: Branden Pursinger, AOC Legislative Affairs Manager



BOARD OF
COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Treasury Report for November 2023

ATTENDANCE:
Bill Kuhn, County Treasurer



MEMORANDUM

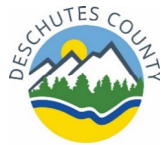
DATE: December 20, 2023
TO: Board of County Commissioners
FROM: Bill Kuhn, Treasurer
SUBJECT: Treasury Report for November 2023

Following is the unaudited monthly treasury report for fiscal year to date (YTD) as of November 30, 2023.

Treasury and Investments

- The portfolio balance at the end of November was \$335.6 million, an increase of \$33.7 million from October and a decrease of \$19.2 million from last year (Nov 2022).
- Net investment income for November was \$957.8K, approximately \$429K more than last month and \$474K greater than November 2022. YTD earnings of \$3,002,473 are \$1,578,011 more than the YTD earnings last year.
- All portfolio category balances are within policy limits.
- The LGIP interest rate remained at 5.00% during the month of November. Benchmark returns for 24-month and 36-month treasuries are down from the prior month by 35 basis points and by 34 basis points respectively.
- The average portfolio yield is 3.34%, which improved over last month’s average of 3.04%.
- The portfolio weighted average time to maturity is .86 years, up slightly from .81 years in October.

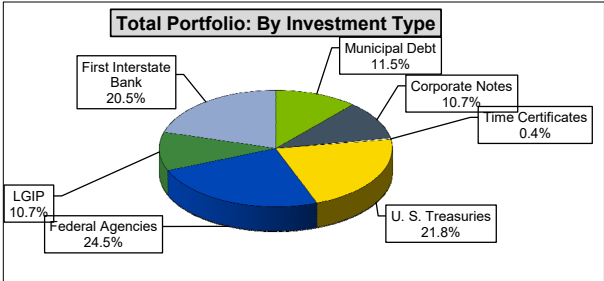
Deschutes County



Total Investment Portfolio As Of 11/30/2023

| Portfolio Breakdown: Par Value by Investment Type | | |
|---|-----------------------|---------------|
| Municipal Debt | \$ 38,475,000 | 11.5% |
| Corporate Notes | 35,821,000 | 10.7% |
| Time Certificates | 1,245,000 | 0.4% |
| U.S. Treasuries | 73,000,000 | 21.8% |
| Federal Agencies | 82,295,000 | 24.5% |
| LGIP | 36,063,805 | 10.7% |
| First Interstate (Book Balance) | 68,703,624 | 20.5% |
| Total Investments | \$ 335,603,429 | 100.0% |

| Investment Income | | |
|--------------------------------|-------------------|---------------------|
| | Nov-23 | Y-T-D |
| Total Investment Income | \$ 962,861 | \$ 3,027,473 |
| Less Fee: \$5,000 per month | (5,000) | (25,000) |
| Investment Income - Net | \$ 957,861 | \$ 3,002,473 |
| Prior Year Comparison | Nov-22 | 483,445 |
| | | \$ 1,424,462 |

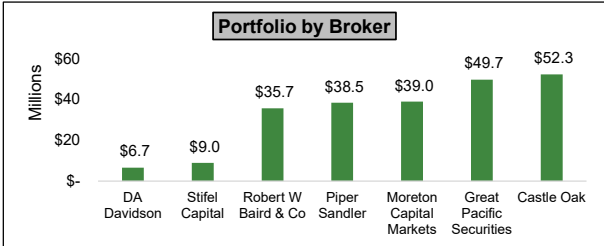


| Category Maximums: | |
|----------------------|------|
| U.S. Treasuries | 100% |
| LGIP (\$59,847,000) | 100% |
| Federal Agencies | 100% |
| Banker's Acceptances | 25% |
| Time Certificates | 50% |
| Municipal Debt | 25% |
| Corporate Debt | 25% |

| Yield Percentages | | |
|-------------------|---------------|--------------|
| | Current Month | Prior Month |
| FIB/ LGIP | 5.00% | 5.00% |
| Investments | 2.35% | 2.35% |
| Average | 3.34% | 3.04% |

| Maturity (Years) | |
|------------------|------------------|
| Max | Weighted Average |
| 2.96 | 0.86 |

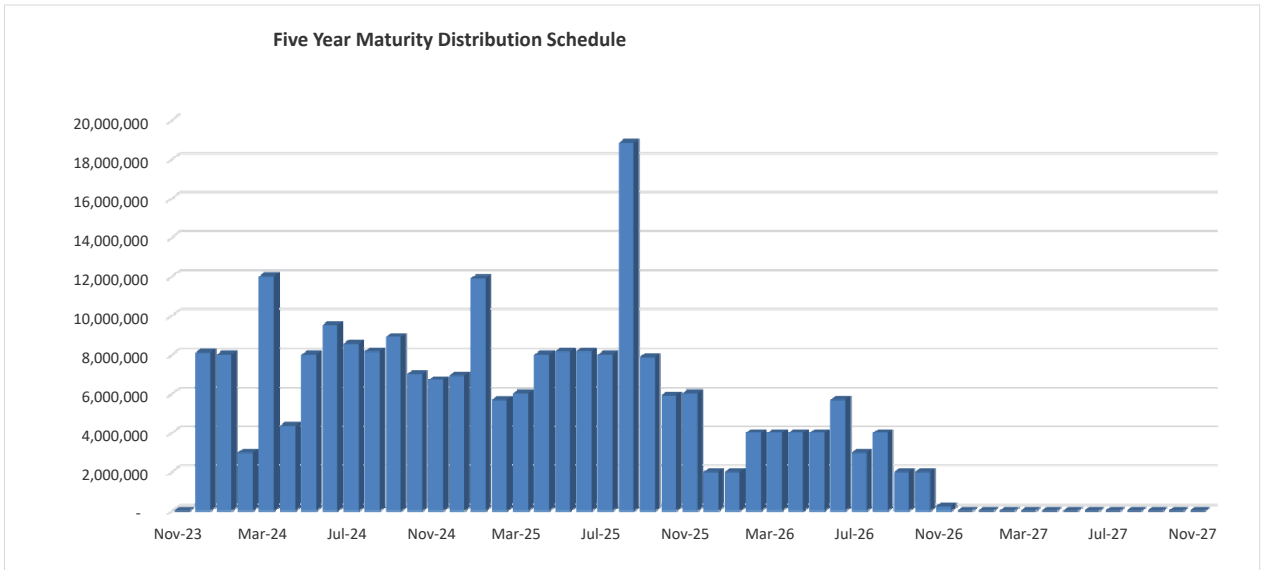
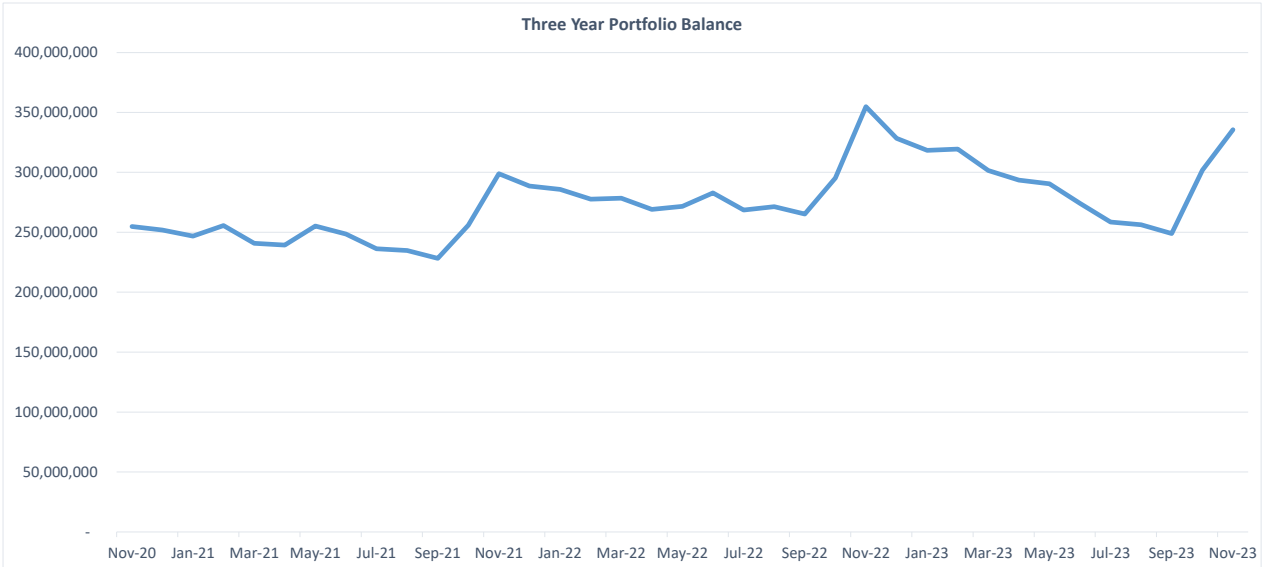
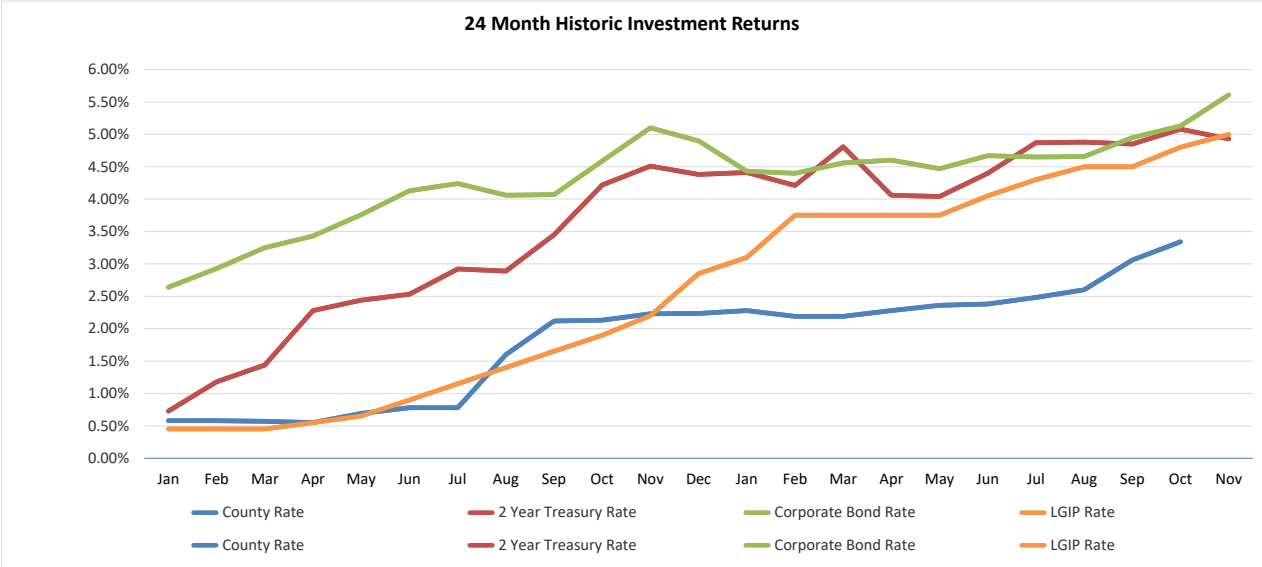
| Benchmarks | |
|-------------------|-------|
| 24 Month Treasury | 4.58% |
| LGIP Rate | 5.00% |
| 36 Month Treasury | 4.31% |



| Term | Minimum | Actual |
|---------------|---------|--------|
| 0 to 30 Days | 10% | 33.6% |
| Under 1 Year | 25% | 58.7% |
| Under 5 Years | 100% | 100.0% |

| Other | Policy | Actual |
|----------------------|------------|------------|
| Corp Issuer | 5% | 1.9% |
| Callable | 25% | 13.5% |
| Weighted Ave. | AA2 | AA1 |

| Investment Activity | |
|----------------------------|---------------|
| Purchases in Month | \$ 30,000,000 |
| Sales/Redemptions in Month | \$ 7,000,000 |



Deschutes County Investments
Portfolio Management
Portfolio Details - Investments
November 30, 2023

| Inv # | Inv Type | CUSIP | Security | Broker | Purchase Date | Maturity Date | Days To Maturity | Ratings | | Coupon Rate | YTM 365 | Par Value | Market Value | Book Value | Call Date |
|-------|----------|-----------|------------------------------|--------|---------------|---------------|------------------|---------|-----------|-------------|-----------|-----------|--------------|------------|------------|
| | | | | | | | | Moodys | S&P/Fitch | | | | | | |
| 10844 | BCD | 05580AB78 | BMW | GPAC | 7/30/2021 | 7/30/2024 | 242 | | | 0.55 | 0.55 | 249000 | 241036.04 | 249000 | - - |
| 10847 | BCD | 38149MXG3 | GOLDMAN SACHS | GPAC | 7/28/2021 | 7/29/2024 | 241 | | | 0.55 | 0.55 | 249000 | 241078.27 | 249000 | - - |
| 10848 | BCD | 795451AA1 | SALLIE MAE | GPAC | 7/21/2021 | 7/22/2024 | 234 | | | 0.55 | 0.55 | 249000 | 241157.5 | 249000 | - - |
| 10849 | BCD | 89235MLF6 | TOYOTA FINANCIAL SGS BANK | GPAC | 8/5/2021 | 8/5/2024 | 248 | | | 0.55 | 0.55 | 249000 | 240831.02 | 249000 | - - |
| 10850 | NCB | 90348JR85 | UBS BANK USA | GPAC | 8/11/2021 | 8/12/2024 | 255 | | | 0.55 | 0.536214 | 249000 | 240585.89 | 249000 | - - |
| 10836 | FAC | 31422XBV3 | Federal Agriculture Mtg Corp | GPAC | 3/15/2021 | 12/15/2023 | 14 | Aaa | AA+ | 0.22 | 0.2148764 | 2000000 | 1996041.28 | 2000000 | - - |
| 10763 | FAC | 3133EL3P7 | Federal Farm Credit Bank | R W B | 8/12/2020 | 8/12/2025 | 620 | Aaa | AA+ | 0.53 | 0.53 | 3000000 | 2785505.37 | 3000000 | - - |
| 10764 | FAC | 3133EL3H5 | Federal Farm Credit Bank | MORETN | 8/12/2020 | 8/12/2025 | 620 | Aaa | AA+ | 0.57 | 0.57 | 3000000 | 2784358.92 | 3000000 | - - |
| 10783 | FAC | 3133EMCNO | Federal Farm Credit Bank | CASTLE | 10/16/2020 | 10/15/2024 | 319 | Aaa | AA+ | 0.4 | 0.4401721 | 2000000 | 1918332.34 | 1999306.1 | - - |
| 10820 | FAC | 3133EMPL5 | Federal Farm Credit Bank | PS | 12/30/2020 | 12/23/2024 | 388 | Aaa | AA+ | 0.32 | 0.3199988 | 2000000 | 1900845.14 | 2000000 | - - |
| 10828 | FAC | 3133EMNK4 | Federal Farm Credit Bank | DA DAV | 1/22/2021 | 7/22/2024 | 234 | Aaa | AA+ | 0.31 | 0.31 | 2000000 | 1937019.9 | 2000000 | - - |
| 10842 | FAC | 3133EMT51 | Federal Farm Credit Bank | R W B | 7/19/2021 | 7/19/2024 | 231 | Aaa | AA+ | 0.42 | 0.4283959 | 1000000 | 969654.09 | 999947.22 | - - |
| 10916 | FAC | 3133ENP79 | Federal Farm Credit Bank | CASTLE | 9/26/2022 | 9/26/2024 | 300 | Aaa | AA+ | 4.25 | 4.2542149 | 2000000 | 1982588.84 | 1999934.44 | - - |
| 10926 | FAC | 3133ENS68 | Federal Farm Credit Bank | R W B | 10/20/2022 | 10/17/2024 | 321 | Aaa | AA+ | 4.62 | 4.7128512 | 2000000 | 1987324.32 | 1998457.46 | - - |
| 10927 | FAC | 3133ENPG9 | Federal Farm Credit Bank | MORETN | 10/25/2022 | 2/14/2025 | 441 | Aaa | AA+ | 1.75 | 4.5602179 | 1700000 | 1635063.88 | 1646013.41 | - - |
| 10954 | FAC | 3133ENG20 | Federal Farm Credit Bank | CASTLE | 11/30/2022 | 8/15/2024 | 258 | Aaa | AA+ | 3.3 | 4.6146501 | 2000000 | 1967288.8 | 1982318.3 | - - |
| 10971 | FAC | 3133EPPR0 | Federal Farm Credit Bank | GPAC | 11/17/2023 | 4/10/2026 | 861 | Aaa | AA+ | 4.625 | 4.7710002 | 2000000 | 1999323.3 | 1993477.65 | - - |
| 10975 | FAC | 3133EPPR0 | Federal Farm Credit Bank | GPAC | 11/22/2023 | 4/10/2026 | 861 | Aaa | AA+ | 4.625 | 4.8109999 | 2000000 | 1999323.3 | 1991706.85 | - - |
| 10903 | FAC | 3130ASLR8 | Federal Home Loan Bank | CASTLE | 7/6/2022 | 3/28/2024 | 118 | Aaa | AA+ | 3.45 | 3.3909602 | 2000000 | 1988014.3 | 2000381.47 | 12/28/2023 |
| 10932 | FAC | 3130ATN52 | Federal Home Loan Bank | DA DAV | 10/27/2022 | 10/27/2025 | 696 | Aaa | AA+ | 5 | 5.0181605 | 1855000 | 1843146.12 | 1854410.87 | 1/27/2024 |
| 10937 | FAC | 3130AK5E2 | Federal Home Loan Bank | R W B | 11/18/2022 | 9/4/2025 | 643 | Aaa | AA+ | 0.375 | 4.2631353 | 2000000 | 1851740.06 | 1872368.07 | - - |
| 10938 | FAC | 3130A0F70 | Federal Home Loan Bank | R W B | 11/18/2022 | 12/8/2023 | 7 | Aaa | AA+ | 3.375 | 4.7972336 | 2840000 | 2838711.49 | 2839241.94 | - - |
| 10947 | FAC | 3130ASR92 | Federal Home Loan Bank | MORETN | 11/30/2022 | 5/16/2025 | 532 | Aaa | AA+ | 4 | 5.139245 | 2000000 | 1966273.56 | 1982756.77 | - - |
| 10957 | FAC | 3130ATUQ8 | Federal Home Loan Bank | PS | 12/1/2022 | 3/8/2024 | 98 | Aaa | AA+ | 4.75 | 4.7977307 | 2000000 | 1996211.48 | 1999762.28 | - - |
| 10964 | FAC | 3130AWKM1 | Federal Home Loan Bank | R W B | 11/16/2023 | 12/12/2025 | 742 | Aaa | AA+ | 4.75 | 4.9490002 | 2000000 | 1998242.5 | 1992356.44 | - - |
| 10972 | FAC | 3130AXB31 | Federal Home Loan Bank | R W B | 11/17/2023 | 3/13/2026 | 833 | Aaa | AA+ | 4.875 | 4.875 | 2000000 | 2009911.64 | 2003955.1 | - - |
| 10976 | FAC | 3130ALAJ3 | Federal Home Loan Bank | PS | 11/22/2023 | 8/25/2026 | 998 | Aaa | | 0.7 | 4.9650109 | 2000000 | 1793897.62 | 1784570.39 | 2/25/2024 |
| 10766 | FAC | 3134GWND4 | Federal Home Loan Mtg Corp | CASTLE | 8/14/2020 | 8/12/2025 | 620 | Aaa | | 0.6 | 0.6101786 | 2000000 | 1855376.82 | 1999660.18 | 2/12/2024 |
| 10775 | FAC | 3134GWF84 | Federal Home Loan Mtg Corp | CASTLE | 9/9/2020 | 9/9/2024 | 283 | Aaa | | 0.48 | 0.48 | 1000000 | 961979.6 | 1000000 | 12/9/2023 |
| 10791 | FAC | 3134GW3W4 | Federal Home Loan Mtg Corp | CASTLE | 10/30/2020 | 10/28/2024 | 332 | Aaa | | 0.41 | 0.4163167 | 2000000 | 1911373.86 | 1999886.3 | 1/28/2024 |
| 10792 | FAC | 3134GW5Q5 | Federal Home Loan Mtg Corp | CASTLE | 10/30/2020 | 1/29/2025 | 425 | Aaa | | 0.45 | 0.4523943 | 2500000 | 2361681.88 | 2499931.65 | 1/29/2024 |
| 10799 | FAC | 3134GW7F7 | Federal Home Loan Mtg Corp | CASTLE | 11/18/2020 | 11/18/2024 | 353 | Aaa | | 0.375 | 0.375 | 2000000 | 1912313.1 | 2000000 | - - |
| 10821 | FAC | 3134GXKK9 | Federal Home Loan Mtg Corp | R W B | 1/15/2021 | 1/15/2025 | 411 | Aaa | | 0.35 | 0 | 2000000 | 1892571.88 | 2000000 | 1/15/2024 |
| 10905 | FAC | 3134GWZV1 | Federal Home Loan Mtg Corp | CASTLE | 7/8/2022 | 10/22/2025 | 691 | Aaa | | 0.65 | 3.2000087 | 2000000 | 1843846.66 | 1909108.36 | - - |
| 10939 | FAC | 3134GY4P4 | Federal Home Loan Mtg Corp | MORETN | 11/30/2022 | 11/26/2025 | 726 | Aaa | AA+ | 5.3 | 5.3002699 | 2000000 | 1989146.46 | 2000000 | 2/26/2024 |
| 10944 | FAC | 3137EAXE3 | Federal Home Loan Mtg Corp | MORETN | 11/18/2022 | 9/23/2025 | 662 | Aaa | AA+ | 0.375 | 4.2702845 | 2000000 | 1847061.7 | 1868455.02 | - - |
| 10955 | FAC | 3137EAEU9 | Federal Home Loan Mtg Corp | CASTLE | 11/30/2022 | 7/21/2025 | 598 | Aaa | AA+ | 0.375 | 4.3133499 | 2000000 | 1861226.54 | 1879476.21 | - - |
| 10762 | FAC | 3136G4E74 | Federal National Mtg Assn | CASTLE | 7/31/2020 | 1/29/2025 | 425 | Aaa | AA+ | 0.57 | 0.569999 | 1400000 | 1326114.27 | 1400000 | 1/29/2024 |
| 10765 | FAC | 3136G4N74 | Federal National Mtg Assn | MORETN | 8/21/2020 | 8/21/2025 | 629 | Aaa | AA+ | 0.56 | 0.56 | 3000000 | 2784742.53 | 3000000 | 2/21/2024 |
| 10767 | FAC | 3136G4L84 | Federal National Mtg Assn | CASTLE | 8/18/2020 | 8/18/2025 | 626 | Aaa | AA+ | 0.57 | 0.5901227 | 2000000 | 1857248.04 | 1999321.3 | 2/18/2024 |
| 10770 | FAC | 3136G4X24 | Federal National Mtg Assn | PS | 8/28/2020 | 8/29/2025 | 637 | Aaa | AA+ | 0.6 | 0.6000006 | 1000000 | 928270.95 | 1000000 | 8/29/2024 |
| 10772 | FAC | 3136G4N74 | Federal National Mtg Assn | R W B | 8/27/2020 | 8/21/2025 | 629 | Aaa | AA+ | 0.56 | 0.5650922 | 1000000 | 928247.51 | 999913.6 | 2/21/2024 |
| 10773 | FAC | 3136G4X24 | Federal National Mtg Assn | CASTLE | 8/28/2020 | 8/29/2025 | 637 | Aaa | AA+ | 0.6 | 0.6000006 | 1000000 | 928270.95 | 1000000 | 8/29/2024 |
| 10774 | FAC | 3136G4N74 | Federal National Mtg Assn | R W B | 9/3/2020 | 8/21/2025 | 629 | Aaa | AA+ | 0.56 | 0.5599951 | 2000000 | 1856495.02 | 2000000 | 2/21/2024 |
| 10793 | FAC | 3135GA2N0 | Federal National Mtg Assn | R W B | 11/4/2020 | 11/4/2025 | 704 | Aaa | AA+ | 0.55 | 0.55 | 2000000 | 1844940.5 | 2000000 | 11/4/2024 |
| 10796 | FAC | 3135G06G3 | Federal National Mtg Assn | CASTLE | 11/12/2020 | 11/7/2025 | 707 | Aaa | AA+ | 0.5 | 0.5729346 | 2000000 | 1843020.22 | 1997223.75 | - - |
| 10952 | FAC | 3135G03U5 | Federal National Mtg Assn | R W B | 11/30/2022 | 4/22/2025 | 508 | Aaa | AA+ | 0.625 | 4.4293463 | 2000000 | 1884433.2 | 1900822.92 | - - |
| 10900 | TRC | 91282CDV0 | U.S. Treasury | GPAC | 6/28/2022 | 1/31/2024 | 61 | Aaa | | 0.875 | 3.0200597 | 2000000 | 1985116.14 | 1993064.46 | - - |
| 10901 | TRC | 91282CEG2 | U.S. Treasury | GPAC | 6/28/2022 | 3/31/2024 | 121 | Aaa | | 2.25 | 3.0493067 | 2000000 | 1979609.38 | 1994875.88 | - - |
| 10902 | TRC | 91282CER8 | U.S. Treasury | GPAC | 6/28/2022 | 5/31/2024 | 182 | Aaa | | 2.5 | 3.0809126 | 2000000 | 1971953.12 | 1994417.67 | - - |
| 10904 | TRC | 91282CEH0 | U.S. Treasury | MORETN | 7/8/2022 | 4/15/2025 | 501 | Aaa | AA+ | 2.625 | 3.0804476 | 2000000 | 1938125 | 1988087.64 | - - |
| 10919 | TRC | 91282CBR1 | U.S. Treasury | PS | 10/3/2022 | 3/15/2024 | 105 | Aaa | | 0.25 | 4.282992 | 2000000 | 1971093.76 | 1977725.71 | - - |
| 10920 | TRC | 91282ZL7 | U.S. Treasury | PS | 10/3/2022 | 4/30/2025 | 516 | Aaa | | 0.375 | 4.2171846 | 2000000 | 1875390.62 | 1898040.6 | - - |
| 10921 | TRC | 91282ZT0 | U.S. Treasury | PS | 10/3/2022 | 5/31/2025 | 547 | Aaa | | 0.25 | 4.2325215 | 2000000 | 1866328.12 | 1888290.32 | - - |
| 10924 | TRC | 91282CBV2 | U.S. Treasury | MORETN | 10/20/2022 | 4/15/2024 | 136 | Aaa | | 0.375 | 4.6205671 | 2000000 | 1963906.24 | 1969788.21 | - - |
| 10925 | TRC | 91282WJ5 | U.S. Treasury | MORETN | 10/20/2022 | 5/15/2024 | 166 | Aaa | | 2.5 | 4.6315735 | 2000000 | 1974687.5 | 1981486.15 | - - |
| 10928 | TRC | 91282V80 | U.S. Treasury | MORETN | 10/25/2022 | 1/31/2024 | 61 | Aaa | | 2.25 | 4.5518203 | 2000000 | 1989454.02 | 1992609.68 | - - |
| 10929 | TRC | 91282CDZ1 | U.S. Treasury | MORETN | 10/25/2022 | 2/15/2025 | 442 | Aaa | | 1.5 | 4.5042292 | 2000000 | 1916718.76 | 1931755.78 | - - |

| Inv # | Inv Type | CUSIP | Security | Broker | Purchase Date | Maturity Date | Days To Maturity | Ratings | | Coupon | | Par Value | Market Value | Book Value | Call Date |
|-------|----------|-----------|--------------------------------|--------|---------------|---------------|------------------|---------|-----------|--------|-----------|-------------|--------------|-------------|-----------|
| | | | | | | | | Moodys | S&P/Fitch | Rate | YTM 365 | | | | |
| 10771 | MUN | 68583RCT7 | OR ST COMMUNITY COLLEGE DIST | R W B | 8/27/2020 | 6/30/2024 | 212 | Aa1 | AA+ | 5.66 | 0.6000375 | 90000 | 90144.9 | 92609.6 | - |
| 10853 | MUN | 68583RCY6 | OR ST COMMUNITY COLLEGE DIST | PS | 8/31/2021 | 6/30/2024 | 212 | | AA | 0.583 | 0.5830334 | 1000000 | 973680 | 1000000 | - |
| 10863 | MUN | 68583RCV2 | OR ST COMMUNITY COLLEGE DIST | GPAC | 11/18/2021 | 6/30/2026 | 942 | Aa1 | AA+ | 5.68 | 1.4000014 | 210000 | 214015.2 | 232382.53 | - |
| 10876 | MUN | 68607DVC6 | ODOT HWY USER TAX REV | R W B | 12/8/2021 | 11/15/2026 | 1080 | Aa1 | AAA | 0.934 | 1.3661066 | 260000 | 232562.2 | 256799.26 | - |
| 10784 | MUN | 732098PE2 | POMONA CALI UNI SCH DIST TAXAB | PS | 10/20/2020 | 8/1/2024 | 244 | Aa3 | | 0.77 | 0.6001765 | 1200000 | 1164204 | 1201341.6 | - |
| 10809 | MUN | 736688MD1 | Portland Community College | PS | 12/17/2020 | 6/15/2024 | 197 | Aa1 | | 0.572 | 0.5720012 | 1000000 | 975270 | 1000000 | - |
| 10845 | MUN | 736688MF6 | Portland Community College | MORETN | 7/23/2021 | 6/15/2026 | 927 | Aa1 | | 0.899 | 0.8000224 | 1250000 | 1129962.5 | 1253073.47 | - |
| 10810 | MUN | 73474TAB6 | MORROW PORT TRANS FAC | R W B | 12/14/2020 | 9/1/2024 | 275 | Aa1 | | 3.221 | 0.4201896 | 1750000 | 1721527.5 | 1786435.86 | - |
| 10837 | MUN | 73473RDH5 | MORROW PORT TRANS FAC | R W B | 4/1/2021 | 12/1/2023 | 0 | | A- | 0.7 | 0.7000516 | 1000000 | 1000000 | 1000000 | - |
| 10951 | MUN | 752147HJ0 | RANCHO SANTIAGO CA CMNTY CLG D | GPAC | 12/1/2022 | 9/1/2025 | 640 | Aa2 | AA | 0.734 | 4.6299342 | 1895000 | 1756513.4 | 1775108.52 | - |
| 10776 | MUN | 568571CZ4 | SILVER FALLS SD | PS | 9/17/2020 | 6/15/2024 | 197 | Aa1 | | 0.55 | 0.5500254 | 1900000 | 1851360 | 1900000 | - |
| 10831 | MUN | 799055QU5 | SAN MATEO CA FOSTER CITY SCHO | DA DAV | 2/16/2021 | 8/1/2025 | 609 | Aaa | AA+ | 1.597 | 0.4700929 | 500000 | 472025 | 509282.24 | - |
| 10786 | MUN | 835569GR9 | SONOMA CCD | PS | 10/21/2020 | 8/1/2024 | 244 | Aa2 | AA | 2.061 | 0.600206 | 1200000 | 1174440 | 1211536.94 | - |
| 10787 | MUN | 88675ABS4 | TIGARD OR WTR SYS REVENUE | PS | 11/3/2020 | 8/1/2025 | 609 | Aa3 | AA | 2 | 0.8504149 | 350000 | 332577 | 356559.43 | - |
| 10779 | MUN | 906429EE1 | UNION CTY OR SCHOOL DISTRICT | PS | 10/8/2020 | 6/15/2024 | 197 | Aa1 | | 0.675 | 0.6750364 | 490000 | 477892.1 | 490000 | - |
| 10785 | MUN | 939307KV5 | Washington County SD Municipal | PS | 10/28/2020 | 6/15/2024 | 197 | Aa1 | | 0.59 | 0.5840838 | 1500000 | 1461900 | 1500000 | - |
| 10798 | MUN | 938429V61 | Washington County SD Municipal | PS | 11/17/2020 | 6/15/2025 | 562 | Aa1 | AA+ | 0.912 | 0.6448704 | 350000 | 327677 | 351415.42 | - |
| 10078 | RRP | SYS10078 | Local Govt Investment Pool | | 7/1/2006 | - | 1 | | | 5 | 5 | 36063804.51 | 36063804.51 | 36063804.51 | - |
| 10084 | RR2 | SYS10084 | First Interstate Bank | | 7/1/2006 | - | 1 | | | 5 | 5 | 4085810.74 | 4085810.74 | 4085810.74 | - |
| 10085 | RR2 | SYS10085 | First Interstate Bank | | 10/13/2023 | - | 1 | | | 5 | 5 | 64617813.35 | 64617813.35 | 64617813.35 | - |
| | | | | | | | | | | | | 335,603,429 | 327,948,902 | 334,042,805 | |



BOARD OF
COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: December 20, 2023

SUBJECT: Finance Report for November 2023

ATTENDANCE:
Robert Tintle, Chief Financial Officer



MEMORANDUM

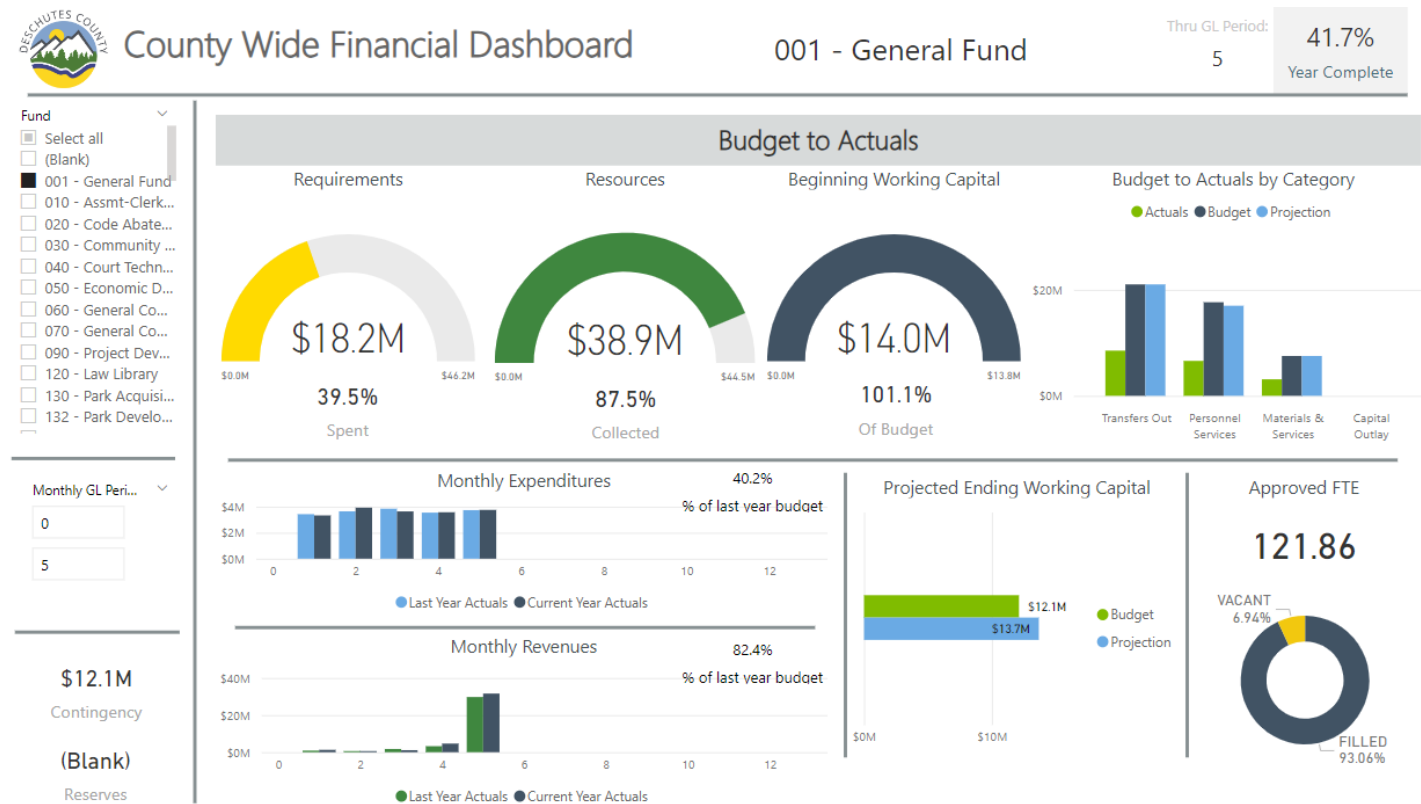
DATE: December 20, 2023
TO: Board of County Commissioners
FROM: Robert Tintle, Chief Financial Officer
SUBJECT: Finance Report for November 2023

Following is the unaudited monthly finance report for fiscal year to date (YTD) as of November 30, 2023.

Budget to Actuals Report

General Fund

- *Revenue* YTD in the General Fund is \$38.9M or 87.5% of budget. By comparison, last year revenue YTD was \$36.0M and 82.3% of budget.
- *Expenses* YTD are \$18.2M and 39.5% of budget. By comparison, last year expenses YTD were \$18.2M and 40.1% of budget.
- *Beginning Fund Balance* is \$14.0M or 101.1% of the budgeted \$13.8M beginning fund balance.



All Major Funds

On the attached pages you will find the Budget to Actuals Report for the County’s major funds with actual revenue and expense data compared to budget through November 30, 2023.

Position Control Summary

| Position Control Summary FY24 | | | | | | | | | | | | | | |
|-------------------------------|------------|----------|----------|----------|----------|----------|-----|-----|-----|-----|-------|-----|------|------------------------------------|
| Org | | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | April | May | June | July - June Percent Unfilled |
| Assessor | Filled | 31.63 | 31.63 | 31.63 | 31.63 | 30.00 | | | | | | | | |
| | Unfilled | 3.63 | 3.63 | 3.63 | 3.63 | 5.26 | | | | | | | | 11.22% |
| Clerk | Filled | 9.48 | 10.48 | 10.48 | 9.90 | 9.90 | | | | | | | | |
| | Unfilled | 1.00 | - | - | 0.58 | 0.58 | | | | | | | | 4.13% |
| BOPTA | Filled | 0.52 | 0.52 | 0.10 | 0.10 | 0.10 | | | | | | | | |
| | Unfilled | - | - | 0.42 | 0.42 | 0.42 | | | | | | | | 48.39% |
| DA | Filled | 57.90 | 58.90 | 58.90 | 59.40 | 59.90 | | | | | | | | |
| | Unfilled | 3.20 | 2.20 | 2.20 | 1.70 | 1.20 | | | | | | | | 3.44% |
| Tax | Filled | 6.50 | 6.50 | 6.50 | 6.50 | 6.50 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| Veterans' | Filled | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| Property Mgmt | Filled | 2.00 | 2.00 | 2.00 | 3.00 | 3.00 | | | | | | | | |
| | Unfilled | 1.00 | 1.00 | 1.00 | - | - | | | | | | | | 20.00% |
| Total General Fund | Filled | 113.03 | 115.03 | 114.61 | 115.53 | 114.40 | - | - | - | - | - | - | - | |
| | Unfilled | 8.83 | 6.83 | 7.25 | 6.33 | 7.46 | - | - | - | - | - | - | - | 6.02% |
| Justice Court | Filled | 4.60 | 4.60 | 4.60 | 4.60 | 4.60 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| Community Justice | Filled | 45.00 | 43.00 | 45.00 | 45.00 | 46.00 | | | | | | | | |
| | Unfilled | 4.00 | 6.00 | 4.00 | 4.00 | 3.00 | | | | | | | | 8.57% |
| Sheriff | Filled | 233.75 | 232.75 | 229.75 | 229.75 | 228.75 | | | | | | | | |
| | Unfilled | 37.25 | 38.25 | 41.25 | 41.25 | 42.25 | | | | | | | | 14.78% |
| Houseless Effort | Filled | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | |
| | Unfilled | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | 50.00% |
| Health Svcs | Filled | 381.55 | 376.95 | 378.75 | 383.40 | 384.40 | | | | | | | | |
| | Unfilled | 33.25 | 37.85 | 37.05 | 32.60 | 34.60 | | | | | | | | 8.43% |
| CDD | Filled | 54.80 | 54.80 | 52.80 | 52.00 | 48.00 | | | | | | | | |
| | Unfilled | 3.20 | 3.20 | 5.20 | 6.00 | 10.00 | | | | | | | | 9.52% |
| Road | Filled | 57.00 | 57.00 | 57.00 | 55.00 | 56.00 | | | | | | | | |
| | Unfilled | 5.00 | 5.00 | 5.00 | 7.00 | 6.00 | | | | | | | | 9.03% |
| Adult P&P | Filled | 33.75 | 33.75 | 33.75 | 33.75 | 32.75 | | | | | | | | |
| | Unfilled | 6.00 | 6.00 | 6.00 | 6.00 | 7.00 | | | | | | | | 15.60% |
| Solid Waste | Filled | 29.00 | 31.00 | 30.00 | 30.00 | 30.00 | | | | | | | | |
| | Unfilled | 12.00 | 10.00 | 11.00 | 11.00 | 11.00 | | | | | | | | 26.83% |
| Victims Assistance | Filled | 6.50 | 7.50 | 7.50 | 9.50 | 9.50 | | | | | | | | |
| | Unfilled | 3.00 | 2.00 | 2.00 | - | - | | | | | | | | 14.74% |
| GIS Dedicated | Filled | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| Fair & Expo | Filled | 11.75 | 11.75 | 11.75 | 10.75 | 10.75 | | | | | | | | |
| | Unfilled | 5.75 | 5.75 | 5.75 | 6.75 | 6.75 | | | | | | | | 35.14% |
| Natural Resource | Filled | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| ISF - Facilities | Filled | 23.75 | 22.75 | 22.75 | 22.75 | 22.75 | | | | | | | | |
| | Unfilled | 3.00 | 4.00 | 4.00 | 4.00 | 4.00 | | | | | | | | 14.21% |
| ISF - Admin | Filled | 9.75 | 9.75 | 9.75 | 8.75 | 8.75 | | | | | | | | |
| | Unfilled | - | - | - | 1.00 | 1.00 | | | | | | | | 4.10% |
| ISF - BOCC | Filled | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| ISF - Finance | Filled | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | | | | | | | | |
| | Unfilled | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | 7.69% |
| ISF - Legal | Filled | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| ISF - HR | Filled | 8.80 | 8.80 | 8.80 | 8.80 | 8.80 | | | | | | | | |
| | Unfilled | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | | | | | | | | 12.00% |
| ISF - IT | Filled | 17.00 | 17.00 | 17.00 | 17.00 | 17.00 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| ISF - Risk | Filled | 3.25 | 3.25 | 3.25 | 3.25 | 3.25 | | | | | | | | |
| | Unfilled | - | - | - | - | - | | | | | | | | 0.00% |
| 911 | Filled | 53.00 | 55.00 | 55.00 | 54.57 | 54.57 | | | | | | | | |
| | Unfilled | 7.00 | 5.00 | 5.00 | 5.43 | 5.43 | | | | | | | | 9.29% |
| Total: | Filled | 1,113.28 | 1,111.68 | 1,109.06 | 1,111.40 | 1,107.27 | - | - | - | - | - | - | - | |
| | Unfilled | 131.48 | 133.08 | 136.70 | 134.56 | 141.69 | - | - | - | - | - | - | - | |
| | Total | 1,244.76 | 1,244.76 | 1,245.76 | 1,245.96 | 1,248.96 | A | - | - | - | - | - | - | |
| | % Unfilled | 10.56% | 10.69% | 10.97% | 10.80% | 11.34% | | | | | | | | |

A 3.0 FTE increase in Health Services



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | |
|-----------------------------------|--------------------|--------------------|-------------|--------------------|--------------------|------------|--------------------|-------------|
| | Budget | Actuals | % | Budget | Actuals | % | | % |
| 001 - General Fund | 43,472,708 | 43,034,834 | 99% | 44,408,216 | 38,908,549 | 88% | 45,143,983 | 102% |
| 030 - Juvenile | 1,010,203 | 1,050,931 | 104% | 1,014,168 | 124,577 | 12% | 1,027,772 | 101% |
| 160/170 - TRT | 13,631,282 | 12,748,688 | 94% | 12,751,790 | 7,798,537 | 61% | 12,541,540 | 98% |
| 200 - ARPA | 105,186 | 14,955,890 | 999% | 14,458,597 | 14,241,494 | 98% | 14,374,148 | 99% |
| 220 - Justice Court | 525,032 | 518,001 | 99% | 525,540 | 222,767 | 42% | 526,420 | 100% |
| 255 - Sheriff's Office | 49,577,055 | 50,672,726 | 102% | 58,332,752 | 51,512,665 | 88% | 58,636,528 | 101% |
| 274 - Health Services | 57,787,985 | 55,638,108 | 96% | 59,843,955 | 27,235,708 | 46% | 61,022,086 | 102% |
| 295 - CDD | 11,675,519 | 9,455,886 | 81% | 10,460,840 | 3,639,454 | 35% | 8,559,930 | 82% |
| 325 - Road | 24,889,063 | 25,698,009 | 103% | 26,673,711 | 11,791,404 | 44% | 26,842,627 | 101% |
| 355 - Adult P&P | 6,134,018 | 6,295,372 | 103% | 5,535,606 | 2,101,471 | 38% | 5,537,148 | 100% |
| 465 - Road CIP | 1,943,063 | 782,549 | 40% | 2,179,426 | 1,182,752 | 54% | 2,334,697 | 107% |
| 610 - Solid Waste | 14,503,499 | 13,899,874 | 96% | 15,995,411 | 7,867,234 | 49% | 16,077,811 | 101% |
| 615 - Fair & Expo | 1,738,534 | 2,260,708 | 130% | 2,343,500 | 1,402,673 | 60% | 2,588,157 | 110% |
| 616 - Annual County Fair | 1,969,380 | 2,359,790 | 120% | 2,324,117 | 2,456,547 | 106% | 2,469,127 | 106% |
| 617 - Fair & Expo Capital Reserve | 7,414 | 317,269 | 999% | 64,800 | 32,037 | 49% | 69,960 | 108% |
| 618 - RV Park | 642,252 | 579,826 | 90% | 530,800 | 242,490 | 46% | 495,138 | 93% |
| 619 - RV Park Reserve | 6,298 | 21,589 | 343% | 34,300 | 16,168 | 47% | 35,530 | 104% |
| 670 - Risk Management | 3,311,477 | 3,297,596 | 100% | 3,364,344 | 1,575,350 | 47% | 3,408,394 | 101% |
| 675 - Health Benefits | 23,658,700 | 25,492,341 | 108% | 30,654,045 | 11,858,372 | 39% | 30,727,068 | 100% |
| 705 - 911 | 13,744,678 | 14,120,981 | 103% | 14,034,323 | 10,928,785 | 78% | 14,080,224 | 100% |
| 999 - Other | 62,651,873 | 65,511,028 | 105% | 81,637,214 | 23,115,685 | 28% | 81,499,093 | 100% |
| TOTAL RESOURCES | 332,985,219 | 348,711,997 | 105% | 387,167,455 | 218,254,718 | 56% | 387,997,381 | 100% |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | |
|---------------------|------------------|------------|-----|------------------|-----------|-----|------------|------|
| | Budget | Actuals | % | Budget | Actuals | % | | % |
| | - | (26,749) | | - | (6,197) | | | |
| 001 - General Fund | 24,337,373 | 23,057,601 | 95% | 25,183,057 | 9,708,567 | 39% | 24,524,251 | 97% |
| 030 - Juvenile | 7,928,538 | 7,497,365 | 95% | 8,481,279 | 3,156,517 | 37% | 8,042,632 | 95% |
| 160/170 - TRT | 13,123,218 | 11,822,231 | 90% | 6,902,223 | 5,141,881 | 74% | 6,852,723 | 99% |
| 200 - ARPA | 23,129,361 | 14,662,784 | 63% | 9,837,656 | 783,738 | 8% | 9,753,207 | 99% |
| 220 - Justice Court | 766,183 | 742,697 | 97% | 822,370 | 330,569 | 40% | 827,596 | 101% |



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| | | | | | | | | |
|-----------------------------------|--------------------|--------------------|------------|--------------------|--------------------|------------|--------------------|------------|
| 255 - Sheriff's Office | 60,415,533 | 58,373,715 | 97% | 65,642,097 | 23,871,547 | 36% | 63,525,118 | 97% |
| 274 - Health Services | 70,979,127 | 62,912,108 | 89% | 71,807,916 | 24,817,389 | 35% | 73,337,338 | 102% |
| 295 - CDD | 11,233,304 | 9,466,620 | 84% | 10,269,561 | 3,687,904 | 36% | 9,277,487 | 90% |
| 325 - Road | 16,188,996 | 13,822,550 | 85% | 17,124,761 | 5,978,355 | 35% | 16,651,833 | 97% |
| 355 - Adult P&P | 7,575,910 | 6,790,874 | 90% | 7,576,032 | 2,685,915 | 35% | 6,802,405 | 90% |
| 465 - Road CIP | 28,387,166 | 16,897,136 | 60% | 23,772,827 | 5,383,940 | 23% | 23,765,779 | 100% |
| 610 - Solid Waste | 11,754,672 | 10,769,061 | 92% | 14,355,234 | 4,828,133 | 34% | 14,355,234 | 100% |
| 615 - Fair & Expo | 3,098,054 | 3,330,291 | 107% | 3,734,327 | 1,507,255 | 40% | 3,602,050 | 96% |
| 616 - Annual County Fair | 1,972,030 | 2,067,492 | 105% | 2,582,856 | 2,014,109 | 78% | 2,260,168 | 88% |
| 617 - Fair & Expo Capital Reserve | 870,000 | 483,310 | 56% | 1,090,000 | 160,110 | 15% | 1,090,000 | 100% |
| 618 - RV Park | 594,181 | 498,157 | 84% | 617,131 | 126,262 | 20% | 532,559 | 86% |
| 619 - RV Park Reserve | 100,000 | 5,532 | 6% | 174,000 | - | 0% | 174,000 | 100% |
| 670 - Risk Management | 5,887,806 | 2,915,728 | 50% | 4,744,447 | 1,947,088 | 41% | 4,754,929 | 100% |
| 675 - Health Benefits | 31,769,217 | 30,688,534 | 97% | 32,587,213 | 10,429,244 | 32% | 32,587,213 | 100% |
| 705 - 911 | 17,709,497 | 13,390,020 | 76% | 15,113,760 | 5,383,397 | 36% | 14,485,862 | 96% |
| 999 - Other | 108,884,843 | 63,570,653 | 58% | 93,528,680 | 19,560,190 | 21% | 93,157,006 | 100% |
| TOTAL REQUIREMENTS | 446,705,009 | 353,737,710 | 79% | 415,947,427 | 131,495,913 | 32% | 410,359,390 | 99% |



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | |
|-----------------------------------|------------------|--------------|----------|------------------|-------------|------|--------------|------|
| | Budget | Actuals | % | Budget | Actuals | % | | % |
| 001 - General Fund | (20,871,416) | (19,890,038) | 95% | (20,934,064) | (8,489,185) | 41% | (20,934,064) | 100% |
| 030 - Juvenile | 6,452,997 | 6,452,997 | 100% | 6,678,013 | 2,801,250 | 42% | 6,678,013 | 100% |
| 160/170 - TRT | (6,021,446) | (5,874,627) | 98% | (8,575,254) | (2,781,125) | 32% | (8,216,179) | 96% |
| 200 - ARPA | - | - | | (5,022,145) | (5,022,145) | 100% | (5,022,145) | 100% |
| 220 - Justice Court | 263,217 | 224,696 | 85% | 364,688 | 151,950 | 42% | 364,688 | 100% |
| 255 - Sheriff's Office | 3,448,587 | 3,449,109 | 100% | 3,378,587 | 1,521,575 | 45% | 3,378,587 | 100% |
| 274 - Health Services | 8,007,942 | 5,850,465 | 73% | 8,026,456 | 2,954,028 | 37% | 8,427,956 | 105% |
| 295 - CDD | (911,585) | (835,505) | 92% | 466,530 | (276,070) | -59% | 394,840 | 85% |
| 325 - Road | (12,330,136) | (12,330,136) | 100% | (12,700,000) | (7,700,000) | 61% | (12,700,000) | 100% |
| 355 - Adult P&P | 267,532 | 267,532 | 100% | 510,950 | 192,065 | 38% | 460,950 | 90% |
| 465 - Road CIP | 14,230,313 | 12,238,662 | 86% | 12,500,000 | 5,000,000 | 40% | 12,500,000 | 100% |
| 610 - Solid Waste | (5,299,665) | (3,453,962) | 65% | (2,613,962) | (655,815) | 25% | (2,613,962) | 100% |
| 615 - Fair & Expo | 704,127 | 621,827 | 88% | 875,681 | 364,865 | 42% | 859,989 | 98% |
| 616 - Annual County Fair | (156,706) | (156,706) | 100% | (34,503) | (14,375) | 42% | (34,503) | 100% |
| 617 - Fair & Expo Capital Reserve | 1,149,827 | 1,113,829 | 97% | 824,187 | 401,735 | 49% | 817,463 | 99% |
| 618 - RV Park | (81,566) | (81,566) | 100% | 128,436 | 146,845 | 114% | 128,436 | 100% |
| 619 - RV Park Reserve | 261,750 | 261,566 | 100% | 51,564 | 21,485 | 42% | 51,564 | 100% |
| 670 - Risk Management | (3,500) | (3,500) | 100% | (153,500) | (119,455) | 78% | (153,500) | 100% |
| 705 - 911 | (59,900) | (59,900) | 100% | - | - | | - | |
| 999 - Other | 10,959,373 | 12,205,258 | 111% | 16,228,336 | 11,502,371 | 71% | 15,611,867 | 96% |
| TOTAL TRANSFERS | 9,745 | - | 0 | - | - | | - | |



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| ENDING FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | |
|--|------------------|-------------|------|------------------|-------------|-------------|------|
| | Budget | Actuals | % | Budget | Actuals | Projection | % |
| | - | 26,749 | 999% | - | 6,197 | - | |
| 001 - General Fund | 11,239,637 | 13,984,329 | 124% | 12,117,095 | 34,695,127 | 13,669,998 | 113% |
| 030 - Juvenile | 634,663 | 1,528,688 | 241% | 710,902 | 1,297,998 | 1,191,841 | 168% |
| 160/170 - TRT | 4,000,000 | 4,527,362 | 113% | 1,801,675 | 4,402,893 | 2,000,000 | 111% |
| 200 - ARPA | - | 401,204 | 999% | - | 8,836,815 | - | |
| 220 - Justice Court | 22,066 | - | 0% | 67,858 | 44,148 | 63,512 | 94% |
| 255 - Sheriff's Office | 7,024,650 | 11,001,214 | 157% | 9,254,393 | 40,163,907 | 9,491,211 | 103% |
| 274 - Health Services | 6,045,519 | 12,519,113 | 207% | 7,480,011 | 17,891,460 | 8,631,818 | 115% |
| 295 - CDD | 1,627,134 | 1,322,717 | 81% | 1,975,730 | 998,198 | 1,000,000 | 51% |
| 325 - Road | 2,262,898 | 7,351,679 | 325% | 2,370,201 | 5,464,728 | 4,842,474 | 204% |
| 355 - Adult P&P | 1,925,640 | 3,010,934 | 156% | 1,470,524 | 2,618,555 | 2,206,627 | 150% |
| 465 - Road CIP | 12,334,484 | 23,347,907 | 189% | 9,918,979 | 24,146,719 | 14,416,824 | 145% |
| 610 - Solid Waste | 556,359 | 2,743,514 | 493% | 1,442,600 | 5,126,800 | 1,852,129 | 128% |
| 615 - Fair & Expo | 315,960 | 547,764 | 173% | 32,617 | 808,047 | 393,860 | 999% |
| 616 - Annual County Fair | 225,358 | 521,447 | 231% | 228,205 | 949,510 | 695,903 | 305% |
| 617 - Fair & Expo Capital Reserve | 1,587,183 | 2,757,229 | 174% | 2,391,825 | 3,030,891 | 2,554,652 | 107% |
| 618 - RV Park | 82,920 | 166,640 | 201% | 135,220 | 429,713 | 257,655 | 191% |
| 619 - RV Park Reserve | 1,340,766 | 1,469,559 | 110% | 1,284,317 | 1,507,212 | 1,382,653 | 108% |
| 670 - Risk Management | 5,107,351 | 9,323,307 | 183% | 6,466,397 | 8,832,113 | 7,823,272 | 121% |
| 675 - Health Benefits | 3,815,139 | 6,107,998 | 160% | 3,809,575 | 7,537,126 | 4,247,853 | 112% |
| 705 - 911 | 8,926,080 | 13,393,950 | 150% | 12,122,906 | 18,939,339 | 12,988,312 | 107% |
| 999 - Other | 56,596,539 | 109,244,434 | 193% | 104,967,098 | 124,302,299 | 106,861,249 | 102% |
| TOTAL FUND BALANCE | 125,670,346 | 225,297,737 | 179% | 180,048,128 | 312,029,794 | 196,571,841 | 109% |



Budget to Actuals Report

General Fund - Fund 001

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|--------------------------|-------------------|-------------------|------------|-------------------|-------------------|------------|-------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Property Taxes - Current | 34,467,173 | 34,606,785 | 100% | 37,400,000 | 35,173,204 | 94% | 38,135,987 | 102% | 735,987 A |
| Property Taxes - Prior | 301,000 | 334,760 | 111% | 318,000 | 229,949 | 72% | 318,000 | 100% | - |
| Other General Revenues | 3,591,874 | 4,310,996 | 120% | 3,480,844 | 2,239,857 | 64% | 3,480,624 | 100% | (220) |
| Assessor | 964,246 | 713,767 | 74% | 775,350 | 241,131 | 31% | 775,350 | 100% | - |
| Clerk | 2,298,566 | 1,451,801 | 63% | 1,259,595 | 481,878 | 38% | 1,259,595 | 100% | - |
| BOPTA | 14,588 | 9,434 | 65% | 10,200 | 3,161 | 31% | 10,200 | 100% | - |
| District Attorney | 1,183,942 | 1,089,499 | 92% | 552,048 | 397,128 | 72% | 552,048 | 100% | - |
| Tax Office | 221,483 | 120,714 | 55% | 136,000 | 64,462 | 47% | 136,000 | 100% | - |
| Veterans | 214,836 | 182,018 | 85% | 261,179 | 48,612 | 19% | 261,179 | 100% | - B |
| Property Management | 215,000 | 215,058 | 100% | 215,000 | 29,167 | 14% | 215,000 | 100% | - C |
| TOTAL RESOURCES | 43,472,708 | 43,034,834 | 99% | 44,408,216 | 38,908,549 | 88% | 45,143,983 | 102% | 735,767 |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|-------------------|-------------------|------------|-------------------|------------------|------------|-------------------|------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Assessor | 5,910,478 | 5,399,847 | 91% | 6,189,597 | 2,309,401 | 37% | 5,769,975 | 93% | 419,622 D |
| Clerk | 2,432,710 | 2,098,659 | 86% | 2,351,515 | 836,786 | 36% | 2,300,213 | 98% | 51,302 E |
| BOPTA | 92,177 | 82,488 | 89% | 97,522 | 26,950 | 28% | 73,031 | 75% | 24,491 F |
| District Attorney | 10,979,839 | 10,906,691 | 99% | 11,630,172 | 4,307,075 | 37% | 11,473,112 | 99% | 157,060 G |
| Medical Examiner | 438,702 | 320,660 | 73% | 461,224 | 115,405 | 25% | 461,224 | 100% | - |
| Tax Office | 905,262 | 834,177 | 92% | 940,770 | 409,769 | 44% | 931,797 | 99% | 8,973 H |
| Veterans | 809,390 | 758,902 | 94% | 919,283 | 320,324 | 35% | 937,497 | 102% | (18,214) |
| Property Management | 508,359 | 418,433 | 82% | 539,558 | 194,223 | 36% | 523,986 | 97% | 15,572 I |
| Non-Departmental | 2,260,456 | 2,237,744 | 99% | 2,053,416 | 1,188,634 | 58% | 2,053,416 | 100% | - |
| TOTAL REQUIREMENTS | 24,337,373 | 23,057,601 | 95% | 25,183,057 | 9,708,567 | 39% | 24,524,251 | 97% | 658,806 |

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|------------------------|---------------------|---------------------|------------|---------------------|--------------------|------------|---------------------|-------------|-------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Transfers In | 260,000 | 260,439 | 100% | 97,290 | 40,535 | 42% | 97,290 | 100% | - J |
| Transfers Out | (21,131,416) | (20,150,477) | 95% | (21,031,354) | (8,529,720) | 41% | (21,031,354) | 100% | - |
| TOTAL TRANSFERS | (20,871,416) | (19,890,038) | 95% | (20,934,064) | (8,489,185) | 41% | (20,934,064) | 100% | - |

| FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|----------------------|----------------------|-------------|----------------------|----------------------|-------------|----------------------|-------------|---------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Beginning Fund Balance | 12,975,718 | 13,897,135 | 107% | 13,826,000 | 13,984,330 | 101% | 13,984,330 | 101% | 158,330 |
| Resources over Requirements | 19,135,335 | 19,977,233 | | 19,225,159 | 29,199,982 | | 20,619,732 | | 1,394,573 |
| Net Transfers - In (Out) | (20,871,416) | (19,890,038) | | (20,934,064) | (8,489,185) | | (20,934,064) | | - |
| TOTAL FUND BALANCE | \$ 11,239,637 | \$ 13,984,330 | 124% | \$ 12,117,095 | \$ 34,695,127 | 286% | \$ 13,669,998 | 113% | \$ 1,552,903 |

- A** Current year taxes received primarily in November, February and May; actual FY23-24 TAV is 5.59% over FY22-23 vs. 4.90% budgeted.
- B** Oregon Dept. of Veteran's Affairs grant reimbursed quarterly
- C** Interfund land-sale management revenue recorded at year-end
- D** Projected Personnel savings based on FY24 average vacancy rate of 11.2%
- E** Projected Personnel savings based on FY24 average vacancy rate of 4.1%
- F** Projected Personnel savings based on FY23/FY24 average vacancy rate of 24.2%
- G** Projected Personnel savings based on FY24 average vacancy rate of 3.4%
- H** Projected Personnel based on vacancy savings to date
- I** Projected Personnel based on vacancy savings to date
- J** Final payment to the General Fund from Finance Reserves for ERP Implementation



Budget to Actuals Report

Juvenile - Fund 030

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|------------------|------------------|-------------|------------------|----------------|------------|------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| OYA Basic & Diversion | 525,049 | 459,333 | 87% | 476,611 | - | 0% | 477,422 | 100% | 811 A |
| ODE Juvenile Crime Prev | 123,000 | 107,720 | 88% | 106,829 | - | 0% | 112,772 | 106% | 5,943 B |
| Leases | 86,000 | 90,228 | 105% | 90,228 | 39,100 | 43% | 90,228 | 100% | - |
| Gen Fund-Crime Prevention | 89,500 | 89,500 | 100% | 89,500 | - | 0% | 89,500 | 100% | - |
| Inmate/Prisoner Housing | 55,000 | 127,050 | 231% | 75,000 | 17,460 | 23% | 75,000 | 100% | - |
| Miscellaneous | 42,500 | 66,375 | 156% | 56,500 | 24,058 | 43% | 56,500 | 100% | - |
| DOC Unif Crime Fee/HB2712 | 49,339 | 50,462 | 102% | 52,000 | 13,340 | 26% | 52,000 | 100% | - |
| Interest on Investments | 6,815 | 29,441 | 432% | 37,500 | 19,889 | 53% | 44,350 | 118% | 6,850 |
| OJD Court Fac/Sec SB 1065 | 15,000 | 12,420 | 83% | 15,000 | 5,722 | 38% | 15,000 | 100% | - |
| Food Subsidy | 10,000 | 13,116 | 131% | 10,000 | 3,776 | 38% | 10,000 | 100% | - |
| Contract Payments | 8,000 | 5,285 | 66% | 5,000 | 1,232 | 25% | 5,000 | 100% | - |
| TOTAL RESOURCES | 1,010,203 | 1,050,931 | 104% | 1,014,168 | 124,577 | 12% | 1,027,772 | 101% | 13,604 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------|------------------|------------|------------------|------------------|------------|------------------|------------|-----------------|
| | Personnel Services | 6,292,271 | 5,995,923 | 95% | 6,852,966 | 2,543,250 | 37% | 6,431,992 | 94% |
| Materials and Services | 1,527,992 | 1,394,956 | 91% | 1,599,048 | 584,002 | 37% | 1,581,375 | 99% | 17,673 D |
| Capital Outlay | 108,275 | 106,487 | 98% | 29,265 | 29,265 | 100% | 29,265 | 100% | - E |
| TOTAL REQUIREMENTS | 7,928,538 | 7,497,365 | 95% | 8,481,279 | 3,156,517 | 37% | 8,042,632 | 95% | 438,647 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|-----------------------------|------------------|-------------|------------------|------------------|------------|------------------|-------------|-------------|
| | Transfers In- General Funds | 6,529,064 | 6,529,064 | 100% | 6,798,630 | 2,832,755 | 42% | 6,798,630 | 100% |
| Transfers Out | - | - | - | (45,000) | - | 0% | (45,000) | 100% | - |
| Transfers Out-Veh Reserve | (76,067) | (76,067) | 100% | (75,617) | (31,505) | 42% | (75,617) | 100% | - |
| TOTAL TRANSFERS | 6,452,997 | 6,452,997 | 100% | 6,678,013 | 2,801,250 | 42% | 6,678,013 | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|-------------|-------------------|---------------------|-------------|---------------------|-------------|------------------|
| | Beginning Fund Balance | 1,100,001 | 1,522,125 | 138% | 1,500,000 | 1,528,688 | 102% | 1,528,688 | 102% |
| Resources over Requirements | (6,918,335) | (6,446,434) | - | (7,467,111) | (3,031,940) | - | (7,014,860) | - | 452,251 |
| Net Transfers - In (Out) | 6,452,997 | 6,452,997 | 100% | 6,678,013 | 2,801,250 | 42% | 6,678,013 | 100% | - |
| TOTAL FUND BALANCE | \$ 634,663 | \$ 1,528,688 | 241% | \$ 710,902 | \$ 1,297,998 | 183% | \$ 1,191,841 | 168% | \$480,939 |

- A** Final State Grant allocation for 23-25 Biennium
- B** Final State Grant allocation for 23-25 Biennium
- C** Projected Personnel savings based on FY24 average vacancy rate of 8.6%
- D** Materials and services projections based on current spending trends.
- E** Detention security upgrade project. Additional technology and upgrade requirements.



Budget to Actuals Report

TRT - Fund 160/170

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|-------------------|-------------------|------------|-------------------|------------------|------------|-------------------|------------|--------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Room Taxes | 13,580,874 | 12,652,871 | 93% | 12,630,000 | 7,753,341 | 61% | 12,450,000 | 99% | (180,000) A |
| Interest on Investments | 50,408 | 95,656 | 190% | 121,790 | 45,015 | 37% | 91,240 | 75% | (30,550) |
| Miscellaneous | - | 161 | | - | 181 | | 300 | | 300 |
| TOTAL RESOURCES | 13,631,282 | 12,748,688 | 94% | 12,751,790 | 7,798,537 | 61% | 12,541,540 | 98% | (210,250) |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|-------------------|-------------------|------------|------------------|------------------|------------|------------------|------------|-----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| COVA | 3,675,886 | 3,417,576 | 93% | 3,378,641 | 1,938,425 | 57% | 3,329,141 | 99% | 49,500 B |
| Grants & Contributions | 5,600,000 | 4,600,000 | 82% | 3,000,000 | 3,000,000 | 100% | 3,000,000 | 100% | - C |
| Administrative | 225,508 | 183,956 | 82% | 262,395 | 91,962 | 35% | 262,395 | 100% | - |
| Interfund Charges | 3,574,573 | 3,574,573 | 100% | 213,587 | 88,995 | 42% | 213,587 | 100% | - |
| Software | 47,251 | 46,125 | 98% | 47,600 | 22,500 | 47% | 47,600 | 100% | - |
| TOTAL REQUIREMENTS | 13,123,218 | 11,822,231 | 90% | 6,902,223 | 5,141,881 | 74% | 6,852,723 | 99% | 49,500 |

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|--|--------------------|--------------------|------------|--------------------|--------------------|------------|--------------------|------------|--------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Transfer Out - RV Park | (20,000) | (20,000) | 100% | (20,000) | (8,330) | 42% | (20,000) | 100% | - |
| Transfer Out - Annual Fair | (75,000) | (75,000) | 100% | (75,000) | (31,250) | 42% | (75,000) | 100% | - |
| Transfer Out - Justice Court | (263,217) | (224,696) | 85% | (364,688) | (151,950) | 42% | (364,688) | 100% | - |
| Transfer Out - Health | (418,417) | (418,417) | 100% | (368,417) | (153,505) | 42% | (368,417) | 100% | - |
| Transfer Out - F&E Reserve | (501,683) | (465,685) | 93% | (462,119) | (192,545) | 42% | (455,395) | 99% | 6,724 D |
| Transfer Out - General County Reserve | - | - | | (723,720) | (301,550) | 42% | (1,529,561) | 211% | (805,841) E |
| Transfer Out - F&E | (1,091,342) | (1,019,042) | 93% | (1,009,023) | (420,420) | 42% | (993,331) | 98% | 15,692 |
| Transfer Out - Courthouse Debt Service | - | - | | (1,900,500) | - | 0% | (758,000) | 40% | 1,142,500 F |
| Transfer Out - Sheriff | (3,651,787) | (3,651,787) | 100% | (3,651,787) | (1,521,575) | 42% | (3,651,787) | 100% | - |
| TOTAL TRANSFERS | (6,021,446) | (5,874,627) | 98% | (8,575,254) | (2,781,125) | 32% | (8,216,179) | 96% | 359,075 |

| FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|---------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Beginning Fund Balance | 9,513,382 | 9,475,532 | 100% | 4,527,362 | 4,527,362 | 100% | 4,527,362 | 100% | 0 |
| Resources over Requirements | 508,064 | 926,457 | | 5,849,567 | 2,656,656 | | 5,688,817 | | (160,750) |
| Net Transfers - In (Out) | (6,021,446) | (5,874,627) | | (8,575,254) | (2,781,125) | | (8,216,179) | | 359,075 |
| TOTAL FUND BALANCE | \$ 4,000,000 | \$ 4,527,362 | 113% | \$ 1,801,675 | \$ 4,402,893 | 244% | \$ 2,000,000 | 111% | \$198,325 |

- A** Room tax revenue down 2.2% from FY23
- B** Payments to COVA based on a percent of TRT collections
- C** Includes contributions of \$2M to Sunriver Service District and \$1M to Mt. Bachelor
- D** The balance of the 1% F&E TRT is transferred to F&E reserves
- E** Includes the amount from the reduction in first year debt service and reserved for future debt payments, less adjustment for the decrease in revenues.
- F** First year debt service and bond issuance costs are lower than originally estimated during FY24 budget development.



Budget to Actuals Report

ARPA – Fund 200

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---|------------------|-------------------|-------------|-------------------|-------------------|------------|-------------------|------------|-----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| State & Local Coronavirus Fiscal Recovery Funds | - | 14,662,784 | | 9,516,992 | 9,516,992 | 100% | 9,516,992 | 100% | - |
| Local Assistance & Tribal Consistency | - | - | | 4,622,145 | 4,622,145 | 100% | 4,622,146 | 100% | 1 |
| Interest on Investments | 105,186 | 293,106 | 279% | 319,460 | 102,357 | 32% | 235,010 | 74% | (84,450) |
| TOTAL RESOURCES | 105,186 | 14,955,890 | 999% | 14,458,597 | 14,241,494 | 98% | 14,374,148 | 99% | (84,449) |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|---|-------------------|------------|------------------|----------------|-----------|------------------|------------|---------------|
| | Services to Disproportionately Impacted Communities | 15,394,824 | 11,733,287 | 76% | 6,538,263 | 508,082 | 8% | 6,538,263 | 100% |
| Administrative | 4,317,328 | 144,531 | 3% | 1,719,694 | 56,277 | 3% | 1,635,245 | 95% | 84,449 |
| Infrastructure | 1,634,710 | 860,474 | 53% | 766,410 | 19,134 | 2% | 766,410 | 100% | - |
| Public Health | 882,922 | 997,337 | 113% | 560,926 | 200,244 | 36% | 560,926 | 100% | - |
| Negative Economic Impacts | 899,577 | 927,155 | 103% | 252,363 | - | 0% | 252,363 | 100% | - |
| TOTAL REQUIREMENTS | 23,129,361 | 14,662,784 | 63% | 9,837,656 | 783,738 | 8% | 9,753,207 | 99% | 84,449 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------|---------------|----------|---|--------------------|--------------------|-------------|--------------------|-------------|-------------|
| | Transfers Out | - | - | | (5,022,145) | (5,022,145) | 100% | (5,022,145) | 100% |
| TOTAL TRANSFERS | - | - | | (5,022,145) | (5,022,145) | 100% | (5,022,145) | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|-------------------|-------------|-------------|---------------------|-------------|-------------|---------|-------------|
| | Beginning Fund Balance | 23,024,175 | 108,098 | 0% | 401,204 | 401,204 | 100% | 401,204 | 100% |
| Resources over Requirements | (23,024,175) | 293,106 | | 4,620,941 | 13,457,756 | | 4,620,941 | | 0 |
| Net Transfers - In (Out) | - | - | | (5,022,145) | (5,022,145) | | (5,022,145) | | - |
| TOTAL FUND BALANCE | - | \$ 401,204 | 999% | - | \$ 8,836,815 | 999% | - | | \$0 |



Budget to Actuals Report

Justice Court - Fund 220

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|------------------|----------------|------------|------------------|----------------|------------|----------------|-------------|-------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Court Fines & Fees | 525,000 | 517,489 | 99% | 525,000 | 222,162 | 42% | 525,000 | 100% | - |
| Interest on Investments | 32 | 513 | 999% | 540 | 605 | 112% | 1,420 | 263% | 880 |
| TOTAL RESOURCES | 525,032 | 518,001 | 99% | 525,540 | 222,767 | 42% | 526,420 | 100% | 880 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------|----------------|------------|----------------|----------------|------------|----------------|-------------|----------------|
| | Personnel Services | 604,648 | 592,149 | 98% | 651,767 | 251,309 | 39% | 656,993 | 101% |
| Materials and Services | 161,535 | 150,549 | 93% | 170,603 | 79,260 | 46% | 170,603 | 100% | - |
| TOTAL REQUIREMENTS | 766,183 | 742,697 | 97% | 822,370 | 330,569 | 40% | 827,596 | 101% | (5,226) |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------|--------------------|----------------|------------|----------------|----------------|------------|----------------|-------------|-------------|
| | Transfers In - TRT | 263,217 | 224,696 | 85% | 364,688 | 151,950 | 42% | 364,688 | 100% |
| TOTAL TRANSFERS | 263,217 | 224,696 | 85% | 364,688 | 151,950 | 42% | 364,688 | 100% | - |

| | | | | | | | | | |
|-----------------------------|------------------|-----------|-----------|------------------|------------------|------------|------------------|------------|------------------|
| Resources over Requirements | (241,151) | (224,696) | | (296,830) | (107,802) | | (301,176) | | (4,346) |
| Net Transfers - In (Out) | 263,217 | 224,696 | | 364,688 | 151,950 | | 364,688 | | - |
| TOTAL | \$ 22,066 | - | 0% | \$ 67,858 | \$ 44,148 | 65% | \$ 63,512 | 94% | (\$4,346) |

A One time yearly software maintenance fee paid in July for entire fiscal year



Budget to Actuals Report

Sheriff's Office - Fund 255

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|-------------------|-------------------|-------------|-------------------|-------------------|------------|-------------------|-------------|------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| LED #1 Property Tax Current | 30,282,049 | 30,424,303 | 100% | 37,860,124 | 35,110,332 | 93% | 38,006,062 | 100% | 145,938 A |
| LED #2 Property Tax Current | 13,400,541 | 13,405,210 | 100% | 15,110,056 | 14,032,069 | 93% | 15,189,654 | 101% | 79,598 B |
| Sheriff's Office Revenues | 5,307,630 | 6,093,977 | 115% | 4,583,572 | 1,972,381 | 43% | 4,745,042 | 104% | 161,470 |
| LED #1 Property Tax Prior | 330,000 | 277,442 | 84% | 330,000 | 196,378 | 60% | 330,000 | 100% | - |
| LED #1 Interest | 89,119 | 283,971 | 319% | 264,000 | 102,389 | 39% | 220,110 | 83% | (43,890) |
| LED #2 Property Tax Prior | 145,000 | 114,469 | 79% | 120,000 | 84,153 | 70% | 120,000 | 100% | - |
| LED #2 Interest | 22,716 | 73,353 | 323% | 65,000 | 14,964 | 23% | 25,660 | 39% | (39,340) |
| TOTAL RESOURCES | 49,577,055 | 50,672,726 | 102% | 58,332,752 | 51,512,665 | 88% | 58,636,528 | 101% | 303,776 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|----------------------------|-------------------|-------------------|------------|-------------------|-------------------|------------|-------------------|------------|------------------|
| | Digital Forensics | 808,610 | 856,836 | 106% | 1,221,145 | 533,436 | 44% | 1,313,251 | 108% |
| Concealed Handgun Licenses | 335,044 | 345,454 | 103% | 624,277 | 169,731 | 27% | 453,480 | 73% | 170,797 |
| Rickard Ranch | 264,871 | 278,671 | 105% | 334,232 | 141,102 | 42% | 341,216 | 102% | (6,984) |
| Sheriff's Services | 5,863,885 | 5,196,628 | 89% | 5,771,949 | 2,343,951 | 41% | 5,967,750 | 103% | (195,801) |
| Civil/Special Units | 1,168,300 | 1,102,770 | 94% | 1,019,021 | 459,970 | 45% | 1,093,678 | 107% | (74,657) |
| Automotive/Communications | 3,765,888 | 3,635,006 | 97% | 4,574,918 | 1,520,236 | 33% | 4,481,109 | 98% | 93,809 |
| Detective | 3,583,825 | 4,105,995 | 115% | 4,774,538 | 1,783,516 | 37% | 4,309,090 | 90% | 465,448 |
| Patrol | 14,880,315 | 14,858,735 | 100% | 16,270,641 | 6,270,272 | 39% | 16,551,080 | 102% | (280,439) |
| Records | 904,493 | 687,442 | 76% | 855,590 | 267,054 | 31% | 700,065 | 82% | 155,525 |
| Adult Jail | 22,809,320 | 20,842,708 | 91% | 23,784,474 | 7,826,842 | 33% | 21,297,696 | 90% | 2,486,778 |
| Court Security | 424,769 | 598,098 | 141% | 600,590 | 231,207 | 38% | 583,058 | 97% | 17,532 |
| Emergency Services | 829,997 | 545,477 | 66% | 808,931 | 196,336 | 24% | 1,011,329 | 125% | (202,398) |
| Special Services | 2,047,792 | 2,374,496 | 116% | 2,779,458 | 1,106,506 | 40% | 2,876,156 | 103% | (96,698) |
| Training | 1,907,588 | 1,986,740 | 104% | 1,537,498 | 556,094 | 36% | 1,418,866 | 92% | 118,632 |
| Other Law Enforcement | 820,836 | 958,658 | 117% | 634,835 | 465,295 | 73% | 1,077,294 | 170% | (442,459) |
| Non - Departmental | - | - | 0% | 50,000 | - | 0% | 50,000 | 100% | - |
| TOTAL REQUIREMENTS | 60,415,533 | 58,373,715 | 97% | 65,642,097 | 23,871,547 | 36% | 63,525,118 | 97% | 2,116,979 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------------|-------------------|------------------|-------------|------------------|------------------|------------|------------------|-------------|-------------|
| | Transfer In - TRT | 3,651,787 | 3,651,787 | 100% | 3,651,787 | 1,521,575 | 42% | 3,651,787 | 100% |
| Transfer In - General Fund | 70,000 | 70,000 | 100% | - | - | - | - | - | - |
| Transfers Out - Debt Service | (273,200) | (272,678) | 100% | (273,200) | - | 0% | (273,200) | 100% | - |
| TOTAL TRANSFERS | 3,448,587 | 3,449,109 | 100% | 3,378,587 | 1,521,575 | 45% | 3,378,587 | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|----------------------|-------------|---------------------|----------------------|-------------|---------------------|-------------|-------------------|
| | Beginning Fund Balance | 14,414,541 | 15,253,094 | 106% | 13,185,151 | 11,001,214 | 83% | 11,001,214 | 83% |
| Resources over Requirements | (10,838,478) | (7,700,989) | - | (7,309,345) | 27,641,118 | - | (4,888,590) | - | 2,420,755 |
| Net Transfers - In (Out) | 3,448,587 | 3,449,109 | - | 3,378,587 | 1,521,575 | - | 3,378,587 | - | - |
| TOTAL FUND BALANCE | \$ 7,024,650 | \$ 11,001,214 | 157% | \$ 9,254,393 | \$ 40,163,907 | 434% | \$ 9,491,211 | 103% | \$ 236,818 |

- A** Current year taxes received primarily in November, February and May
- B** Current year taxes received primarily in November, February and May



Budget to Actuals Report

Health Services - Fund 274

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------------|-------------------|-------------------|------------|-------------------|-------------------|------------|-------------------|-------------|------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| State Grant | 22,223,536 | 18,578,578 | 84% | 22,783,782 | 11,683,419 | 51% | 24,056,745 | 106% | 1,272,963 |
| OHP Capitation | 12,882,624 | 12,088,181 | 94% | 16,494,114 | 5,989,655 | 36% | 16,494,114 | 100% | - |
| State Miscellaneous | 8,901,719 | 7,751,386 | 87% | 6,267,385 | 3,039,095 | 48% | 5,395,914 | 86% | (871,471) |
| OHP Fee for Service | 3,232,620 | 5,287,409 | 164% | 4,947,581 | 1,828,309 | 37% | 5,010,821 | 101% | 63,240 |
| Local Grants | 2,332,031 | 2,054,936 | 88% | 1,567,894 | 2,006,167 | 128% | 2,057,750 | 131% | 489,856 |
| Environmental Health Fees | 1,238,499 | 1,335,280 | 108% | 1,478,906 | 114,196 | 8% | 1,475,129 | 100% | (3,777) |
| Federal Grants | 2,615,634 | 2,390,105 | 91% | 1,440,560 | 342,245 | 24% | 1,323,718 | 92% | (116,842) |
| Patient Fees | 615,644 | 748,534 | 122% | 1,087,790 | 319,042 | 29% | 803,595 | 74% | (284,195) |
| Other | 1,169,317 | 1,976,339 | 169% | 1,061,371 | 708,920 | 67% | 1,370,342 | 129% | 308,971 |
| State - Medicaid/Medicare | 807,530 | 1,197,300 | 148% | 1,034,491 | 364,718 | 35% | 968,347 | 94% | (66,144) |
| Medicaid | 430,863 | 746,146 | 173% | 431,000 | 292,493 | 68% | 645,772 | 150% | 214,772 |
| Vital Records | 300,000 | 354,158 | 118% | 315,000 | 116,651 | 37% | 300,840 | 96% | (14,160) |
| Interest on Investments | 97,750 | 390,781 | 400% | 262,007 | 257,650 | 98% | 562,030 | 215% | 300,023 |
| State - Medicare | 337,614 | 234,401 | 69% | 209,500 | 101,152 | 48% | 194,282 | 93% | (15,218) |
| Liquor Revenue | 177,574 | 161,412 | 91% | 177,574 | 47,783 | 27% | 177,574 | 100% | - |
| State Shared- Family Planning | 125,000 | 152,985 | 122% | 158,000 | 24,214 | 15% | 58,113 | 37% | (99,887) |
| Interfund Contract- Gen Fund | 127,000 | 127,000 | 100% | 127,000 | - | 0% | 127,000 | 100% | - |
| Divorce Filing Fees | 173,030 | 63,178 | 37% | - | - | - | - | - | - |
| TOTAL RESOURCES | 57,787,985 | 55,638,108 | 96% | 59,843,955 | 27,235,708 | 46% | 61,022,086 | 102% | 1,178,131 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|---------------------------|-------------------|------------|-------------------|-------------------|------------|-------------------|-------------|--------------------|
| | Administration Allocation | - | - | - | - | - | - | - | - |
| Personnel Services | 50,658,752 | 48,187,764 | 95% | 50,270,121 | 19,644,346 | 39% | 51,807,826 | 103% | (1,537,705) |
| Materials and Services | 19,393,800 | 14,220,207 | 73% | 21,190,295 | 5,140,758 | 24% | 21,004,402 | 99% | 185,893 |
| Capital Outlay | 926,575 | 504,137 | 54% | 347,500 | 32,286 | 9% | 525,110 | 151% | (177,610) |
| TOTAL REQUIREMENTS | 70,979,127 | 62,912,108 | 89% | 71,807,916 | 24,817,389 | 35% | 73,337,338 | 102% | (1,529,422) |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------------|----------------------------|------------------|------------|------------------|------------------|------------|------------------|-------------|----------------|
| | Transfers In- General Fund | 6,608,245 | 5,648,912 | 85% | 6,780,140 | 2,825,010 | 42% | 6,780,140 | 100% |
| Transfers In- OHP Mental Health | 1,473,586 | 345,442 | 23% | 2,210,573 | 100,583 | 5% | 2,210,573 | 100% | - |
| Transfers In - TRT | 418,417 | 418,417 | 100% | 368,417 | 153,505 | 42% | 368,417 | 100% | - |
| Transfers Out | (492,306) | (562,306) | 114% | (1,332,674) | (125,070) | 9% | (931,174) | 70% | 401,500 |
| TOTAL TRANSFERS | 8,007,942 | 5,850,465 | 73% | 8,026,456 | 2,954,028 | 37% | 8,427,956 | 105% | 401,500 |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|----------------------|-------------|---------------------|----------------------|-------------|---------------------|-------------|---------------------|
| | Beginning Fund Balance | 11,228,719 | 13,942,649 | 124% | 11,417,516 | 12,519,113 | 110% | 12,519,114 | 110% |
| Resources over Requirements | (13,191,142) | (7,274,000) | - | (11,963,961) | 2,418,318 | - | (12,315,252) | - | (351,291) |
| Net Transfers - In (Out) | 8,007,942 | 5,850,465 | - | 8,026,456 | 2,954,028 | - | 8,427,956 | - | 401,500 |
| TOTAL FUND BALANCE | \$ 6,045,519 | \$ 12,519,113 | 207% | \$ 7,480,011 | \$ 17,891,460 | 239% | \$ 8,631,818 | 115% | \$ 1,151,807 |



Budget to Actuals Report

Health Services - Admin - Fund 274

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|------------------|------------------|-------------|------------------|----------------|------------|------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| OHP Capitation | 367,074 | 367,074 | 100% | 435,349 | 158,505 | 36% | 435,349 | 100% | - |
| Interest on Investments | 97,750 | 390,781 | 400% | 262,007 | 257,650 | 98% | 562,030 | 215% | 300,023 |
| State Grant | 379,180 | 142,133 | 37% | 160,000 | 207,433 | 130% | 160,000 | 100% | - |
| Other | 160,495 | 33,725 | 21% | 9,000 | 139,541 | 999% | 161,977 | 999% | 152,977 |
| Federal Grants | 454,405 | 592,179 | 130% | - | - | - | - | - | - |
| TOTAL RESOURCES | 1,458,904 | 1,525,892 | 105% | 866,356 | 763,128 | 88% | 1,319,356 | 152% | 453,000 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------|------------------|------------|------------------|------------------|-------------|------------------|-------------|------------------|
| | Personnel Services | 6,738,820 | 6,093,176 | 90% | 6,519,513 | 2,550,705 | 39% | 6,736,196 | 103% |
| Materials and Services | 6,998,683 | 6,732,321 | 96% | 7,534,229 | 2,992,237 | 40% | 7,577,904 | 101% | (43,675) |
| Capital Outlay | 12,000 | - | 0% | 43,750 | - | 0% | 43,750 | 100% | - |
| Administration Allocation | (11,228,846) | (11,228,846) | 100% | (12,596,186) | - | 0% | (12,596,186) | 100% | - |
| TOTAL REQUIREMENTS | 2,520,656 | 1,596,650 | 63% | 1,501,306 | 5,542,943 | 369% | 1,761,664 | 117% | (260,358) |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------|---------------------------------|------------------|-------------|------------------|------------------|------------|------------------|-------------|-------------|
| | Transfers In- OHP Mental Health | 80,771 | 80,771 | 100% | 81,250 | - | 0% | 81,250 | 100% |
| Transfers Out | (230,635) | (230,635) | 100% | (300,174) | (125,070) | 42% | (300,174) | 100% | - |
| TOTAL TRANSFERS | (149,864) | (149,864) | 100% | (218,924) | (125,070) | 57% | (218,924) | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|-------------|---------------------|-----------------------|-------------|---------------------|-------------|------------------|
| | Beginning Fund Balance | 3,884,332 | 4,007,465 | 103% | 3,665,544 | 3,786,843 | 103% | 3,786,843 | 103% |
| Resources over Requirements | (1,061,752) | (70,758) | - | (634,950) | (4,779,814) | - | (442,308) | - | 192,642 |
| Net Transfers - In (Out) | (149,864) | (149,864) | - | (218,924) | (125,070) | - | (218,924) | - | - |
| TOTAL FUND BALANCE | \$ 2,672,716 | \$ 3,786,843 | 142% | \$ 2,811,670 | (\$ 1,118,041) | -40% | \$ 3,125,611 | 111% | \$313,941 |

- A** Projection includes adjustment for anticipated unearned revenue. Amounts will be finalized at fiscal year-end.
- B** Includes carryforward of \$125k in unspent FY23 PacificSource Behavioral Health Workforce Diversity Grant.
- C** Personnel projections include anticipated 3% vacancy.



Budget to Actuals Report

Health Services - Behavioral Health - Fund 274

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|------------------------------|-------------------|-------------------|------------|-------------------|-------------------|------------|-------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| State Grant | 15,718,843 | 12,660,784 | 81% | 17,043,491 | 10,208,439 | 60% | 17,830,262 | 105% | 786,771 |
| OHP Capitation | 12,515,550 | 11,721,107 | 94% | 16,058,765 | 5,831,150 | 36% | 16,058,765 | 100% | - |
| State Miscellaneous | 8,027,373 | 7,063,393 | 88% | 5,398,674 | 2,977,373 | 55% | 4,891,456 | 91% | (507,218) |
| OHP Fee for Service | 3,214,360 | 5,256,164 | 164% | 4,927,331 | 1,817,226 | 37% | 4,986,336 | 101% | 59,005 |
| Local Grants | 1,475,139 | 1,262,473 | 86% | 1,348,943 | 1,221,239 | 91% | 1,408,402 | 104% | 59,459 |
| Federal Grants | 2,017,169 | 1,636,693 | 81% | 1,285,560 | 298,466 | 23% | 1,183,820 | 92% | (101,740) |
| Other | 719,670 | 730,175 | 101% | 631,245 | 292,558 | 46% | 635,179 | 101% | 3,934 |
| Patient Fees | 519,344 | 607,872 | 117% | 448,500 | 242,242 | 54% | 573,074 | 128% | 124,574 |
| Medicaid | 430,863 | 746,146 | 173% | 431,000 | 292,493 | 68% | 645,772 | 150% | 214,772 |
| State - Medicare | 337,614 | 234,401 | 69% | 209,500 | 101,152 | 48% | 194,282 | 93% | (15,218) |
| Liquor Revenue | 177,574 | 161,412 | 91% | 177,574 | 47,783 | 27% | 177,574 | 100% | - |
| Interfund Contract- Gen Fund | 127,000 | 127,000 | 100% | 127,000 | - | 0% | 127,000 | 100% | - |
| Divorce Filing Fees | 173,030 | 63,178 | 37% | - | - | - | - | - | - |
| TOTAL RESOURCES | 45,453,529 | 42,270,797 | 93% | 48,087,583 | 23,330,120 | 49% | 48,711,922 | 101% | 624,339 |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|-------------------|-------------------|------------|-------------------|-------------------|------------|-------------------|-------------|--------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Administration Allocation | 8,265,132 | 8,265,132 | 100% | 9,521,531 | - | 0% | 9,521,531 | 100% | - |
| Personnel Services | 32,453,031 | 31,307,705 | 96% | 31,872,043 | 12,475,755 | 39% | 32,997,151 | 104% | (1,125,108) |
| Materials and Services | 9,948,652 | 5,531,099 | 56% | 11,364,085 | 1,574,896 | 14% | 11,466,752 | 101% | (102,667) |
| Capital Outlay | 497,443 | 312,691 | 63% | 160,250 | 26,398 | 16% | 135,000 | 84% | 25,250 |
| TOTAL REQUIREMENTS | 51,164,258 | 45,416,627 | 89% | 52,917,909 | 14,077,049 | 27% | 54,120,434 | 102% | (1,202,525) |

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------------|------------------|------------------|------------|------------------|----------------|------------|------------------|------------|------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Transfers In- General Fund | 2,231,439 | 1,440,767 | 65% | 2,231,439 | 929,740 | 42% | 2,231,439 | 100% | - |
| Transfers In- OHP Mental Health | 1,392,815 | 264,671 | 19% | 1,809,358 | - | 0% | 1,809,358 | 100% | - |
| Transfers Out | (152,921) | (196,921) | 129% | (481,000) | - | 0% | (631,000) | 131% | (150,000) |
| TOTAL TRANSFERS | 3,471,333 | 1,508,517 | 43% | 3,559,797 | 929,740 | 26% | 3,409,797 | 96% | (150,000) |

| FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|---------------------|---------------------|-------------|---------------------|----------------------|-------------|---------------------|------------|-------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Beginning Fund Balance | 4,788,795 | 6,317,144 | 132% | 3,989,589 | 4,679,830 | 117% | 4,679,830 | 117% | 690,241 |
| Resources over Requirements | (5,710,729) | (3,145,830) | - | (4,830,326) | 9,253,072 | - | (5,408,512) | - | (578,186) |
| Net Transfers - In (Out) | 3,471,333 | 1,508,517 | - | 3,559,797 | 929,740 | - | 3,409,797 | - | (150,000) |
| TOTAL FUND BALANCE | \$ 2,549,399 | \$ 4,679,830 | 184% | \$ 2,719,060 | \$ 14,862,642 | 547% | \$ 2,681,115 | 99% | (\$37,945) |

- A** Includes \$3.8M carried over from HB 5202 for BH Housing. Projections over budget. Projections include estimated adjustments for anticipated unearned revenue. Exact amounts will be finalized at fiscal year-end.
- B** Projection less than budget primarily related to lower I/DD match anticipated than originally budgeted. Projections include estimated adjustments for anticipated unearned revenue. Exact amounts will be finalized at fiscal year-end.
- C** Grant funds will be reconciled at end of year. COHC Older Adults projected under budget by (\$211K), and City of Bend MCAT (\$68K). Projections include estimated adjustments for anticipated unearned revenue. Exact amounts will be finalized at fiscal year-end.
- D** Projections include estimated adjustments for anticipated unearned revenue. Exact amounts will be finalized at fiscal year-end.
- E** Personnel projections include anticipated 6% vacancy.
- F** Projections over budget includes \$150K transfer for expenses of North County originally budgeted in FY23.



Budget to Actuals Report

Health Services - Public Health - Fund 274

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------------|-------------------|-------------------|-------------|-------------------|------------------|------------|-------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| State Grant | 6,125,513 | 5,775,661 | 94% | 5,580,291 | 1,267,547 | 23% | 6,066,483 | 109% | 486,192 |
| Environmental Health Fees | 1,238,499 | 1,335,280 | 108% | 1,478,906 | 114,196 | 8% | 1,475,129 | 100% | (3,777) |
| State - Medicaid/Medicare | 807,530 | 1,197,300 | 148% | 1,034,491 | 364,718 | 35% | 968,347 | 94% | (66,144) |
| State Miscellaneous | 874,346 | 687,993 | 79% | 868,711 | 61,723 | 7% | 504,458 | 58% | (364,253) |
| Patient Fees | 96,300 | 140,662 | 146% | 639,290 | 76,800 | 12% | 230,521 | 36% | (408,769) |
| Other | 289,152 | 1,212,439 | 419% | 421,126 | 276,821 | 66% | 573,186 | 136% | 152,060 |
| Vital Records | 300,000 | 354,158 | 118% | 315,000 | 116,651 | 37% | 300,840 | 96% | (14,160) |
| Local Grants | 856,892 | 792,463 | 92% | 218,951 | 784,928 | 358% | 649,348 | 297% | 430,397 |
| State Shared- Family Planning | 125,000 | 152,985 | 122% | 158,000 | 24,214 | 15% | 58,113 | 37% | (99,887) |
| Federal Grants | 144,060 | 161,233 | 112% | 155,000 | 43,779 | 28% | 139,898 | 90% | (15,102) |
| OHP Fee for Service | 18,260 | 31,245 | 171% | 20,250 | 11,083 | 55% | 24,485 | 121% | 4,235 |
| TOTAL RESOURCES | 10,875,552 | 11,841,419 | 109% | 10,890,016 | 3,142,459 | 29% | 10,990,808 | 101% | 100,792 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|---------------------------|-------------------|------------|-------------------|------------------|------------|-------------------|-------------|-----------------|
| | Administration Allocation | 2,963,714 | 2,963,714 | 100% | 3,074,655 | - | 0% | 3,074,655 | 100% |
| Personnel Services | 11,466,901 | 10,786,883 | 94% | 11,878,565 | 4,617,885 | 39% | 12,074,479 | 102% | (195,914) |
| Materials and Services | 2,446,466 | 1,956,788 | 80% | 2,291,981 | 573,625 | 25% | 1,959,746 | 86% | 332,235 |
| Capital Outlay | 417,132 | 191,446 | 46% | 143,500 | 5,888 | 4% | 346,360 | 241% | (202,860) |
| TOTAL REQUIREMENTS | 17,294,213 | 15,898,830 | 92% | 17,388,701 | 5,197,398 | 30% | 17,455,240 | 100% | (66,539) |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------------|----------------------------|------------------|------------|------------------|------------------|------------|------------------|-------------|----------------|
| | Transfers In- General Fund | 4,376,806 | 4,208,145 | 96% | 4,548,701 | 1,895,270 | 42% | 4,548,701 | 100% |
| Transfers In - TRT | 418,417 | 418,417 | 100% | 368,417 | 153,505 | 42% | 368,417 | 100% | - |
| Transfers In- OHP Mental Health | - | - | - | 319,965 | 100,583 | 31% | 319,965 | 100% | - |
| Transfers Out | (108,750) | (134,750) | 124% | (551,500) | - | 0% | - | 0% | 551,500 |
| TOTAL TRANSFERS | 4,686,473 | 4,491,812 | 96% | 4,685,583 | 2,149,358 | 46% | 5,237,083 | 112% | 551,500 |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|------------------|
| | Beginning Fund Balance | 2,555,592 | 3,618,039 | 142% | 3,762,383 | 4,052,440 | 108% | 4,052,440 | 108% |
| Resources over Requirements | (6,418,661) | (4,057,412) | - | (6,498,685) | (2,054,939) | - | (6,464,432) | - | 34,253 |
| Net Transfers - In (Out) | 4,686,473 | 4,491,812 | - | 4,685,583 | 2,149,358 | - | 5,237,083 | - | 551,500 |
| TOTAL FUND BALANCE | \$ 823,404 | \$ 4,052,440 | 492% | \$ 1,949,281 | \$ 4,146,859 | 213% | \$ 2,825,091 | 145% | \$875,810 |

- A** Projections over budget primarily related to carryforward of OHA COVID funds to be expended by June 2024. Projections include estimated adjustments for anticipated unearned revenue. Exact amounts will be finalized at fiscal year-end.
- B** Medicaid trending lower than budgeted.
- C** EISO Grant (\$369K) budgeted as state miscellaneous, but converted to a program element (PE73). Funding coming through state grant line item.
- D** Patient Insurance Fees trending lower than budgeted.
- E** Includes funds from Central Oregon Health Council quality incentive metrics (\$267K). Projection includes adjustment for anticipated unearned revenue. Amounts will be finalized at fiscal year-end.
- F** Personnel projections include anticipated 3% vacancy.
- G** Expenditures above budget related to delayed renovations at the North County Campus (\$374K).
- H** Includes remodel and furniture expenses originally budgeted in FY23 for North County Campus that were delayed into FY24.
- I** Courtney remodel project delayed into FY25 or FY26.



Budget to Actuals Report

Community Development - Fund 295

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|------------------------|-------------------|------------------|------------|-------------------|------------------|------------|------------------|------------|--------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Admin - Operations | 153,445 | 154,886 | 101% | 157,300 | 54,504 | 35% | 148,100 | 94% | (9,200) |
| Code Compliance | 1,171,592 | 915,867 | 78% | 1,124,181 | 362,375 | 32% | 770,181 | 69% | (354,000) A |
| Building Safety | 4,821,160 | 4,118,192 | 85% | 3,991,388 | 1,522,147 | 38% | 3,732,038 | 94% | (259,350) A |
| Electrical | 1,022,005 | 769,054 | 75% | 902,175 | 364,294 | 40% | 810,775 | 90% | (91,400) A |
| Onsite Wastewater | 1,017,678 | 718,263 | 71% | 923,880 | 316,064 | 34% | 831,420 | 90% | (92,460) A |
| Current Planning | 2,425,334 | 1,966,872 | 81% | 2,304,562 | 681,959 | 30% | 1,426,562 | 62% | (878,000) A |
| Long Range Planning | 1,064,305 | 812,752 | 76% | 1,057,354 | 338,112 | 32% | 840,854 | 80% | (216,500) A |
| TOTAL RESOURCES | 11,675,519 | 9,455,886 | 81% | 10,460,840 | 3,639,454 | 35% | 8,559,930 | 82% | (1,900,910) |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------|------------------|------------|-------------------|------------------|------------|------------------|------------|------------------|
| | Admin - Operations | 3,432,980 | 3,085,363 | 90% | 3,241,288 | 1,227,949 | 38% | 3,025,161 | 93% |
| Code Compliance | 805,614 | 714,049 | 89% | 743,931 | 257,644 | 35% | 664,191 | 89% | 79,740 B |
| Building Safety | 2,538,721 | 1,866,742 | 74% | 2,088,542 | 709,833 | 34% | 1,963,984 | 94% | 124,558 B |
| Electrical | 641,837 | 538,383 | 84% | 583,718 | 216,516 | 37% | 569,530 | 98% | 14,188 B |
| Onsite Wastewater | 753,369 | 754,829 | 100% | 865,670 | 309,849 | 36% | 757,315 | 87% | 108,355 B |
| Current Planning | 2,062,044 | 1,613,571 | 78% | 1,857,735 | 641,575 | 35% | 1,577,101 | 85% | 280,634 B |
| Long Range Planning | 998,739 | 893,682 | 89% | 888,677 | 324,539 | 37% | 720,205 | 81% | 168,472 B |
| TOTAL REQUIREMENTS | 11,233,304 | 9,466,620 | 84% | 10,269,561 | 3,687,904 | 36% | 9,277,487 | 90% | 992,074 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------------------|-----------------------------------|------------------|------------|----------------|------------------|-------------|----------------|------------|--------------------|
| | Transfers In - CDD Operating Fund | - | - | - | 510,105 | - | 0% | 683,515 | 134% |
| Transfers in - General Fund | 160,000 | 139,916 | 87% | 100,000 | 25,050 | 25% | 100,000 | 100% | - C |
| Transfers In - CDD Electrical Reserve | - | 108,670 | - | 86,721 | - | 0% | 77,737 | 90% | (8,984) |
| Transfers Out | (112,619) | (112,619) | 100% | (107,544) | (44,795) | 42% | (107,544) | 100% | - |
| Transfers Out - CDD Reserve | (958,966) | (971,472) | 101% | (122,752) | (256,324) | 209% | (358,868) | 292% | (236,116) D |
| TOTAL TRANSFERS | (911,585) | (835,505) | 92% | 466,530 | (276,070) | -59% | 394,840 | 85% | (71,690) |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|------------|---------------------|-------------------|------------|---------------------|------------|--------------------|
| | Beginning Fund Balance | 2,096,504 | 2,168,956 | 103% | 1,317,921 | 1,322,717 | 100% | 1,322,717 | 100% |
| Resources over Requirements | 442,215 | (10,734) | - | 191,279 | (48,450) | - | (717,557) | - | (908,836) |
| Net Transfers - In (Out) | (911,585) | (835,505) | - | 466,530 | (276,070) | - | 394,840 | - | (71,690) |
| TOTAL FUND BALANCE | \$ 1,627,134 | \$ 1,322,717 | 81% | \$ 1,975,730 | \$ 998,198 | 51% | \$ 1,000,000 | 51% | (\$975,730) |

- A** YTD revenue collection is lower than anticipated due to reduced permitting volumes
- B** Projections reflect unfilled positions and increased health benefits costs
- C** Quarterly transfer for hearings officer actual cost of service
- D** Transfer to reserves per ORS 455.210 and ORS 479.845



Budget to Actuals Report

Road - Fund 325

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|-------------------|-------------------|-------------|-------------------|-------------------|------------|-------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Motor Vehicle Revenue | 19,483,147 | 20,563,619 | 106% | 20,648,483 | 8,618,766 | 42% | 20,648,483 | 100% | - |
| Federal - PILT Payment | 2,200,000 | 2,239,616 | 102% | 2,240,000 | 2,394,054 | 107% | 2,394,054 | 107% | 154,054 A |
| Other Inter-fund Services | 1,311,901 | 1,232,001 | 94% | 1,450,015 | 149,276 | 10% | 1,450,015 | 100% | - |
| Cities-Bend/Red/Sis/La Pine | 403,731 | 969,028 | 240% | 763,171 | 306,724 | 40% | 763,171 | 100% | - |
| Federal Reimbursements | - | 7,641 | | 689,703 | - | 0% | 689,703 | 100% | - |
| Sale of Equip & Material | 426,000 | 385,036 | 90% | 614,500 | 239,296 | 39% | 614,500 | 100% | - |
| Interest on Investments | 54,172 | 105,203 | 194% | 138,031 | 48,185 | 35% | 103,010 | 75% | (35,021) |
| Miscellaneous | 77,610 | 65,385 | 84% | 73,808 | 19,390 | 26% | 73,808 | 100% | - |
| Mineral Lease Royalties | 50,000 | 105,306 | 211% | 50,000 | 5,543 | 11% | 87,883 | 176% | 37,883 A |
| Assessment Payments (P&I) | - | 5,175 | | 6,000 | 10,171 | 170% | 18,000 | 300% | 12,000 A |
| Forest Receipts | 882,502 | - | 0% | - | - | | - | | - |
| State Miscellaneous | - | 20,000 | | - | - | | - | | - |
| TOTAL RESOURCES | 24,889,063 | 25,698,009 | 103% | 26,673,711 | 11,791,404 | 44% | 26,842,627 | 101% | 168,916 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------|-------------------|------------|-------------------|------------------|------------|-------------------|------------|----------------|
| | Personnel Services | 7,802,271 | 7,346,958 | 94% | 8,406,468 | 3,174,938 | 38% | 7,933,540 | 94% |
| Materials and Services | 8,246,700 | 6,385,588 | 77% | 8,600,033 | 2,799,292 | 33% | 8,612,188 | 100% | (12,155) |
| Capital Outlay | 140,025 | 90,004 | 64% | 118,260 | 4,125 | 3% | 106,105 | 90% | 12,155 |
| TOTAL REQUIREMENTS | 16,188,996 | 13,822,550 | 85% | 17,124,761 | 5,978,355 | 35% | 16,651,833 | 97% | 472,928 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------|---------------------|---------------------|--------------|---------------------|--------------------|-------------|---------------------|--------------|-------------|
| | Transfers Out | (12,330,136) | (12,330,136) | 100% | (12,700,000) | (7,700,000) | 61% | (12,700,000) | 100% |
| TOTAL TRANSFERS | (12,330,136) | (12,330,136) | 100% | (12,700,000) | (7,700,000) | 61% | (12,700,000) | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|--------------------|
| | Beginning Fund Balance | 5,892,967 | 7,806,356 | 132% | 5,521,251 | 7,351,679 | 133% | 7,351,679 | 133% |
| Resources over Requirements | 8,700,067 | 11,875,459 | | 9,548,950 | 5,813,049 | | 10,190,794 | | 641,844 |
| Net Transfers - In (Out) | (12,330,136) | (12,330,136) | | (12,700,000) | (7,700,000) | | (12,700,000) | | - |
| TOTAL FUND BALANCE | \$ 2,262,898 | \$ 7,351,679 | 325% | \$ 2,370,201 | \$ 5,464,728 | 231% | \$ 4,842,474 | 204% | \$2,472,273 |

A Actual payment higher than budget

B Projected Personnel savings based on FY24 average vacancy rate of 9.0%



Budget to Actuals Report

Adult P&P - Fund 355

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|------------------|------------------|-------------|------------------|------------------|------------|------------------|-------------|--------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| DOC Grant in Aid SB 1145 | 4,734,453 | 4,734,453 | 100% | 4,116,464 | 2,047,127 | 50% | 4,143,986 | 101% | 27,522 |
| CJC Justice Reinvestment | 892,038 | 943,172 | 106% | 943,172 | - | 0% | 908,108 | 96% | (35,064) |
| DOC Measure 57 | 244,606 | 271,606 | 111% | 256,815 | - | 0% | 259,307 | 101% | 2,492 |
| Interest on Investments | 18,151 | 63,625 | 351% | 75,230 | 33,253 | 44% | 84,720 | 113% | 9,490 |
| Interfund- Sheriff | 50,000 | 50,000 | 100% | 50,000 | 20,833 | 42% | 50,000 | 100% | - |
| Gen Fund/Crime Prevention | 50,000 | 50,000 | 100% | 50,000 | - | 0% | 50,000 | 100% | - |
| State Miscellaneous | 123,453 | 179,530 | 145% | 22,607 | - | 0% | 19,709 | 87% | (2,898) |
| Oregon BOPPPS | 20,318 | - | 0% | 20,318 | - | 0% | 20,318 | 100% | - |
| Electronic Monitoring Fee | 500 | 889 | 178% | 500 | 258 | 52% | 500 | 100% | - |
| Miscellaneous | 500 | 2,099 | 420% | 500 | - | 0% | 500 | 100% | - |
| TOTAL RESOURCES | 6,134,018 | 6,295,372 | 103% | 5,535,606 | 2,101,471 | 38% | 5,537,148 | 100% | 1,542 |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|------------------|------------------|------------|------------------|------------------|------------|------------------|------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Personnel Services | 5,683,822 | 5,042,967 | 89% | 5,907,511 | 2,068,597 | 35% | 5,194,154 | 88% | 713,357 |
| Materials and Services | 1,883,614 | 1,739,432 | 92% | 1,668,521 | 617,318 | 37% | 1,608,251 | 96% | 60,270 |
| Capital Outlay | 8,475 | 8,475 | 100% | - | - | - | - | - | - |
| TOTAL REQUIREMENTS | 7,575,910 | 6,790,874 | 90% | 7,576,032 | 2,685,915 | 35% | 6,802,405 | 90% | 773,627 |

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------------|------------------|----------------|-------------|------------------|----------------|------------|----------------|------------|-----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Transfers In- General Funds | 536,369 | 536,369 | 100% | 536,369 | 223,485 | 42% | 536,369 | 100% | - |
| Transfers In- Health Services | - | - | - | 50,000 | - | 0% | - | 0% | (50,000) |
| Transfers Out | (199,560) | (199,560) | 100% | - | - | - | - | - | - |
| Transfer to Vehicle Maint | (69,277) | (69,277) | 100% | (75,419) | (31,420) | 42% | (75,419) | 100% | - |
| TOTAL TRANSFERS | 267,532 | 267,532 | 100% | 510,950 | 192,065 | 38% | 460,950 | 90% | (50,000) |

| FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|---------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Beginning Fund Balance | 3,100,000 | 3,238,905 | 104% | 3,000,000 | 3,010,934 | 100% | 3,010,934 | 100% | 10,934 |
| Resources over Requirements | (1,441,892) | (495,502) | - | (2,040,426) | (584,445) | - | (1,265,257) | - | 775,169 |
| Net Transfers - In (Out) | 267,532 | 267,532 | 100% | 510,950 | 192,065 | 38% | 460,950 | 90% | (50,000) |
| TOTAL FUND BALANCE | \$ 1,925,640 | \$ 3,010,934 | 156% | \$ 1,470,524 | \$ 2,618,555 | 178% | \$ 2,206,627 | 150% | \$736,103 |

- A** Final State Grant allocation for 23-25 Biennium
- B** Final State Grant allocation for 23-25 Biennium
- C** Final State Grant allocation for 23-25 Biennium
- D** Final State Grant allocation for 23-25 Biennium
- E** Projected Personnel savings based on FY24 average vacancy rate of 15.6%
- F** Materials and services projections based on current spending trends.



Budget to Actuals Report

Road CIP - Fund 465

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|------------------|----------------|------------|------------------|------------------|------------|------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| State Miscellaneous | 1,818,500 | 127,458 | 7% | 1,704,116 | 891,811 | 52% | 1,704,116 | 100% | - |
| Interest on Investments | 124,563 | 337,583 | 271% | 475,310 | 271,700 | 57% | 611,340 | 129% | 136,030 A |
| Miscellaneous | - | 317,508 | | - | 19,241 | | 19,241 | | 19,241 A |
| TOTAL RESOURCES | 1,943,063 | 782,549 | 40% | 2,179,426 | 1,182,752 | 54% | 2,334,697 | 107% | 155,271 |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|-------------------|-------------------|------------|-------------------|------------------|------------|-------------------|-------------|--------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Materials and Services | 127,640 | 127,640 | 100% | 132,770 | 55,321 | 42% | 132,770 | 100% | - |
| Capital Outlay | 28,259,526 | 16,769,496 | 59% | 23,640,057 | 5,328,619 | 23% | 23,633,009 | 100% | 7,048 |
| TOTAL REQUIREMENTS | 28,387,166 | 16,897,136 | 60% | 23,772,827 | 5,383,940 | 23% | 23,765,779 | 100% | 7,048 |

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|------------------------|-------------------|-------------------|------------|-------------------|------------------|------------|-------------------|-------------|-------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Transfers In | 14,230,313 | 12,238,662 | 86% | 12,500,000 | 5,000,000 | 40% | 12,500,000 | 100% | - |
| TOTAL TRANSFERS | 14,230,313 | 12,238,662 | 86% | 12,500,000 | 5,000,000 | 40% | 12,500,000 | 100% | - |

| FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|----------------------|----------------------|-------------|---------------------|----------------------|-------------|----------------------|-------------|---------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Beginning Fund Balance | 24,548,274 | 27,223,832 | 111% | 19,012,380 | 23,347,907 | 123% | 23,347,907 | 123% | 4,335,527 |
| Resources over Requirements | (26,444,103) | (16,114,587) | | (21,593,401) | (4,201,188) | | (21,431,082) | | 162,319 |
| Net Transfers - In (Out) | 14,230,313 | 12,238,662 | | 12,500,000 | 5,000,000 | | 12,500,000 | | - |
| TOTAL FUND BALANCE | \$ 12,334,484 | \$ 23,347,907 | 189% | \$ 9,918,979 | \$ 24,146,719 | 243% | \$ 14,416,824 | 145% | \$ 4,497,845 |

A Actual payment higher than budget



Budget to Actuals Report

Road CIP (Fund 465) - Capital Outlay Summary by Project

FY24 YTD November 30, 2023

12/20/2023 Item #17.

41.67%

Year Completed

| | Fiscal Year 2023 | | | Fiscal Year 2024 | | | | | |
|---|----------------------|----------------------|------------|----------------------|------------------|------------|----------------------|-------------|-----------------|
| | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
| Terrebonne Refinement Plan | \$ 7,319,310 | \$ 2,200,000 | | \$ 5,119,310 | \$ - | 0% | \$ 5,119,310 | 100% | \$ - |
| Hunnel Rd: Loco Rd to Tumalo Rd | 4,265,216 | 2,562,129 | 60% | 1,569,800 | 405,510 | 26% | 2,518,373 | 160% | (948,573) |
| Transportation System Plan Update | - | 51,980 | | | 11,677 | | 27,256 | | (27,256) |
| Gribbling Rd Bridge | 818,500 | 141,509 | 17% | 704,116 | 13,461 | 2% | 692,000 | 98% | 12,116 |
| Smith Rock Way Bridge Replace | 985,000 | 122,938 | 12% | 1,417,429 | 53,365 | 4% | 1,417,429 | 100% | - |
| Deschutes Mkt Rd/Hamehook Round | 1,663,000 | 750,822 | 45% | 250,000 | 1,146,597 | 459% | 1,170,000 | 468% | (920,000) |
| Powell Butte Hwy/Butler Market RB | 785,000 | 250,902 | 32% | 2,642,402 | 119,434 | 5% | 2,642,402 | 100% | - |
| Wilcox Ave Bridge #2171-03 Replacement | 160,000 | - | 0% | 160,000 | - | 0% | 160,000 | 100% | - |
| Paving of Rosland Rd: US 20 to Draf | 380,000 | 260,811 | 69% | | 386,480 | | 386,480 | | (386,480) |
| Hamehook Rd Bridge #16181 Rehabilitation | 96,500 | 227 | 0% | 595,000 | 47,694 | 8% | 350,000 | 59% | 245,000 |
| NW Lower Bridge Way: 43rd St to Holmes Rd | 100,000 | 10,825 | 11% | 1,290,000 | 59,251 | 5% | 320,000 | 25% | 970,000 |
| Northwest Way: NW Coyner Ave to NW Altmeter Wy | 815,000 | - | 0% | 556,000 | - | 0% | 556,000 | 100% | - |
| Slurry Seal 2023 | 300,000 | 1,165 | 0% | | 357,325 | | 357,325 | | (357,325) |
| Terrebonne Wastewater System Phase 1 | 1,000,000 | - | 0% | 1,000,000 | - | 0% | 1,000,000 | 100% | - |
| Tumalo Reservoir Rd: OB Riley to Sisemore Rd | 100,000 | - | 0% | 300,000 | 377 | 0% | 300,000 | 100% | - |
| Local Road Pavement Preservation | 200,000 | - | 0% | 200,000 | - | 0% | 200,000 | 100% | - |
| US20: Locust St | - | - | | 1,000,000 | - | 0% | 1,000,000 | 100% | - |
| Paving Butler Market - Hamehook to Powell Butte | - | 866 | | 320,000 | 1,454,940 | 455% | 1,494,879 | 467% | (1,174,879) |
| Old Bend Rdm Hwy - US 20 to Tumalo | - | - | | 1,210,000 | 1,272,506 | 105% | 1,295,556 | 107% | (85,556) |
| Paving Of Horse Butte Rd | - | - | | 460,000 | - | 0% | 460,000 | 100% | - |
| Paving Of Obr Hwy: Tumalo To Helmho | - | - | | 3,000,000 | - | 0% | 880,000 | 29% | 2,120,000 |
| Paving Of Spring River Rd: S Centur | - | - | | 510,000 | - | 0% | 280,000 | 55% | 230,000 |
| Slurry Seal 2024 | - | - | | 300,000 | - | 0% | 120,000 | 40% | 180,000 |
| La Pine Uic Stormwater Improvements | - | - | | 240,000 | - | 0% | 240,000 | 100% | - |
| S Century Dr / Spring River Rd Roun | - | - | | 177,000 | - | 0% | 177,000 | 100% | - |
| S Century Dr / Huntington Rd Rounda | - | - | | 169,000 | - | 0% | 169,000 | 100% | - |
| Local Access Road Bridges | 150,000 | - | | 150,000 | - | 0% | 150,000 | 100% | - |
| FY 23 Guardrail Improvements | - | - | | 150,000 | - | 0% | - | 0% | 150,000 |
| Signage Improvements | - | 97,156 | | 150,000 | - | 0% | 150,000 | 100% | - |
| TOTAL CAPITAL OUTLAY | \$ 28,259,526 | \$ 16,491,988 | 58% | \$ 23,640,057 | 5,328,619 | 23% | \$ 23,633,009 | 100% | \$ 7,048 |



Budget to Actuals Report

Solid Waste - Fund 610

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|-------------------|-------------------|------------|-------------------|------------------|------------|-------------------|-------------|---------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Franchise Disposal Fees | 7,210,000 | 7,006,324 | 97% | 8,000,000 | 3,715,545 | 46% | 8,000,000 | 100% | - A |
| Private Disposal Fees | 3,337,000 | 2,944,356 | 88% | 3,450,000 | 1,478,167 | 43% | 3,450,000 | 100% | - A |
| Commercial Disp. Fee | 3,234,000 | 3,026,577 | 94% | 3,310,000 | 2,028,011 | 61% | 3,310,000 | 100% | - A |
| Franchise 3% Fees | 305,000 | 363,105 | 119% | 565,000 | 202,072 | 36% | 565,000 | 100% | - B |
| Yard Debris | 290,000 | 305,516 | 105% | 400,000 | 245,380 | 61% | 400,000 | 100% | - C |
| Miscellaneous | 70,000 | 140,837 | 201% | 173,000 | 127,071 | 73% | 173,000 | 100% | - |
| Interest on Investments | 30,498 | 43,342 | 142% | 60,410 | 49,875 | 83% | 102,810 | 170% | 42,400 D |
| Special Waste | 15,000 | 62,756 | 418% | 30,000 | 17,899 | 60% | 70,000 | 233% | 40,000 E |
| Recyclables | 12,000 | 7,060 | 59% | 7,000 | 3,215 | 46% | 7,000 | 100% | - |
| Leases | 1 | 1 | 100% | 1 | - | 0% | 1 | 100% | - |
| TOTAL RESOURCES | 14,503,499 | 13,899,874 | 96% | 15,995,411 | 7,867,234 | 49% | 16,077,811 | 101% | 82,400 |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|-------------------|-------------------|------------|-------------------|------------------|------------|-------------------|-------------|-------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Personnel Services | 3,277,684 | 3,139,678 | 96% | 4,108,983 | 1,401,991 | 34% | 4,108,983 | 100% | - |
| Materials and Services | 6,473,358 | 5,716,762 | 88% | 7,683,911 | 2,487,556 | 32% | 7,683,911 | 100% | - |
| Capital Outlay | 264,000 | 181,603 | 69% | 260,000 | 192,190 | 74% | 260,000 | 100% | - |
| Debt Service | 1,739,630 | 1,731,017 | 100% | 2,302,340 | 746,396 | 32% | 2,302,340 | 100% | - |
| TOTAL REQUIREMENTS | 11,754,672 | 10,769,061 | 92% | 14,355,234 | 4,828,133 | 34% | 14,355,234 | 100% | - |

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|--------------------------------|--------------------|--------------------|------------|--------------------|------------------|------------|--------------------|-------------|-------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| SW Capital & Equipment Reserve | (5,299,665) | (3,453,962) | 65% | (2,613,962) | (655,815) | 25% | (2,613,962) | 100% | - |
| TOTAL TRANSFERS | (5,299,665) | (3,453,962) | 65% | (2,613,962) | (655,815) | 25% | (2,613,962) | 100% | - |

| FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|-------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Beginning Fund Balance | 3,107,198 | 3,066,662 | 99% | 2,416,385 | 2,743,514 | 114% | 2,743,514 | 114% | 327,129 |
| Resources over Requirements | 2,748,827 | 3,130,814 | | 1,640,177 | 3,039,101 | | 1,722,577 | | 82,400 |
| Net Transfers - In (Out) | (5,299,665) | (3,453,962) | | (2,613,962) | (655,815) | | (2,613,962) | | - |
| TOTAL FUND BALANCE | \$ 556,359 | \$ 2,743,514 | 493% | \$ 1,442,600 | \$ 5,126,800 | 355% | \$ 1,852,129 | 128% | \$409,529 |

- A** Total disposal fee projections reflect management's best estimate of revenues to be collected. Disposal tons are typically higher in the summer with reductions in winter; fiscal YTD tons are running 0.2% less than last year-to-date. July Commercial revenue includes payment for the prior Hwy 97 bypass disposal charges.
- B** Annual fees due April 15, 2024; received year-to-date monthly installments from Republic
- C** Yard Debris revenue is seasonal with higher utilization in summer months; fiscal YTD volumes are running 7% higher than last year-to-date
- D** Investment Income projected to come in higher than budget
- E** Special Waste revenue source is unpredictable and dependent on special clean-up projects of contaminated soil and asbestos (i.e. stormwater control sediment and debris, remediation of tanker truck accident, etc.)



Budget to Actuals Report

Fair & Expo - Fund 615

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|------------------|------------------|-------------|------------------|------------------|------------|------------------|-------------|--------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Events Revenue | 745,759 | 948,145 | 127% | 1,050,000 | 439,662 | 42% | 794,594 | 76% | (255,406) A |
| Food & Beverage | 745,000 | 1,048,507 | 141% | 991,000 | 796,264 | 80% | 1,529,546 | 154% | 538,546 B |
| Rights & Signage | 105,000 | 97,159 | 93% | 105,000 | 62,616 | 60% | 91,616 | 87% | (13,384) |
| Horse Stall Rental | 49,000 | 78,825 | 161% | 100,000 | 51,300 | 51% | 67,030 | 67% | (32,970) |
| Storage | 65,000 | 45,551 | 70% | 50,000 | 23,625 | 47% | 46,825 | 94% | (3,175) |
| Camping Fee | 20,000 | 23,500 | 118% | 22,500 | 17,027 | 76% | 37,052 | 165% | 14,552 |
| Interest on Investments | 5,221 | 15,485 | 297% | 22,000 | 8,648 | 39% | 17,630 | 80% | (4,370) |
| Miscellaneous | 3,554 | 3,536 | 99% | 3,000 | 3,530 | 118% | 3,864 | 129% | 864 |
| TOTAL RESOURCES | 1,738,534 | 2,260,708 | 130% | 2,343,500 | 1,402,673 | 60% | 2,588,157 | 110% | 244,657 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------------|--------------------|------------------|-------------|------------------|------------------|------------|------------------|------------|--------------------|
| | Personnel Services | 1,256,902 | 1,313,682 | 105% | 1,748,441 | 599,303 | 34% | 1,384,683 | 79% |
| Personnel Services - F&B | 170,247 | 85,623 | 50% | 148,510 | 21,988 | 15% | 109,766 | 74% | 38,744 D |
| Materials and Services | 965,684 | 1,168,404 | 121% | 1,222,986 | 482,816 | 39% | 1,253,725 | 103% | (30,739) |
| Materials and Services - F&B | 603,950 | 661,314 | 109% | 514,200 | 398,230 | 77% | 753,686 | 147% | (239,486) E |
| Debt Service | 101,270 | 101,267 | 100% | 100,190 | 4,918 | 5% | 100,190 | 100% | - |
| TOTAL REQUIREMENTS | 3,098,054 | 3,330,291 | 107% | 3,734,327 | 1,507,255 | 40% | 3,602,050 | 96% | 132,277 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|--------------------------|-------------------------|----------------|------------|----------------|----------------|------------|----------------|------------|-----------------|
| | Transfers In - Room Tax | 1,101,342 | 1,019,042 | 93% | 1,009,023 | 420,420 | 42% | 993,331 | 98% |
| Transfers In - Park Fund | 30,000 | 30,000 | 100% | 30,000 | 12,500 | 42% | 30,000 | 100% | - |
| Transfers Out | (427,215) | (427,215) | 100% | (163,342) | (68,055) | 42% | (163,342) | 100% | - |
| TOTAL TRANSFERS | 704,127 | 621,827 | 88% | 875,681 | 364,865 | 42% | 859,989 | 98% | (15,692) |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|-------------------|-------------|------------------|-------------------|-------------|-------------------|-------------|------------------|
| | Beginning Fund Balance | 971,352 | 995,519 | 102% | 547,763 | 547,764 | 100% | 547,764 | 100% |
| Resources over Requirements | (1,359,520) | (1,069,583) | | (1,390,827) | (104,582) | | (1,013,893) | | 376,934 |
| Net Transfers - In (Out) | 704,127 | 621,827 | | 875,681 | 364,865 | | 859,989 | | (15,692) |
| TOTAL FUND BALANCE | \$ 315,960 | \$ 547,764 | 173% | \$ 32,617 | \$ 808,047 | 999% | \$ 393,860 | 999% | \$361,243 |

- A** Confirmed Contracted Revenue, may continue to grow as additional events are contracted through the end of FY. Some revenue budgeted in Event category earned in F&B category.
- B** Increase due to large events such as FairWell Festival, Cascade Equinox. Some revenue budgeted for Event revenue earned in this category.
- C** Projected Personnel savings based on FY23/FY24 average vacancy rate of 27.1%
- D** Projected Personnel based on vacancy savings to date
- E** F&B Expenses largely align with F&B revenue, due to the cost of good, labor and supplies required to generate revenues



Budget to Actuals Report

Annual County Fair - Fund 616

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|--------------------------------|------------------|------------------|-------------|------------------|------------------|-------------|------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Concessions and Catering | 625,000 | 815,458 | 130% | 790,000 | 834,968 | 106% | 834,968 | 106% | 44,968 |
| Gate Receipts | 710,000 | 782,364 | 110% | 775,000 | 1,036,146 | 134% | 1,036,146 | 134% | 261,146 |
| Carnival | 385,000 | 433,682 | 113% | 430,000 | 245,809 | 57% | 245,809 | 57% | (184,191) |
| Commercial Exhibitors | 80,000 | 117,100 | 146% | 118,200 | 114,091 | 97% | 114,091 | 97% | (4,109) |
| Fair Sponsorship | 61,000 | 99,655 | 163% | 92,500 | 86,797 | 94% | 86,798 | 94% | (5,702) |
| State Grant | 53,167 | 53,167 | 100% | 53,167 | 53,167 | 100% | 53,167 | 100% | - |
| Rodeo Sponsorship | 24,000 | 22,430 | 93% | 30,000 | 40,351 | 135% | 40,351 | 135% | 10,351 |
| R/V Camping/Horse Stall Rental | 20,000 | 17,520 | 88% | 17,250 | 31,449 | 182% | 31,449 | 182% | 14,199 |
| Interest on Investments | 2,713 | 13,169 | 485% | 13,500 | 9,891 | 73% | 22,470 | 166% | 8,970 |
| Merchandise Sales | 3,500 | 3,245 | 93% | 2,500 | 1,899 | 76% | 1,899 | 76% | (601) |
| Livestock Entry Fees | 5,000 | 1,925 | 39% | 2,000 | 1,940 | 97% | 1,940 | 97% | (60) |
| Miscellaneous | - | 75 | | - | 39 | | 39 | | 39 |
| TOTAL RESOURCES | 1,969,380 | 2,359,790 | 120% | 2,324,117 | 2,456,547 | 106% | 2,469,127 | 106% | 145,010 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|------------------|------------------|-------------|------------------|------------------|------------|------------------|------------|---------------------|
| Personnel Services | 169,445 | 185,165 | 109% | 276,531 | 69,466 | 25% | 235,728 | 85% | 40,803 ^A |
| Materials and Services | 1,802,585 | 1,882,326 | 104% | 2,306,325 | 1,944,643 | 84% | 2,024,440 | 88% | 281,885 |
| TOTAL REQUIREMENTS | 1,972,030 | 2,067,492 | 105% | 2,582,856 | 2,014,109 | 78% | 2,260,168 | 88% | 322,688 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------|------------------|------------------|-------------|-----------------|-----------------|------------|-----------------|-------------|-------------|
| Transfer In - TRT 1% | 75,000 | 75,000 | 100% | 75,000 | 31,250 | 42% | 75,000 | 100% | - |
| Transfers Out | (231,706) | (231,706) | 100% | (109,503) | (45,625) | 42% | (109,503) | 100% | - |
| TOTAL TRANSFERS | (156,706) | (156,706) | 100% | (34,503) | (14,375) | 42% | (34,503) | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|-------------------|-------------------|-------------|-------------------|-------------------|-------------|-------------------|-------------|-------------------|
| Beginning Fund Balance | 384,715 | 385,854 | 100% | 521,447 | 521,447 | 100% | 521,447 | 100% | 0 |
| Resources over Requirements | (2,650) | 292,298 | | (258,739) | 442,438 | | 208,959 | | 467,698 |
| Net Transfers - In (Out) | (156,706) | (156,706) | | (34,503) | (14,375) | | (34,503) | | - |
| TOTAL FUND BALANCE | \$ 225,358 | \$ 521,447 | 231% | \$ 228,205 | \$ 949,510 | 416% | \$ 695,903 | 305% | \$ 467,698 |

^A Projected Personnel based on vacancy savings to date



Budget to Actuals Report

Annual County Fair - Fund 616

CY23 YTD November 30, 2023 (unaudited)

| | Fair 2022 | Fair 2023 Actuals to Date | 2023 Projection |
|--|---------------------|---------------------------------|---------------------|
| RESOURCES | | | |
| Gate Receipts | \$ 782,364 | \$ 1,036,146 | \$ 1,036,146 |
| Carnival | 433,682 | 245,809 | 245,809 |
| Commercial Exhibitors | 436,292 | 436,160 | 436,160 |
| Livestock Entry Fees | 1,925 | 1,940 | 1,940 |
| R/V Camping/Horse Stall Rental | 17,392 | 31,449 | 31,449 |
| Merchandise Sales | 3,245 | 1,899 | 1,899 |
| Concessions and Catering | 497,366 | 512,899 | 512,899 |
| Fair Sponsorship | 126,300 | 116,893 | 116,893 |
| TOTAL FAIR REVENUES | \$ 2,298,566 | \$ 2,383,194 | \$ 2,383,194 |
| OTHER RESOURCES | | | |
| State Grant | 53,167 | 53,167 | 53,167 |
| Interest | 5,794 | 17,027 | 19,027 |
| Miscellaneous | - | 114 | 114 |
| TOTAL RESOURCES | \$ 2,357,526 | \$ 2,453,502 | \$ 2,455,502 |
| REQUIREMENTS | | | |
| Personnel | 102,763 | 160,783 | 174,162 |
| Materials & Services | 1,722,703 | 2,056,567 | 2,067,579 |
| TOTAL REQUIREMENTS | \$ 1,825,466 | \$ 2,217,350 | \$ 2,241,741 |
| TRANSFERS | | | |
| Transfer In - TRT 1% | 68,750 | 68,750 | 75,000 |
| Transfer Out - F&E Reserve | (96,540) | (161,483) | (170,608) |
| Transfer Out - Fair & Expo | - | - | - |
| TOTAL TRANSFERS | \$ (27,790) | \$ (92,733) | \$ (95,608) |
| Net Fair | \$ 504,270 | \$ 143,419 | \$ 118,153 |
| Beginning Fund Balance on Jan 1 | \$ 448,151 | \$ 952,421 | \$ 952,421 |
| Ending Balance | \$ 952,421 | \$ 1,095,840 | \$ 1,070,574 |



Budget to Actuals Report

Fair & Expo Capital Reserve - Fund 617

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|------------------|----------------|-------------|------------------|---------------|------------|---------------|-------------|--------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Interest on Investments | 7,414 | 39,492 | 533% | 64,800 | 32,037 | 49% | 69,960 | 108% | 5,160 |
| Local Government Payments | - | 277,777 | | - | - | | - | | - |
| TOTAL RESOURCES | 7,414 | 317,269 | 999% | 64,800 | 32,037 | 49% | 69,960 | 108% | 5,160 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|------------------------|----------------|------------|------------------|----------------|------------|------------------|-------------|----------------|
| | Materials and Services | 495,000 | 100,309 | 20% | 343,555 | 32,056 | 9% | 343,555 | 100% |
| Capital Outlay | 375,000 | 383,000 | 102% | 746,445 | 128,054 | 17% | 746,445 | 100% | - ^A |
| TOTAL REQUIREMENTS | 870,000 | 483,310 | 56% | 1,090,000 | 160,110 | 15% | 1,090,000 | 100% | - |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------------|-----------------------|------------------|------------|----------------|----------------|------------|----------------|------------|----------------|
| | Transfers In - TRT 1% | 501,683 | 465,685 | 93% | 462,119 | 192,545 | 42% | 455,395 | 99% |
| Transfers In - Fair & Expo | 416,437 | 416,438 | 100% | 152,565 | 63,565 | 42% | 152,565 | 100% | - |
| Transfers In - Annual County Fair | 231,706 | 231,706 | 100% | 109,503 | 45,625 | 42% | 109,503 | 100% | - |
| Transfers In - Fund 165 | - | - | | 100,000 | 100,000 | 100% | 100,000 | 100% | - |
| TOTAL TRANSFERS | 1,149,827 | 1,113,829 | 97% | 824,187 | 401,735 | 49% | 817,463 | 99% | (6,724) |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|------------------|
| | Beginning Fund Balance | 1,299,942 | 1,809,440 | 139% | 2,592,838 | 2,757,229 | 106% | 2,757,229 | 106% |
| Resources over Requirements | (862,586) | (166,040) | | (1,025,200) | (128,073) | | (1,020,040) | | 5,160 |
| Net Transfers - In (Out) | 1,149,827 | 1,113,829 | | 824,187 | 401,735 | | 817,463 | | (6,724) |
| TOTAL FUND BALANCE | \$ 1,587,183 | \$ 2,757,229 | 174% | \$ 2,391,825 | \$ 3,030,891 | 127% | \$ 2,554,652 | 107% | \$162,827 |

^A Capital Outlay appropriations are a placeholder should viable projects be recommended and approved for construction



Budget to Actuals Report

RV Park - Fund 618

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|------------------|----------------|------------|------------------|----------------|------------|----------------|------------|-----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| RV Park Fees < 31 Days | 605,000 | 548,219 | 91% | 500,000 | 220,400 | 44% | 459,190 | 92% | (40,810) |
| RV Park Fees > 30 Days | 13,000 | 10,249 | 79% | 12,500 | 6,131 | 49% | 12,461 | 100% | (39) |
| Cancellation Fees | 14,000 | 8,636 | 62% | 7,000 | 6,826 | 98% | 7,526 | 108% | 526 |
| Washer / Dryer | 4,200 | 5,560 | 132% | 5,000 | 2,637 | 53% | 4,372 | 87% | (628) |
| Miscellaneous | 3,750 | 2,907 | 78% | 2,500 | 2,569 | 103% | 5,434 | 217% | 2,934 |
| Interest on Investments | 552 | 2,764 | 501% | 2,300 | 2,984 | 130% | 4,870 | 212% | 2,570 |
| Vending Machines | 1,750 | 1,492 | 85% | 1,500 | 944 | 63% | 1,285 | 86% | (215) |
| TOTAL RESOURCES | 642,252 | 579,826 | 90% | 530,800 | 242,490 | 46% | 495,138 | 93% | (35,662) |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------|----------------|------------|----------------|----------------|------------|----------------|------------|---------------|
| | Personnel Services | 111,153 | 82,265 | 74% | 91,328 | 38,480 | 42% | 94,633 | 104% |
| Materials and Services | 259,755 | 192,620 | 74% | 303,173 | 87,782 | 29% | 215,296 | 71% | 87,877 |
| Debt Service | 223,273 | 223,272 | 100% | 222,630 | - | 0% | 222,630 | 100% | - |
| TOTAL REQUIREMENTS | 594,181 | 498,157 | 84% | 617,131 | 126,262 | 20% | 532,559 | 86% | 84,572 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------------|-----------------|-------------|----------------|----------------|-------------|----------------|-------------|-------------|
| | Transfers In - Park Fund | 160,000 | 160,000 | 100% | 160,000 | 160,000 | 100% | 160,000 | 100% |
| Transfers In - TRT Fund | 20,000 | 20,000 | 100% | 20,000 | 8,330 | 42% | 20,000 | 100% | - |
| Transfer Out - RV Reserve | (261,566) | (261,566) | 100% | (51,564) | (21,485) | 42% | (51,564) | 100% | - |
| TOTAL TRANSFERS | (81,566) | (81,566) | 100% | 128,436 | 146,845 | 114% | 128,436 | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|-------------------|-------------|-------------------|-------------------|-------------|-------------------|-------------|------------------|
| | Beginning Fund Balance | 116,415 | 166,536 | 143% | 93,115 | 166,640 | 179% | 166,640 | 179% |
| Resources over Requirements | 48,071 | 81,669 | | (86,331) | 116,228 | | (37,421) | | 48,910 |
| Net Transfers - In (Out) | (81,566) | (81,566) | | 128,436 | 146,845 | | 128,436 | | - |
| TOTAL FUND BALANCE | \$ 82,920 | \$ 166,640 | 201% | \$ 135,220 | \$ 429,713 | 318% | \$ 257,655 | 191% | \$122,435 |



Budget to Actuals Report

RV Park Reserve - Fund 619

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------|------------------|---------------|-------------|------------------|---------------|------------|---------------|-------------|--------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Interest on Investments | 6,298 | 21,589 | 343% | 34,300 | 16,168 | 47% | 35,530 | 104% | 1,230 |
| TOTAL RESOURCES | 6,298 | 21,589 | 343% | 34,300 | 16,168 | 47% | 35,530 | 104% | 1,230 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|------------------------|--------------|-----------|----------------|----------|-----------|----------------|-------------|----------------|
| | Materials and Services | - | - | - | 100,000 | - | 0% | 100,000 | 100% |
| Capital Outlay | 100,000 | 5,532 | 6% | 74,000 | - | 0% | 74,000 | 100% | - ^A |
| TOTAL REQUIREMENTS | 100,000 | 5,532 | 6% | 174,000 | - | 0% | 174,000 | 100% | - |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------|---------------------------|----------------|-------------|---------------|---------------|------------|---------------|-------------|-------------|
| | Transfer In - RV Park Ops | 261,750 | 261,566 | 100% | 51,564 | 21,485 | 42% | 51,564 | 100% |
| TOTAL TRANSFERS | 261,750 | 261,566 | 100% | 51,564 | 21,485 | 42% | 51,564 | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|-----------------|
| | Beginning Fund Balance | 1,172,718 | 1,191,937 | 102% | 1,372,453 | 1,469,559 | 107% | 1,469,559 | 107% |
| Resources over Requirements | (93,702) | 16,056 | | (139,700) | 16,168 | | (138,470) | | 1,230 |
| Net Transfers - In (Out) | 261,750 | 261,566 | | 51,564 | 21,485 | | 51,564 | | - |
| TOTAL FUND BALANCE | \$ 1,340,766 | \$ 1,469,559 | 110% | \$ 1,284,317 | \$ 1,507,212 | 117% | \$ 1,382,653 | 108% | \$98,336 |

^A Capital Outlay appropriations are a placeholder



Budget to Actuals Report

Risk Management - Fund 670

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|------------------------------|------------------|------------------|-------------|------------------|------------------|------------|------------------|-------------|---------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Workers' Compensation | 1,234,761 | 1,226,486 | 99% | 1,111,585 | 482,545 | 43% | 1,111,585 | 100% | - |
| General Liability | 892,681 | 892,681 | 100% | 935,832 | 389,930 | 42% | 935,832 | 100% | - |
| Unemployment | 430,179 | 344,950 | 80% | 439,989 | 314,997 | 72% | 439,989 | 100% | A |
| Property Damage | 419,566 | 419,566 | 100% | 418,028 | 174,178 | 42% | 418,028 | 100% | - |
| Vehicle | 248,764 | 248,764 | 100% | 226,710 | 94,463 | 42% | 226,710 | 100% | - |
| Interest on Investments | 49,346 | 148,514 | 301% | 200,000 | 97,927 | 49% | 217,050 | 109% | 17,050 |
| Claims Reimbursement | 25,000 | 6,476 | 26% | 20,000 | - | 0% | 30,000 | 150% | 10,000 |
| Skid Car Training | 10,000 | 8,899 | 89% | 10,000 | 20,760 | 208% | 27,000 | 270% | 17,000 |
| Process Fee- Events/ Parades | 1,000 | 1,260 | 126% | 2,000 | 550 | 28% | 2,000 | 100% | - |
| Miscellaneous | 180 | - | 0% | 200 | - | 0% | 200 | 100% | - |
| TOTAL RESOURCES | 3,311,477 | 3,297,596 | 100% | 3,364,344 | 1,575,350 | 47% | 3,408,394 | 101% | 44,050 |

| REQUIREMENTS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|---------------------------|------------------|------------------|------------|------------------|------------------|------------|------------------|-------------|-----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Workers' Compensation | 1,580,000 | 1,493,702 | 95% | 1,880,000 | 791,280 | 42% | 1,951,662 | 104% | (71,662) |
| General Liability | 3,000,000 | 470,875 | 16% | 1,200,000 | 404,046 | 34% | 1,053,455 | 88% | 146,545 |
| Insurance Administration | 607,558 | 602,676 | 99% | 714,197 | 280,134 | 39% | 714,197 | 100% | - |
| Vehicle | 200,000 | 194,089 | 97% | 400,000 | 70,021 | 18% | 389,015 | 97% | 10,985 |
| Property Damage | 300,248 | 99,913 | 33% | 300,250 | 370,765 | 123% | 421,586 | 140% | (121,336) |
| Unemployment | 200,000 | 54,473 | 27% | 250,000 | 30,842 | 12% | 225,014 | 90% | 24,986 |
| TOTAL REQUIREMENTS | 5,887,806 | 2,915,728 | 50% | 4,744,447 | 1,947,088 | 41% | 4,754,929 | 100% | (10,482) |

| TRANSFERS | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-------------------------------------|------------------|----------------|-------------|------------------|------------------|------------|------------------|-------------|-------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Transfers Out - Vehicle Replacement | (3,500) | (3,500) | 100% | (3,500) | (1,455) | 42% | (3,500) | 100% | - |
| Transfers Out - IT | - | - | - | (32,000) | - | 0% | (32,000) | 100% | B |
| Transfers Out - IT Reserve | - | - | - | (118,000) | (118,000) | 100% | (118,000) | 100% | B |
| TOTAL TRANSFERS | (3,500) | (3,500) | 100% | (153,500) | (119,455) | 78% | (153,500) | 100% | - |

| FUND BALANCE | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|-----------------------------|---------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|--------------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Beginning Fund Balance | 7,687,180 | 8,944,938 | 116% | 8,000,000 | 9,323,307 | 117% | 9,323,307 | 117% | 1,323,307 |
| Resources over Requirements | (2,576,329) | 381,869 | - | (1,380,103) | (371,738) | - | (1,346,535) | - | 33,568 |
| Net Transfers - In (Out) | (3,500) | (3,500) | - | (153,500) | (119,455) | - | (153,500) | - | - |
| TOTAL FUND BALANCE | \$ 5,107,351 | \$ 9,323,307 | 183% | \$ 6,466,397 | \$ 8,832,113 | 137% | \$ 7,823,272 | 121% | \$1,356,875 |

A Unemployment collected on first \$25K of employee's salary in fiscal year

B Transfer out to IT to support cyber-security work



Budget to Actuals Report

Health Benefits - Fund 675

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|------------------------------|-------------------|-------------------|-------------|-------------------|-------------------|------------|-------------------|-------------|----------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Internal Premium Charges | 19,908,221 | 20,496,601 | 103% | 25,899,034 | 10,162,602 | 39% | 25,899,034 | 100% | - |
| COIC Premiums | 1,547,778 | 1,951,365 | 126% | 1,963,363 | 597,683 | 30% | 1,963,363 | 100% | - |
| Employee Co-Pay | 1,282,015 | 1,247,607 | 97% | 1,247,416 | 505,321 | 41% | 1,247,416 | 100% | - |
| Retiree / COBRA Premiums | 595,000 | 982,424 | 165% | 1,019,288 | 220,361 | 22% | 1,019,288 | 100% | - |
| Prescription Rebates | 175,000 | 528,990 | 302% | 280,000 | 155,160 | 55% | 280,000 | 100% | - ^A |
| Claims Reimbursement & Other | 55,000 | 109,282 | 199% | 124,944 | 137,756 | 110% | 137,757 | 110% | 12,813 |
| Interest on Investments | 95,686 | 176,071 | 184% | 120,000 | 79,489 | 66% | 180,210 | 150% | 60,210 |
| TOTAL RESOURCES | 23,658,700 | 25,492,341 | 108% | 30,654,045 | 11,858,372 | 39% | 30,727,068 | 100% | 73,023 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|----------------------------|-------------------|-------------------|------------|-------------------|-------------------|------------|-------------------|-------------|----------------|
| | Health Benefits | 26,597,563 | 25,514,122 | 96% | 26,697,663 | 8,439,620 | 32% | 26,697,663 | 100% |
| Deschutes On-Site Pharmacy | 3,779,608 | 3,807,986 | 101% | 4,287,997 | 1,634,898 | 38% | 4,287,997 | 100% | - ^B |
| Deschutes On-Site Clinic | 1,212,497 | 1,205,226 | 99% | 1,415,279 | 324,047 | 23% | 1,415,279 | 100% | - ^B |
| Wellness | 179,549 | 161,200 | 90% | 186,274 | 30,678 | 16% | 186,274 | 100% | - ^B |
| TOTAL REQUIREMENTS | 31,769,217 | 30,688,534 | 97% | 32,587,213 | 10,429,244 | 32% | 32,587,213 | 100% | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|---------------------|-------------|---------------------|---------------------|-------------|---------------------|-------------|------------------|
| | Beginning Fund Balance | 11,925,656 | 11,304,191 | 95% | 5,742,743 | 6,107,998 | 106% | 6,107,998 | 106% |
| Resources over Requirements | (8,110,517) | (5,196,193) | | (1,933,168) | 1,429,129 | | (1,860,145) | | 73,023 |
| Net Transfers - In (Out) | - | - | | - | - | | - | | - |
| TOTAL FUND BALANCE | \$ 3,815,139 | \$ 6,107,998 | 160% | \$ 3,809,575 | \$ 7,537,126 | 198% | \$ 4,247,853 | 112% | \$438,278 |

^A Budget estimate is based on claims which are difficult to predict

^B Amounts are paid 1 month in arrears



Budget to Actuals Report

911 - Fund 705 and 710

FY24 YTD November 30, 2023 (unaudited)

12/20/2023 Item #17.

41.7%
Year Complete

| RESOURCES | Fiscal Year 2023 | | | Fiscal Year 2024 | | | Projection | % | \$ Variance |
|--------------------------------|-------------------|-------------------|-------------|-------------------|-------------------|------------|-------------------|-------------|---------------|
| | Budget | Actuals | % | Budget | Actuals | % | | | |
| Property Taxes - Current Yr | 10,402,834 | 10,493,711 | 101% | 10,932,000 | 10,163,376 | 93% | 11,001,603 | 101% | 69,603 |
| Telephone User Tax | 1,668,000 | 1,881,374 | 113% | 1,827,530 | 503,662 | 28% | 1,827,530 | 100% | - |
| Interest on Investments | 67,515 | 237,842 | 352% | 312,321 | 140,972 | 45% | 288,619 | 92% | (23,702) |
| Police RMS User Fees | 237,221 | 244,437 | 103% | 244,435 | - | 0% | 244,435 | 100% | - |
| Contract Payments | 153,292 | 167,764 | 109% | 167,765 | 16,250 | 10% | 167,765 | 100% | - |
| User Fee | 140,445 | 146,863 | 105% | 148,820 | 5,325 | 4% | 148,820 | 100% | - |
| Data Network Reimbursement | 120,874 | 158,228 | 131% | 145,852 | 531 | 0% | 145,852 | 100% | - |
| State Reimbursement | 810,000 | 622,177 | 77% | 93,000 | 15,000 | 16% | 93,000 | 100% | - |
| Property Taxes - Prior Yr | 80,000 | 90,291 | 113% | 90,000 | 64,516 | 72% | 90,000 | 100% | - |
| Property Taxes - Jefferson Co. | 39,497 | 38,104 | 96% | 40,500 | 11,476 | 28% | 40,500 | 100% | - |
| Miscellaneous | 25,000 | 40,191 | 161% | 32,100 | 7,679 | 24% | 32,100 | 100% | - |
| TOTAL RESOURCES | 13,744,678 | 14,120,981 | 103% | 14,034,323 | 10,928,785 | 78% | 14,080,224 | 100% | 45,901 |

| REQUIREMENTS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|---------------------------|--------------------|-------------------|------------|-------------------|------------------|------------|-------------------|------------|----------------|
| | Personnel Services | 8,606,196 | 7,891,350 | 92% | 9,032,045 | 3,317,404 | 37% | 8,404,147 | 93% |
| Materials and Services | 4,088,201 | 3,151,149 | 77% | 4,250,715 | 1,399,936 | 33% | 4,230,715 | 100% | 20,000 |
| Capital Outlay | 5,015,100 | 2,347,522 | 47% | 1,831,000 | 666,057 | 36% | 1,851,000 | 101% | (20,000) |
| TOTAL REQUIREMENTS | 17,709,497 | 13,390,020 | 76% | 15,113,760 | 5,383,397 | 36% | 14,485,862 | 96% | 627,898 |

| TRANSFERS | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|------------------------|-----------------|-----------------|-------------|-------------|-----------|----------|-------------|-----------|-------------|
| | Transfers In | 1,750,000 | 1,750,000 | 100% | 1,950,000 | - | 0% | 1,950,000 | 100% |
| Transfers Out | (1,809,900) | (1,809,900) | 100% | (1,950,000) | - | 0% | (1,950,000) | 100% | - |
| TOTAL TRANSFERS | (59,900) | (59,900) | 100% | - | - | - | - | - | - |

| FUND BALANCE | Budget | Actuals | % | Budget | Actuals | % | Projection | % | \$ Variance |
|-----------------------------|------------------------|----------------------|-------------|----------------------|----------------------|-------------|----------------------|-------------|------------------|
| | Beginning Fund Balance | 12,950,799 | 12,722,890 | 98% | 13,202,343 | 13,393,950 | 101% | 13,393,950 | 101% |
| Resources over Requirements | (3,964,819) | 730,961 | | (1,079,437) | 5,545,389 | | (405,638) | | 673,799 |
| Net Transfers - In (Out) | (59,900) | (59,900) | | - | - | | - | | - |
| TOTAL FUND BALANCE | \$ 8,926,080 | \$ 13,393,950 | 150% | \$ 12,122,906 | \$ 18,939,339 | 156% | \$ 12,988,312 | 107% | \$865,406 |

- A** Current year taxes received primarily in November, February and May
- B** Telephone tax payments are received quarterly
- C** Invoices are mailed in the Spring
- D** State GIS reimbursements are received quarterly
- E** Projected Personnel savings based on FY24 average vacancy rate of 9.3%