



BOARD OF COMMISSIONERS

BOARD OF COUNTY COMMISSIONERS MEETING

1:00 PM, MONDAY, NOVEMBER 27, 2023

Allen Room - 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/3h3oqD>.
- 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 *6 to indicate you would like to speak and *9 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

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. Authorize the County Administrator to sign Document No. 2023-980, amending the contract with Parametrix for Phase II services for the Terrebonne Wastewater System project
2. Appoint Kristin Toney to the Audit Committee

AGENDA ITEMS

3. **1:05 PM** Informational presentation on the Behavioral Health Division's Homeless Outreach Services Team (HOST)
4. **1:30 PM** Work Session: Draft 2020-2040 Transportation System Plan Update
5. **1:50 PM** Discussion and Consideration of Safe Parking Program in Rural Deschutes County
6. **2:15 PM** Treasury Report for October 2023
7. **2:30 PM** Finance Report for October 2023

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.

ADJOURN



BOARD OF COMMISSIONERS

AGENDA REQUEST AND STAFF REPORT

MEETING DATE: November 27, 2023

SUBJECT: Authorize the County Administrator to sign Document No. 2023-980, amending the contract with Parametrix for Phase II services for the Terrebonne Wastewater System project

RECOMMENDED MOTION:

Move to authorize the County Administrator to sign an amendment to the contract with Parametrix, Inc. in the amount of \$190,000 for additional engineering and administrative services for the Terrebonne Wastewater System project.

BACKGROUND AND POLICY IMPLICATIONS:

In August 2023, the Board authorized an ARPA funding allocation to Parametrix, Inc. in the amount of \$190,000 to fund additional engineering and administrative services to enable the Terrebonne Wastewater System/Collection System Project to reach shovel-ready status as well as continue the establishment of the Terrebonne Sanitary District.

This second amendment to the original contract will encapsulate added scope items as previously presented and authorized by the Board.

BUDGET IMPACTS:

The Board has authorized a \$190,000 budget for this additional work via its allocation of ARPA funding, of which water/wastewater infrastructure investment is a qualified use.

ATTENDANCE:

Chris Doty, Road Department

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

**DOCUMENT NO. 2023-980
AMENDMENT NO. 2 TO DESCHUTES COUNTY CONTRACT NO. 2021-926**

THAT CERTAIN AGREEMENT, Deschutes County Contract No. 2021-926 dated December 10, 2021, by and between DESCHUTES COUNTY, a political subdivision of the State of Oregon ("County") and PARAMETRIX, INC. ("Contractor"), is amended, effective upon signing of all parties, as set forth below. Except as provided herein, all other provisions of the contract remain the same and in full force.

County's performance hereunder is conditioned upon Contractor's compliance with provisions of ORS 279B.220, 279B.225, 279B.230, and 279B.235, which are hereby incorporated by reference. In addition Standard Contract Provisions contained in Deschutes County Code Section 2.37.150 are hereby incorporated by reference. Contractor certifies that the representations, warranties and certifications contained in the original Contract are true and correct as of the effective date of this Amendment and with the same effect as though made at the time of this Amendment.

The above listed contract is amended as follows:

Consideration: The Contract budget shall be increased by \$190,000, for a total task budget amount of \$490,000, and shall include scope and task items as outlined in Exhibit A.

Maximum compensation: The maximum additional compensation under this amendment is \$190,000.00. The maximum compensation under the original Contract as amended is \$490,000.00.

CONTRACTOR:

PARAMETRIX, INC

Authorized Signature

Dated this ____ of _____, 2023

COUNTY:

DESCHUTES COUNTY

NICK LELACK, COUNTY ADMINISTRATOR

Dated this ____ of _____, 2023

Deschutes County Terrebonne Sanitary District Assistance Amendment 2 to County Contract No. 2021-926

Introduction

Parametrix Inc. is pleased to present this Scope of Work and Budget Amendment for the Terrebonne Sewer Project. This proposal outlines the objectives, tasks, deliverables, and assumptions for the project. We will continue working closely with Deschutes County and the newly formed Terrebonne Sanitary District to position the District for funding, construction, and operation of the proposed effluent collection system. We look forward to your feedback and collaboration as we work towards the successful completion of the Terrebonne Sanitary District Sewer Project. Please feel free to reach out to us with any questions or concerns.

Project Background

In November 2021, the Board approved a \$300,000 contract with Parametrix Inc. to address the following scope items:

- Design and Engineering of Phase A improvements, 30% (\$200,000)
- Phase A grant funding application preparations (\$50,000)
- Legal and other expenses for formation of a Sanitary District in Terrebonne (\$50,000)

To date, significant progress has been made, including the incorporation of Phase A improvements into the US 97 Project, the finalization of the Preliminary Engineering Report, the successful formation of the Terrebonne Sanitary Sewer District, completion of 30% design plans and cost estimate, and development of an IGA between the County, District, and City of Redmond.

On August 23, 2023, the County approved the District's request for \$190,000 in ARPA funds to add the following scope items to the existing Parametrix Inc contract:

- Completion of Phase A improvements to 100% design thereby enabling the Project to be considered "shovel-ready" – this creates a position that is attractive to funding entities.
- Funding additional legal, administrative, and community outreach items associated with district and utility system formation. This work will include creating policies, procedures, and other foundational elements of establishing a new district – as well as outreach and recruitment of new customers to help share capital and operational costs.

As a shovel-ready Project under the purview of a properly formed and structured sanitary district utility, the Terrebonne Sanitary District will be well positioned to pursue grants, loans, and other funding opportunities, as well as deliver projects once funding has been obtained.



Scope of Work

Task 01 – Project Management

The objective of this task is to continue providing overall project management of the consultant contract with Deschutes County. General management functions under this task include:

- Project Planning – Document and communicate the scope of work, budget, and schedule as a road map for the project team. Coordinate project team and issues throughout the project.
- Budget and Schedule Tracking – Track the project budget using Parametrix in-house tools to verify that progress is keeping pace with spending.
- Monthly Progress Reports – Prepare a monthly invoice for services performed by Parametrix.
- Correspondence – Prepare written correspondence as needed to document project management issues and/or concerns.
- Subconsultant Management and Coordination
- County Check-In Meetings
- Monthly Board Meetings and Coordination with District
- Agency Meetings and Coordination

Task 02 – Sanitary District Formation [no changes]

Task 03 – Preliminary Sewer Design [no changes]

Task 04 – Funding Application Preparation [no changes]

Task 05 – Supplemental Surveying

- Field work for underground utility data collection utilizing drones and GPS within ROW.
- Verify ODOT coordinate system, horizontal datum, and vertical datum.
- Utility locate request.
- Process survey data.
- Prepare a CAD basemap with utility lines for use by Parametrix engineering/design staff.

Task 06 – Draft PS&E (District Review)

- Review survey data and coordinate with survey team
- Coordinate with District and project team on boundary annexations and sewer service area
- Prepare Draft Plans, Specifications, and Cost Estimate
- Deliver documents to District and facilitate review meeting

Task 07 – Final PS&E (DEQ Review)

- Review and incorporate District review comments
- Review DEQ Plan review requirements
- Prepare Final Plans, Specifications, and Estimate for DEQ Review
- Deliver documents to DEQ and setup meeting to review comments
- Update plans and specifications per DEQ comments to obtain plan approval

Task 08 – Bid Documents

- Prepare Bid Plans, Specifications, and Bid Schedule
- Prepare Contractor Invitation to Bid for Terrebonne Sewer Project
- Facilitate Pre-Bid Meeting with District and interested contractors
- Prepare Bid Addenda to address contractor questions
- Prepare Bid Tabulation and Comparison for review with District
- Assist District with Notice of Intent to Award for selected contractor

Task 09 - District Administrative Services

- Administrative Services (by subconsultants Nancy Blankenship & The Swearingen Group)
 - District Board Meeting Preparation, Facilitation, and Minutes
 - Public Involvement Activities
 - Board Development & Consultation
 - Annexation Work
 - District Submittals & Paperwork
- Legal Services (by subconsultant Jordan Ramis PC)
 - Review and comment on draft Intergovernmental Agreement (IGA) with the City of Redmond, Deschutes County, and the Terrebonne Sanitary District, on behalf of District.
 - Sign Final IGA as legal counsel to the District.
 - Provide legal counsel to District, as legal questions/issues arise (up to 20 hrs assumed)
- District Expenses
 - Website Development, SDAO Dues, District Insurance, Office Expenses, etc.
 - Business registration, TIN number registration, etc.
 - Public Outreach Materials: printing, postage, published notices, press releases, etc.

Schedule

Schedule milestone:	2023							2024							
	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Contract Amendment Setup															
Topographic Survey															
Draft PS&E															
District Review															
Final PS&E															
DEQ Review & Approval															
Bid Documents															
Contractor Bidding															
Bid Review & Contract Award															

Budget

1.0 Project Management/Meetings	\$25,030
1.1 Project Setup, Accounting, Progress Letters	\$6,441
1.2 Subconsultant Management/Coordination	\$5,692
1.3 County Check-In Meetings	\$2,181
1.4 District Meetings/Coordination	\$5,787
1.5 Agency Meetings/Coordination	\$4,929
2.0 Sanitary District Formation	
3.0 Preliminary Sewer Design [no budget added to this task]	
4.0 Funding Application Preparation [no budget added to this task]	
5.0 Supplemental Surveying [no budget added to this task]	\$19,735
5.1 Survey Field Work	\$6,933
5.2 Draft basemap	\$8,980
5.3 Utility mapping	\$3,823
6.0 Draft PS&E (District Review)	\$28,187
6.1 Draft Plans	\$15,260
6.2 Draft Specifications	\$3,582
6.3 Draft Cost Estimate	\$5,347
6.4 Annexation Mapping/Coordination	\$3,998
7.0 Final PS&E (DEQ Review)	\$17,833
7.1 Final Plans	\$9,604
7.2 Final Specifications	\$3,582
7.3 Final Cost Estimate	\$3,193
7.4 DEQ Standards, Review, Coordination	\$1,454
8.0 Bid Documents	\$26,954
8.1 Plans, Specifications, and Bid Schedule	\$14,484
8.2 Invitation to Bid Preparation & Issuance	\$4,200
8.3 Bid meeting, addenda, questions	\$5,163
8.4 Bid Tabulation & Notice of Intent to Award	\$3,108
9.0 District Administrative Services	\$72,260
9.1 Nancy Blankenship Administrative Services	\$29,925
9.2 Linda Swearingen Public Outreach Services	\$24,850
9.3 Jordan Ramis PC Legal Services	\$11,000
9.4 District Expenses	\$6,485
Amendment 1 Budget Total	\$190,000

Assumptions

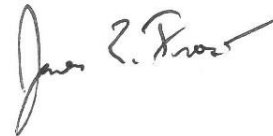
- Project Duration is approximately 15 months, with NTP Oct 2023 and completion Dec 2024
- District meetings are approximately 90 minutes each, on average
- District and DEQ review comments will be received within 30 days of PS&E submittals
- Utilities mapped by survey will be based on utility locates provided by others and limited to the level of completeness of utility locates.
- The following items are specifically excluded from the scope of services and the estimated fees, as described above. Such items are not anticipated to be needed or required at this time, and/or it is anticipated that such services will be provided by others.
 - Erosion control plans/1200C Permit not anticipated at this phase.
 - Geotechnical studies/services.
 - Specialized demographic and economic studies. Parametrix will utilize publicly available data, if needed.
 - Environmental studies and biological surveys.
 - Supplemental survey along proposed force mains which are outside the Terrebonne unincorporated community boundary. Aerial imagery, LIDAR surface data, and utility as-builts will be utilized for these base mapping in these rural areas.
 - Construction management, staking, engineering, and administration services, which are assumed to be funded by future public infrastructure grants and loans.

Sincerely,

Parametrix



Ryan Rudnick, PE
Project Manager



Jim Frost, PE
Senior Consultant



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: November 27, 2023

SUBJECT: Appoint Kristin Toney to the Audit Committee

RECOMMENDED MOTION:

Move to appoint Kristin Toney to the Audit Committee.

BACKGROUND AND POLICY IMPLICATIONS:

The Audit Committee currently has one vacant public member position. A notice soliciting applications was posted on the County's recruitment portal on October 10, 2023.

One application was received from Kristin Toney. Ms. Toney lives in Bend and is currently the Administrative Services Director at the Bend Park and Recreation District. She has previous local government finance experience and was an internal auditor for the City and County of Denver.

On November 14th a selection panel composed of Audit Committee Chair Daryl Parish, County Internal Auditor Elizabeth Pape and Performance Auditor Aaron Kay interviewed Ms. Toney. The panel recommends that the Board approve the appointment of Kristin Toney to the Audit Committee for a term scheduled to expire on June 30, 2025. If the Board concurs, an appointment letter will be presented for signature by the Commissioners.

BUDGET IMPACTS:

None

ATTENDANCE:

Elizabeth Pape, County Internal Auditor



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: November 27, 2023

SUBJECT: Informational presentation on the Behavioral Health Division's Homeless Outreach Services Team (HOST)

RECOMMENDED MOTION:

None—presentation only.

BACKGROUND AND POLICY IMPLICATIONS:

The Deschutes County Health Services Department (DCHS) has provided homeless outreach services since 2011. This program initially stemmed from a successful federal grant application (PATH - Projects for Assistance in Transitioning from Homelessness). Prior to 2021, this 2.0 FTE team served houseless individuals primarily in the Bend area. In 2021, Health Services applied for and received ARPA funding to expand homeless outreach services to the communities of La Pine, Redmond, and Sisters. In 2022, as a result of Measure 110 and [Senate Bill 755](#), DCHS received Behavioral Health Resource Network (BHRN) funding to further expand outreach services in the county.

BUDGET IMPACTS:

None.

ATTENDANCE:

Janice Garceau, Health Services Director
Holly Harris, Behavioral Health Deputy Director
Kara Cronin, Behavioral Health Program Manager
Colleen Thomas, Behavioral Health HOST/ HRP Supervisor



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: November 27, 2023

SUBJECT: Work Session: Draft 2020-2040 Transportation System Plan Update

RECOMMENDED MOTION:

Work session in preparation for a public hearing scheduled for November 29, 2023.

BACKGROUND AND POLICY IMPLICATIONS:

This work session is in advance of the November 29th public hearing to consider 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

Peter Russell, Senior Transportation Planner

Chris Doty, Road Department Director

Cody Smith, County Engineer/Assistant Road Department Director



MEMORANDUM

TO: Deschutes County Board of County Commissioners

FROM: Tarik Rawlings, Senior Transportation Planner

DATE: November 20, 2023

RE: November 27, 2023 work session in preparation for public hearing: 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). The new TSP will cover the years 2020-2040. The TSP focuses on County arterials and collectors as well as bicycles, pedestrians, transit, and other modes. The work session provides an overview of the updated TSP and the process to create it. The Board of County Commissioners (Board) will hold a public hearing on November 29, 2023, on the draft 2020-2040 TSP.

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, including an online public meeting on May 4, 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:

[Deschutes County TSP Update \(kaiproject.com\)](https://www.deschutescounty.gov/kaiproject.com)

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>

II. KEY ASPECTS OF THE 2020-2040 TSP

The TSP's major component is a list of future projects categorized into high, medium, or low priority. These appear in Chapter 5 with a brief description of the project. The relevant project tables are for improving roadway intersections; roadway changes; changes to functional classifications; ODOT intersections and roadways; pedestrian facilities on County roadways; bicycle facilities, bridges, Federal Lands Access Program (FLAP) roadways, transit, and Transportation Safety Action Plan (TSAP) projects. Many of the roadway projects also benefit bicyclists by widening shoulders, for instance. The financial portion benefitting bicyclists is provided in the cost estimates.

The TSP also presents goals and policies to achieve the vision of the County's transportation system over the next 20 years. The seven goals are:

- 1. Coordination and Collaboration
- 2. Safety
- 3. Mobility and Connectivity
- 4. Economic Development
- 5. Equity and Accessibility
- 6. Sustainability and Environment
- 7. Strategic Investments

III. INTENDED OUTCOMES

The 2020-2040 TSP will result in a list of prioritized projects, updated goals and policies, changes to functional classifications of selected County roads, a better network of bicycle and pedestrian facilities, transit stops in the unincorporated communities, and an improved transportation system for all modes.

The TSP will assist the Board in determining projects to fund in the Road Department's annual Capital Improvement Program (CIP) as well as providing a reference when pursuing state and federal grants to fund transportation projects. Additionally, planners cite the TSP when reviewing land use applications for developments that involve a plan amendment or zone change.

IV. PLANNING COMMISSION REVIEW

Staff held a June 22, 2023, work session¹ with the Planning Commission (PC) to provide an overview of the updated TSP and the process to create it. The PC held a public hearing² 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 meeting³. The PC held deliberations⁴ on October 12, 2023, ultimately making

¹ <https://www.deschutes.org/bc-pc/page/planning-commission-30>
² <https://www.deschutes.org/bc-pc/page/planning-commission-38>
³ <https://www.deschutes.org/bc-pc/page/planning-commission-39>
⁴ <https://www.deschutes.org/bc-pc/page/planning-commission-41>

a recommendation to the Board of County Commissioners (Board) to adopt the TSP document including the following amendments:

- 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)

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 anticipation of the Board’s public hearing on November 29, 2023, notice was provided to the Department of Land Conservation and Development (DLCD) on July 6, 2023 with a Notice of Application sent to agency partners on July 21, 2023. Additionally, an initial Notice of Public Hearing was published in the Bulletin newspaper on October 10, 2023 listing the public hearing date as November 8, 2023. Due to scheduling conflicts, the public hearing date was moved to November 29, 2023 and an amended Notice of Public Hearing was subsequently published in the Bulletin newspaper outlining the new public hearing date and process.

V. PUBLIC TESTIMONY

Overall, approximately 150 public comments were received from both individuals and public agencies as of the date of this memo. The main topics within the public testimony include:

- 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;
- Classification change and improvement of Sunrise Boulevard;
- Deschutes River Woods South Interchange Project;
- City of Redmond US97 South Interchange (Quarry or McVeigh);

- A desire to see the Three Rivers community as the subject of a comprehensive planning process similar to Tumalo or Terrebonne with goals and policies reflecting the needs and priorities of that local population;
- Requests for several specific infrastructure improvement projects in the Three Rivers area including pedestrian improvements, intersection safety improvements, roundabouts along Highway 97, and speeding mitigation;
- Concerns with operational aspects of the Bend Municipal Airport;
- Requests to change priority statuses for several transportation-related projects;
- Designation of bicycle routes;
- Adequacy of County-based public transit;
- Vegetation management practices for County transportation facilities.

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”, and “BOCC Hearing – Public Comments”:

<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), which has its own regulations and environmental review process.)

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 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 and will be available for questions during the public hearing on November 29, 2023.

V. NEXT STEPS

Staff will hold a work session with the Board on November 27, 2023 in preparation for a public hearing on November 29, 2023.

VI. CONCLUSION

Staff is prepared to answer any questions.

Attachments:

1. *Draft 2020-2040 Transportation System Plan*
2. *Draft 2020-2040 Transportation System Plan Appendices*
3. *2020-2040 Transportation System Plan Findings*

Draft Deschutes County Transportation System Plan



Source: ODOT

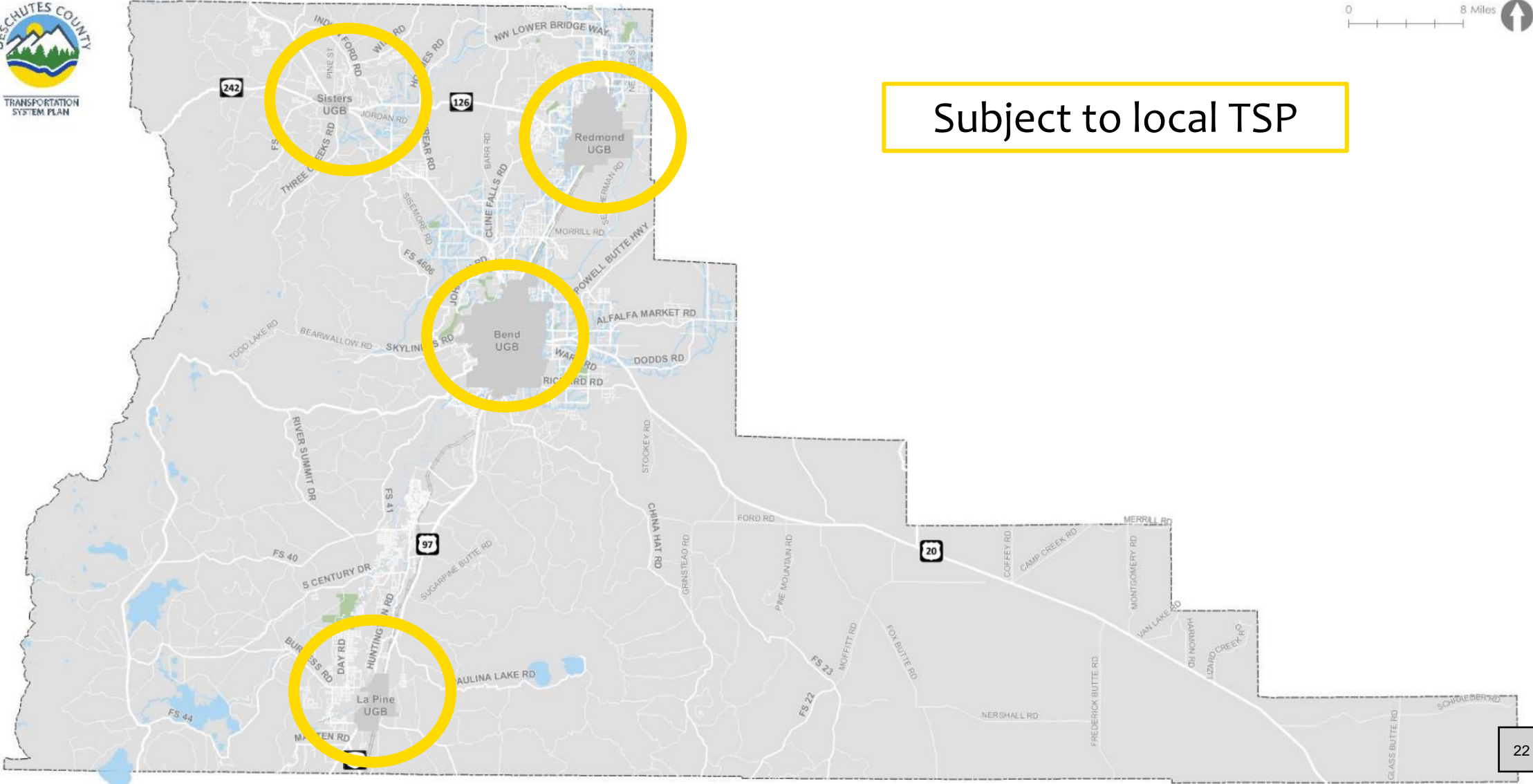
What is a TSP?

- Transportation element of the Deschutes County Comprehensive Plan
- Provides a prioritization of projects that the County can reasonably fund and implement over the next 20 years
- Reflects County's top priority to preserve and maintain existing roadways
- Includes a long-term vision of a transportation system that allows people to travel within the County via driving, riding bikes, walking and transit

Why Update the TSP?

- Reflects the significant growth that has occurred during last 10 years and helps plan for the needs of the unincorporated and rural areas over the next 20 years
- Recognizes the continuing decrease in revenue for “new investments” and provides a prioritization of how the County can make investments in the future
- Reflects County transportation system’s crucial role in the event of a Cascadia Subduction Event, aka earthquake
- Incorporates the findings of recently completed plans by the cities, ODOT, CET, and other agencies that address transportation needs within the County boundaries
- Evaluated and confirmed need to keep the Roadway Moratorium

County versus City TSPs



Subject to local TSP

Who Helped Shaped the TSP?

- Technical Working Group of County Staff and Consulting team
- 2 Public Open Houses
- Multiple Agency Partner Coordination Committee Meetings
- Broad engagement with partner agencies, including ODOT and other state agencies
- Outreach to County's Bicycle and Pedestrian Advisory Committee (BPAC) on bicycle facility planning

Public Involvement Process

- First Virtual Open House held in May 2021; minimal public participation
- Second Virtual Open House held in December 2022; 159 people provided input
- Broad support for project list with recommendations for key projects to be prioritized.
- Most open house comments were in response to the following:
 - **Sunrise Boulevard** – Support for project
 - **Deschutes River Woods South Interchange Project** – Both support and concern.
 - Note: Will require further evaluation and coordination with ODOT prior to implementation
 - **Sisters to Black Butte Ranch Bike Path** – Mixed feedback
 - **SW Bend Ped/Bike Bridge** – BPRD project, included in TSP by reference to BPRD Master Plan

Draft TSP Overview

- Chapter 1 – Introduction
- Chapter 2 – Goals & Policies
- Chapter 3 – Needs Assessment and Evaluation
- Chapter 4 – Providing Multimodal Systems
- Chapter 5 – Transportation Investment Priorities
- Chapter 6 - Funding

Summary of Prioritized Investments

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

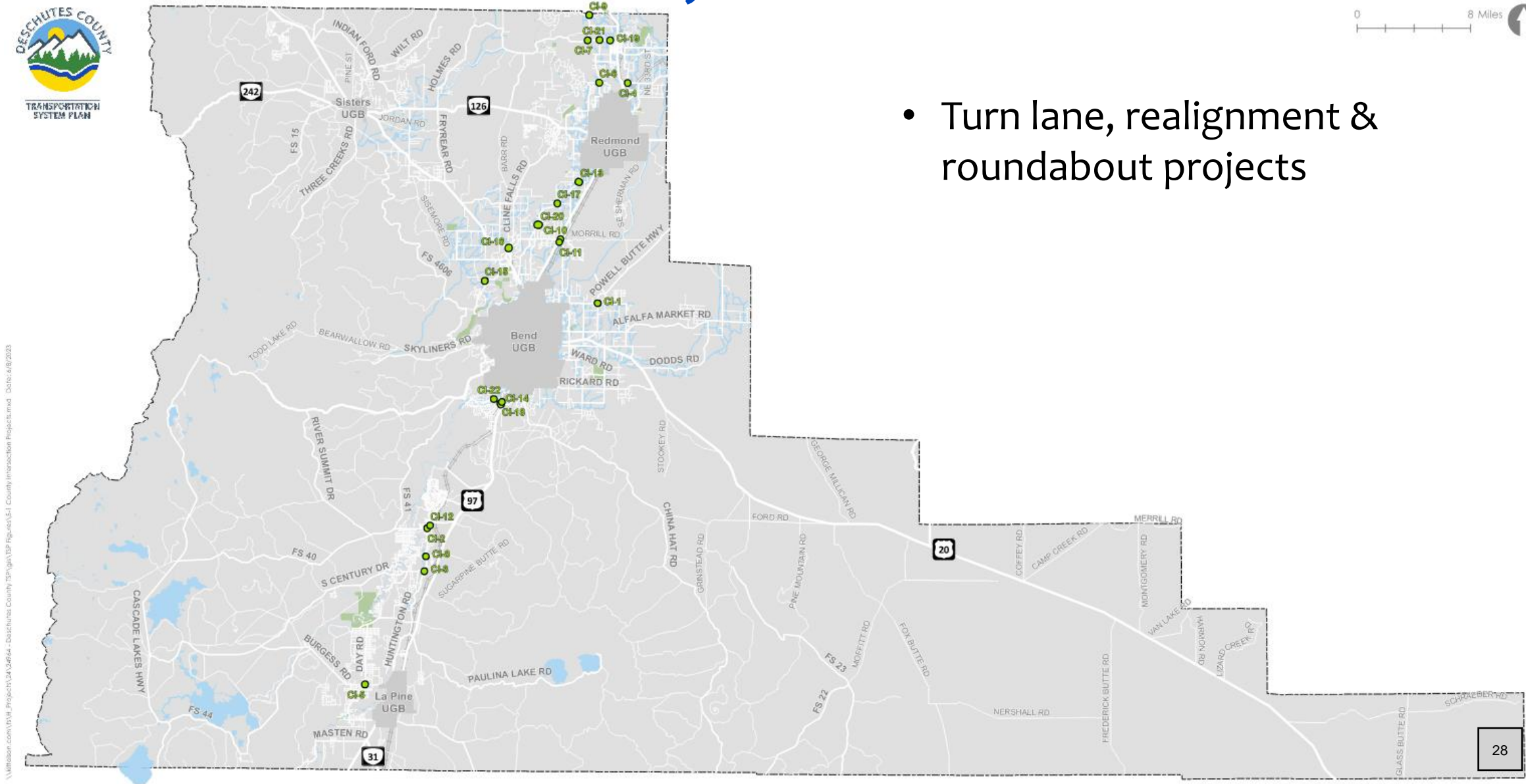
Prioritized Transportation Investments

- All projects include project cost estimates for County planning and budgeting purposes; final costs and designs will be confirmed upon implementation
- Helps County to review and develop Capital Improvement Program (CIP) project lists
- Includes County Transportation Safety Action Plan
- Provides flexibility for future intersection and roadway investments, depending on need and funding

Intersection Projects



- Turn lane, realignment & roundabout projects



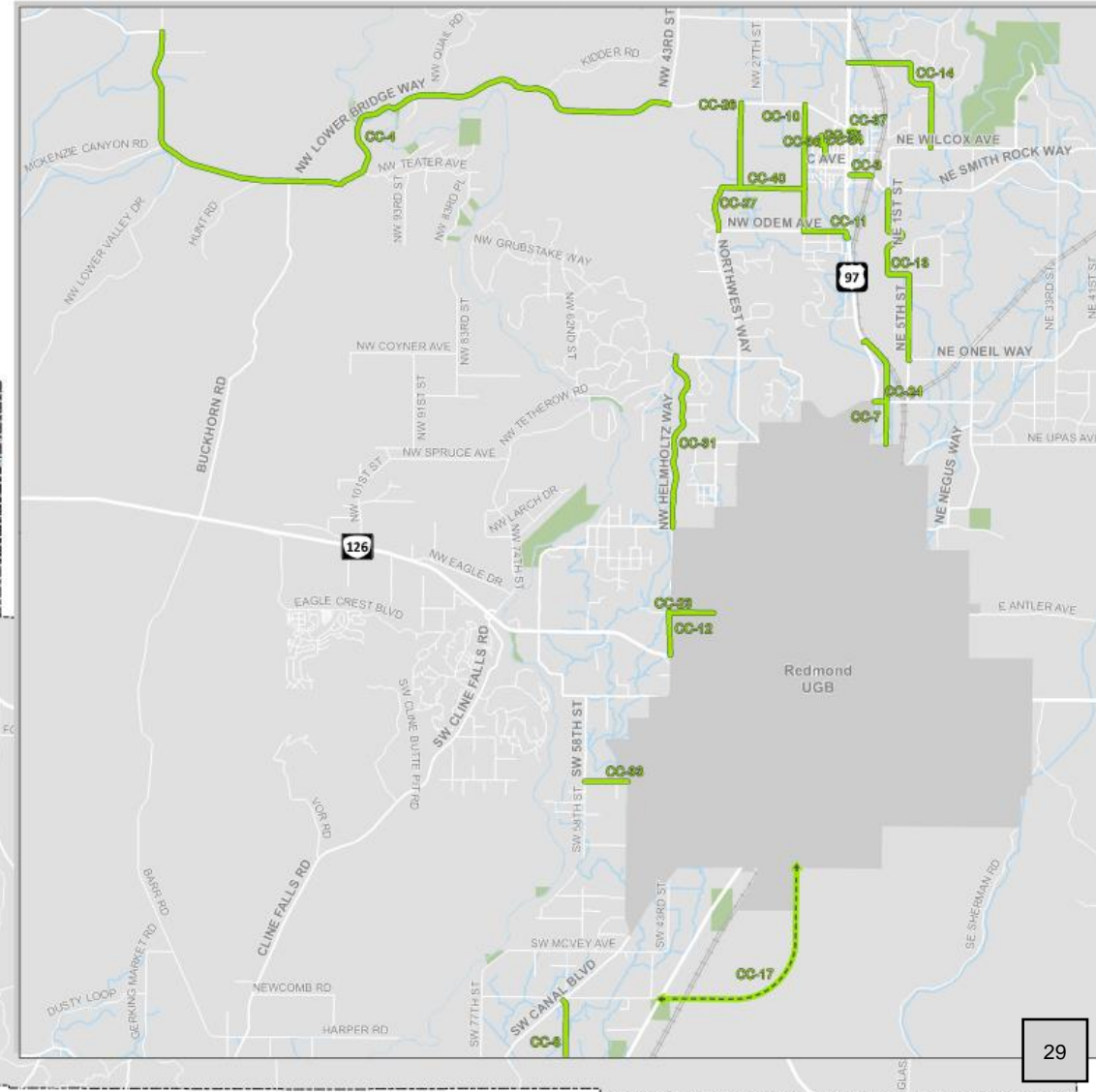
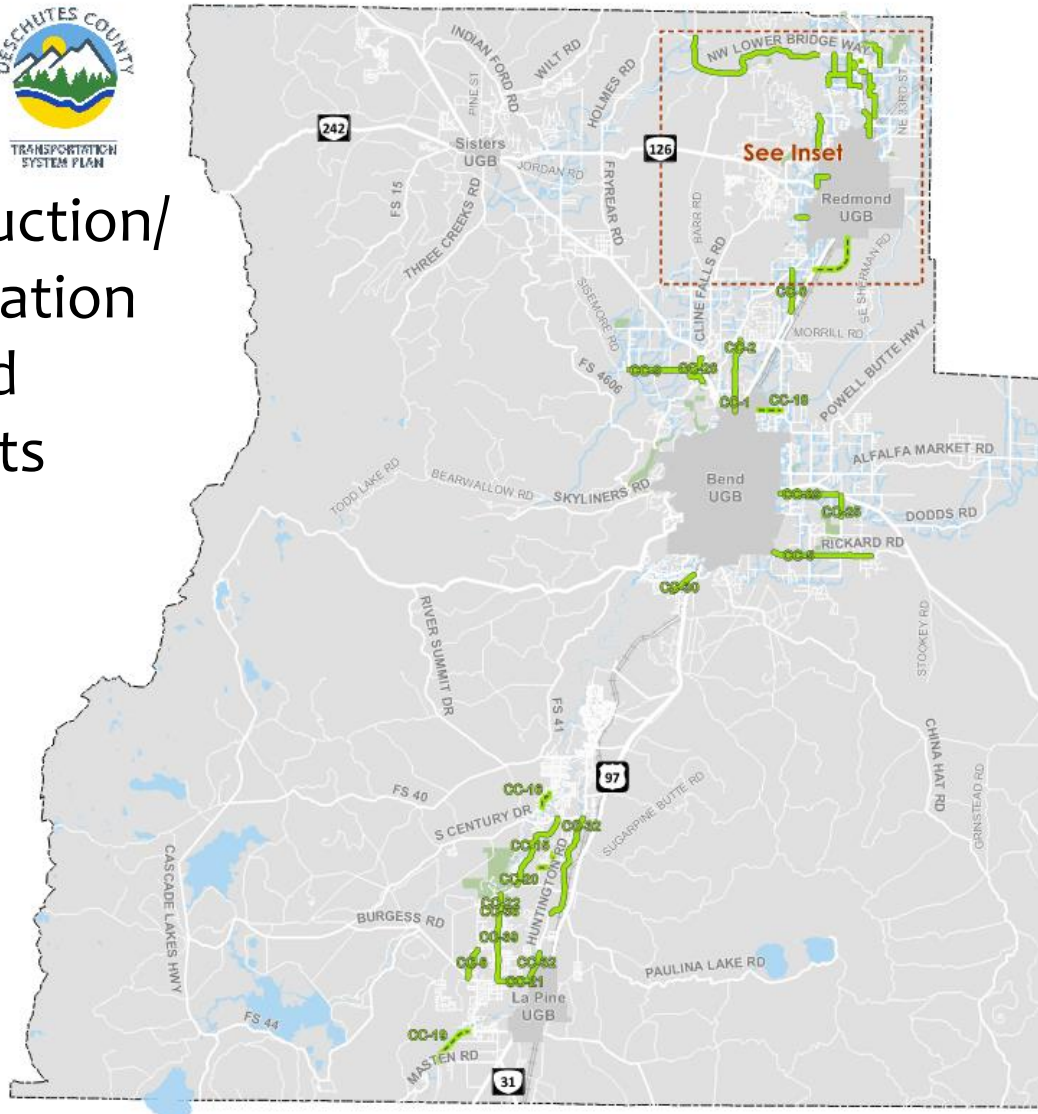
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Roadway Projects

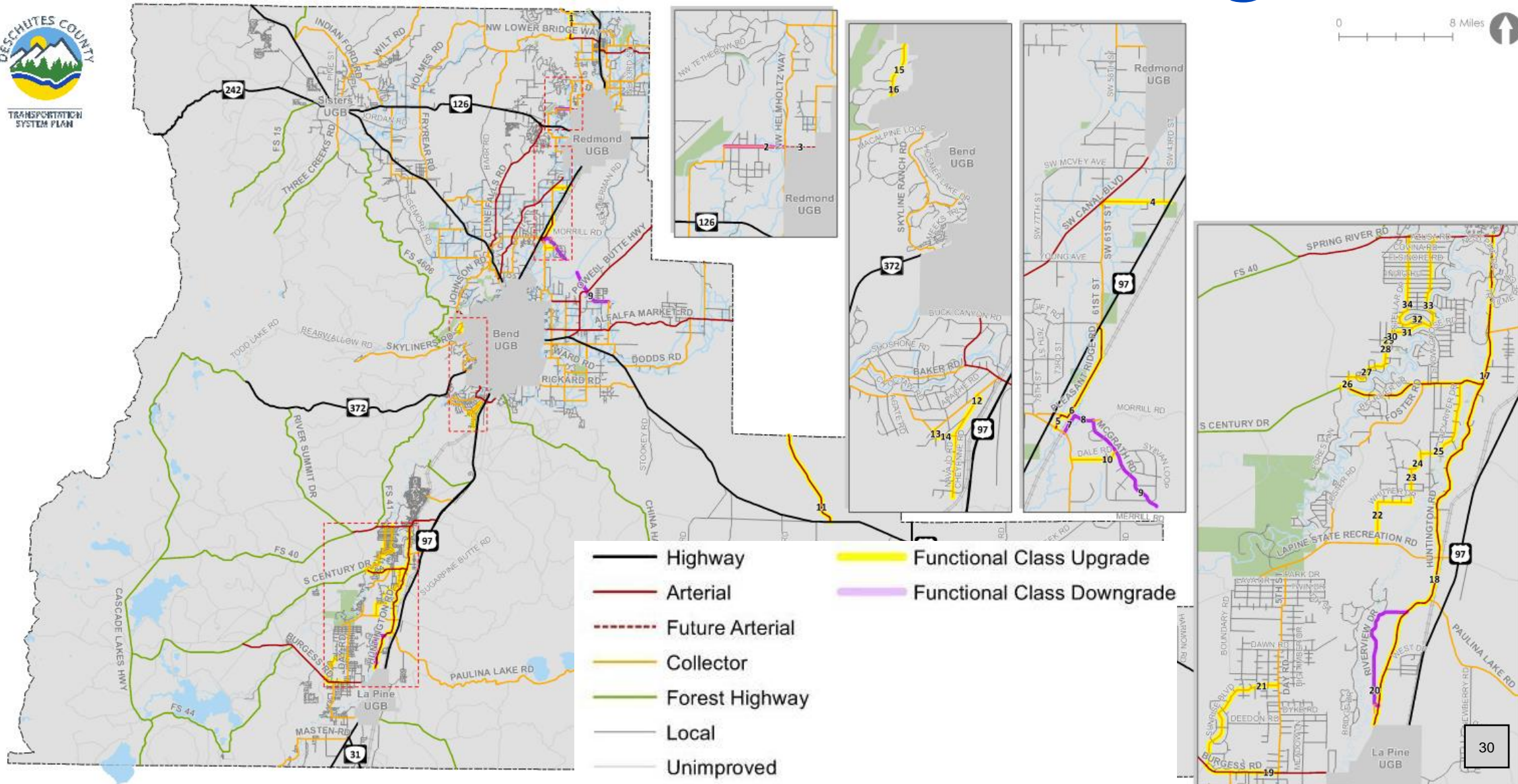


- Reconstruction/ Modernization
- New Road Alignments

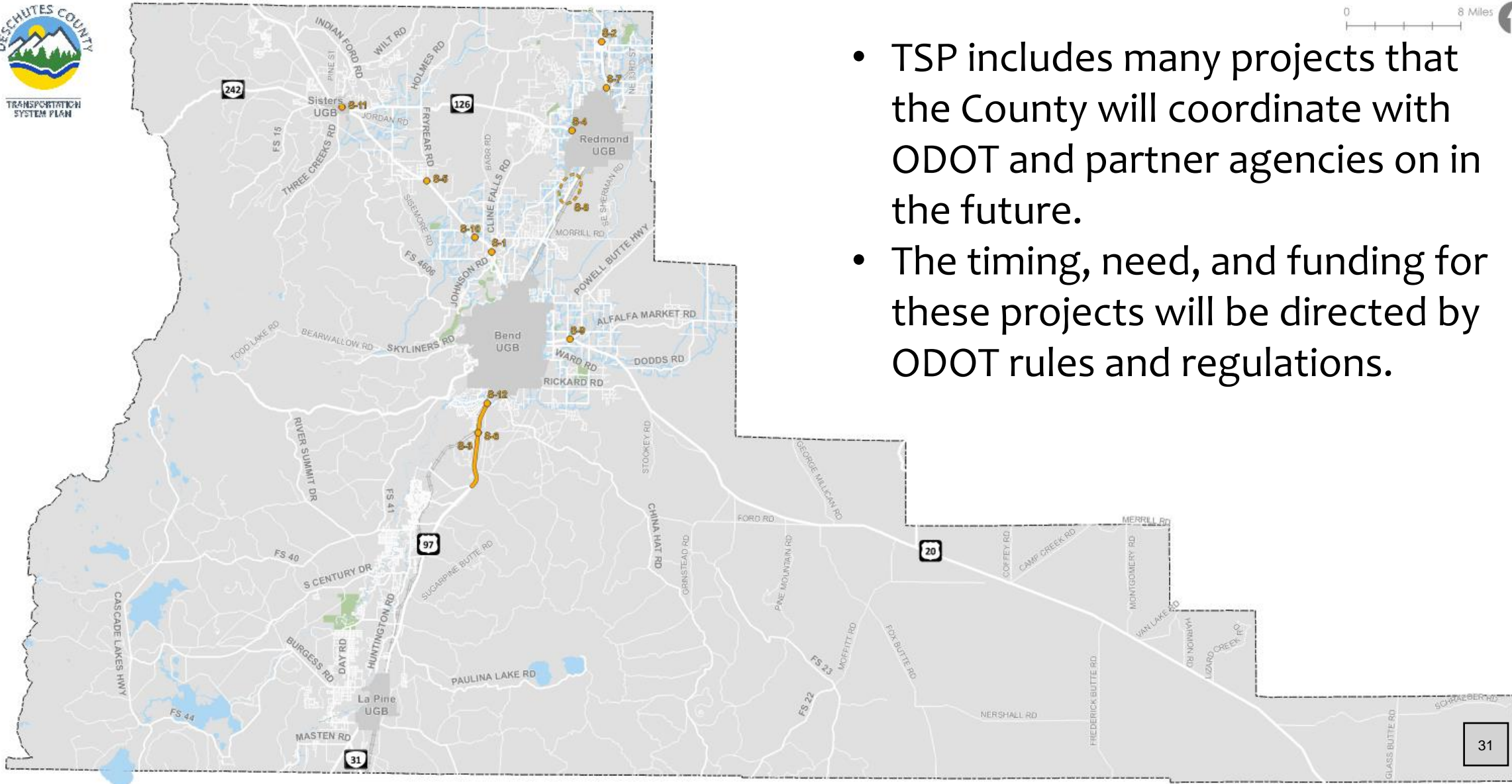
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Functional Classification Changes

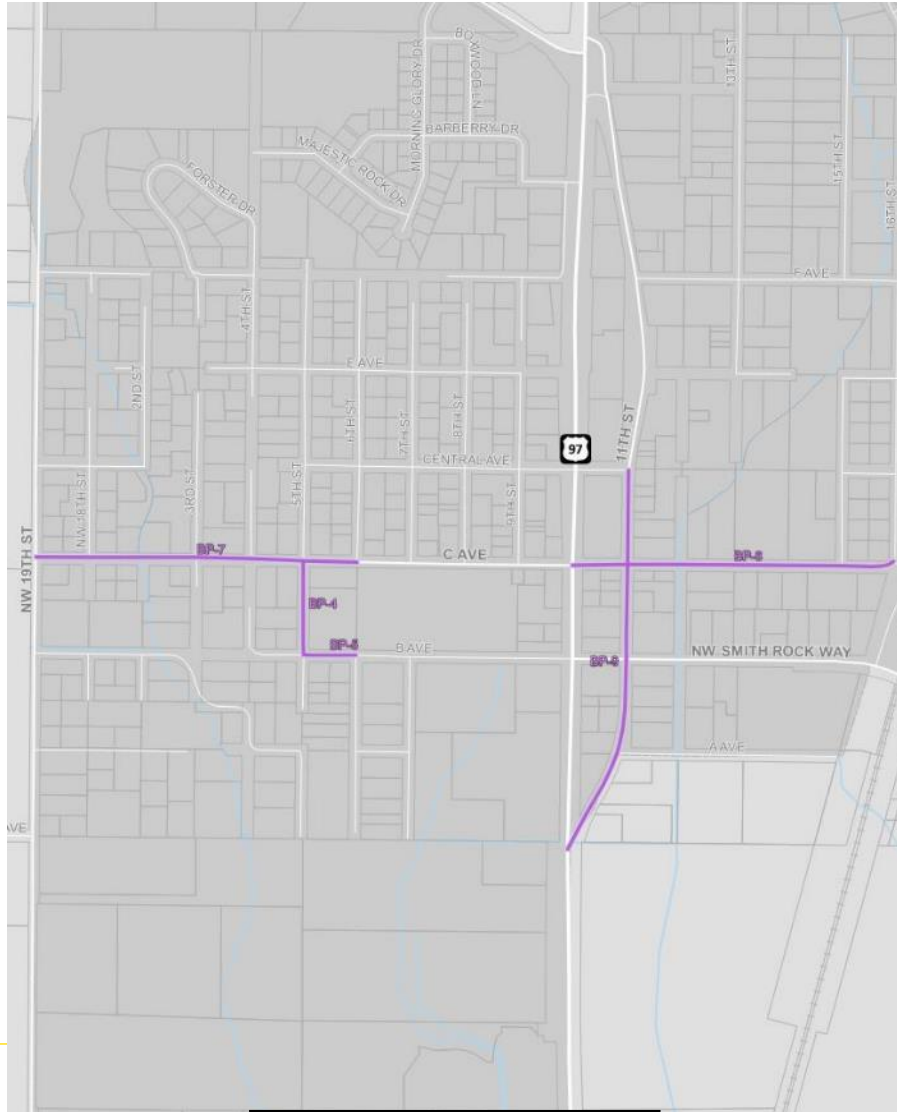


ODOT Facility Projects

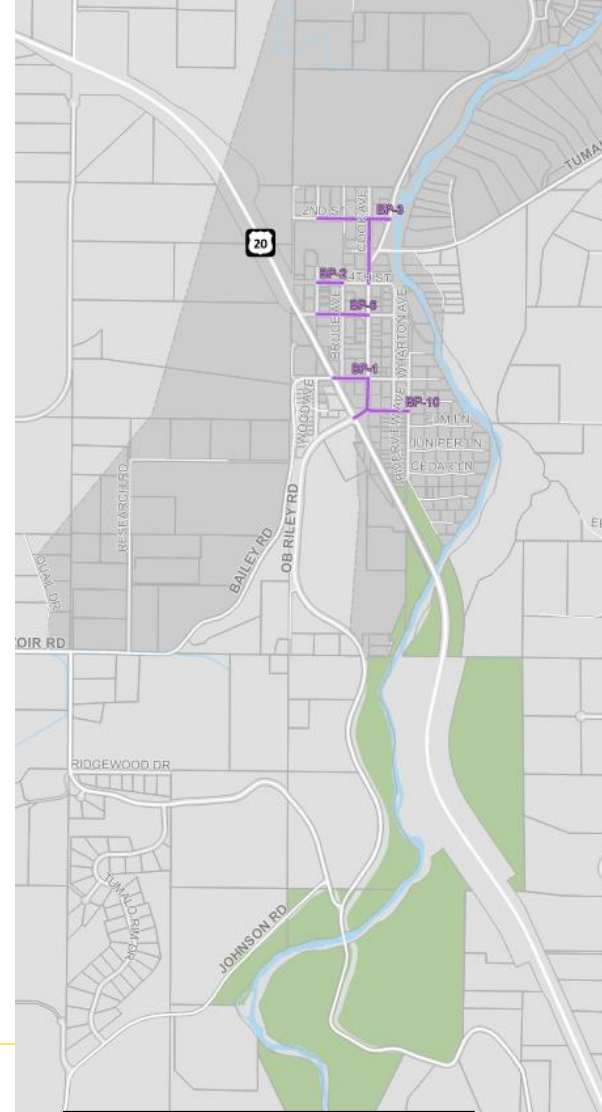


- TSP includes many projects that the County will coordinate with ODOT and partner agencies on in the future.
- The timing, need, and funding for these projects will be directed by ODOT rules and regulations.

Planned Pedestrian Facilities



Terrebonne Area



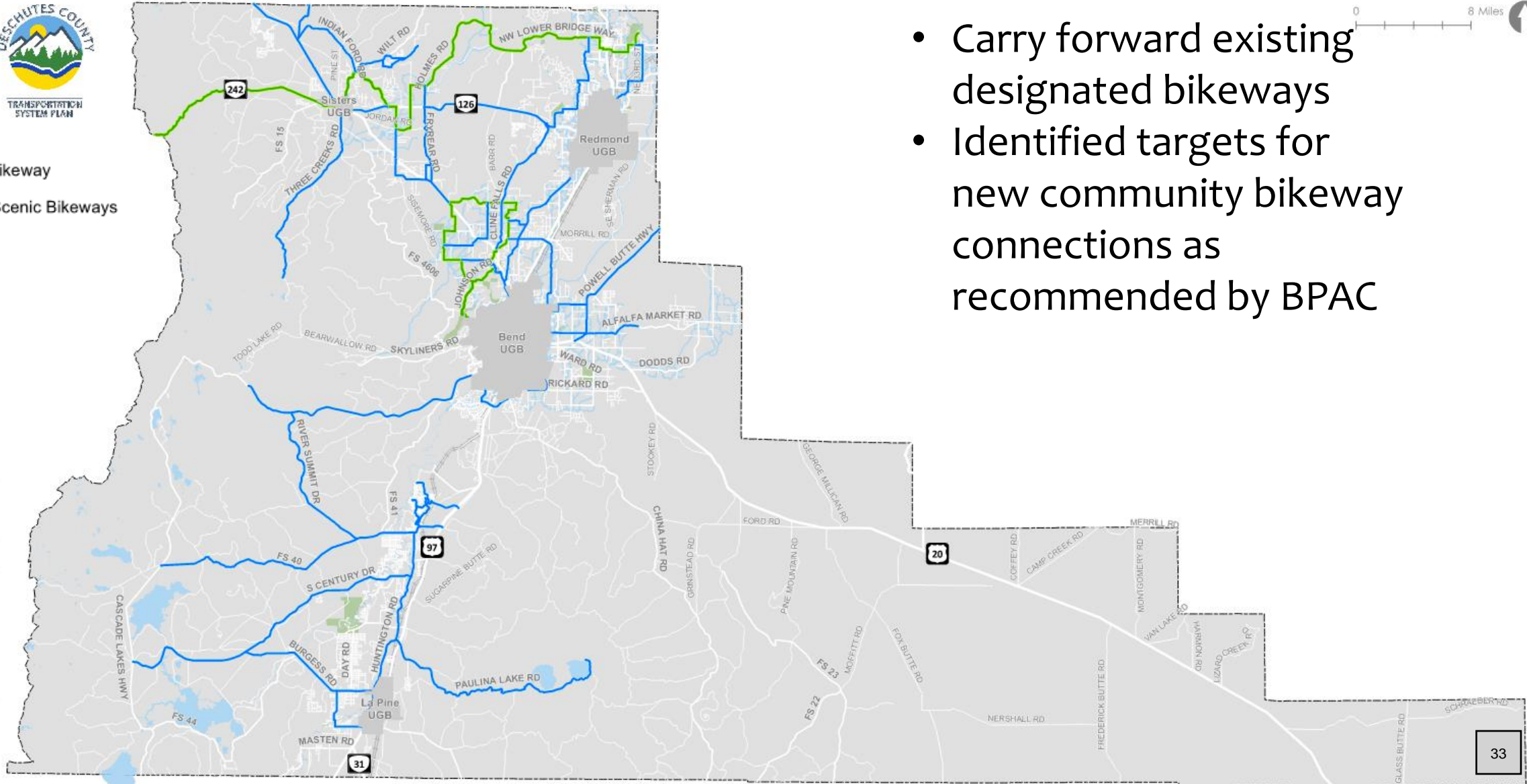
Tumalo Area

- Filling sidewalk gaps in rural unincorporated communities

Bicycle Facilities



- County Bikeway
- Oregon Scenic Bikeways



- Carry forward existing designated bikeways
- Identified targets for new community bikeway connections as recommended by BPAC

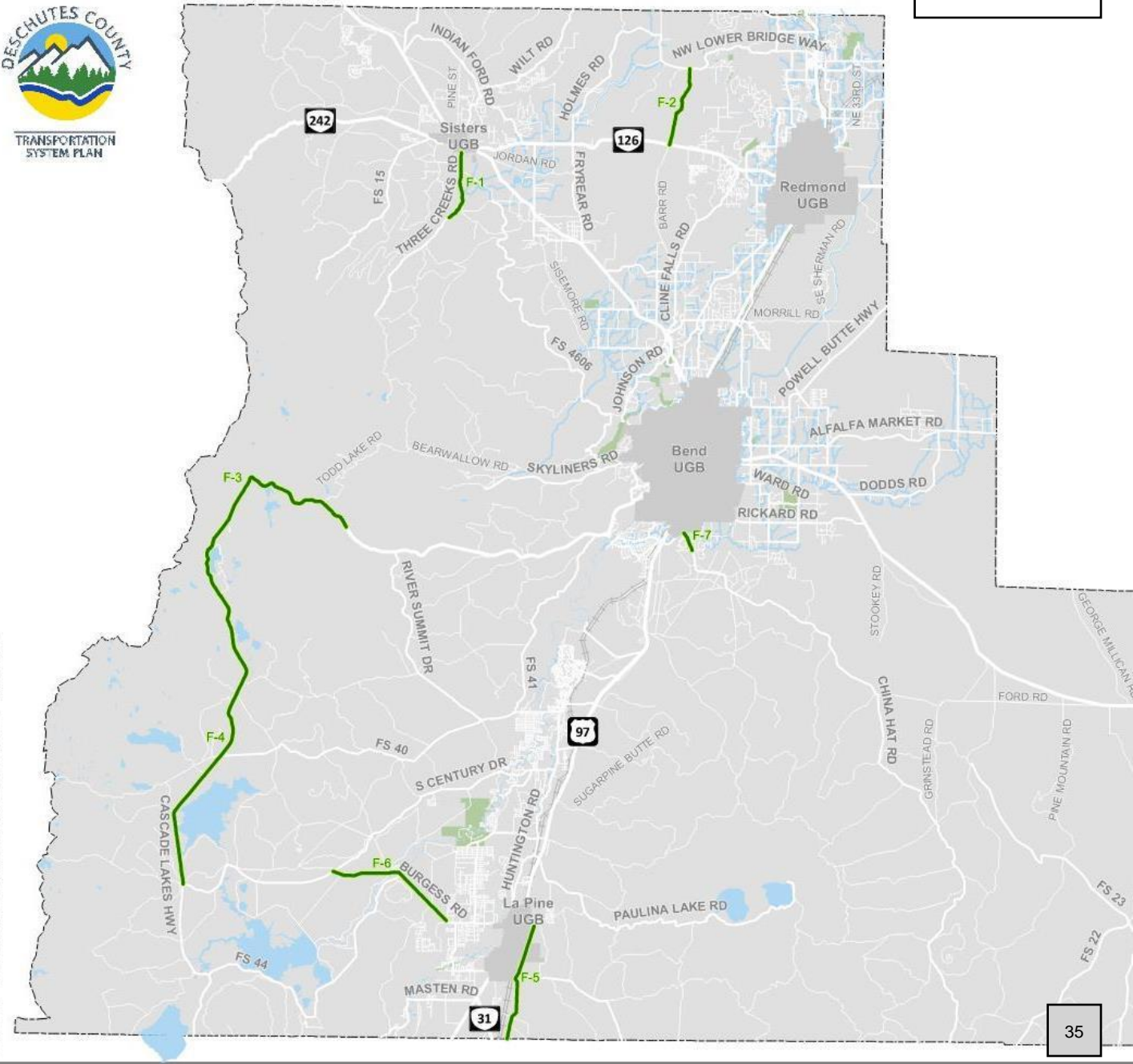
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FLAP Projects



- Federal program intended to improve access to Federal lands.
- Projects focus on upgrades to County standards and reconstruction

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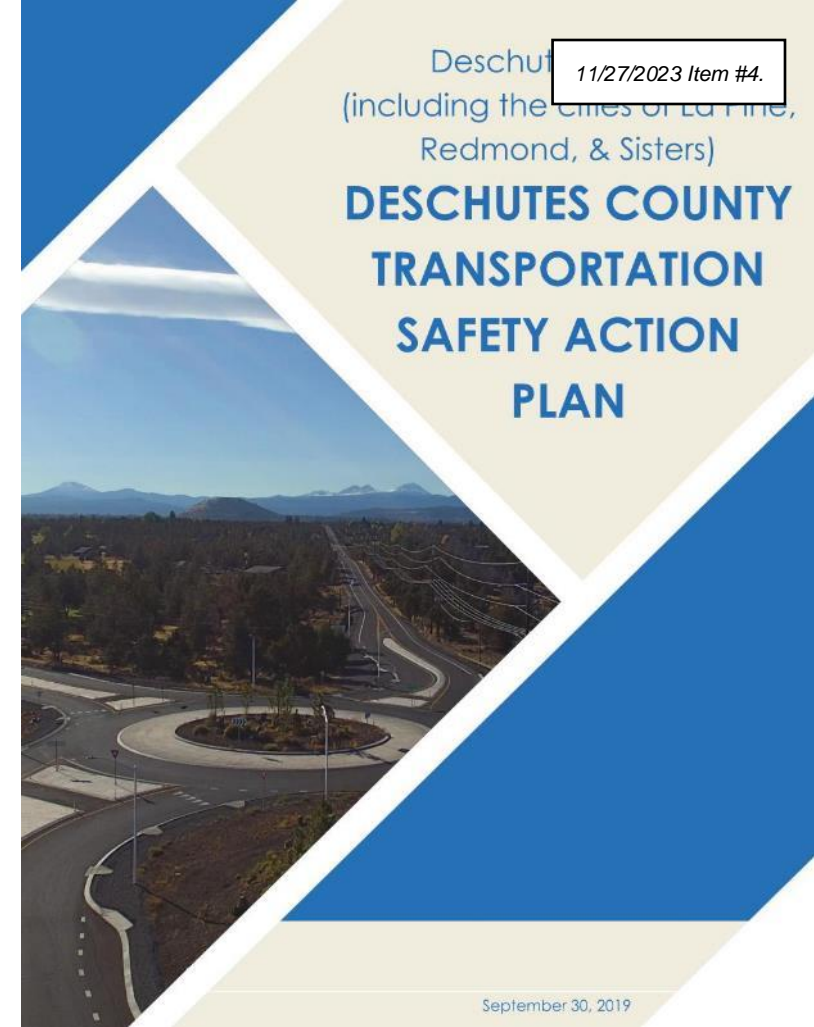
Transit Facilities

- Close coordination with CET 2040 Transit Master Plan
 - TSP will adopt Plan by reference
 - Projects can help increase service to unincorporated areas of the County
- Several transit providers today:
 - Cascades East Transit
 - Mostly Dial-A-Ride service within the County
 - Community Connector between communities
 - Various regional services including:
 - Central Oregon Breeze, POINT, Shuttle from Chemult



Safety

- Deschutes County TSAP
 - Key Countywide document to help identify crash trends and identify solutions to address those trends
 - Focused on fatal and severe crashes
 - **TSP project list incorporates Priority Improvement locations**



Funding Priorities

- Current maintenance and operational standards remain in place
- County's existing Road Moratorium remains in place.
- Existing funding levels will remain relatively consistent and no major programs (County, State, Federal, etc.) are implemented to significantly change predicted revenues

#1

• Maintain the system

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



#2

• Operate the system

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



#3

• Improve the system

- Capital Projects
- Major Maintenance
- Safety Improvements
- Modernization



How Will County Use TSP Once Adopted?

- Work with Local, State and Federal Agencies to identify funding for project priorities
- Continued work with partner agencies on prioritizing projects
- Identifying projects for CIP list
- Future public outreach on specific project details when funding is available
- County staff, Planning Commission and Board of County Commissioners can use policies goals and priorities to guide land use and transportation decision-making

Planning Commission Review

- Planning Commission began a public hearing process on August 10, 2023
- Open record period was extended until August 24, 2023
- Planning Commission deliberations were held on October 12, 2023
- Planning Commission recommendation made on October 12, 2023

Planning Commission Recommendation

- On October 12, 2023, Planning Commission recommended that the BOCC adopt the TSP including the following amendments:
 1. Removal of the Conceptual Multi-use Pathway Connection between City of Sisters and Black Butte Ranch. (6 Commissioners in favor, 1 Commissioner in opposition)
 2. 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)

Planning Commission Recommendation

3. 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)*
4. 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)*
5. 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)*



Next Steps in TSP Process

- Board holds public hearing on November 29, 2023
- Board can adopt TSP as presented, as amended, or deny

Questions?



STAFF FINDINGS

FILE NUMBER(S):	247-23-000507-PA/508-TA
SUBJECT PROPERTY/ OWNER:	N/A
APPLICANT:	Deschutes County Planning Division c/o Tarik Rawlings, Senior Transportation Planner P.O Box 6005 Bend, OR 97708
REQUEST:	Replace the 2010-2030 Deschutes County Transportation System Plan with 2020-2040 Transportation System Plan and accompanying map, including updated traffic volumes, Goals and Policies, project list, and functional reclassifications.
STAFF CONTACT:	Tarik Rawlings, Senior Transportation Planner Phone: 541-317-3148 Email: Tarik.Rawlings@deschutes.org
RECORD:	Record items can be viewed and downloaded from: www.buildingpermits.oregon.gov Record items can be viewed and downloaded from: https://www.deschutes.org/cd/page/transportation-system-plan-update-2020-2040-247-23-000507-pa-508-ta

I. APPLICABLE CRITERIA

Deschutes County Code (DCC)
Title 22, Deschutes County Development Procedures Ordinance
Chapter 22.012, Legislative Procedures

Oregon Administrative Rule (OAR)
OAR 660-015, Statewide Planning Goals and Guidelines
OAR 660-012, Transportation Planning

Deschutes County Comprehensive Plan – Title 23
Chapter 1, Comprehensive Planning
Chapter 3, Rural Growth Management

II. BASIC FINDINGS

PROPOSAL

This is a legislative plan and text amendment to the Deschutes County Comprehensive Plan to remove the 2010-2030 Transportation System Plan (TSP) and replace it with the 2020-2040 TSP. The TSP is Section 3.7 within the Deschutes County Comprehensive Plan. The TSP contains goals and objectives to ensure the safe, efficient, and economical operation of the County’s transportation system. The 2020-2040 TSP includes several new goals and policies; updates information for population and traffic volumes; assesses system deficiencies and prioritizes future road projects and/or policies to mitigate those deficiencies; and makes several functional reclassifications of County roads.

BACKGROUND

In 2010, County staff prepared a 2010-2030 TSP, which removed and replaced the 1996-2016 TSP. The 2010 plan is now halfway through its lifespan and the County has seen a large increase both in population and traffic volumes on County roads and State highways. The process began in 2020 to update the TSP. The previous TSPs were done in-house, but this version was done by a consultant based on Planning Division staffing levels and workloads. The Road Department funded the project. The update was done concurrently with a State Transportation and Growth Management (TGM) grant to update of the bike, pedestrian, and transit components of the Tumalo Community Plan (TCP) and look at rural trails in the area known as Sisters Country, i.e. the attendance boundary of the Sisters School District.

REVIEW CRITERIA

Deschutes County lacks specific criteria in DCC Titles 18, 22, or 23 for reviewing a legislative plan and text amendment. Nonetheless, since Deschutes County is initiating one, the County bears the responsibility for justifying that the amendments are consistent with Statewide Planning Goals and the County’s Comprehensive Plan.

III. FINDINGS & CONCLUSIONS

CHAPTER 22.12, LEGISLATIVE PROCEDURES

Section 22.12.010.

Hearing Required

FINDING: This criterion will be met because a public hearing will be held before the Deschutes County Planning Commission on August 10, 2023, and a future public hearing will be held before the Board of County Commissioners.

Section 22.12.020, Notice

Notice

A. Published Notice

- 1. Notice of a legislative change shall be published in a newspaper of general circulation in the county at least 10 days prior to each public hearing.**
- 2. The notice shall state the time and place of the hearing and contain a statement describing the general subject matter of the ordinance under consideration.**

FINDING: This criterion is met as notice was published in the Bend Bulletin newspaper on July 20th, 2023 for the Planning Commission public hearing and additional published notice will be sent for the Board of County Commissioners' public hearing.

B. Posted Notice. Notice shall be posted at the discretion of the Planning Director and where necessary to comply with ORS 203.045.

FINDING: Posted notice was determined by the Planning Director not to be necessary.

C. Individual notice. Individual notice to property owners, as defined in DCC 22.08.010(A), shall be provided at the discretion of the Planning Director, except as required by ORS 215.503.

FINDING: Given the proposed legislative amendments do not apply to any specific property, no individual notices were sent.

D. Media notice. Copies of the notice of hearing shall be transmitted to other newspapers published in Deschutes County.

FINDING: Notice was provided to the County public information official for wider media distribution. This criterion is met.

Section 22.12.030 Initiation of Legislative Changes.

A legislative change may be initiated by application of individuals upon payment of required fees as well as by the Board of County Commissioners.

FINDING: The application was initiated by the Deschutes County Planning Division at the direction of the Board of County Commissioners and has received a fee waiver. This criterion is met.

Section 22.12.040. Hearings Body

- A. *The following shall serve as hearings or review body for legislative changes in this order:***
 - 1. *The Planning Commission.***
 - 2. *The Board of County Commissioners.***

- B. *Any legislative change initiated by the Board of County Commissioners shall be reviewed by the Planning Commission prior to action being taken by the Board of Commissioners.***

FINDING: The Deschutes County Planning Commission held the initial public hearing on August 10, 2023. The Board will hold a public hearing on a future date to be determined. These criteria are or will be met.

Section 22.12.050 Final Decision

All legislative changes shall be adopted by ordinance

FINDING: The proposed legislative changes will be implemented by ordinance, number to be determined, upon approval and adoption by the Board of County Commissioners. This criterion will be met.

OAR 660-015, Statewide Planning Goals and Guidelines

Goal 1: Citizen Involvement:

FINDING: Deschutes County involved the public via a web site and online meetings, held two advisory committee meetings, targeted outreach to with community and social service organizations, and held work sessions with both the Planning Commission (PC) and the Board of County Commissioners (BOCC). The latter were open to the public both in person as well as broadcast online. The TSP Project Committee also worked closely with the citizen volunteers of the County’s Bicycle and Pedestrian Advisory Committee (BPAC). The 2020-2040 TSP is therefore consistent with Goal 1.

Goal 2: Land Use Planning:

FINDING: The TSP 2020-2040 does not change any Comprehensive Plan designations or zoning designations for lands the County administers under DCC Titles 18 (County Zoning), 19 (Bend Urban Growth Boundary Zoning), 20 (Redmond Urban Area), and 21 (Sisters Urban Area). The update is the subject of land use file, 247-23-000507-PA/508-TA, and will be processed under the County’s procedures for a legislative amendment. The County on July 6, 2023, provided the required 35-day prior notice to the Department of Land Conservation and Development (DLCD) before the first evidentiary hearing. The 2020-2040 TSP is therefore consistent with Goal 2.

Goal 3: Agricultural Lands:

247-23-000507-PA/508-TA
(Transportation System Plan, 2020-2040)

FINDING: 2020-2040 TSP does not change any Comprehensive Plan Agriculture designations nor change any lands zoned Exclusive Farm Use (EFU). Future roadway projects are listed and prioritized in Tables 5-1 (Intersection Changes and Associated Cost Estimates), 5-2 (Roadway Changes and Associated Cost Estimates), and 5-4 (ODOT Intersections Changes and Associated Costs). The projects are shown on Figures 5-1 (County Intersection Projects), 5-2 (County Roadway Projects), and 5-4 (State Facility Projects). The only project shown on EFU lands is CC-17 to extend SW 19th Street to U.S. 97 in the vicinity of Quarry Road. The table notes this an illustrative project and staff notes an Exception to Statewide Planning Goal 3 (Agriculture) would likely be required prior to implementation. The priority of the project remains undetermined. The 2020-2040 TSP is consistent with Goal 3.

Goal 4: Forest Lands:

FINDING: The 2020-2040 TSP does not change any Comprehensive Plan Forest designations nor change any lands zoned F1 (Forest) or F2 (Forest). Future roadway projects are listed and prioritized in Table 5-1 (Intersection Changes and Associated Cost Estimates), 5-2 (Roadway Changes and Associated Cost Estimates) and shown on Figures 5-1 (County Intersection Projects), 5-2 (County Roadway Projects). County projects in F1 and F2 lands appear to be within existing rights of way. The Oregon Department of Transportation (ODOT) projects are listed in Table 5-4 (ODOT Intersections Changes and Associated Cost Estimates) and shown on Figure 5-4 (State Facility Projects.) The only project that may be on Forest lands is S-6 (Deschutes River Woods South Interchange Project). At this scale it is hard to discern if this low-priority project is located on Deschutes National Forest (DNF) land or not. If on DNF land, then no Exception to Statewide Planning Goal 4 (Forest) is required. If not on federal land, then a Goal 4 Exception would be required prior to implementation. The 2020-2040 TSP is consistent with Goal 4.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources:

FINDING: No roadway projects are proposed that would adversely affect Goal 5 resources. Additionally, Goal 6: Sustainability and the Environment calls for balancing transportation needs with protecting the natural environment. Policy 6.4 states specifically to “Preserve listed Goal 5 resources within the County.” Therefore the 2020-2040 TSP is consistent with Goal 5.

Goal 6: Air, Water and Land Resources Quality:

FINDING: Goal 6 and its policies all pertain to protecting the quality of air, water, and land resources. Specifically, Policy 6.3 calls for compliance with applicable state and federal noise, air, water, and land quality regulations. Through the inclusion of policies to provide for alternate modes, the TSP will also ensure the quality of air, water, and land resources. Therefore the 2020-2040 TSP is consistent with Goal 6.

Goal 7: Areas Subject to Natural Disasters and Hazards:

FINDING: The Comprehensive Plan in Section 3.5 lists the following natural hazards endemic to Deschutes County: wildfire, snowstorms, flooding, and volcanic eruptions and earthquakes. The Road Department maintains a signed system of evacuation routes from isolated rural subdivisions in case of a natural disaster. Sustainability and Environment Policy 6.6 specifies prioritizing “...transportation investments that support system resilience to seismic events, extreme weather events, and other natural hazards.” ODOT plows State highways and has Variable Message Signs

(VMS) posted on selected roads to provide information about road conditions. The TSP does not change any existing building codes regarding fire, snow loads or structural resistance to earthquakes. Therefore, the 2020-2040 TSP is consistent with Goal 7.

Goal 8: Recreational Needs:

FINDING: The 2020-2040 TSP has numerous policies to benefit recreation. Besides having a well-functioning road system that leads to/from recreational areas, the TSP also includes policies for those who recreate by bicycle along those roadways. Specific examples include Safety Policy 2.4 to continue the partnership with BPAC to inform investment decisions for those biking and walking and Safety Policy 2.7 to prioritize investment in key locations where bicyclists or pedestrians cross major County roads or State highways. Mobility and Connectivity Policy 3.13 calls for continued coordination with U.S. Forest Service (USFS) and Bureau of Land Management (BLM) "...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." Economic Development Policy 4.4 calls for "incorporating facilities for people walking or riding bikes to key recreational area as part of changes to the roadway system." Economic Development Policy 4.5 states "Support bicycle tourism by prioritizing and improved designated County bike routes." Equity and Accessibility Policy 5.8 states "Support efforts of local agencies to develop and maintain a trail system along the Deschutes River within Tumalo and along major irrigation canals." Finally, Strategic Investments Policy 7.1 states "Continue to pursue and implement Federal Lands Access Program (FLAP) funding to prioritize County investments to support tourism and access to key recreational sites." Table 5-7 (Bicycle Recreation Connections) also meets this goal. Therefore, the 2020-2040 TSP is consistent with Goal 8.

Goal 9: Economic Development:

FINDING: A functioning well-managed transportation network with sufficient capacity to move goods and services is a foundation of economic development. The 2020-2040 TSP has identified deficiencies in the County network and mitigations to address those deficiencies via its list of prioritized projects for County roads and State Highways, both segments and intersections. Goal 4 Economic Development states "Plan a transportation system that supports the existing industry and encourages economic development in the County." Economic Development Policies 4.1 and 4.2 support a well-maintained system of arterials and collectors for land use development and employment. Economic Development Policies 4.5 and 4.6 stress improvements to support the freight system and access to U.S. 97, U.S. 20, and OR 126, which ODOT designates as Freight Routes. Therefore, the 2020-2040 TSP is consistent with Goal 9.

Goal 10: Housing:

FINDING: The 2020-2040 TSP does not change any of the County's Comprehensive Plan designations or zoning codes related to residential uses. Therefore the 2020-2040 TSP is consistent with Goal 10. If Goal 10 is interpreted to require a mix of housing types, then it is inapplicable as a TSP only relates to various transportation modes as defined by OAR 660-012-0020 that serve existing land use designations.

Goal 11: Public Facilities and Services:

FINDING: The development of the TSP itself and the resulting list of prioritized road projects at Tables 5-1 (Intersection Changes and Associated Cost Estimates), 5-2 (Roadway Changes and Associated Costs), 5-4 (ODOT Intersections Changes and Associated Cost Estimates) 5-5 (Pedestrian Facilities and Associated Cost Estimates), 5-6 (Bicycle Route Community Connections) ensure adequate public facilities and services. These listed prioritized improvements will result in a timely, orderly, and efficient development of public roads and highways. The 2020-2040 TSP is consistent with Goal 11.

Goal 12: Transportation:

FINDING: The development of the TSP itself meets the goal. The TSP as cited in Goal 11 results in the timely, orderly, and efficient development of public roads and highways as well as accommodations for all modes. The TSP is based on a combination of planning requirements (Chapter 1). Goals and policies then set the 20-year vision for the transportation system, which includes all modes, not just motorized vehicles (Chapter 2). The TSP analyzes deficiencies and needs while developing a list of plan improvements and programs (Chapter 3). The recommended projects for a multimodal system are summarized and explained (Chapter 4). The proposed prioritized projects are listed along with cost estimates and mapped (Chapter 5). The financial assumptions and forecasts for funding the improvement are then detailed (Chapter 6.) The tables and figures for the various road projects are summarized above in the findings for Goals 3, 4, and 11. Amendments to the functional classifications for selected roads are provided in Table 5-3 (Changes to the Functional Classification Designations). The 2020-2040 TSP is consistent with Goal 12.

Goal 13: Energy Conservation:

FINDING: The 2020-2040 TSP proposes physical improvements to accommodate bicyclists and pedestrians as well as policies to promote the development and use of alternate modes such as bicycling, walking, and transit. The various roadway projects will ensure roads and highways are not congested as vehicles in stop and go traffic consume more fuel and emit more emissions than vehicles in free-flow conditions. The 2020-2040 TSP is consistent with Goal 13.

Goal 14: Urbanization:

FINDING: The TSP update was prepared with input from cities within the County to ensure consistency with the respective TSPs regarding functional classification, future improvements, and transportation policies. The meshing of the County and urban TSPs ensures an orderly and efficient transition from rural to urban. The County TSP, by definition applies only to lands outside of UGBs, however, the TSP contains policies to provide continuing consistency between the County's and the cities' transportation facilities. Specifically, Goal 1, Coordination and Collaboration states the TSP promotes a plan that is consistent and coordinated with "...the cities and incorporated communities within the County." Coordination and Collaboration Policies 1.1-1.18 also stress consistency with city and County transportation plans and projects. Specifically, Policy 1.3 states "Coordinate regional project development and implementation with the cities of Bend, Redmond, Sisters, and La Pine." Policy 1.6 states "Maintain an intergovernmental agreement with each of the cities to provide specific timelines and milestones for the transfer of County roadways with the urban growth boundaries at the time of annexation, including full width of right of way." The 2020-2040 TSP is consistent with Goal 14.

Goals 15 through 19

FINDINGS: Goals 15 through 19 are not applicable to the proposed plan and text amendments because the County does not contain these types of lands.

OAR 660-012, Transportation Planning

FINDING: The document was prepared in accordance with the requirements of OAR 660-012, including but not limited to the modal elements of a TSP, land use assumptions, needs analysis, traffic projections, selection of alternatives, financing aspects, and public outreach. The 2020-2040 TSP is consistent with OAR 660-012.

Deschutes County Comprehensive Plan

FINDING: The relevant portions of the Comprehensive Plan are Chapter 1 (Comprehensive Planning), which sets the goals and policies of how the County will involve the community and conduct land use planning. These are specified in Section 1.2 (Community Involvement) and Section 1.3 (Land Use Planning). The Comprehensive Plan at Chapter 3 (Rural Growth Management) and the applicable element is Section 3.7 (Transportation).

Section 1.2 sets a goal for an open and active community involvement program that engages the public during development of land use policies and codes. Policy 1.2.2 designates the Planning Commission as the Committee for Community Involvement. Policies 1.2.3 and 1.2.4 detail procedures for public outreach and avenues of outreach. As described above, the County complied with DCC 22.12 for a legislative amendment, including notice to the public, DLCD, and relevant agencies. Both the Planning Commission and Board will conduct separate public hearings and objectively evaluate the facts. Additionally, staff conducted extensive public outreach via email, online open houses, website, and work sessions with the PC and the Board, which were open to the public and broadcast online.

Section 1.3 sets a goal of an open and public land use process to reach fact-based decisions. For the development of the TSP, the County has done public outreach using traditional methods (face-to-face meetings, work sessions with the PC and the Board) and newer methods (website, online public meetings, electronic records, video meetings, etc.)

Section 3.7 is the Transportation System Plan itself and is incorporated into the Comprehensive Plan as Appendix C.

Based on the above, the 2020-2040 TCP is consistent with the Deschutes County Comprehensive Plan.

V. CONCLUSION

The proposed 2020-2040 TSP complies with all relevant Deschutes County and OAR requirements.

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.

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

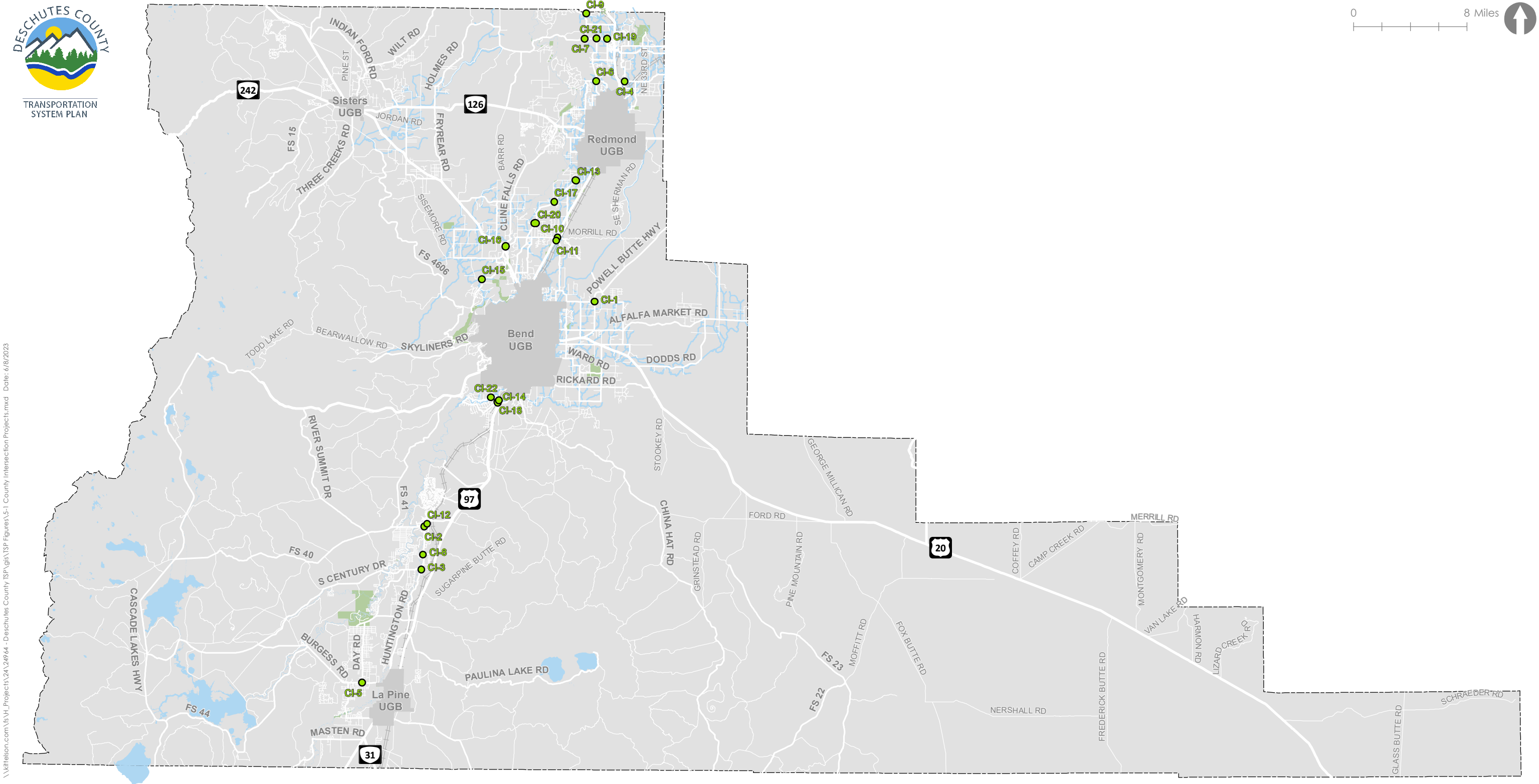
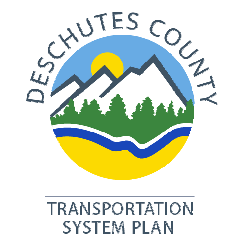
As discussed in Chapter 4, the needs assessment at intersections focused on both vehicular capacity as well as potential geometry changes identified by the Project Advisory Committee, public input, and those identified through the TSAP.

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.

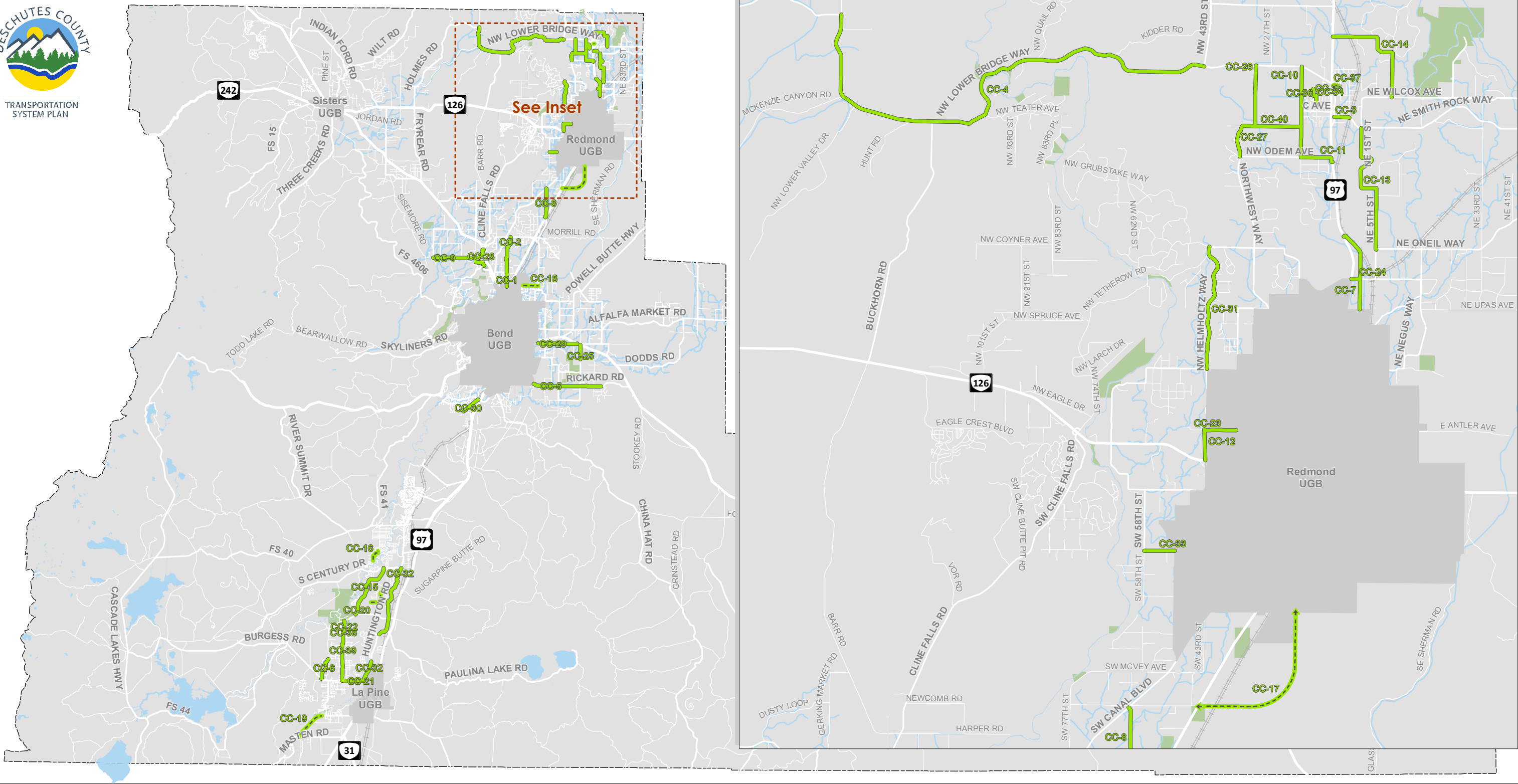
In reviewing the prioritized list, it is helpful to note that many existing roadways within the County area are not built to current County standards and that not all roadways within the County will be rebuilt to match these standards over the next 20 years. It is also important to note that changes 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

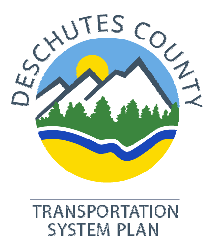
ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CC-16	Stellar Dr, Upland Rd, Savage Dr, Winchester Dr, Browning Dr	Stellar Dr End of County Maintenance (@Milky Way)	Stage Stop Dr (@Browning Dr/Pitch Ct)	County Standard Improvement	Low	\$1,300,000	\$400,000
CC-17	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

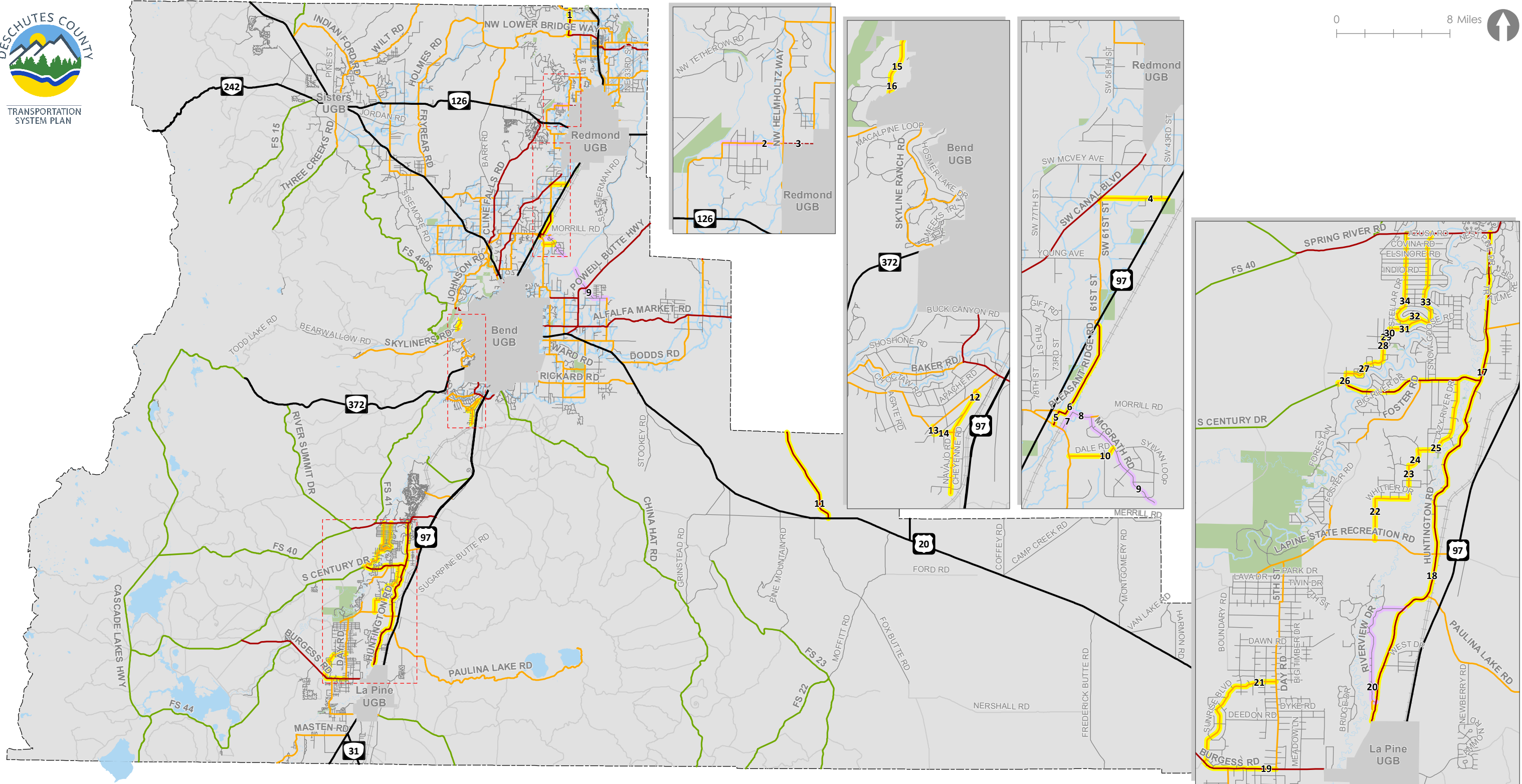
In addition to the roadway changes, the County is proposing changes to the existing functional classification system based on review by County staff, input from stakeholders, and coordination

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



\\kfileson.com\sv\h_projects\24\24964 - Deschutes County TSP\gis\TSP_Figures\5-3 Proposed Functional Roadway Classifications.mxd Date: 6/8/2023



- 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.



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	-

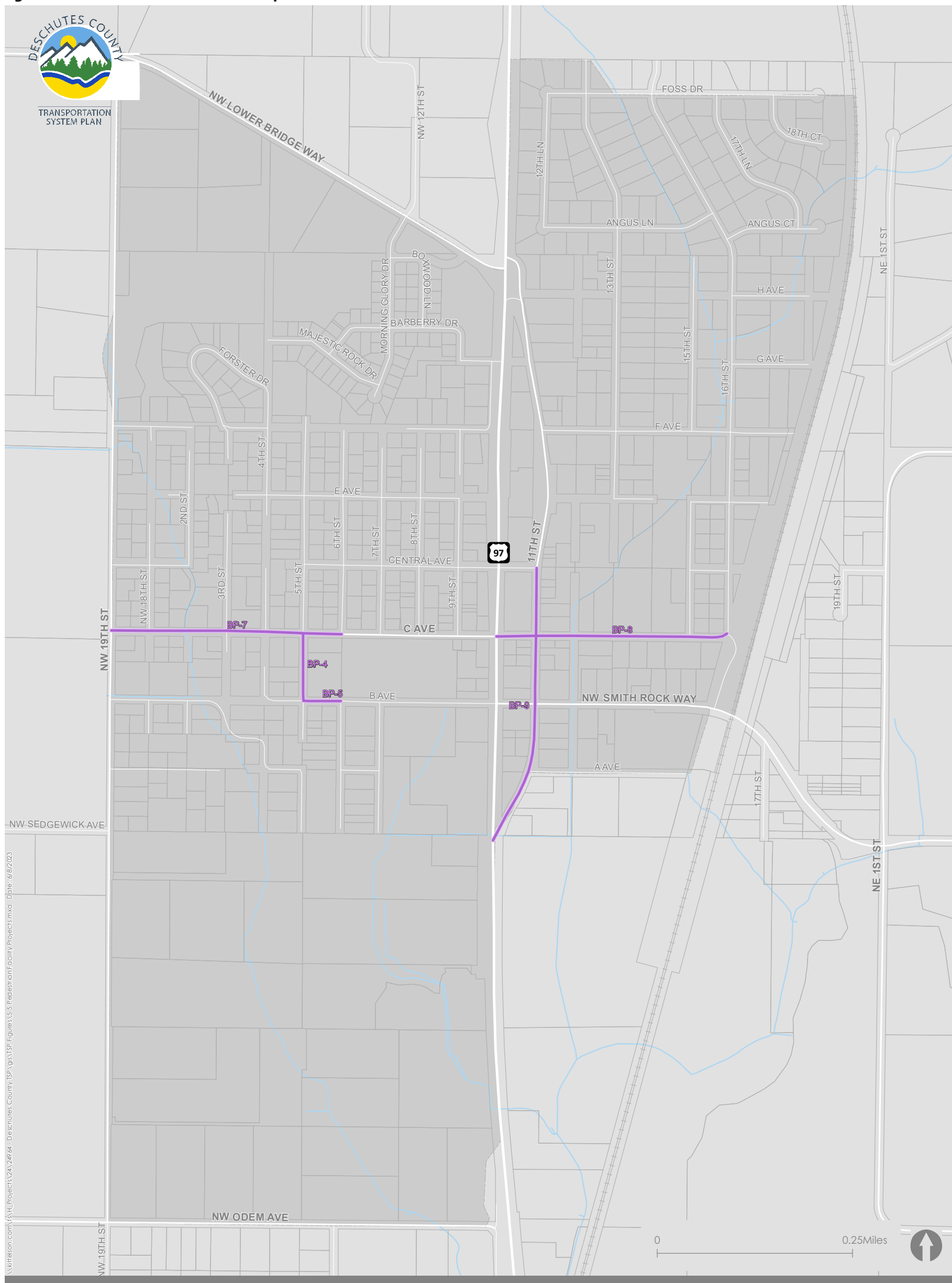
ID	Road 1	Road 2	Desc.	Notes	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
S-7	US97	Pershall-O'Neil Hwy	Implement Components of the Interchange Area Management Plan (IAMP) Adopted for This Area.	The county will coordinate with ODOT and the city of Redmond on the appropriate 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

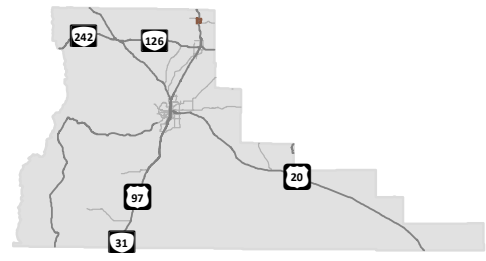
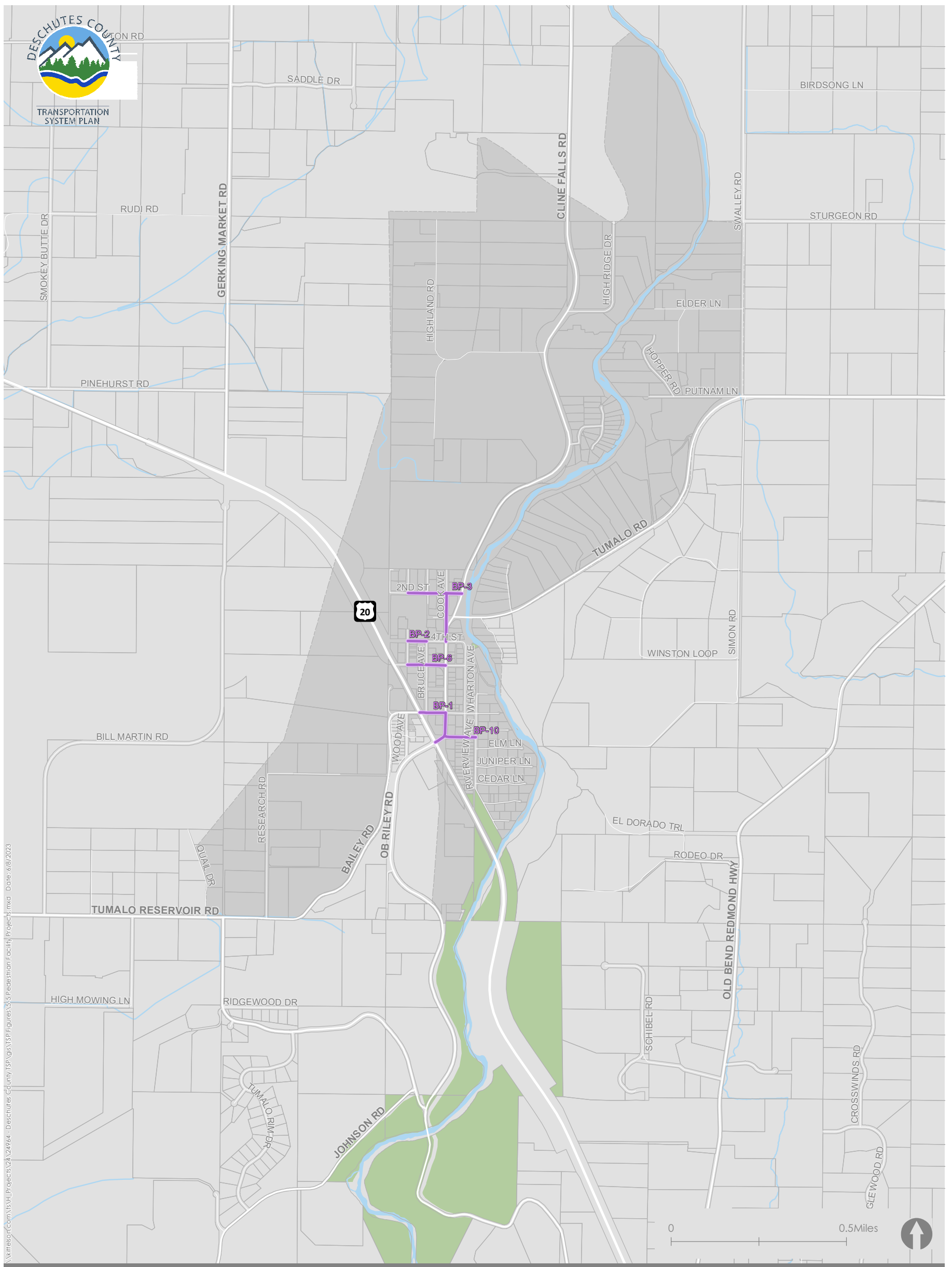


Figure 5-5B

**Pedestrian Facility Projects
Terrebonne , Oregon**

Data Source: Deschutes County

Figure 5-5B – Pedestrian Facilities Improvements



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

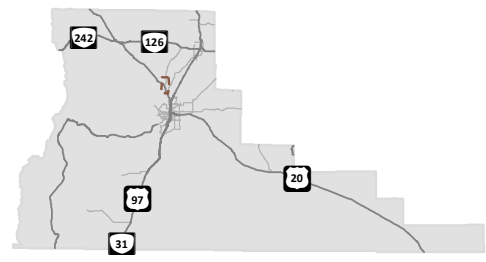


Figure 5-5A

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.

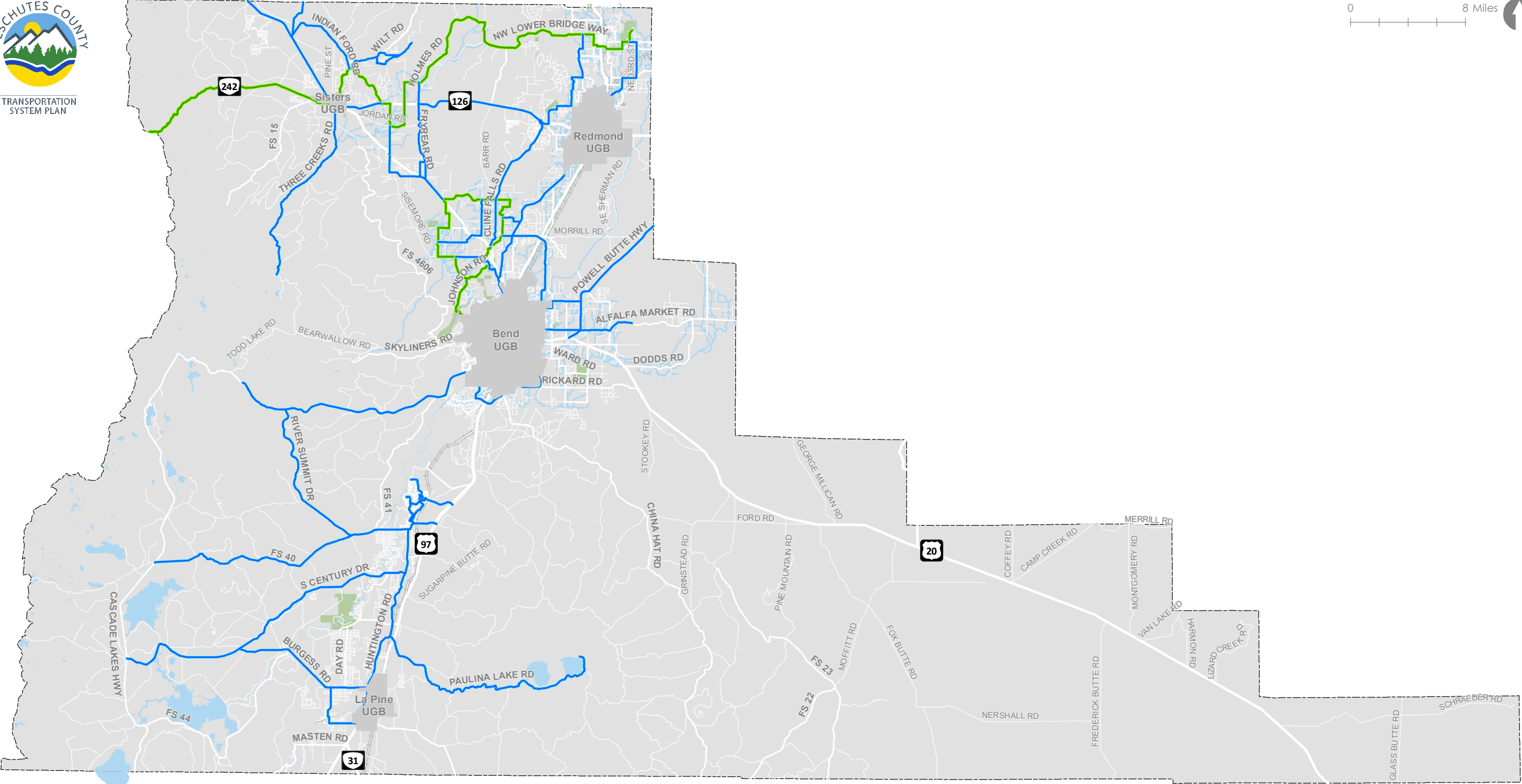
As part of that coordination, **Table 5-6** and **Table 5-7** identify regional bicycle connections that have been developed and prioritized with input from BPAC. Table 5-6 identifies routes that would connect communities and serve broad transportation functions, such as commuting, recreation, or daily 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

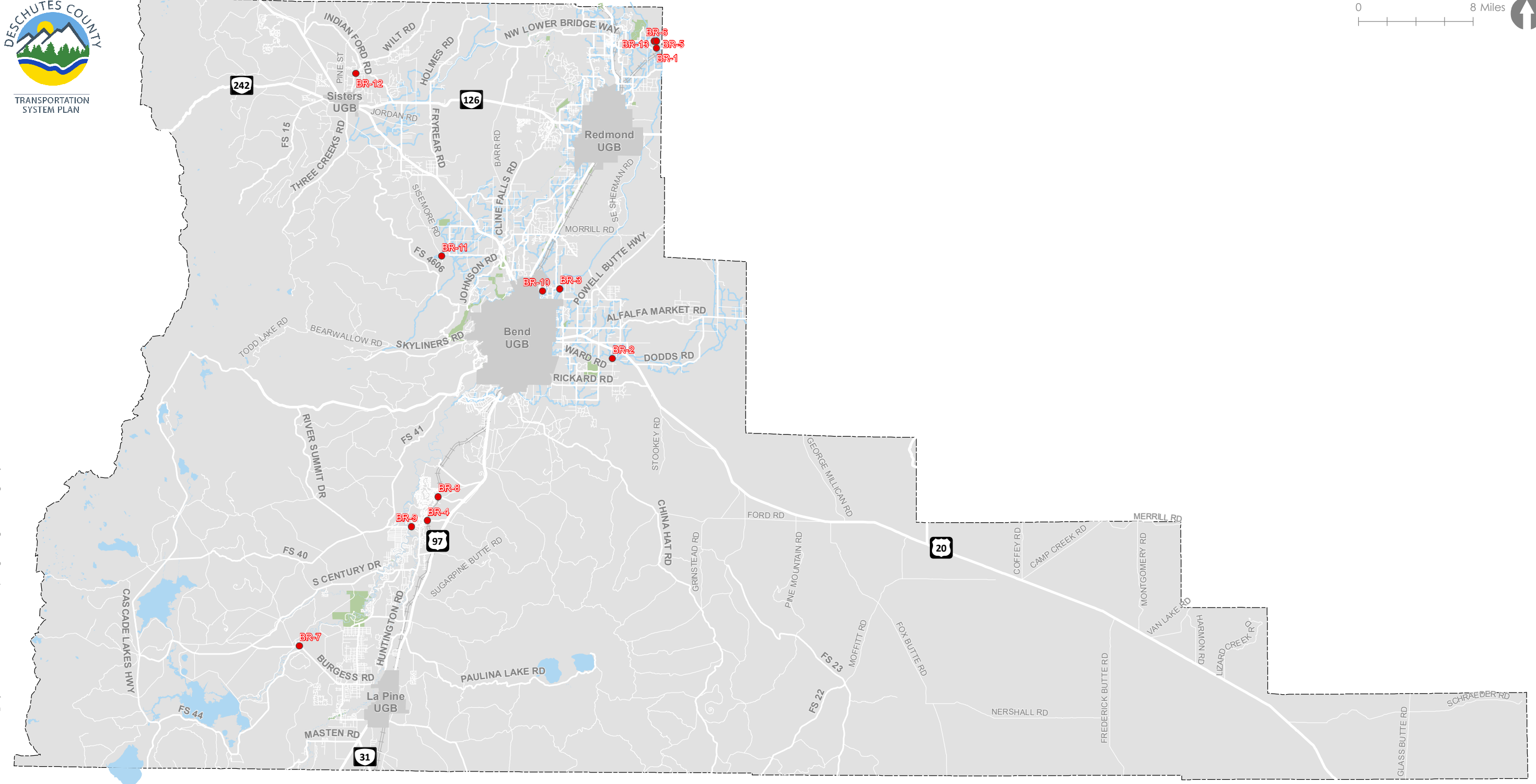
BRIDGES

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



- Bridge Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

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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

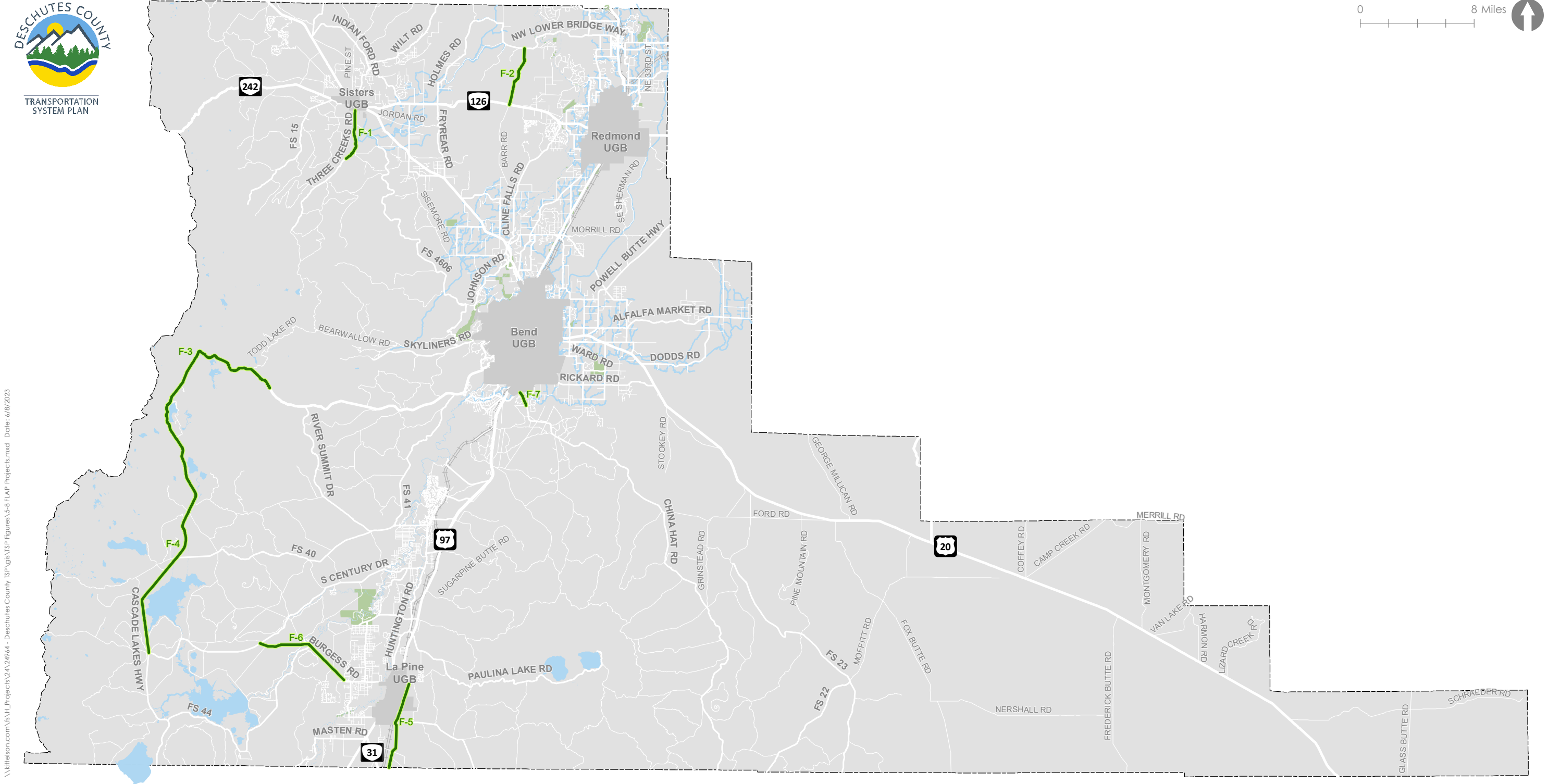
FEDERAL LANDS ACCESS PROGRAM ROADWAYS

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 Programed 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)

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.

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.

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.

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.

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).

Notable funding sources, which require voter approval, include:

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: November 27, 2023

SUBJECT: Discussion and Consideration of Safe Parking Board Orders

RECOMMENDED MOTION:

Direct staff as appropriate.

BACKGROUND AND POLICY IMPLICATIONS:

The Cities of Bend and Redmond have implemented Safe Parking programs to allow for limited overnight parking for people experiencing homelessness. The Board of County Commissioners has directed staff to develop a draft safe parking program in the unincorporated County for consideration.

City of Bend's Safe Parking Program

The City of Bend's Safe Parking Program has two levels: overnight camping (up to three vehicles) and transitional overnight parking accommodation (up to 6 vehicles). Key elements of each level are listed below.

- Overnight Camping
 - Property owner/lessee must provide access to sanitation, including a bathroom, hand washing facilities, and trash disposal.
 - No formal City authorization required.
 - Property must be leased or owned by a business, non-profit, or public entity.

- Transitional Overnight Parking Accommodation
 - Property owner/lessee must provide a plan and provide access to sanitation, including a bathroom; hand washing facilities; trash disposal; supervision, and policies on who can stay, how long, and what hours.
 - Notice of an application to neighboring property owners.
 - Applicants need to accept liability and demonstrate insurance coverage acceptable to the City.

- Individual residential property owners are not eligible to participate.
- This program requires case management or supervision.
- Applications are processed administratively, not through land use.
- City Manager approves/denies applications.

City of Redmond’s Safe Parking Program

The City of Redmond’s program is limited to properties operated by a religious institution, non-profit, public, or commercial entity, and not currently used for residential use. Other key elements include the following:

- The property owner/lessee applies for and receives approval from the Community Development Department.
- The property owner/ lessee accepts liability and demonstrates insurance coverage.
- Limited to up to six vehicles.
- Property owner/lessee makes available on the premises sanitary facilities, including a restroom, handwashing facility, and trash disposal.
- Reasonable policies that set out what supervision will be provided.

Proposed Deschutes County Safe Parking/Overnight Camping Program

Attached are two draft Board Orders to implement safe/parking/overnight parking program: one for land within the Urban Growth Boundary (Board Order 2023-052) and the other for lands within 1-mile of an Urban Growth Boundary (Board Order 2023-053). Under the proposed County program, the criteria will be generally consistent with each city’s program.

Attached is a decision matrix to help frame discussion with the Board on this topic.

Also attached are the following documents:

- Board PowerPoint presentation for November 27, 2023.
- HB 2006
- City of Bend Municipal Code, Chapter 4.10, Safe Parking Programs
- Code of the City of Redmond, Chapter 5.720, Safe Parking and Vehicle Camping Guidelines

BUDGET IMPACTS:

N/A

ATTENDANCE:

Erik Kropp, Deputy County Administrator

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF
DESCHUTES COUNTY, OREGON

An Order Implementing Portions of Oregon *
House Bill 2006 (2021) and Allowing for * ORDER NO. 2023-052
Individuals or Families to Reside Overnight *
in a Vehicle, Yurt, or Tent Within an UGB

WHEREAS, Sections 5 and 6 of Oregon House Bill 2006 (2021), hereinafter “HB 2006,” broadly allows a local government to authorize overnight camping in a vehicle, yurt, or tent on property owned or operated by any public or private entity, including any person, partnership, joint stock company, unincorporated association or society, or municipal or other corporation of any character whatsoever (“Entity”), inside an urban growth boundary, provided that Entity providing camping spaces under these Sections must also provide access to sanitary facilities, including toilet, handwashing and trash disposal facilities; and

WHEREAS, Deschutes County recognizes the continuing need for options to address homelessness in Central Oregon; and

WHEREAS, consistent with Sections 5 and 6 of HB 2006 and applicable public health, life and safety regulations, Deschutes County is prepared to authorize Entities to allow individuals or families to reside overnight in a vehicle on such Entity’s property;

now therefore,

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

Section 1. Effective upon the date of this Order and continuing until June 30, 2028 (unless sooner extended or terminated by subsequent Board Order), within the City of Redmond Urban Growth Boundary, Entities are authorized to offer properties they own or lease (with written authorization from the property owner) for overnight camping by homeless individuals or families in a vehicle on designated property, subject to all applicable public health, life and safety

regulations, and additionally consistent with the Safe Parking and Vehicle Camping Guidelines contained in Code of the City of Redmond (Section 5.720).

Section 2. Effective upon the date of this Order and continuing until June 30, 2028 (unless sooner extended or terminated by subsequent Board Order), within the City of Bend Urban Growth Boundary, Entities are authorized to offer properties they own or lease (with written authorization from the property owner) for overnight camping by homeless individuals or families in a vehicle on designated property, subject to all applicable public health, life and safety regulations, and additionally consistent with the Overnight Camping Guidelines contained in City of Bend Municipal Code Chapter 4.10.

Section 3. Entities shall receive written approval from Deschutes County, County Administrator’s Office prior to allowing homeless individuals or families to reside overnight in a vehicle on designated Entity property inside the Bend or Redmond Urban Growth Boundary. The County Administrator or designee shall have the authority to revoke approval for overnight camping based on health and/or safety issues. Initial approval shall be for no more than two (2) years. Applications for extensions are allowed. Each extension is limited to two (2) years. There is no limit to the number of extensions.

Section 4. County staff is directed to coordinate administration of this Order. There shall be no application fee to apply for this program.

Section 5. This Order is effective upon signing.

Dated this ____ day of _____, 2023.

THE BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

ANTHONY DEBONE, Chair

PATTI ADAIR, Vice-Chair

ATTEST:

Recording Secretary

PHIL CHANG, Commissioner

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF
DESCHUTES COUNTY, OREGON

An Order Implementing Portions of Oregon *
House Bill 2006 (2021) and Allowing for * ORDER NO. 2023-053
Individuals or Families to Reside Overnight *
in a Vehicle Within One Mile of an UGB

WHEREAS, Section 6 of Oregon House Bill 2006 (2021), hereinafter “HB 2006,” broadly allows a local government to authorize overnight camping in a vehicle on property owned or operated by any public or private entity, including any person, partnership, joint stock company, unincorporated association or society, or municipal or other corporation of any character whatsoever (“Entity”) outside an urban growth boundary, provided that Entity providing camping spaces under this Section must also provide access to sanitary facilities, including toilet, handwashing and trash disposal facilities; and

WHEREAS, Deschutes County recognizes the continuing need for options to address homelessness in Central Oregon; and

WHEREAS, consistent with Section 6 of HB 2006 and applicable public health, life and safety regulations, Deschutes County is prepared to authorize Entities to allow individuals or families to reside overnight in a vehicle on such Entity’s property;

now therefore,

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

Section 1. Effective upon the date of this Order, within one mile of the City of Redmond Urban Growth Boundary, Entities are authorized to offer properties they own or lease (with written authorization from the property owner) for overnight camping by homeless individuals or families in a vehicle on designated property, subject to all applicable public health, life and safety regulations, and additionally consistent with the Safe Parking and Vehicle Camping Guidelines contained in Code of the City of Redmond (Section 5.720). To be eligible for overnight camping

under this Order, properties owned by an Entity shall meet the applicable requirements outlined in Sections 3 and 4.

Section 2. Effective upon the date of this Order, within one mile of the City of Bend Urban Growth Boundary, Entities are authorized to offer properties they own or lease (with written authorization from the property owner) for overnight camping by homeless individuals or families in a motor vehicle on designated property, subject to all applicable public health, life and safety regulations, and additionally consistent with the Overnight Camping Guidelines contained in the City of Bend Municipal Code Chapter 4.10. To be eligible for overnight camping under this Order, properties owned by an Entity shall meet the applicable requirements outlined in Sections 3 and 4.

Section 3. To be eligible for overnight camping, properties owned by an Entity within one mile of the Redmond Urban Growth Boundary must be designated by one of the following zones: MUA-10, Rural Industrial, and Rural Residential-10. To be eligible for overnight camping, properties owned by an Entity within one mile of the Bend Urban Growth Boundary must be designated by one of the following zones: Mixed Use Agricultural (MUA)-10, Public Facility, Rural Commercial, Rural Industrial, and Rural Residential-10.

Section 4. Entities shall receive written approval from Deschutes County, County Administrator’s Office, prior to allowing homeless individuals or families to reside overnight in a vehicle on designated Entity property or facilities within one mile of the Urban Growth Boundary. The County Administrator or designee shall have the authority to revoke approval for overnight camping based on health and/or safety issues. Initial approval shall be for no more than two (2) years. Applications for extensions are allowed. Each extension is limited to two (2) years. There is no limit to the number of extensions.

Section 5. County staff is directed to coordinate administration of this Order. There shall be no application fee to apply for this program.

Section 6. This Order is effective upon signing.

Dated this ____ day of _____, 2023.

THE BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

ANTHONY DEBONE, Chair

PATTI ADAIR, Vice-Chair

ATTEST:

Recording Secretary

PHIL CHANG, Commissioner

BOCC – Discussion/Decision Matrix Safe Parking Board Orders

Board Order 2023-052: within the Urban Growth Boundary

	Topic/Issue	City of Bend	City of Redmond	Deschutes County Draft	Staff comments
1.	Should tents, yurts, huts, fabric structures be included?	Yes, for transitional overnight parking level	No	Yes for Bend area No for Redmond area	Tents, yurts, etc. are allowed within UGB, but not outside UGB
2.	Should safe parking for 3 or less vehicles be allowed without County approval?	Allows w/o city approval	Does not allow w/o city approval	County approval required for Bend area County approval required for Redmond area	Staff recommends County approval to ensure sanitation requirements are met and to ensure program integrity is maintained (used for homeless, not recreation)

Board Order 2023-053: Outside Urban Growth Boundary (within 1-mile of UGB)

	Topic/Issue	City of Bend	City of Redmond	Deschutes County Draft	Staff comments
1.	Should tents, yurts, huts, fabric structures be included?	Yes	No	No for Bend No for Redmond	Tents, yurts, etc. are allowed within UGB, but not outside UGB
2.	Should safe parking for 3 or less vehicles be allowed without County approval?	Allows w/o city approval	Does not allow w/o city approval	County approval required for Bend County approval required for Redmond	Staff recommends County approval to ensure sanitation requirements are met and to ensure program integrity is maintained (used for homeless, not recreation)
3.	Should safe parking be allowed on resource lands, such as EFU? (Note: the Gales' property and Bend Parks and Rec site east of Bend are both EFU)	N/A	N/A	Does not allow safe parking on resource land	State land use issues

General Discussion Items

	Topic/Issue	City of Bend	City of Redmond	Deschutes County Draft	Staff comments
1.	Application fee?	No fee	No fee	No fee	Purpose of the program is to encourage safe parking sites, charging a fee may discourage applicants
2.	Should the County program allow the host to charge people to camp?	Does not allow program participants to be charged	Does not allow program participants to be charged	Does not allow program participants to be charged	Charging a fee creates a barrier to safe parking; starts to look more like a campground vs emergency shelter
3.	HB 2006, Section 6 allows public entities or religious institutions to offer overnight camping to homeless on their property without restriction to inside/outside a UGB. Does the Board want to allow this anywhere in the unincorporated County?	N/A	N/A	Does not include this provision	

Department of Administrative Services

Safe Parking Discussion

BOCC meeting:
November 27, 2023



City of Bend – two levels

Overnight camping

- Up to 3 vehicles
- No city authorization required
- Property owner: business, non-profit, public agency
- Access to sanitation, including bathroom, hand washing, and trash disposal facilities
- No fee may be required for overnight stays



City of Bend - two levels (cont.)

Transitional Overnight Parking Accommodation

- Application process
- Plan for access to bathroom, hand washing, trash disposal, case management/supervision*
- Notification to neighbors*
- Up to six vehicles and/or temporary huts/tents
 - Public entities may allow more than 6 vehicles or huts/tents

(* indicates item is not required for overnight camping category)



City of Redmond

- Application process
- Limited to up to 6 vehicles
- Plan for access to bathroom, hand washing, trash disposal, case management/supervision
- Allowed at religious institutions, non-profits, public agencies, commercial property.
- Not allowed on residential property
- Vehicles only



Two Draft Board Orders

- Not land use
- General approach: for consistency, develop a program very similar to Bend and Redmond's programs
- Board Order 2023-052: within an Urban Growth Boundary
- Board Order 2023-053: within one-mile of an Urban Growth Boundary



Board Order 2023-052 (within UGB)



Topic/Issue	City of Bend	City of Redmond	Deschutes County Draft	Staff comments
1. Should tents, yurts, huts, fabric structures be included?	Yes, for transitional overnight parking level	No	Yes for Bend area No for Redmond area	Tents, yurts, etc. are allowed within UGB, but not outside UGB
2. Should safe parking for 3 or less vehicles be allowed without County approval?	Allows w/o city approval	Does not allow w/o city approval	County approval required for Bend area County approval required for Redmond area	Staff recommends County approval to ensure sanitation requirements are met and to ensure program integrity is maintained (used for homeless, not recreation)

Board Order 2023-053: outside UGB



Topic/Issue	City of Bend	City of Redmond	Deschutes County Draft	Staff comments
1. Should tents, yurts, huts, fabric structures be included?	Yes	No	No for Bend No for Redmond	Tents, yurts, etc. are allowed within UGB, but not outside UGB
2. Should safe parking for 3 or less vehicles be allowed without County approval?	Allows w/o city approval	Does not allow w/o city approval	County approval required for Bend County approval required for Redmond	Staff recommends County approval to ensure sanitation requirements are met and to ensure program integrity is maintained (used for homeless, not recreation)
3. Should safe parking be allowed on resource lands, such as EFU? (Note: the Gales' property and Bend Parks and Rec site east of Bend are both EFU)	N/A	N/A	Does not allow safe parking on resource land	State land use issues



General Discussion Items

Topic/Issue	City of Bend	City of Redmond	Deschutes County Draft	Staff comments
1. Application fee?	No fee	No fee	No fee	Purpose of the program is to encourage safe parking sites, charging a fee may discourage applicants
2. Should the County program allow the host to charge people to camp?	Does not allow program participants to be charged	Does not allow program participants to be charged	Does not allow program participants to be charged	Charging a fee creates a barrier to safe parking; starts to look more like a campground vs emergency shelter
3. HB 2006, Section 6 allows public entities or religious institutions to offer overnight camping to homeless on their property without restriction to inside/outside a UGB. Does the Board want to allow this anywhere in the unincorporated County?	N/A	N/A	Does not include this provision	



Next Steps

Enrolled House Bill 2006

Sponsored by Representative KOTEK; Representatives CAMPOS, DEXTER, EVANS, FAHEY, GRAYBER, HOLVEY, KROPP, LEIF, MARSH, MCLAIN, MEEK, MORGAN, NATHANSON, NERON, NOBLE, REARDON, SOLLMAN, WILDE, WILLIAMS, ZIKA, Senator PATTERSON

CHAPTER

AN ACT

Relating to housing; creating new provisions; amending ORS 203.082, 446.265 and 458.650; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Sections 2 and 3 of this 2021 Act are added to and made a part of ORS chapter 197.

SECTION 2. (1) As used in this section, “emergency shelter” means a building or cluster of buildings that provides shelter on a temporary basis for individuals and families who lack permanent housing.

(2) A building or cluster of buildings used as an emergency shelter under an approval granted under section 3 of this 2021 Act or section 11, chapter 12, Oregon Laws 2020 (first special session):

(a) May resume its use as an emergency shelter after an interruption or abandonment of that use for two years or less, notwithstanding ORS 215.130 (7).

(b) May not be used for any purpose other than as an emergency shelter except upon application for a permit demonstrating that the construction of the building and its use could be approved under current land use laws and local land use regulations.

(3) An approval of an emergency shelter under section 3 of this 2021 Act or section 11, chapter 12, Oregon Laws 2020 (first special session) is void unless the shelter is operating within two years following the approval.

SECTION 3. (1) A local government shall approve an application for the development or use of land for an emergency shelter, as defined in section 2 of this 2021 Act, on any property, notwithstanding ORS chapter 195, 197, 197A, 215 or 227 or any statewide plan, rule of the Land Conservation and Development Commission or local land use regulation, zoning ordinance, regional framework plan, functional plan or comprehensive plan, if the emergency shelter:

(a) Includes sleeping and restroom facilities for clients;

(b) Will comply with applicable building codes;

(c) Is located inside an urban growth boundary or in an area zoned for rural residential use as defined in ORS 215.501;

(d) Will not result in the development of a new building that is sited within an area designated under a statewide planning goal relating to natural disasters and hazards, in-

cluding flood plains or mapped environmental health hazards, unless the development complies with regulations directly related to the hazard;

- (e) Has adequate transportation access to commercial and medical services; and
- (f) Will not pose any unreasonable risk to public health or safety.

(2) An emergency shelter allowed under this section must be operated by:

- (a) A local government as defined in ORS 174.116;

(b) An organization with at least two years' experience operating an emergency shelter using best practices that is:

- (A) A local housing authority as defined in ORS 456.375;
- (B) A religious corporation as defined in ORS 65.001; or
- (C) A public benefit corporation, as defined in ORS 65.001, whose charitable purpose includes the support of homeless individuals, that has been recognized as exempt from income tax under section 501(a) of the Internal Revenue Code on or before January 1, 2018; or
- (c) A nonprofit corporation partnering with any other entity described in this subsection.

(3) An emergency shelter approved under this section:

- (a) May provide on-site for its clients and at no cost to the clients:

- (A) Showering or bathing;
- (B) Storage for personal property;
- (C) Laundry facilities;
- (D) Service of food prepared on-site or off-site;
- (E) Recreation areas for children and pets;
- (F) Case management services for housing, financial, vocational, educational or physical or behavioral health care services; or
- (G) Any other services incidental to shelter.

(b) May include youth shelters, winter or warming shelters, day shelters and family violence shelter homes as defined in ORS 409.290.

(4) An emergency shelter approved under this section may also provide additional services not described in subsection (3) of this section to individuals who are transitioning from unsheltered homeless status. An organization providing services under this subsection may charge a fee of no more than \$300 per month per client and only to clients who are financially able to pay the fee and who request the services.

(5) The approval of an emergency shelter under this section is not a land use decision and is subject to review only under ORS 34.010 to 34.100.

SECTION 4. (1) Section 3 of this 2021 Act is repealed on July 1, 2022.

(2) The repeal of section 3 of this 2021 Act by subsection (1) of this section does not affect an application for the development of land for an emergency shelter that was completed and submitted before the date of the repeal.

SECTION 5. ORS 446.265 is amended to read:

446.265. (1) Inside an urban growth boundary, a local government may authorize the establishment of transitional housing accommodations used as individual living units by one or more individuals. Use of transitional housing accommodations is limited to *[persons]* **individuals** who lack permanent or safe shelter and who cannot be placed in other low income housing. A local government may limit the maximum amount of time that an individual or a family may use the accommodations.

(2) Transitional housing accommodations are intended to be used by individuals or families on a limited basis for seasonal, emergency or transitional housing purposes and may include yurts, huts, cabins, fabric structures, tents and similar accommodations, **as well as areas in parking lots or facilities for individuals or families to reside overnight in a motor vehicle, without regard to whether the motor vehicle was designed for use as temporary living quarters.** The transitional housing accommodations may provide parking facilities, walkways and access to water, toilet, shower, laundry, cooking, telephone or other services either through separate or shared facilities.

The Oregon Health Authority may develop public health best practices for shared health and sanitation facilities for transitional housing accommodations.

(3) Transitional housing accommodations are not subject to ORS chapter 90.

(4) As used in this section, “yurt” means a round, domed tent of canvas or other weather resistant material, having a rigid framework, wooden floor, one or more windows or skylights and that may have plumbing, electrical service or heat.

SECTION 6. ORS 203.082 is amended to read:

203.082. *[(1) Any political subdivision in this state may allow churches, synagogues and similar religious institutions to offer overnight camping space on institution property to homeless persons living in vehicles.]*

[(2) In addition to any conditions or limitations imposed by a political subdivision, a religious institution located within the political subdivision and offering camping space described under subsection (1) of this section must:]

[(a) Limit camping space at the institution site to three or fewer vehicles at the same time; and]

[(b) Provide campers with access to sanitary facilities, including but not limited to toilet, hand washing and trash disposal facilities.]

(1) Any political subdivision may allow any public or private entity to allow overnight camping by homeless individuals living in vehicles on the property of the entity.

(2) A political subdivision may impose reasonable conditions upon offering camping space under this section, including establishing a maximum number of vehicles allowed.

(3) Entities providing camping spaces under this section must also provide access to sanitary facilities, including toilet, handwashing and trash disposal facilities.

SECTION 7. ORS 458.650 is amended to read:

458.650. (1) The Emergency Housing Account *[shall be]* **is** administered by the Housing and Community Services Department to assist homeless *[persons]* **individuals** and those *[persons]* **individuals** who are at risk of becoming homeless. An amount equal to 25 percent of moneys deposited in the account pursuant to ORS 294.187 is dedicated for expenditure for assistance to veterans who are homeless or at risk of becoming homeless. For purposes of this section, “account” means the Emergency Housing Account.

(2) The Oregon Housing Stability Council, with the advice of the Community Action Partnership of Oregon, shall develop policy for awarding grants to organizations that shall use the funds:

(a) To provide to low and very low income *[persons]* **individuals**, including but not limited to, *[persons]* **individuals** more than 65 years of age, persons with disabilities, farmworkers and Native Americans:

(A) Emergency shelters and attendant services;

(B) Transitional housing services designed to assist *[persons]* **individuals** to make the transition from homelessness to permanent housing and economic independence;

(C) Supportive housing services to enable *[persons]* **individuals** to continue living in their own homes or to provide in-home services for such *[persons]* **individuals** for whom suitable programs do not exist in their geographic area;

(D) Programs that provide emergency payment of home payments, rents or utilities; or

(E) Some or all of the needs described in subparagraphs (A) to (D) of this paragraph.

(b) To align with federal strategies and resources that are available to prevent and end homelessness.

(3)(a) The council shall require as a condition of awarding a grant that the organization demonstrate to the satisfaction of the council that the organization has the capacity to deliver any service proposed by the organization.

(b) Any funds granted under this section *[shall]* **may** not be used to replace existing funds. Funds granted under this section may be used to supplement existing funds. An organization may use funds to support existing programs or to establish new programs.

(c) The council, by policy, shall give preference in granting funds to those organizations that receive grants from the Housing Development Grant Program established under ORS 458.625.

(4) The department may expend funds from the account for:
(a) The administration of the account as provided for in the legislatively approved budget, as that term is defined in ORS 291.002, for the department.

(b) The development of technical assistance and training resources for organizations developing and operating emergency shelters as defined in section 2 of this 2021 Act and transitional housing accommodations as described in ORS 446.265.

SECTION 8. Section 9 of this 2021 Act is added to and made a part of ORS 458.600 to 458.665.

SECTION 9. (1) As used in this section, “low-barrier emergency shelter” means an emergency shelter, as defined in section 2 of this 2021 Act, that follows established best practices to deliver shelter services that minimize barriers and increase access to individuals and families experiencing homelessness.

(2) The Housing and Community Services Department shall award grants and provide technical assistance to organizations to fund:

(a) The construction, purchase or lease of facilities to be used as low-barrier emergency shelters;

(b) The operation, use or staffing of low-barrier emergency shelters, including the costs to provide clients with access to the shelters;

(c) The development or use of amenities or facilities that provide no-cost services to individuals and families who are homeless, including restroom and hygiene facilities, laundry facilities, dining facilities, storage for personal property, meeting or gathering spaces and facilities providing case management services; or

(d) Rapid rehousing services and supports for individuals and families.

(3) In awarding grants and providing technical assistance under this section, the department shall:

(a) Ensure that funds are distributed among different regions of the state; and

(b) Prioritize funding areas of highest need as identified in the August 2019 Oregon Statewide Shelter Study.

(4) Grants under this section must be awarded:

(a) Through a competitive process that emphasizes collaborative proposals; or

(b) To one or more community action agencies.

SECTION 10. (1) As used in this section, “navigation center” means a low-barrier emergency shelter, as defined in section 9 of this 2021 Act, that is open seven days per week and connects individuals and families with health services, permanent housing and public benefits.

(2) The Oregon Department of Administrative Services may award grants to local governments to:

(a) Plan the location, development or operations of a navigation center;

(b) Construct, purchase or lease a building for use as a navigation center;

(c) Operate a navigation center that has been constructed, purchased or leased under paragraph (b) of this subsection; or

(d) Contract for the performance of activities in this subsection.

(3) The department shall require that each local government receiving a grant under this section agree to return all moneys granted unless the local government has developed a navigation center that is operating on or before July 1, 2022.

SECTION 11. Notwithstanding ORS 458.650 (2) and (3), the Housing and Community Services Department may expend funds from the Emergency Housing Account to award grants and provide technical assistance under section 9 of this 2021 Act.

SECTION 12. Sections 9, 10 and 11 of this 2021 Act are repealed on January 2, 2024.

SECTION 13. This 2021 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2021 Act takes effect on its passage.

Passed by House April 5, 2021

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate May 3, 2021

.....
Peter Courtney, President of Senate

Received by Governor:

.....M,....., 2021

Approved:

.....M,....., 2021

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M,....., 2021

.....
Shemia Fagan, Secretary of State

City of Bend
Municipal Code –
Chapter 4.10
Safe Parking Programs

Chapter 5.70 SAFE PARKING PROGRAMS

5.70.005 Purpose and Scope

A. Safe parking, provided through overnight camping and transitional overnight parking accommodations described in this chapter, is intended to be used by individuals, families, or households who lack permanent or safe shelter and who cannot obtain other low income housing on a limited basis for seasonal, emergency or transitional shelter purposes.

B. For purposes of this chapter, the term "vehicle" includes a car, camper, trailer, or recreational vehicle, and "tent" includes fabric structures, hard-shelled huts (so-called Conestoga hut or similar), or similar movable structure. All vehicles must be operable and movable, either by their own power or towing if designed to be towed.

5.70.010 Overnight Camping.

A. Notwithstanding any other provision of this code or the Bend Development Code up to three vehicles may be used by people who lack access to permanent or safe shelter and who cannot obtain other low income housing for overnight camping in a parking lot, or paved or gravel surface of a parcel of any size owned or leased by a religious institution, nonprofit, business or public entity, with permission of the property owner and lessee, if applicable.

B. A property owner or lessee who allows overnight camping on a property pursuant to this section shall:

1. Provide persons camping overnight with access to sanitary facilities, including but not limited to toilet, hand washing and trash disposal facilities at all times people are authorized to be present for overnight camping; and
2. Not require payment of any fee, rent or other monetary charge for overnight camping authorized by this section.

C. A property owner who permits overnight camping pursuant to this section, may revoke that permission at any time and for any reason. Any person who has permission to sleep on that property as provided in this section shall leave the property immediately after permission has been revoked.

D. The provisions of this section are not intended to limit or otherwise change any land uses that may be permitted on property under the Bend Development Code.

5.70.015 Transitional Overnight Parking Accommodations

- A. With authorization from the City, up to six (6) vehicles and/or tents may be used for overnight accommodation of people who lack permanent or safe shelter and who cannot obtain other
-

EXHIBIT A

low income housing in a parking lot, or paved or gravel surface of property owned or leased by a religious institution, nonprofit, business or public entity, with permission of the property owner and lessee, if applicable, as temporary transitional overnight parking accommodations. A public entity may allow more than six (6) vehicles and/or tents on property owned or leased by the public entity, with a plan approved by the City, based on the size of the parcel, supervision plan, and sanitation plan proposed by the public entity. Temporary transitional overnight parking accommodations must be located at least 150 feet from a child care facility or school, unless the parking accommodations are located on property owned or leased by a public entity or religious institution.

- B. These temporary transitional overnight parking accommodations are intended to be used by individuals, families, or households on a limited basis for seasonal, emergency or transitional housing purposes. The transitional overnight parking accommodations may provide parking facilities, walkways and access to water, toilet, shower, laundry, cooking, telephone or other services either through separate or shared facilities. Any sanitation or other facilities added to the location for temporary transitional overnight parking accommodation must be temporary and removable.
- C. Temporary transitional overnight parking accommodations must, at a minimum:
1. Apply for and receive authorization for operation from the City Manager or designee, and agree to abide by all conditions, including acceptance of liability and demonstration of insurance coverage in amounts acceptable to the City. City authorization is not a land use decision;
 2. Provide access to sanitary facilities, including but not limited to toilet, hand washing and trash disposal facilities at all hours people are authorized to be present for overnight parking, including the additional hours campers may stay at the site;
 3. Provide supervision, case management, or supportive services. Supervision must include at a minimum nightly contact with each camper;
 4. Develop policies that set out how individuals who may stay at the site will be selected, number of continuous days that someone may stay at the site, hours that overnight campers may stay at the site in addition to 9:00 p.m. to 7:00 a.m., what supervision will be provided, and what structures and other items may be placed on the site;
 5. Not require payment of any fee, rent, or other monetary charge for temporary transitional housing accommodation; and
 6. Prior to allowing any person to stay overnight as part of a temporary transitional overnight parking accommodation, provide notice of the intention to allow temporary transitional overnight parking to each property owner and occupant of each adjacent

EXHIBIT A

property, and, every night any person stays overnight, post a notice at a prominent location on the site. These notices must include the following information:

- a. The name of the property owner or lessee and person or entity providing site supervision, and a telephone number where the entity or individual providing supervision may be contacted;
 - b. The number of approved vehicles and/or tents; and
 - c. The hours that overnight campers may stay at the site in addition to 9:00 p.m. to 7:00 a.m.
- D. Property owners who allow temporary transitional overnight parking under this section may revoke permission for program operation at any time and for any reason. Any person who is on property for temporary transitional overnight parking accommodations under this section must leave the property immediately after permission has been revoked.
- E. The provisions of this section for temporary transitional overnight parking are not intended to limit or otherwise change any land uses that may be permitted on property under the Bend Development Code.

5.70.020 Enforcement

- A. Notwithstanding any other provision of this section, the City Manager or designee may:
1. Revoke authorization for temporary transitional overnight parking for violations of the requirements of this chapter;
 2. Prohibit overnight camping or temporary transitional overnight parking on a property if the City finds that any activity related to the overnight camping or temporary transitional overnight parking on that property constitutes a nuisance or other threat to the public welfare; or
 3. Revoke permission for a person to camp overnight, whether in a temporary transitional overnight parking accommodation or not, on City-owned property if the City has a reasonable suspicion that the person has violated any applicable law, ordinance, rule, guideline or agreement, or that the activity constitutes a nuisance or other threat to the public welfare.
- B. No activity associated with overnight camping or temporary transitional overnight parking is allowed to occur that constitutes a nuisance or other threat to the public welfare.
- C. Violation of the provisions of this chapter is a Class A infraction each day a violation occurs.
- D. The City Manager may adopt administrative rules in the manner provided in Section 1.30.005 of this code to implement this section.
- E. Nothing in this section of this code creates any duty on the part of the City or its agents to ensure the protection of persons or property with regard to permitted overnight camping or temporary transitional overnight parking accommodations.

CODE OF THE CITY OF REDMOND

Revised January, 2003

Continuous revision from this date forward.

- 2. Items that have no apparent value, utility or are in unsanitary condition may be immediately discarded.
- 3. Weapons, controlled substances other than prescription medication, and items that appear to be either stolen or evidence of a crime shall be retained and disposed of by the Police Department in accordance with applicable legal requirements for the property in question.
- 5. Notwithstanding the provisions of this Section, the City Manager or designee may temporarily authorize camping or storage of personal property on public property by written order the specified the period of time and location:
 - A. In the event of emergency circumstances; or
 - B. In conjunction with a public assembly, special event or temporary use permit.

[Section 5.710 added by Ord. #2021-09 passed October 5, 2021 (as Safe Parking and Vehicle Camping)]

[Section 5.710 amended by Ord. #2023-02 passed March 14, 2023]

[Section 5.710 amended by Ord. #2023-04 passed May 9, 2023]

5.715 Penalties and Enforcement (Camping).

- 1. Violation of any provisions in Section 5.700 et al is a Class C violation pursuant to the City Code and may result in a violation of ORS Chapter 153. Each day that a violation occurs will considered a separate offense.
- 2. In addition to any other penalties that may be imposed, any campsite used for overnight sleeping in a manner not authorized by Section 5.710 or other provisions of the City Code shall constitute a public nuisance and may be abated as such and in accordance with State law.

[Section 5.715 amended by Ord. #2023-02 passed March 14, 2023]

5.720 Safe Parking and Vehicle Camping Guidelines. Safe parking, provided through overnight camping and transitional overnight parking accommodations as described in this section, is intended to be used on a limited basis for emergency or transitional shelter purposes by individuals, families, or households who lack permanent or safe shelter. Vehicle-camping is hereby authorized, subject to the standards and requirements set forth below:

- 1. Vehicle-camping is limited to properties operated by a religious institution or place of worship, non-profit, public, or commercial entity, and not currently used for a residential use. Vehicle-camping is not allowed within the Downtown Overlay District (DOD) or on Limited Service Commercial (C-4) zoned properties without City Council approval.
- 2. Notwithstanding any other provision of the Redmond City Code, persons may sleep overnight in a vehicle on a premises by an entity that owns or leases real property on which a structure and an associated parking lot are located, provided:
 - A. That said persons have obtained the permission of the Person in Charge.
 - B. The property owner has applied for and received approval for operation and registers the location with the City’s Community Development Department.
 - C. The property owner agrees to abide by all conditions, including acceptance of liability and demonstration of insurance coverage in amounts acceptable to the City.
- 3. A person in charge who allows a person or persons to sleep overnight in a vehicle on the premises pursuant to this section shall:
 - A. Not grant permission for more than six (6) vehicles used for sleeping to utilize the parking lot at any one (1) time.

- B. Provide or make available on the premises sanitary facilities including, but not limited to, toilet, handwashing, and trash disposal facilities at all hours people are authorized to be present for overnight parking.
- C. Require all vehicles used for camping be licensed, and operable.
- D. Not require payment of any fee, rent, or other monetary charge for overnight sleeping in a vehicle as authorized by this section.
- E. Not allow open flames at the premises, or within vehicles unless contained in a Recreational Vehicle (RV) currently titled and registered with the State of Oregon Department of Motor Vehicles.
- F. Develop reasonable policies that set out:
 - 1. How individuals who may stay on the premises will be selected.
 - 2. How many continuous days someone may stay at the premise.
 - 3. What supervision will be provided.
 - 4. What structures or other items may be placed on the premises.
 - 5. Any other safety or aesthetic requirements for staying on the premises.
- 4. A person in charge who permits overnight sleeping in a vehicle pursuant to this section may revoke that permission at any time and for any reason. Any person who receives permission to sleep on a premises as provided in this section shall leave the premises immediately after permission has been revoked. The owner-operator has the right to refuse entry or discontinue use for any individual.
- 5. Parking spaces used for vehicle camping, and storage and sanitary facilities are located at a minimum:
 - A. No less than 10 feet from property lines of the premises/subject site.
 - B. Storage and sanitary facilities are no less than 20 feet from property lines.
 - C. Clear of pedestrian walkways, fire lanes, or other emergency access areas, or areas needed for corner vision or sight distance.
 - D. Applicable siting standards are subject to specific site constraints.
- 6. Camping is prohibited within 500 feet of a Safe Parking and Vehicle Program site permitted by the City.

[Section 5.710 amended by Ord. #2023-02 passed March 14, 2023]

[Section renumbered from 5.710 to 5.720 amended by Ord. #2023-02 passed March 14, 2023]

5.725 Enforcement (Safe Parking and Vehicle Camping).

- 1. This section shall not be construed to abrogate or limit the jurisdiction or authority of the Redmond Police Department or any other law enforcement agency.
- 2. Notwithstanding any other provision of this section, the City Manager or designee may:
 - A. Revoke authorization for safe parking programs and vehicle camping for violations of the requirements of this section.
 - B. Prohibit safe parking programs and vehicle camping on a property if the City finds that any activity related to safe parking or vehicle camping on that property constitutes a nuisance or other threat to the public welfare.
- 3. Nothing in this section of this code creates any duty on the part of the City or its agents to ensure the protection of persons or property with regard to permitted safe parking programs and vehicle camping accommodations.

[Section 5.715 added by Ord. #2021-09 passed October 5, 2021]

[Section renumbered from 5.715 to 5.725 by Ord. #2023-02 passed March 14, 2023]



BOARD OF
COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: November 27, 2023

SUBJECT: Treasury Report for October 2023

ATTENDANCE:

Bill Kuhn, County Treasurer



MEMORANDUM

DATE: November 20, 2023
TO: Board of County Commissioners
FROM: Bill Kuhn, Treasurer
SUBJECT: Treasury Report for October 2023

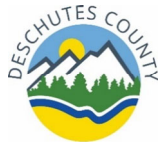
Following is the unaudited monthly treasury report for fiscal year to date (YTD) as of October 31, 2023.

Treasury and Investments

- The portfolio balance at the end of October was \$301.8 million, an increase of \$52.8 million from September and a increase of \$36.6 million from last year (Oct 2022).
- Net investment income for October was \$528K approximately \$20K more than last month and \$235K greater than October 2022. YTD earnings of \$2,044,644 are \$1,103,626 more than the YTD earnings last year.
- All portfolio category balances are within policy limits.
- The LGIP interest rate increased to 5.00% during the month of October. Benchmark returns for 24-month and 36-month treasuries are down from the prior month by 15 basis points and up by 22 basis points respectively.
- The average portfolio yield is 3.06%, which matches the prior month’s average of 3.06%.
- The portfolio weighted average time to maturity is .81 years, down slightly from 1.05 years in September.

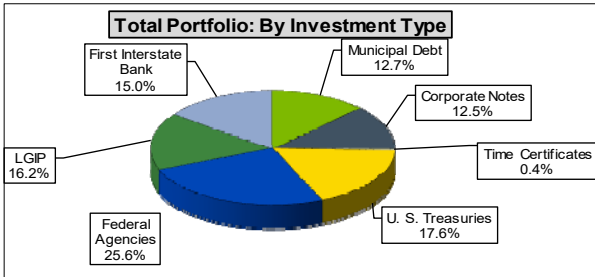
Deschutes County

Total Investment Portfolio As of 10/31/2023



Portfolio Breakdown: Par Value by Investment Type		
Municipal Debt	\$ 38,475,000	12.7%
Corporate Notes	37,821,000	12.5%
Time Certificates	1,245,000	0.4%
U.S. Treasuries	53,000,000	17.6%
Federal Agencies	77,295,000	25.6%
LGIP	48,864,067	16.2%
First Interstate (Book Balance)	45,135,258	15.0%
Total Investments	\$ 301,835,324	100.0%

Investment Income		
	Oct-23	Y-T-D
Total Investment Income	\$ 533,121	\$ 2,064,644
Less Fee: \$5,000 per month	(5,000)	(20,000)
Investment Income - Net	\$ 528,121	\$ 2,044,644
Prior Year Comparison	Oct-22	\$ 941,018

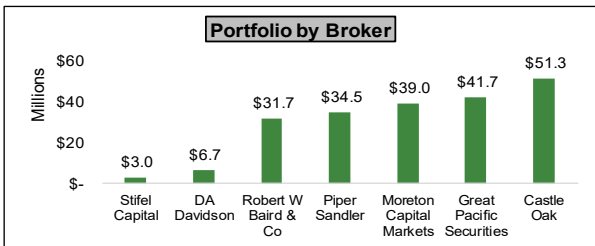


Category Maximums:	
U.S. Treasuries	100%
LGIP (\$59,847,000)	100%
Federal Agencies	100%
Banker's Acceptances	25%
Time Certificates	50%
Municipal Debt	25%
Corporate Debt	25%

	Yield Percentages	
	Current Month	Prior Month
FIB/ LGIP	5.00%	4.80%
Investments	2.35%	2.24%
Average	3.06%	2.60%

Maturity (Years)	
Max	Weighted Average
3.04	0.81

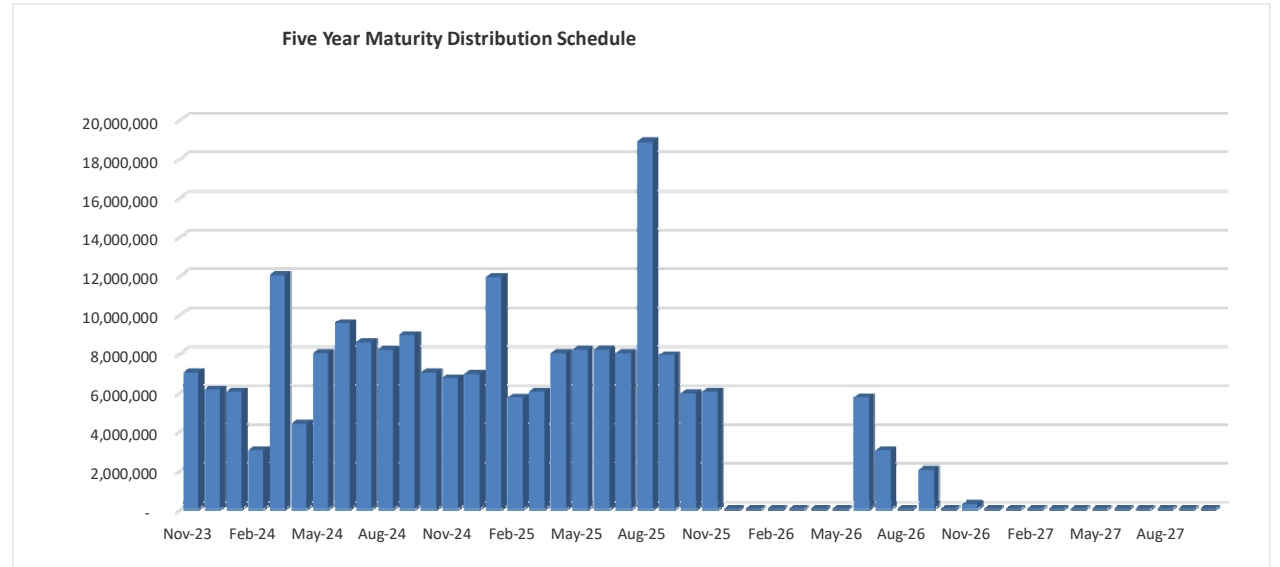
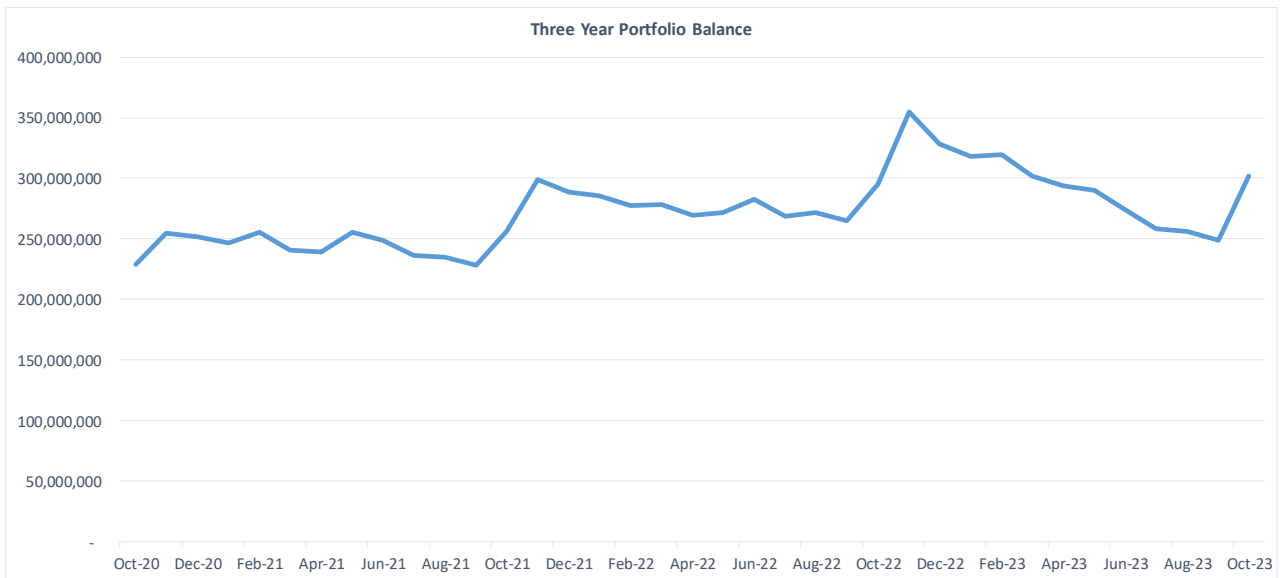
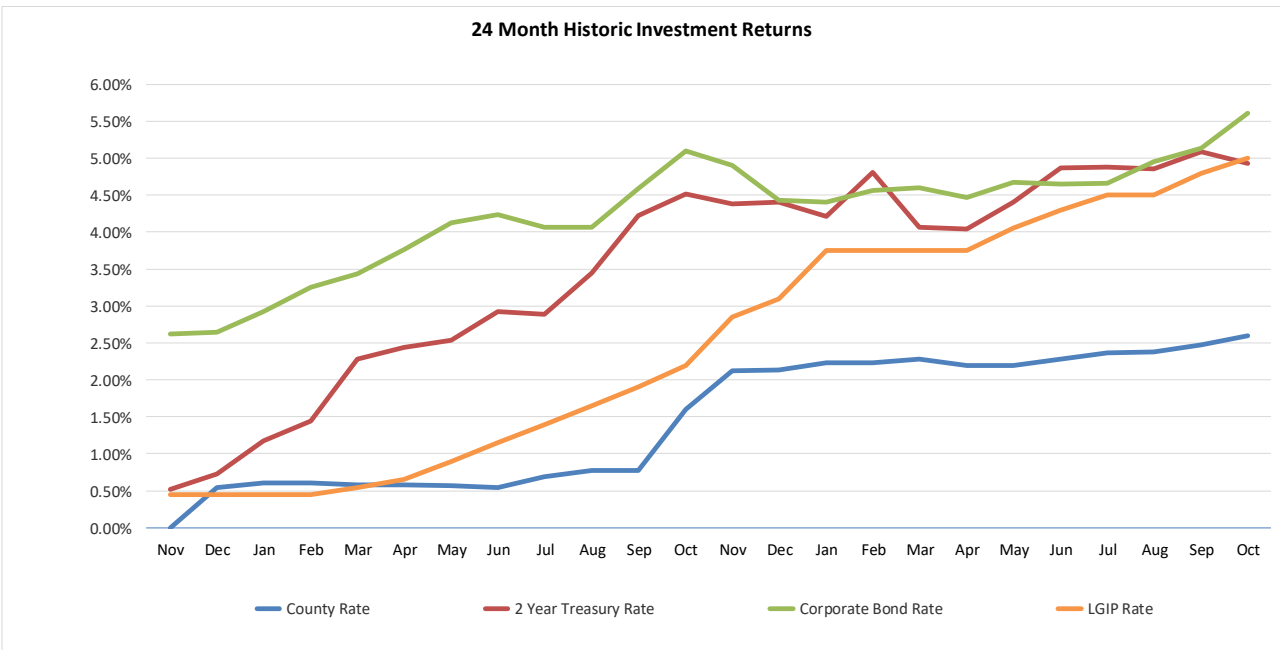
Benchmarks	
24 Month Treasury	4.93%
LGIP Rate	5.00%
36 Month Treasury	4.65%



Term	Minimum	Actual
0 to 30 Days	10%	33.5%
Under 1 Year	25%	60.5%
Under 5 Years	100%	100.0%

Other	Policy	Actual
Corp Issuer	5%	2.2%
Callable	25%	14.4%
Weighted Ave.	AA2	AA1

Investment Activity	
Purchases in Month	\$ -
Sales/Redemptions in Month	\$ 6,000,000



Deschutes County Investments
Portfolio Management
Portfolio Details - Investments
October 31, 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	272			0.55	0.55	249,000	239,748	249,000	- -
10847	BCD	38149MXG3	GOLDMAN SACHS	GPAC	7/28/2021	7/29/2024	271			0.55	0.55	249,000	239,790	249,000	- -
10848	BCD	795451AA1	SALLIE MAE	GPAC	7/21/2021	7/22/2024	264			0.55	0.55	249,000	239,866	249,000	- -
10849	BCD	89235MLF6	TOYOTA FINANCIAL SGS BANK	GPAC	8/5/2021	8/5/2024	278			0.55	0.55	249,000	239,542	249,000	- -
10850	NCB	90348JR85	UBS BANK USA	GPAC	8/11/2021	8/12/2024	285			0.55	0.536214	249,000	239,277	249,000	- -
10836	FAC	31422XBV3	Federal Agriculture Mtg Corp	GPAC	3/15/2021	12/15/2023	44	Aaa	AA+	0.22	0.2148764	2,000,000	1,986,878	2,000,000	- -
10763	FAC	3133EL3P7	Federal Farm Credit Bank	R W B	8/12/2020	8/12/2025	650	Aaa	AA+	0.53	0.53	3,000,000	2,758,523	3,000,000	- -
10764	FAC	3133EL3H5	Federal Farm Credit Bank	MORETN	8/12/2020	8/12/2025	650	Aaa	AA+	0.57	0.57	3,000,000	2,760,530	3,000,000	- -
10783	FAC	3133EMCN0	Federal Farm Credit Bank	CASTLE	10/16/2020	10/15/2024	349	Aaa	AA+	0.4	0.4401721	2,000,000	1,904,392	1,999,240	- -
10820	FAC	3133EMPL5	Federal Farm Credit Bank	PS	12/30/2020	12/23/2024	418	Aaa	AA+	0.32	0.3199988	2,000,000	1,885,072	2,000,000	- -
10828	FAC	3133EMNK4	Federal Farm Credit Bank	DA DAV	1/22/2021	7/22/2024	264	Aaa	AA+	0.31	0.31	2,000,000	1,925,357	2,000,000	- -
10842	FAC	3133EMT51	Federal Farm Credit Bank	R W B	7/19/2021	7/19/2024	261	Aaa	AA+	0.42	0.4283959	1,000,000	963,867	999,940	- -
10916	FAC	3133ENP79	Federal Farm Credit Bank	CASTLE	9/26/2022	9/26/2024	330	Aaa	AA+	4.25	4.2542149	2,000,000	1,979,020	1,999,928	- -
10926	FAC	3133ENS68	Federal Farm Credit Bank	R W B	10/20/2022	10/17/2024	351	Aaa	AA+	4.62	4.7128512	2,000,000	1,980,390	1,998,311	- -
10927	FAC	3133ENPG9	Federal Farm Credit Bank	MORETN	10/25/2022	2/14/2025	471	Aaa	AA+	1.75	4.5602179	1,700,000	1,625,330	1,642,273	- -
10954	FAC	3133ENG20	Federal Farm Credit Bank	CASTLE	11/30/2022	8/15/2024	288	Aaa	AA+	3.3	4.6146501	2,000,000	1,959,745	1,980,230	- -
10903	FAC	3130ASLR8	Federal Home Loan Bank	CASTLE	7/6/2022	3/28/2024	148	Aaa	AA+	3.45	3.3909602	2,000,000	1,983,230	2,000,479	12/28/2023
10932	FAC	3130ATN52	Federal Home Loan Bank	DA DAV	10/27/2022	10/27/2025	726	Aaa	AA+	5	5.0181605	1,855,000	1,832,171	1,854,385	1/27/2024
10937	FAC	3130AK5E2	Federal Home Loan Bank	R W B	11/18/2022	9/4/2025	673	Aaa	AA+	0.375	4.2631353	2,000,000	1,832,085	1,866,319	- -
10938	FAC	3130AOF70	Federal Home Loan Bank	R W B	11/18/2022	12/8/2023	37	Aaa	AA+	3.375	4.7972336	2,840,000	2,833,658	2,835,993	- -
10947	FAC	3130ASR92	Federal Home Loan Bank	MORETN	11/30/2022	5/16/2025	562	Aaa	AA+	4	5.139245	2,000,000	1,956,210	1,981,771	- -
10957	FAC	3130ATUQ8	Federal Home Loan Bank	PS	12/1/2022	3/8/2024	128	Aaa	AA+	4.75	4.7977307	2,000,000	1,994,770	1,999,689	- -
10766	FAC	3134GWND4	Federal Home Loan Mtg Corp	CASTLE	8/14/2020	8/12/2025	650	Aaa	AA+	0.6	0.6101786	2,000,000	1,841,357	1,999,643	11/12/2023
10775	FAC	3134GWF84	Federal Home Loan Mtg Corp	CASTLE	9/9/2020	9/9/2024	313	Aaa	AA+	0.48	0.48	1,000,000	957,609	1,000,000	12/9/2023
10791	FAC	3134GW3W4	Federal Home Loan Mtg Corp	CASTLE	10/30/2020	10/28/2024	362	Aaa	AA+	0.41	0.4163167	2,000,000	1,902,238	1,999,876	1/28/2024
10792	FAC	3134GW5Q5	Federal Home Loan Mtg Corp	CASTLE	10/30/2020	1/29/2025	455	Aaa	AA+	0.45	0.4523943	2,500,000	2,348,009	2,499,927	1/29/2024
10794	FAC	3137EAEZ8	Federal Home Loan Mtg Corp	CASTLE	11/5/2020	11/6/2023	5	Aaa	AA+	0.25	0.2801193	5,000,000	4,996,300	4,999,979	- -
10799	FAC	3134GW7F7	Federal Home Loan Mtg Corp	CASTLE	11/18/2020	11/18/2024	383	Aaa	AA+	0.375	0.375	2,000,000	1,900,451	2,000,000	- -
10821	FAC	3134GXKK9	Federal Home Loan Mtg Corp	R W B	1/15/2021	1/15/2025	441	Aaa	AA+	0.35	0	2,000,000	1,879,329	2,000,000	1/15/2024
10905	FAC	3134GWZV1	Federal Home Loan Mtg Corp	CASTLE	7/8/2022	10/22/2025	721	Aaa	AA+	0.65	3.2000087	2,000,000	1,830,695	1,905,104	- -
10939	FAC	3134GY4P4	Federal Home Loan Mtg Corp	MORETN	11/30/2022	11/26/2025	756	Aaa	AA+	5.3	5.3002699	2,000,000	1,981,497	2,000,000	11/26/2023
10944	FAC	3137EAEX3	Federal Home Loan Mtg Corp	MORETN	11/18/2022	9/23/2025	692	Aaa	AA+	0.375	4.2702845	2,000,000	1,828,926	1,862,402	- -
10955	FAC	3137EAEU9	Federal Home Loan Mtg Corp	CASTLE	11/30/2022	7/21/2025	628	Aaa	AA+	0.375	4.3133499	2,000,000	1,845,397	1,873,348	- -
10762	FAC	3136G4E74	Federal National Mtg Assn	CASTLE	7/31/2020	1/29/2025	455	Aaa	AA+	0.57	0.5699999	1,400,000	1,316,853	1,400,000	1/29/2024
10765	FAC	3136G4N74	Federal National Mtg Assn	MORETN	8/21/2020	8/21/2025	659	Aaa	AA+	0.56	0.56	3,000,000	2,757,406	3,000,000	11/21/2023
10767	FAC	3136G4L84	Federal National Mtg Assn	CASTLE	8/18/2020	8/18/2025	656	Aaa	AA+	0.57	0.5901227	2,000,000	1,839,141	1,999,288	11/18/2023
10770	FAC	3136G4X24	Federal National Mtg Assn	PS	8/28/2020	8/29/2025	667	Aaa	AA+	0.6	0.6000006	1,000,000	919,019	1,000,000	8/29/2024
10772	FAC	3136G4N74	Federal National Mtg Assn	R W B	8/27/2020	8/21/2025	659	Aaa	AA+	0.56	0.5650922	1,000,000	919,135	999,909	11/21/2023
10773	FAC	3136G4X24	Federal National Mtg Assn	CASTLE	8/28/2020	8/29/2025	667	Aaa	AA+	0.6	0.6000006	1,000,000	919,019	1,000,000	8/29/2024
10774	FAC	3136G4N74	Federal National Mtg Assn	R W B	9/3/2020	8/21/2025	659	Aaa	AA+	0.56	0.5599951	2,000,000	1,838,271	2,000,000	11/21/2023
10793	FAC	3135GA2N0	Federal National Mtg Assn	R W B	11/4/2020	11/4/2025	734	Aaa	AA+	0.55	0.55	2,000,000	1,824,510	2,000,000	11/4/2023
10796	FAC	3135G0G63	Federal National Mtg Assn	CASTLE	11/12/2020	11/7/2025	737	Aaa	AA+	0.5	0.5729346	2,000,000	1,823,257	1,997,104	- -
10952	FAC	3135G03U5	Federal National Mtg Assn	R W B	11/30/2022	4/22/2025	538	Aaa	AA+	0.625	4.4293463	2,000,000	1,870,012	1,894,884	- -
10900	TRC	91282CDV0	U.S. Treasury	GPAC	6/28/2022	1/31/2024	91	Aaa	AA+	0.875	3.0200597	2,000,000	1,977,734	1,989,654	- -
10901	TRC	91282CEG2	U.S. Treasury	GPAC	6/28/2022	3/31/2024	151	Aaa	AA+	2.25	3.0493067	2,000,000	1,973,906	1,993,605	- -
10902	TRC	91282CER8	U.S. Treasury	GPAC	6/28/2022	5/31/2024	212	Aaa	AA+	2.5	3.0809126	2,000,000	1,965,625	1,993,498	- -
10904	TRC	91282CEH0	U.S. Treasury	MORETN	7/8/2022	4/15/2025	531	Aaa	AA+	2.625	3.0804476	2,000,000	1,926,875	1,987,374	- -
10919	TRC	91282CBR1	U.S. Treasury	PS	10/3/2022	3/15/2024	135	Aaa	AA+	0.25	4.282992	2,000,000	1,962,031	1,971,362	- -
10920	TRC	91282ZL7	U.S. Treasury	PS	10/3/2022	4/30/2025	546	Aaa	AA+	0.375	4.2171846	2,000,000	1,861,250	1,892,113	- -
10921	TRC	91282ZT0	U.S. Treasury	PS	10/3/2022	5/31/2025	577	Aaa	AA+	0.25	4.2325215	2,000,000	1,850,703	1,882,164	- -
10924	TRC	91282CBV2	U.S. Treasury	MORETN	10/20/2022	4/15/2024	166	Aaa	AA+	0.375	4.6205671	2,000,000	1,954,766	1,963,124	- -
10925	TRC	91282WJ5	U.S. Treasury	MORETN	10/20/2022	5/15/2024	196	Aaa	AA+	2.5	4.6315735	2,000,000	1,968,281	1,978,140	- -
10928	TRC	91282V80	U.S. Treasury	MORETN	10/25/2022	1/31/2024	91	Aaa	AA+	2.25	4.5518203	2,000,000	1,984,297	1,988,975	- -
10929	TRC	91282CDZ1	U.S. Treasury	MORETN	10/25/2022	2/15/2025	472	Aaa	AA+	1.5	4.5042292	2,000,000	1,905,313	1,927,124	- -
10934	TRC	91282CED9	U.S. Treasury	MORETN	11/4/2022	3/15/2025	500	Aaa	AA+	1.75	4.6405931	2,000,000	1,907,031	1,925,772	- -
10935	TRC	91282CEU1	U.S. Treasury	MORETN	11/4/2022	6/15/2025	592	Aaa	AA+	2.875	4.6510728	2,000,000	1,928,281	1,946,333	- -
10936	TRC	91282CEY3	U.S. Treasury	MORETN	11/4/2022	7/15/2025	622	Aaa	AA+	3	4.660048	2,000,000	1,929,688	1,947,357	- -
10942	TRC	91282CDN8	U.S. Treasury	MORETN	11/18/2022	12/15/2024	410	Aaa	AA+	1	4.3929033	2,000,000	1,905,000	1,927,993	- -

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						
10943	TRC	91282CDZ1	U.S. Treasury	MORETN	11/18/2022	2/15/2025	472	Aaa		1.5	4.3902761	2,000,000	1,905,313	1,929,668	-
10945	TRC	9128285C0	U.S. Treasury	MORETN	11/18/2022	9/30/2025	699	Aaa		3	4.1910054	2,000,000	1,923,750	1,957,439	-
10946	TRC	91282CEY3	U.S. Treasury	MORETN	11/18/2022	7/15/2025	622	Aaa		3	4.2514798	2,000,000	1,929,688	1,960,023	-
10948	TRC	912828WJ5	U.S. Treasury	DA DAV	11/30/2022	5/15/2024	196	Aaa		2.5	4.6796779	2,000,000	1,968,281	1,977,600	-
10949	TRC	912828Y87	U.S. Treasury	GPAC	11/30/2022	7/31/2024	273	Aaa		1.75	4.6137515	2,000,000	1,945,234	1,959,200	-
10953	TRC	91282CDV0	U.S. Treasury	CASTLE	11/30/2022	1/31/2024	91	Aaa		0.875	4.7322274	2,000,000	1,977,734	1,981,518	-
10956	TRC	91282CBR1	U.S. Treasury	PS	11/30/2022	3/15/2024	135	Aaa		0.25	4.7067273	2,000,000	1,962,031	1,968,380	-
10958	TRC	91282CEY3	U.S. Treasury	PS	11/30/2022	7/15/2025	622	Aaa		3	4.2943472	2,000,000	1,929,688	1,958,655	-
10959	TRC	91282CEU1	U.S. Treasury	PS	11/30/2022	6/15/2025	592	Aaa		2.875	4.2893605	2,000,000	1,928,281	1,956,978	-
10963	TRC	91282CHM6	U.S. Treasury	STIFEL	9/29/2023	7/15/2026	987			4.5	4.8808615	3,000,000	2,966,953	2,971,261	-
10962	ATD	912797GY7	U.S. Treasury	GPAC	9/29/2023	3/28/2024	148	Aaa		5.3049998	5.60282483	2,000,000	1,956,224	1,956,381	-
10806	MC1	037833DF4	Apple Inc	GPAC	12/3/2020	1/13/2025	439	Aaa	AA+	2.75	0.6389292	2,000,000	1,939,174	2,049,925	11/13/2024
10862	MC1	037833CG3	Apple Inc	GPAC	11/17/2021	2/9/2024	100	Aaa	AA+	3	0.9122019	2,000,000	1,985,142	2,011,225	12/9/2023
10865	MC1	037833DN7	Apple Inc	GPAC	11/18/2021	9/11/2026	1045	Aaa	AA+	2.05	1.4551529	2,000,000	1,833,350	2,032,748	7/11/2026
10822	MC1	12572QAG0	CME GROUP	GPAC	1/4/2021	3/15/2025	500	Aa3	AA-	3	0.6490818	2,000,000	1,935,853	2,063,543	-
10830	MC1	22546QAP2	CREDIT SUISSE NY	CASTLE	2/1/2021	9/9/2024	313	A3	A+	3.625	0.57179	2,950,000	2,879,097	3,026,160	-
10818	MC1	166764BW9	Chevron Corp	GPAC	12/28/2020	5/11/2025	557	Aa2	AA-	1.554	0.6470298	1,663,000	1,568,886	1,685,683	-
10824	MC1	166764BW9	Chevron Corp	CASTLE	1/7/2021	5/11/2025	557	Aa2	AA-	1.554	0.6175284	2,000,000	1,886,815	2,028,189	-
10802	MC1	459058JM6	International Bonds for Recons	CASTLE	11/24/2020	11/24/2023	23	Aaa	AAA	0.25	0.3204397	2,000,000	1,993,583	1,999,908	-
10817	MC1	46625HKC3	JPMorgan Chase - Corporate N	CASTLE	12/22/2020	1/23/2025	449	A1	A-	3.125	0.8061136	2,000,000	1,934,699	2,055,901	-
10826	MC1	46625HKC3	JPMorgan Chase - Corporate N	CASTLE	1/11/2021	1/23/2025	449	A1	A-	3.125	0.8272497	2,000,000	1,934,699	2,055,378	-
10864	MC1	46625HJX9	JPMorgan Chase - Corporate N	CASTLE	11/18/2021	5/13/2024	194	A1	A-	3.625	0.9770205	1,500,000	1,481,158	1,520,878	-
10873	MC1	46625HJT8	JPMorgan Chase - Corporate N	CASTLE	12/2/2021	2/1/2024	92	A1	A-	3.875	0.9289607	1,000,000	995,091	1,007,274	-
10797	MC1	822582CC4	ROYAL DUTCH SHELL PLC	GPAC	11/13/2020	11/7/2024	372	Aa2	A+	2	0.7055457	3,000,000	2,894,731	3,038,863	10/7/2024
10823	MC1	822582CC4	ROYAL DUTCH SHELL PLC	CASTLE	1/7/2021	11/7/2024	372	Aa2	A+	2	0.5429301	1,708,000	1,648,067	1,733,005	10/7/2024
10858	MC1	91159HHX1	US Bank	PS	10/29/2021	7/30/2024	272	A3	A	2.4	0.8420282	2,000,000	1,944,242	2,022,964	-
10814	MC1	931142DV2	WALMART	GPAC	12/17/2020	12/15/2024	410	Aa2	AA	2.65	0.570485	2,000,000	1,941,638	2,046,081	10/15/2024
10801	MC1	30231GBH4	XTO Energy Inc	GPAC	11/19/2020	3/19/2025	504	Aa2	AA-	2.992	0.813784	2,000,000	1,934,220	2,059,091	-
10816	MC1	30231GBC5	XTO Energy Inc	GPAC	12/21/2020	8/16/2024	289	Aa2	AA-	2.019	0.5432498	2,000,000	1,945,003	2,023,103	7/16/2024
10800	MC1	98459LAA1	YALE UNIVERSITY	GPAC	11/18/2020	4/15/2025	531	Aaa	AAA	0.873	0.5784436	2,000,000	1,873,499	2,008,454	-
10788	MUN	014365DS6	ALDERWOOD WA WTR & WSTWTR DIST	R W B	11/12/2020	12/1/2024	396	Aa2	AA+	1	0.6501532	935,000	891,420	938,492	-
10789	MUN	014365DR8	ALDERWOOD WA WTR & WSTWTR DIST	R W B	11/12/2020	12/1/2023	30	Aa2	AA+	1	0.550114	270,000	269,017	270,100	-
10808	MUN	13034AL57	CALIFORNIA INFRASTRUCTURE & EC	GPAC	12/17/2020	10/1/2024	335	Aaa	AAA	0.645	0.6450337	1,000,000	956,700	1,000,000	-
10930	MUN	13048VLK2	CA ST MUNI FIN AUTH REVENUE	GPAC	10/26/2022	10/1/2025	700	A1		2.148	5.0003132	2,060,000	1,940,644	1,956,420	-
10777	MUN	179093KQ1	CLACKAMAS SCHOOL DISTRICT	PS	10/1/2020	6/15/2024	227	Aa1		0.613	0.6130311	500,000	485,255	500,000	-
10807	MUN	179198JF4	CLACKAMAS SCHOOL DISTRICT	DA DAV	12/3/2020	6/15/2024	227	Aa1		0.83	0.480219	300,000	291,333	300,647	-
10871	MUN	250325UL9	DESCHUTES CTY SCH DIST #1	R W B	12/7/2021	6/15/2026	957	Aa1		1.4	1.2301048	2,000,000	1,811,380	2,008,640	-
10778	MUN	4511527C0	IDAHO ST BOND BANK AUTH REVENU	PS	10/8/2020	9/15/2024	319	Aa1		5	0.6103486	1,000,000	995,330	1,037,775	-
10781	MUN	476453GS8	JEROME IDAHO SCHOOL DISTRICT	PS	10/13/2020	9/15/2024	319	Aaa		5	0.7253469	220,000	218,449	228,073	-
10840	MUN	498368EB1	KLAMATH CNTY OR SCH DIST	PS	7/1/2021	6/15/2025	592		AA+	0.86	0.8600191	400,000	371,116	400,000	-
10870	MUN	569280EX4	Salem-Keizer School District	PS	12/7/2021	6/15/2026	957	Aa1		1.438	1.2900015	2,000,000	1,809,100	2,007,515	-
10782	MUN	584288ER1	MEDFORD OR REVENUE	R W B	10/14/2020	7/15/2024	257		AA-	2	0.6503538	815,000	794,918	822,655	-
10825	MUN	625506PX2	MULTNOMAH CO-REF-TXBL	GPAC	1/21/2021	6/1/2025	578	Aaa	AAA	1	0.5000954	2,165,000	2,028,605	2,181,931	-
10815	MUN	625517MG9	MULTNOMAH COUNTY OR SCHOOLS	R W B	12/30/2020	6/15/2024	227	Aa1	AA+	2	0.4052718	2,750,000	2,691,783	2,777,158	-
10841	MUN	625517NE3	MULTNOMAH COUNTY OR SCHOOLS	CASTLE	7/15/2021	6/30/2025	607	Aa2	AA	0.95	0.6870868	1,255,000	1,166,886	1,260,407	-
10875	MUN	68587FAW4	OR EDU DIST S FF&C PENSION OBLI	R W B	12/8/2021	6/30/2026	972	AA2	AA	1.104	1.3861517	250,000	222,850	248,185	-
10950	MUN	68609TWD6	OREGON STATE	GPAC	12/1/2022	5/1/2025	547	Aa1	AA+	0.895	4.7532126	500,000	467,595	474,639	-
10805	MUN	68609TZR2	Oregon State Lottery	R W B	12/1/2020	8/1/2024	274	Aa1	AA+	0.638	0.4148774	505,000	487,012	505,838	-
10811	MUN	68608USW7	Oregon State Lottery	R W B	12/17/2020	8/1/2024	274	Aa1	AA+	2.677	0.9386601	755,000	739,198	764,655	-
10829	MUN	68607VZ73	Oregon State Lottery	PS	1/26/2021	4/1/2024	152	Aa2	AAA	2.505	0.3901753	2,350,000	2,321,213	2,370,559	-
10874	MUN	68609TWC8	Oregon State Lottery	R W B	12/2/2021	5/1/2024	182	Aa1	AA+	0.795	0.7300606	500,000	488,450	500,161	-
10771	MUN	68583RCT7	OR ST COMMUNITY COLLEGE DIST	R W B	8/27/2020	6/30/2024	242	Aa1	AA+	5.66	0.6000375	90,000	90,015	92,984	-
10853	MUN	68583RCY6	OR ST COMMUNITY COLLEGE DIST	PS	8/31/2021	6/30/2024	242		AA	0.583	0.5830334	1,000,000	968,060	1,000,000	-
10863	MUN	68583RCV2	OR ST COMMUNITY COLLEGE DIST	GPAC	11/18/2021	6/30/2026	972	Aa1	AA+	5.68	1.4000014	210,000	212,201	233,105	-
10876	MUN	68607DVC6	ODOT HWY USER TAX REV	R W B	12/8/2021	11/15/2026	1110	Aa1	AAA	0.934	1.3661066	260,000	229,752	256,709	-
10784	MUN	732098PE2	POMONA CALI UNI SCH DIST TAXAB	PS	10/20/2020	8/1/2024	274	Aa3		0.77	0.6001765	1,200,000	1,157,556	1,201,509	-
10809	MUN	736688MD1	Portland Community College	PS	12/17/2020	6/15/2024	227	Aa1		0.572	0.5720012	1,000,000	969,680	1,000,000	-
10845	MUN	736688MF6	Portland Community College	MORETN	7/23/2021	6/15/2026	957	Aa1		0.899	0.8000224	1,250,000	1,115,575	1,253,174	-
10810	MUN	73474TAB6	MORROW PORT TRANS FAC	R W B	12/14/2020	9/1/2024	305	Aa2		3.221	0.4201896	1,750,000	1,716,995	1,790,484	-
10837	MUN	73473RDH5	MORROW PORT TRANS FAC	R W B	4/1/2021	12/1/2023	30		A-	0.7	0.7000516	1,000,000	995,750	1,000,000	-
10951	MUN	752147HJ0	RANCHO SANTIAGO CA CMNTY CLG D	GPAC	12/1/2022	9/1/2025	670	Aa2	AA	0.734	4.6299342	1,895,000	1,749,293	1,769,399	-
10776	MUN	568571CZ4	SILVER FALLS SD	PS	9/17/2020	6/15/2024	227	Aa1		0.55	0.5500254	1,900,000	1,840,701	1,900,000	-
10831	MUN	799055QU5	SAN MATEO CA FOSTER CITY SCHO	DA DAV	2/16/2021	8/1/2025	639	Aaa	AA+	1.597	0.4700929	500,000	468,540	509,746	-
10786	MUN	835569GR9	SONOMA CCD	PS	10/21/2020	8/1/2024	274	Aa2	AA	2.061	0.600206	1,200,000	1,169,136	1,212,979	-

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						
10787	MUN	88675ABS4	TIGARD OR WTR SYS REVENUE	PS	11/3/2020	8/1/2025	639	Aa3	AA	2	0.8504149	350,000	330,075	356,887	- -
10779	MUN	906429EE1	UNION CTY OR SCHOOL DISTRICT	PS	10/8/2020	6/15/2024	227	Aa1		0.675	0.6750364	490,000	475,217	490,000	- -
10785	MUN	939307KV5	Washington County SD Municipal	PS	10/28/2020	6/15/2024	227	Aa1		0.59	0.5840838	1,500,000	1,453,365	1,500,000	- -
10798	MUN	938429V61	Washington County SD Municipal	PS	11/17/2020	6/15/2025	592	Aa1	AA+	0.912	0.6448704	350,000	325,056	351,492	- -
10078	RRP	SYS10078	Local Govt Investment Pool		7/1/2006	- -	1			5	5	48,864,067	48,864,067	48,864,067	- -
10084	RR2	SYS10084	First Interstate Bank		7/1/2006	- -	1			5	5	21,003,667	21,003,667	21,003,667	- -
10085	RR2	SYS10085	First Interstate Bank		10/13/2023	- -	1			5	5	24,131,591	24,131,591	24,131,591	- -
TOTALS												301,835,324	293,355,332	300,666,730	



BOARD OF
COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: November 27, 2023

SUBJECT: Finance Report for October 2023

ATTENDANCE:

Robert Tintle, Chief Financial Officer



MEMORANDUM

DATE: November 27, 2023
TO: Board of County Commissioners
FROM: Robert Tintle, Chief Financial Officer
SUBJECT: Finance Report for October 2023

Following is the unaudited monthly finance report for fiscal year to date (YTD) as of October 31, 2023.

Budget to Actuals Report

General Fund

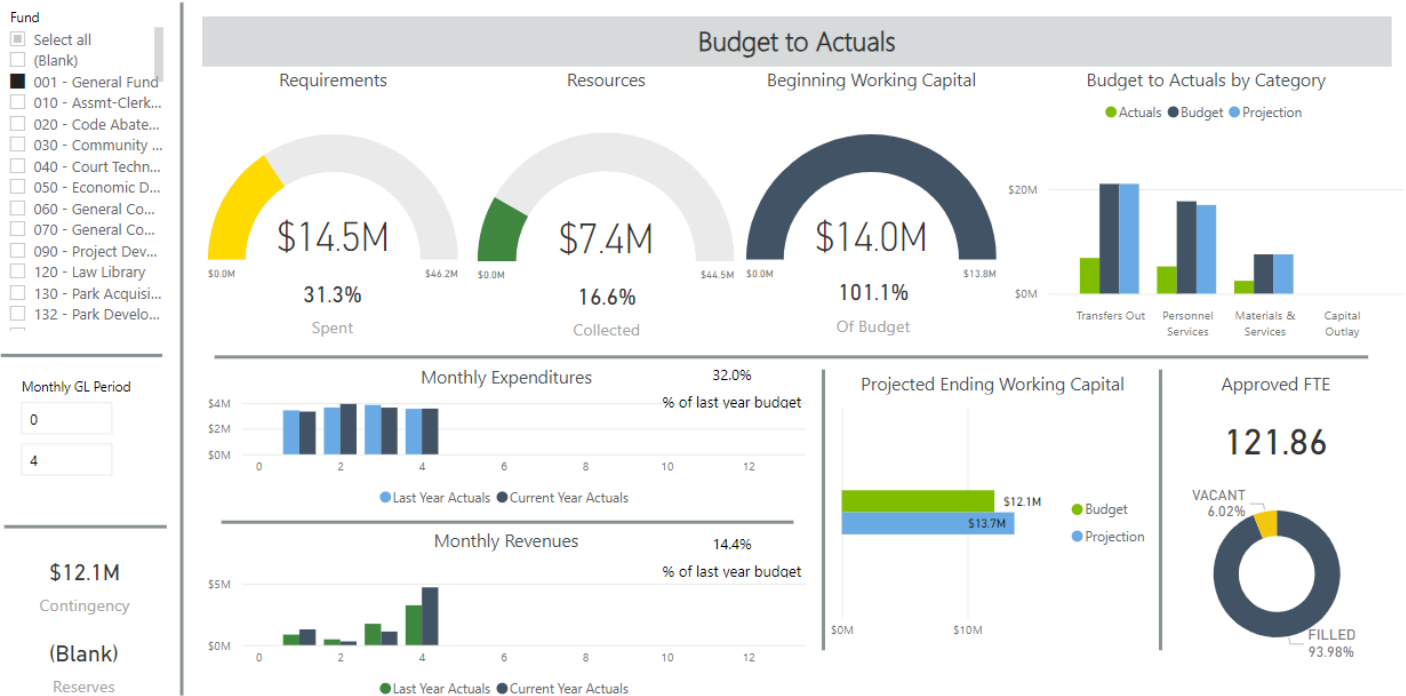
- Revenue YTD in the General Fund is \$7.4M or 16.6% of budget. By comparison, last year revenue YTD was \$6.2M and 14.2% of budget.
Expenses YTD are \$14.5M and 31.3% of budget. By comparison, last year expenses YTD were \$14.5M and 32.0% of budget.
Beginning Fund Balance is \$14.0M or 101.1% of the budgeted \$13.8M beginning fund balance.



County Wide Financial Dashboard

001 - General Fund

Thru GL Period: 4 33.3% Year Complete



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 October 31, 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									
	Unfilled	3.63	3.63	3.63	3.63									10.29%
Clerk	Filled	9.48	10.48	10.48	9.90									
	Unfilled	1.00	-	-	0.58									3.78%
BOPTA	Filled	0.52	0.52	0.10	0.10									
	Unfilled	-	-	0.42	0.42									40.32%
DA	Filled	57.90	58.90	58.90	59.40									
	Unfilled	3.20	2.20	2.20	1.70									3.81%
Tax	Filled	6.50	6.50	6.50	6.50									
	Unfilled	-	-	-	-									0.00%
Veterans'	Filled	5.00	5.00	5.00	5.00									
	Unfilled	-	-	-	-									0.00%
Property Mgmt	Filled	2.00	2.00	2.00	3.00									
	Unfilled	1.00	1.00	1.00	-									25.00%
Total General Fund	Filled	113.03	115.03	114.61	115.53	-	-	-	-	-	-	-	-	
	Unfilled	8.83	6.83	7.25	6.33	-	-	-	-	-	-	-	-	6.00%
Justice Court	Filled	4.60	4.60	4.60	4.60									
	Unfilled	-	-	-	-									0.00%
Community Justice	Filled	45.00	43.00	45.00	45.00									
	Unfilled	4.00	6.00	4.00	4.00									9.18%
Sheriff	Filled	233.75	232.75	229.75	229.75									
	Unfilled	37.25	38.25	41.25	41.25									14.58%
Houseless Effort	Filled	1.00	1.00	1.00	1.00									
	Unfilled	1.00	1.00	1.00	1.00									50.00%
Health Svcs	Filled	381.55	376.95	378.75	383.40									
	Unfilled	33.25	37.85	37.05	32.60									8.47%
CDD	Filled	54.80	54.80	52.80	52.00									
	Unfilled	3.20	3.20	5.20	6.00									7.59%
Road	Filled	57.00	57.00	57.00	55.00									
	Unfilled	5.00	5.00	5.00	7.00									8.87%
Adult P&P	Filled	33.75	33.75	33.75	33.75									
	Unfilled	6.00	6.00	6.00	6.00									15.09%
Solid Waste	Filled	29.00	31.00	30.00	30.00									
	Unfilled	12.00	10.00	11.00	11.00									26.83%
Victims Assistance	Filled	6.50	7.50	7.50	9.50									
	Unfilled	3.00	2.00	2.00	-									18.42%
GIS Dedicated	Filled	2.00	2.00	2.00	2.00									
	Unfilled	-	-	-	-									0.00%
Fair & Expo	Filled	11.75	11.75	11.75	10.75									
	Unfilled	5.75	5.75	5.75	6.75									34.29%
Natural Resource	Filled	2.00	2.00	2.00	2.00									
	Unfilled	-	-	-	-									0.00%
ISF - Facilities	Filled	23.75	22.75	22.75	22.75									
	Unfilled	3.00	4.00	4.00	4.00									14.02%
ISF - Admin	Filled	9.75	9.75	9.75	8.75									
	Unfilled	-	-	-	1.00									2.56%
ISF - BOCC	Filled	3.00	3.00	3.00	3.00									
	Unfilled	-	-	-	-									0.00%
ISF - Finance	Filled	12.00	12.00	12.00	12.00									
	Unfilled	1.00	1.00	1.00	1.00									7.69%
ISF - Legal	Filled	7.00	7.00	7.00	7.00									
	Unfilled	-	-	-	-									0.00%
ISF - HR	Filled	8.80	8.80	8.80	8.80									
	Unfilled	1.20	1.20	1.20	1.20									12.00%
ISF - IT	Filled	17.00	17.00	17.00	17.00									
	Unfilled	-	-	-	-									0.00%
ISF - Risk	Filled	3.25	3.25	3.25	3.25									
	Unfilled	-	-	-	-									0.00%
911	Filled	53.00	55.00	55.00	54.57									
	Unfilled	7.00	5.00	5.00	5.43									9.35%
Total:														
	Filled	1,113.28	1,111.68	1,109.06	1,111.40	-	-	-	-	-	-	-	-	
	Unfilled	131.48	133.08	136.70	134.56	A	-	-	-	-	-	-	-	
	Total	1,244.76	1,244.76	1,245.76	1,245.96	-	-	-	-	-	-	-	-	
	% Unfilled	10.56%	10.69%	10.97%	10.80%									10.76%

A 0.2 FTE increase in Health Services



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	7,351,503	17%	45,143,983	102%
030 - Juvenile	1,010,203	1,050,931	104%	1,014,168	91,252	9%	1,027,772	101%
160/170 - TRT	13,631,282	12,748,688	94%	12,751,790	7,191,667	56%	12,541,540	98%
200 - ARPA	105,186	14,955,890	999%	2,630,533	14,216,308	540%	14,374,148	546%
220 - Justice Court	525,032	518,001	99%	525,540	174,666	33%	526,420	100%
255 - Sheriff's Office	49,577,055	50,672,726	102%	58,332,752	8,147,889	14%	58,526,528	100%
274 - Health Services	57,787,985	55,638,108	96%	59,843,955	24,178,331	40%	59,626,424	100%
295 - CDD	11,675,519	9,455,886	81%	10,460,840	2,860,688	27%	8,655,530	83%
325 - Road	24,889,063	25,698,009	103%	26,673,711	9,812,175	37%	26,842,627	101%
355 - Adult P&P	6,134,018	6,295,372	103%	5,535,606	1,227,290	22%	5,537,148	100%
465 - Road CIP	1,943,063	782,549	40%	2,179,426	1,114,507	51%	2,334,697	107%
610 - Solid Waste	14,503,499	13,899,874	96%	15,995,411	6,157,966	38%	16,037,811	100%
615 - Fair & Expo	1,738,534	2,260,708	130%	2,343,500	1,232,201	53%	2,575,561	110%
616 - Annual County Fair	1,969,380	2,359,790	120%	2,324,117	2,382,521	103%	2,450,726	105%
617 - Fair & Expo Capital Reserve	7,414	317,269	999%	64,800	23,506	36%	69,960	108%
618 - RV Park	642,252	579,826	90%	530,800	226,107	43%	505,690	95%
619 - RV Park Reserve	6,298	21,589	343%	34,300	11,925	35%	35,530	104%
670 - Risk Management	3,311,477	3,297,596	100%	3,364,344	1,300,237	39%	3,396,394	101%
675 - Health Benefits	23,658,700	25,492,341	108%	30,654,045	9,374,812	31%	30,727,068	100%
705 - 911	13,744,678	14,120,981	103%	14,034,323	1,464,599	10%	14,080,224	100%
999 - Other	62,651,873	65,511,028	105%	81,637,214	17,613,675	22%	81,437,214	100%
TOTAL RESOURCES	332,985,219	348,711,997	105%	375,339,391	116,153,825	31%	386,452,995	103%

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	7,647,063	30%	24,485,346	97%
030 - Juvenile	7,928,538	7,497,365	95%	8,481,279	2,537,609	30%	8,137,645	96%
160/170 - TRT	13,123,218	11,822,231	90%	6,902,223	4,822,859	70%	6,852,723	99%
200 - ARPA	23,129,361	14,662,784	63%	12,326,272	641,713	5%	9,753,207	79%
220 - Justice Court	766,183	742,697	97%	822,370	261,595	32%	832,630	101%



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
Year Complete

255 - Sheriff's Office	60,415,533	58,373,715	97%	65,642,097	19,145,870	29%	63,547,390	97%
274 - Health Services	70,979,127	62,912,108	89%	71,807,916	19,503,496	27%	73,955,227	103%
295 - CDD	11,233,304	9,466,620	84%	10,269,561	2,938,412	29%	9,312,337	91%
325 - Road	16,188,996	13,822,550	85%	17,124,761	5,006,150	29%	16,751,816	98%
355 - Adult P&P	7,575,910	6,790,874	90%	7,576,032	2,147,868	28%	6,782,694	90%
465 - Road CIP	28,387,166	16,897,136	60%	23,772,827	5,122,022	22%	23,765,779	100%
610 - Solid Waste	11,754,672	10,769,061	92%	14,355,234	3,416,848	24%	14,355,234	100%
615 - Fair & Expo	3,098,054	3,330,291	107%	3,734,327	1,201,155	32%	3,557,650	95%
616 - Annual County Fair	1,972,030	2,067,492	105%	2,582,856	1,969,187	76%	2,281,756	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	98,719	16%	533,238	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	1,793,599	38%	4,773,658	101%
675 - Health Benefits	31,769,217	30,688,534	97%	32,587,213	7,203,817	22%	32,587,213	100%
705 - 911	17,709,497	13,390,020	76%	15,113,760	4,224,209	28%	14,284,293	95%
999 - Other	108,884,843	63,570,653	58%	93,362,911	14,598,252	16%	93,157,006	100%
TOTAL REQUIREMENTS	446,705,009	353,737,710	79%	418,270,274	104,434,355	25%	410,970,842	98%



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
Year Complete

TRANSFERS	Fiscal Year 2023			Fiscal Year 2024			Projection	
	Budget	Actuals	%	Budget	Actuals	%		%
001 - General Fund	(20,871,416)	(19,890,038)	95%	(20,902,064)	(6,789,304)	32%	(20,902,064)	100%
030 - Juvenile	6,452,997	6,452,997	100%	6,678,013	2,241,000	34%	6,678,013	100%
160/170 - TRT	(6,021,446)	(5,874,627)	98%	(8,575,254)	(2,224,900)	26%	(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	121,560	33%	364,688	100%
255 - Sheriff's Office	3,448,587	3,449,109	100%	3,378,587	1,217,260	36%	3,378,587	100%
274 - Health Services	8,007,942	5,850,465	73%	8,026,456	2,363,223	29%	8,577,956	107%
295 - CDD	(911,585)	(835,505)	92%	466,530	(189,740)	-41%	334,089	72%
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	153,652	30%	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)	(654,652)	25%	(2,613,962)	100%
615 - Fair & Expo	704,127	621,827	88%	875,681	291,892	33%	859,989	98%
616 - Annual County Fair	(156,706)	(156,706)	100%	(34,503)	(11,500)	33%	(34,503)	100%
617 - Fair & Expo Capital Reserve	1,149,827	1,113,829	97%	824,187	341,388	41%	817,463	99%
618 - RV Park	(81,566)	(81,566)	100%	128,436	(10,524)	-8%	128,436	100%
619 - RV Park Reserve	261,750	261,566	100%	51,564	17,188	33%	51,564	100%
670 - Risk Management	(3,500)	(3,500)	100%	(3,500)	(1,164)	33%	(3,500)	100%
705 - 911	(59,900)	(59,900)	100%	-	-		-	
999 - Other	10,959,373	12,205,258	111%	16,046,336	10,856,765	68%	15,340,618	96%
TOTAL TRANSFERS	9,745	-	0	-	-		-	



Budget to Actuals - Countywide Summary

All Departments

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	13,984,330	124%	12,149,095	6,899,466	13,740,903	113%
030 - Juvenile	634,663	1,528,688	241%	710,902	1,323,332	1,096,828	154%
160/170 - TRT	4,000,000	4,527,362	113%	1,999,500	4,671,271	2,000,000	100%
200 - ARPA	-	401,204	-	-	8,953,655	-	
			10769				
			73223				
			17580				
			00%				
220 - Justice Court	22,066	-	0%	67,858	34,631	58,478	86%
255 - Sheriff's Office	7,024,650	11,001,214	157%	9,254,393	1,220,492	9,358,939	101%
274 - Health Services	6,045,519	12,519,113	207%	7,480,011	19,557,170	6,768,266	90%
295 - CDD	1,627,134	1,322,717	81%	1,975,730	1,055,254	999,999	51%
325 - Road	2,262,898	7,351,679	325%	2,370,201	4,457,705	4,742,491	200%
355 - Adult P&P	1,925,640	3,010,934	156%	1,470,524	2,244,008	2,226,338	151%
465 - Road CIP	12,334,484	23,347,907	189%	9,918,979	24,340,392	14,416,824	145%
610 - Solid Waste	556,359	2,743,514	493%	1,442,600	4,829,980	1,812,129	126%
615 - Fair & Expo	315,960	547,764	173%	238,854	870,703	425,664	178%
616 - Annual County Fair	225,358	521,447	231%	245,910	923,281	655,914	267%
617 - Fair & Expo Capital Reserve	1,587,183	2,757,229	174%	2,391,825	2,962,012	2,554,652	107%
618 - RV Park	82,920	166,640	201%	135,220	283,504	267,528	198%
619 - RV Park Reserve	1,340,766	1,469,559	110%	1,284,317	1,498,672	1,382,653	108%
670 - Risk Management	5,107,351	9,323,307	183%	6,616,397	8,828,781	7,942,543	120%
675 - Health Benefits	3,815,139	6,107,998	160%	3,809,575	8,278,992	4,247,853	112%
705 - 911	8,926,080	13,393,950	150%	12,122,906	10,634,341	13,189,881	109%
999 - Other	56,596,539	109,244,434	193%	105,277,249	123,923,917	106,528,121	101%
TOTAL FUND BALANCE	125,670,346	225,297,737	179%	180,962,046	237,797,753	194,416,002	107%



Budget to Actuals Report

General Fund - Fund 001

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	4,009,986	11%	38,135,987	102%	735,987 A
Property Taxes - Prior	301,000	334,760	111%	318,000	165,269	52%	318,000	100%	-
Other General Revenues	3,591,874	4,310,996	120%	3,480,844	2,050,356	59%	3,480,624	100%	(220)
Assessor	964,246	713,767	74%	775,350	238,377	31%	775,350	100%	-
Clerk	2,298,566	1,451,801	63%	1,259,595	403,767	32%	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	394,566	71%	552,048	100%	-
Tax Office	221,483	120,714	55%	136,000	62,688	46%	136,000	100%	-
Veterans	214,836	182,018	85%	261,179	-	0%	261,179	100%	- B
Property Management	215,000	215,058	100%	215,000	23,333	11%	215,000	100%	- C
TOTAL RESOURCES	43,472,708	43,034,834	99%	44,408,216	7,351,503	17%	45,143,983	102%	735,767

REQUIREMENTS	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Expenditures	-	-	-	-	-	-	-	-	-
Assessor	5,910,478	5,399,847	91%	6,189,597	1,840,750	30%	5,810,927	94%	378,670 D
Clerk	2,432,710	2,098,659	86%	2,351,515	656,161	28%	2,313,341	98%	38,174 E
BOPTA	92,177	82,488	89%	97,522	24,424	25%	85,566	88%	11,956 F
District Attorney	10,979,839	10,906,691	99%	11,630,172	3,453,151	30%	11,491,359	99%	138,813 G
Medical Examiner	438,702	320,660	73%	461,224	92,395	20%	461,224	100%	-
Tax Office	905,262	834,177	92%	940,770	308,403	33%	929,066	99%	11,704 H
Veterans	809,390	758,902	94%	919,283	250,599	27%	924,051	101%	(4,768)
Property Management	508,359	418,433	82%	539,558	147,564	27%	416,396	77%	123,162 I
Non-Departmental	2,260,456	2,237,744	99%	2,053,416	873,615	43%	2,053,416	100%	-
TOTAL REQUIREMENTS	24,337,373	23,057,601	95%	25,183,057	7,647,063	30%	24,485,346	97%	697,711

TRANSFERS	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Transfers In	260,000	260,439	100%	97,290	32,428	33%	97,290	100%	- J
Transfers Out	(21,131,416)	(20,150,477)	95%	(20,999,354)	(6,821,732)	32%	(20,999,354)	100%	-
TOTAL TRANSFERS	(20,871,416)	(19,890,038)	95%	(20,902,064)	(6,789,304)	32%	(20,902,064)	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	(295,560)		20,658,637		1,433,478
Net Transfers - In (Out)	(20,871,416)	(19,890,038)		(20,902,064)	(6,789,304)		(20,902,064)		-
TOTAL FUND BALANCE	\$ 11,239,637	\$ 13,984,330	124%	\$ 12,149,095	\$ 6,899,466	57%	\$ 13,740,903	113%	\$1,591,808

- 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 FY23/FY24 average vacancy rate of 9.6%
- E** Projected Personnel savings based on FY23/FY24 average vacancy rate of 4.0%
- F** Projected Personnel savings based on FY23/FY24 average vacancy rate of 13.4%
- G** Projected Personnel savings based on FY23/FY24 average vacancy rate of 3.8%
- H** Projected Personnel savings based on FY23/FY24 average vacancy rate of 3.2%
- I** Projected Personnel savings based on FY23/FY24 average vacancy rate of 29.2%
- J** Final payment to the General Fund from Finance Reserves for ERP Implementation



Budget to Actuals Report

Juvenile - Fund 030

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	31,280	35%	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	15,840	21%	75,000	100%	-
Miscellaneous	42,500	66,375	156%	56,500	7,370	13%	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	14,829	40%	44,350	118%	6,850
OJD Court Fac/Sec SB 1065	15,000	12,420	83%	15,000	4,769	32%	15,000	100%	-
Food Subsidy	10,000	13,116	131%	10,000	2,592	26%	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	91,252	9%	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	2,016,221	29%	6,527,005	95%
Materials and Services	1,527,992	1,394,956	91%	1,599,048	492,122	31%	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	2,537,609	30%	8,137,645	96%	343,634

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Transfers In- General Funds	6,529,064	6,529,064	100%	6,798,630	2,266,204	33%	6,798,630	100%
Transfers Out	-	-	-	(45,000)	-	0%	(45,000)	100%	-
Transfers Out-Veh Reserve	(76,067)	(76,067)	100%	(75,617)	(25,204)	33%	(75,617)	100%	-
TOTAL TRANSFERS	6,452,997	6,452,997	100%	6,678,013	2,241,000	34%	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)	(2,446,357)	-	(7,109,873)	-	357,238
Net Transfers - In (Out)	6,452,997	6,452,997	100%	6,678,013	2,241,000	34%	6,678,013	100%	-
TOTAL FUND BALANCE	\$ 634,663	\$ 1,528,688	241%	\$ 710,902	\$ 1,323,332	186%	\$ 1,096,828	154%	\$385,926

- A** Final State Grant allocation for 23-25 Biennium
- B** Final State Grant allocation for 23-25 Biennium
- C** Projected Personnel savings based on FY23/FY24 average vacancy rate of 7.8%
- 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 October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	7,158,534	57%	12,450,000	99%	(180,000) A
Interest on Investments	50,408	95,656	190%	121,790	32,953	27%	91,240	75%	(30,550)
Miscellaneous	-	161		-	181		300		300
TOTAL RESOURCES	13,631,282	12,748,688	94%	12,751,790	7,191,667	56%	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	1,660,237	49%	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	72,676	28%	262,395	100%	-
Interfund Charges	3,574,573	3,574,573	100%	213,587	71,196	33%	213,587	100%	-
Software	47,251	46,125	98%	47,600	18,750	39%	47,600	100%	-
TOTAL REQUIREMENTS	13,123,218	11,822,231	90%	6,902,223	4,822,859	70%	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)	(6,664)	33%	(20,000)	100%	-
Transfer Out - Annual Fair	(75,000)	(75,000)	100%	(75,000)	(25,000)	33%	(75,000)	100%	-
Transfer Out - Justice Court	(263,217)	(224,696)	85%	(364,688)	(121,560)	33%	(364,688)	100%	-
Transfer Out - Health	(418,417)	(418,417)	100%	(368,417)	(122,804)	33%	(368,417)	100%	-
Transfer Out - F&E Reserve	(501,683)	(465,685)	93%	(462,119)	(154,036)	33%	(455,395)	99%	6,724 D
Transfer Out - General County Reserve	-	-		(723,720)	(241,240)	33%	(1,529,561)	211%	(805,841) E
Transfer Out - F&E	(1,091,342)	(1,019,042)	93%	(1,009,023)	(336,336)	33%	(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)	(1,217,260)	33%	(3,651,787)	100%	-
TOTAL TRANSFERS	(6,021,446)	(5,874,627)	98%	(8,575,254)	(2,224,900)	26%	(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%	4,725,187	4,527,362	96%	4,527,362	96%	(197,825)
Resources over Requirements	508,064	926,457		5,849,567	2,368,808		5,688,817		(160,750)
Net Transfers - In (Out)	(6,021,446)	(5,874,627)		(8,575,254)	(2,224,900)		(8,216,179)		359,075
TOTAL FUND BALANCE	\$ 4,000,000	\$ 4,527,362	113%	\$ 1,999,500	\$ 4,671,271	234%	\$ 2,000,000	100%	\$500

- A** Room tax revenue down 1.5% 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 less than originally estimated during FY24 budget development.



Budget to Actuals Report

ARPA – Fund 200

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
Year Complete

RESOURCES	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Local Assistance & Tribal Consistency	-	-		2,311,073	4,622,145	200%	4,622,146	200%	2,311,073
Interest on Investments	105,186	293,106	279%	319,460	77,172	24%	235,010	74%	(84,450)
State & Local Coronavirus Fiscal Recovery Funds	-	14,662,784		-	9,516,992		9,516,992		9,516,992
TOTAL RESOURCES	105,186	14,955,890	999%	2,630,533	14,216,308	540%	14,374,148	546%	11,743,615

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Services to Disproportionately Impacted Communities	15,394,824	11,733,287	76%	6,538,263	416,916	6%	6,538,263	100%
Administrative	4,317,328	144,531	3%	4,208,310	44,223	1%	1,635,245	39%	2,573,065
Infrastructure	1,634,710	860,474	53%	766,410	19,134	2%	766,410	100%	-
Public Health	882,922	997,337	113%	560,926	161,439	29%	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%	12,326,272	641,713	5%	9,753,207	79%	2,573,065

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%	14,717,884	401,204	3%	401,204	3%
Resources over Requirements	(23,024,175)	293,106		(9,695,739)	13,574,596		4,620,941		14,316,680
Net Transfers - In (Out)	-	-		(5,022,145)	(5,022,145)		(5,022,145)		-
TOTAL FUND BALANCE	-	\$ 401,204	999%	-	\$ 8,953,655	999%	-		\$0



Budget to Actuals Report

Justice Court - Fund 220

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	174,208	33%	525,000	100%	-
Interest on Investments	32	513	999%	540	457	85%	1,420	263%	880
TOTAL RESOURCES	525,032	518,001	99%	525,540	174,666	33%	526,420	100%	880

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Personnel Services	604,648	592,149	98%	651,767	198,530	30%	662,027	102%
Materials and Services	161,535	150,549	93%	170,603	63,065	37%	170,603	100%	-
TOTAL REQUIREMENTS	766,183	742,697	97%	822,370	261,595	32%	832,630	101%	(10,260)

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Transfers In - TRT	263,217	224,696	85%	364,688	121,560	33%	364,688	100%
TOTAL TRANSFERS	263,217	224,696	85%	364,688	121,560	33%	364,688	100%	-

Resources over Requirements	(241,151)	(224,696)		(296,830)	(86,929)		(306,210)		(9,380)
Net Transfers - In (Out)	263,217	224,696		364,688	121,560		364,688		-
TOTAL □	\$ 22,066	-	0%	\$ 67,858	\$ 34,631	51%	\$ 58,478	86%	(\$9,380)

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 October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	4,430,338	12%	38,006,062	100%	145,938 A
LED #2 Property Tax Current	13,400,541	13,405,210	100%	15,110,056	1,770,613	12%	15,189,654	101%	79,598 B
Sheriff's Office Revenues	5,307,630	6,093,977	115%	4,583,572	1,710,818	37%	4,730,632	103%	147,060
LED #1 Property Tax Prior	330,000	277,442	84%	330,000	142,009	43%	330,000	100%	-
LED #1 Interest	89,119	283,971	319%	264,000	37,507	14%	148,370	56%	(115,630)
LED #2 Property Tax Prior	145,000	114,469	79%	120,000	60,955	51%	120,000	100%	-
LED #2 Interest	22,716	73,353	323%	65,000	(4,352)	-7%	1,810	3%	(63,190)
TOTAL RESOURCES	49,577,055	50,672,726	102%	58,332,752	8,147,889	14%	58,526,528	100%	193,776

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Digital Forensics	808,610	856,836	106%	1,221,145	440,798	36%	1,323,609	108%
Concealed Handgun Licenses	335,044	345,454	103%	624,277	136,365	22%	446,526	72%	177,751
Rickard Ranch	264,871	278,671	105%	334,232	113,916	34%	339,848	102%	(5,616)
Sheriff's Services	5,863,885	5,196,628	89%	5,771,949	1,863,632	32%	5,992,278	104%	(220,329)
Civil/Special Units	1,168,300	1,102,770	94%	1,019,021	307,563	30%	1,095,629	108%	(76,608)
Automotive/Communications	3,765,888	3,635,006	97%	4,574,918	1,300,357	28%	4,482,766	98%	92,152
Detective	3,583,825	4,105,995	115%	4,774,538	1,471,069	31%	4,434,554	93%	339,984
Patrol	14,880,315	14,858,735	100%	16,270,641	5,017,120	31%	16,715,449	103%	(444,808)
Records	904,493	687,442	76%	855,590	214,907	25%	700,208	82%	155,382
Adult Jail	22,809,320	20,842,708	91%	23,784,474	6,199,203	26%	21,461,930	90%	2,322,544
Court Security	424,769	598,098	141%	600,590	184,337	31%	577,824	96%	22,766
Emergency Services	829,997	545,477	66%	808,931	159,201	20%	567,787	70%	241,144
Special Services	2,047,792	2,374,496	116%	2,779,458	883,316	32%	2,951,144	106%	(171,686)
Training	1,907,588	1,986,740	104%	1,537,498	488,095	32%	1,488,003	97%	49,495
Other Law Enforcement	820,836	958,658	117%	634,835	365,992	58%	919,835	145%	(285,000)
Non - Departmental	-	-	0%	50,000	-	0%	50,000	100%	-
TOTAL REQUIREMENTS	60,415,533	58,373,715	97%	65,642,097	19,145,870	29%	63,547,390	97%	2,094,707

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Transfer In - TRT	3,651,787	3,651,787	100%	3,651,787	1,217,260	33%	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	1,217,260	36%	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)	(10,997,982)	-	(5,020,862)	-	2,288,483
Net Transfers - In (Out)	3,448,587	3,449,109	-	3,378,587	1,217,260	-	3,378,587	-	-
TOTAL FUND BALANCE	\$ 7,024,650	\$ 11,001,214	157%	\$ 9,254,393	\$ 1,220,492	13%	\$ 9,358,939	101%	\$ 104,546

- 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 October 31, 2023 (unaudited)

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33.3%
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	10,494,111	46%	23,866,762	105%	1,082,980
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	2,838,536	45%	5,565,251	89%	(702,134)
OHP Fee for Service	3,232,620	5,287,409	164%	4,947,581	1,433,990	29%	4,144,349	84%	(803,232)
Local Grants	2,332,031	2,054,936	88%	1,567,894	1,342,794	86%	1,747,996	111%	180,102
Environmental Health Fees	1,238,499	1,335,280	108%	1,478,906	83,002	6%	1,478,906	100%	-
Federal Grants	2,615,634	2,390,105	91%	1,440,560	332,245	23%	1,500,861	104%	60,301
Patient Fees	615,644	748,534	122%	1,087,790	247,148	23%	658,298	61%	(429,492)
Other	1,169,317	1,976,339	169%	1,061,371	501,390	47%	1,367,379	129%	306,008
State - Medicaid/Medicare	807,530	1,197,300	148%	1,034,491	287,304	28%	762,561	74%	(271,930)
Medicaid	430,863	746,146	173%	431,000	213,466	50%	496,128	115%	65,128
Vital Records	300,000	354,158	118%	315,000	92,029	29%	274,050	87%	(40,950)
Interest on Investments	97,750	390,781	400%	262,007	190,406	73%	562,030	215%	300,023
State - Medicare	337,614	234,401	69%	209,500	76,405	36%	300,560	143%	91,060
Liquor Revenue	177,574	161,412	91%	177,574	31,637	18%	177,574	100%	-
State Shared- Family Planning	125,000	152,985	122%	158,000	24,214	15%	102,605	65%	(55,395)
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	24,178,331	40%	59,626,424	100%	(217,531)

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
Administration Allocation	-	-	-	-	-	-	-	-	-
Personnel Services	50,658,752	48,187,764	95%	50,270,121	15,437,318	31%	51,920,601	103%	(1,650,480)
Materials and Services	19,393,800	14,220,207	73%	21,190,295	4,033,892	19%	21,509,516	102%	(319,221)
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	19,503,496	27%	73,955,227	103%	(2,147,311)

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
Transfers In- General Fund	6,608,245	5,648,912	85%	6,780,140	2,260,008	33%	6,780,140	100%	-
Transfers In- OHP Mental Health	1,473,586	345,442	23%	2,210,573	80,467	4%	2,210,573	100%	-
Transfers In - TRT	418,417	418,417	100%	368,417	122,804	33%	368,417	100%	-
Transfers Out	(492,306)	(562,306)	114%	(1,332,674)	(100,056)	8%	(781,174)	59%	551,500
TOTAL TRANSFERS	8,007,942	5,850,465	73%	8,026,456	2,363,223	29%	8,577,956	107%	551,500

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%	12,519,113	110%	1,101,597
Resources over Requirements	(13,191,142)	(7,274,000)	-	(11,963,961)	4,674,834	-	(14,328,803)	-	(2,364,842)
Net Transfers - In (Out)	8,007,942	5,850,465	-	8,026,456	2,363,223	-	8,577,956	-	551,500
TOTAL FUND BALANCE	\$ 6,045,519	\$ 12,519,113	207%	\$ 7,480,011	\$ 19,557,170	261%	\$ 6,768,266	90%	(\$711,745)



Budget to Actuals Report

Health Services - Admin - Fund 274

FY24 YTD October 31, 2023 (unaudited)

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33.3%
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	190,406	73%	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	132,655	999%	161,977	999%	152,977 A
Federal Grants	454,405	592,179	130%	-	-	-	-	-	-
TOTAL RESOURCES	1,458,904	1,525,892	105%	866,356	689,000	80%	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	2,025,352	31%	6,874,956	105%
Materials and Services	6,998,683	6,732,321	96%	7,534,229	2,432,768	32%	7,704,988	102%	(170,759)
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	4,458,120	297%	2,027,508	135%	(526,202)

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)	(100,056)	33%	(300,174)	100%	-
TOTAL TRANSFERS	(149,864)	(149,864)	100%	(218,924)	(100,056)	46%	(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)	(3,769,121)		(708,152)		(73,202)
Net Transfers - In (Out)	(149,864)	(149,864)		(218,924)	(100,056)		(218,924)		-
TOTAL FUND BALANCE	\$ 2,672,716	\$ 3,786,843	142%	\$ 2,811,670	(\$ 82,333)	-3%	\$ 2,859,767	102%	\$48,097

A Includes carryforward of \$125k in unspent FY23 PacificSource Behavioral Health Workforce Diversity Grant.
B Personnel projections include anticipated 3% vacancy.



Budget to Actuals Report

Health Services - Behavioral Health - Fund 274

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	9,055,787	53%	17,593,013	103%	549,522 A
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	2,837,169	53%	4,691,539	87%	(707,135) B
OHP Fee for Service	3,214,360	5,256,164	164%	4,927,331	1,425,526	29%	4,123,841	84%	(803,490)
Local Grants	1,475,139	1,262,473	86%	1,348,943	834,104	62%	1,098,648	81%	(250,295) C
Federal Grants	2,017,169	1,636,693	81%	1,285,560	298,466	23%	1,335,125	104%	49,565 D
Other	719,670	730,175	101%	631,245	213,848	34%	632,216	100%	971
Patient Fees	519,344	607,872	117%	448,500	187,635	42%	473,587	106%	25,087
Medicaid	430,863	746,146	173%	431,000	213,466	50%	496,128	115%	65,128
State - Medicare	337,614	234,401	69%	209,500	76,405	36%	300,560	143%	91,060 E
Liquor Revenue	177,574	161,412	91%	177,574	31,637	18%	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	21,005,191	44%	47,107,996	98%	(979,587)

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	9,803,896	31%	32,921,518	103%	(1,049,475) F
Materials and Services	9,948,652	5,531,099	56%	11,364,085	1,189,573	10%	11,556,069	102%	(191,984)
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	11,019,867	21%	54,134,118	102%	(1,216,209)

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	743,792	33%	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%	(481,000)	100%	-
TOTAL TRANSFERS	3,471,333	1,508,517	43%	3,559,797	743,792	21%	3,559,797	100%	-

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)	9,985,324	-	(7,026,122)	-	(2,195,796)
Net Transfers - In (Out)	3,471,333	1,508,517	-	3,559,797	743,792	-	3,559,797	-	-
TOTAL FUND BALANCE	\$ 2,549,399	\$ 4,679,830	184%	\$ 2,719,060	\$ 15,408,946	567%	\$ 1,213,505	45%	(\$1,505,555)

- A** 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** Medicare trending higher than budgeted.
- F** Personnel projections include anticipated 6% vacancy.



Budget to Actuals Report

Health Services - Public Health - Fund 274

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	1,230,891	22%	6,113,749	110%	533,458
Environmental Health Fees	1,238,499	1,335,280	108%	1,478,906	83,002	6%	1,478,906	100%	-
State - Medicaid/Medicare	807,530	1,197,300	148%	1,034,491	287,304	28%	762,561	74%	(271,930)
State Miscellaneous	874,346	687,993	79%	868,711	1,367	0%	873,712	101%	5,001
Patient Fees	96,300	140,662	146%	639,290	59,513	9%	184,711	29%	(454,579)
Other	289,152	1,212,439	419%	421,126	154,887	37%	573,186	136%	152,060
Vital Records	300,000	354,158	118%	315,000	92,029	29%	274,050	87%	(40,950)
Local Grants	856,892	792,463	92%	218,951	508,690	232%	649,348	297%	430,397
State Shared- Family Planning	125,000	152,985	122%	158,000	24,214	15%	102,605	65%	(55,395)
Federal Grants	144,060	161,233	112%	155,000	33,779	22%	165,736	107%	10,736
OHP Fee for Service	18,260	31,245	171%	20,250	8,464	42%	20,508	101%	258
TOTAL RESOURCES	10,875,552	11,841,419	109%	10,890,016	2,484,140	23%	11,199,072	103%	309,056

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	3,608,070	30%	12,124,127	102%	(245,562)
Materials and Services	2,446,466	1,956,788	80%	2,291,981	411,551	18%	2,248,459	98%	43,522
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	4,025,509	23%	17,793,601	102%	(404,900)

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Transfers In- General Fund	4,376,806	4,208,145	96%	4,548,701	1,516,216	33%	4,548,701	100%
Transfers In - TRT	418,417	418,417	100%	368,417	122,804	33%	368,417	100%	-
Transfers In- OHP Mental Health	-	-	-	319,965	80,467	25%	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	1,719,487	37%	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)	(1,541,369)	-	(6,594,529)	-	(95,844)
Net Transfers - In (Out)	4,686,473	4,491,812	-	4,685,583	1,719,487	-	5,237,083	-	551,500
TOTAL FUND BALANCE	\$ 823,404	\$ 4,052,440	492%	\$ 1,949,281	\$ 4,230,558	217%	\$ 2,694,994	138%	\$ 745,713

- 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** Patient Insurance Fees trending lower than budgeted.
- D** Funds from Central Oregon Health Council quality incentive metrics anticipated (\$267K).
- E** Expenditures above budget related to delayed renovations at the North County Campus (\$374K).
- F** Includes remodel and furniture expenses originally budgeted in FY23 for North County Campus that were delayed into FY24.
- G** Courtney remodel project delayed into FY25 or FY26.



Budget to Actuals Report

Community Development - Fund 295

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
Year Complete

RESOURCES	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Admin - Operations	153,445	154,886	101%	157,300	45,240	29%	157,300	100%	
Code Compliance	1,171,592	915,867	78%	1,124,181	264,051	23%	770,181	69%	(354,000) A
Building Safety	4,821,160	4,118,192	85%	3,991,388	1,175,159	29%	3,732,038	94%	(259,350) A
Electrical	1,022,005	769,054	75%	902,175	277,444	31%	810,175	90%	(92,000) A
Onsite Wastewater	1,017,678	718,263	71%	923,880	273,702	30%	898,420	97%	(25,460) A
Current Planning	2,425,334	1,966,872	81%	2,304,562	520,889	23%	1,446,562	63%	(858,000) A
Long Range Planning	1,064,305	812,752	76%	1,057,354	304,204	29%	840,854	80%	(216,500) A
TOTAL RESOURCES	11,675,519	9,455,886	81%	10,460,840	2,860,688	27%	8,655,530	83%	(1,805,310)

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Admin - Operations	3,432,980	3,085,363	90%	3,241,288	978,939	30%	3,025,961	93%
Code Compliance	805,614	714,049	89%	743,931	209,366	28%	666,791	90%	77,140 B
Building Safety	2,538,721	1,866,742	74%	2,088,542	555,973	27%	1,972,784	94%	115,758 B
Electrical	641,837	538,383	84%	583,718	168,302	29%	568,230	97%	15,488 B
Onsite Wastewater	753,369	754,829	100%	865,670	249,586	29%	755,315	87%	110,355 B
Current Planning	2,062,044	1,613,571	78%	1,857,735	515,181	28%	1,596,401	86%	261,334 B
Long Range Planning	998,739	893,682	89%	888,677	261,064	29%	726,855	82%	161,822 B
TOTAL REQUIREMENTS	11,233,304	9,466,620	84%	10,269,561	2,938,412	29%	9,312,337	91%	957,224

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Transfers In - CDD Operating Fund	-	-		510,105	-	0%	621,971	122%
Transfers in - General Fund	160,000	139,916	87%	100,000	16,815	17%	100,000	100%	- C
Transfers In - CDD Electrical Reserve	-	108,670		86,721	6,060	7%	75,690	87%	(11,031)
Transfers Out	(112,619)	(112,619)	100%	(107,544)	(35,836)	33%	(107,544)	100%	-
Transfers Out - CDD Reserve	(958,966)	(971,472)	101%	(122,752)	(176,778)	144%	(356,028)	290%	(233,276) D
TOTAL TRANSFERS	(911,585)	(835,505)	92%	466,530	(189,740)	-41%	334,089	72%	(132,441)

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	(77,724)		(656,807)		(848,086)
Net Transfers - In (Out)	(911,585)	(835,505)		466,530	(189,740)		334,089		(132,441)
TOTAL FUND BALANCE	\$ 1,627,134	\$ 1,322,717	81%	\$ 1,975,730	\$ 1,055,254	53%	\$ 999,999	51%	(\$975,731)

- 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 October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	6,979,086	34%	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	148,307	10%	1,450,015	100%	-
Cities-Bend/Red/Sis/La Pine	403,731	969,028	240%	763,171	143,228	19%	763,171	100%	-
Federal Reimbursements	-	7,641	-	689,703	-	0%	689,703	100%	-
Sale of Equip & Material	426,000	385,036	90%	614,500	84,857	14%	614,500	100%	-
Interest on Investments	54,172	105,203	194%	138,031	34,312	25%	103,010	75%	(35,021)
Miscellaneous	77,610	65,385	84%	73,808	15,326	21%	73,808	100%	-
Mineral Lease Royalties	50,000	105,306	211%	50,000	2,980	6%	87,883	176%	37,883 A
Assessment Payments (P&I)	-	5,175	-	6,000	10,026	167%	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	9,812,175	37%	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	2,518,360	30%	8,033,523	96%
Materials and Services	8,246,700	6,385,588	77%	8,600,033	2,483,665	29%	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	5,006,150	29%	16,751,816	98%	372,945

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	4,806,025	-	10,090,811	-	541,861
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	\$ 4,457,705	188%	\$ 4,742,491	200%	\$2,372,290

A Actual payment higher than budget

B Projected Personnel savings based on FY23/FY24 average vacancy rate of 7.4%



Budget to Actuals Report

Adult P&P - Fund 355

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	1,183,613	29%	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	26,753	36%	84,720	113%	9,490
Interfund- Sheriff	50,000	50,000	100%	50,000	16,667	33%	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	1,227,290	22%	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	1,628,973	28%	5,174,443	88%	733,068
Materials and Services	1,883,614	1,739,432	92%	1,668,521	518,896	31%	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	2,147,868	28%	6,782,694	90%	793,338

TRANSFERS	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Transfers In- General Funds	536,369	536,369	100%	536,369	178,788	33%	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)	(25,136)	33%	(75,419)	100%	-
TOTAL TRANSFERS	267,532	267,532	100%	510,950	153,652	30%	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)	(920,578)	-	(1,245,546)	-	794,880
Net Transfers - In (Out)	267,532	267,532	100%	510,950	153,652	30%	460,950	90%	(50,000)
TOTAL FUND BALANCE	\$ 1,925,640	\$ 3,010,934	156%	\$ 1,470,524	\$ 2,244,008	153%	\$ 2,226,338	151%	\$755,814

- 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 FY23/FY24 average vacancy rate of 14.9%
- F** Materials and services projections based on current spending trends.



Budget to Actuals Report

Road CIP - Fund 465

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	203,455	43%	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	1,114,507	51%	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	44,257	33%	132,770	100%	-
Capital Outlay	28,259,526	16,769,496	59%	23,640,057	5,077,765	21%	23,633,009	100%	7,048
TOTAL REQUIREMENTS	28,387,166	16,897,136	60%	23,772,827	5,122,022	22%	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)	(4,007,515)		(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	\$ 24,340,392	245%	\$ 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 October 31, 2023

11/27/2023 Item #7.

33.33%
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	324,503	21%	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	12,949	2%	692,000	98%	12,116
Smith Rock Way Bridge Replace	985,000	122,938	12%	1,417,429	47,227	3%	1,417,429	100%	-
Deschutes Mkt Rd/Hamehook Round	1,663,000	750,822	45%	250,000	1,122,872	449%	1,170,000	468%	(920,000)
Powell Butte Hwy/Butler Market RB	785,000	250,902	32%	2,642,402	86,909	3%	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	-	0%	350,000	59%	245,000
NW Lower Bridge Way: 43rd St to Holmes Rd	100,000	10,825	11%	1,290,000	-	0%	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	5,077,765	21%	\$ 23,633,009	100%	\$ 7,048



Budget to Actuals Report

Solid Waste - Fund 610

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	2,730,863	34%	8,000,000	100%	- A
Private Disposal Fees	3,337,000	2,944,356	88%	3,450,000	1,245,292	36%	3,450,000	100%	- A
Commercial Disp. Fee	3,234,000	3,026,577	94%	3,310,000	1,666,024	50%	3,310,000	100%	- A
Franchise 3% Fees	305,000	363,105	119%	565,000	158,144	28%	565,000	100%	- B
Yard Debris	290,000	305,516	105%	400,000	199,468	50%	400,000	100%	- C
Miscellaneous	70,000	140,837	201%	173,000	97,092	56%	173,000	100%	-
Interest on Investments	30,498	43,342	142%	60,410	35,676	59%	102,810	170%	42,400 D
Special Waste	15,000	62,756	418%	30,000	22,950	76%	30,000	100%	- E
Recyclables	12,000	7,060	59%	7,000	2,458	35%	7,000	100%	-
Leases	1	1	100%	1	-	0%	1	100%	-
TOTAL RESOURCES	14,503,499	13,899,874	96%	15,995,411	6,157,966	38%	16,037,811	100%	42,400

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	1,099,926	27%	4,108,983	100%	-
Materials and Services	6,473,358	5,716,762	88%	7,683,911	2,124,732	28%	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	-	0%	2,302,340	100%	-
TOTAL REQUIREMENTS	11,754,672	10,769,061	92%	14,355,234	3,416,848	24%	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)	(654,652)	25%	(2,613,962)	100%	-
TOTAL TRANSFERS	(5,299,665)	(3,453,962)	65%	(2,613,962)	(654,652)	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	2,741,118		1,682,577		42,400
Net Transfers - In (Out)	(5,299,665)	(3,453,962)		(2,613,962)	(654,652)		(2,613,962)		-
TOTAL FUND BALANCE	\$ 556,359	\$ 2,743,514	493%	\$ 1,442,600	\$ 4,829,980	335%	\$ 1,812,129	126%	\$369,529

- 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. July Commercial revenue includes payment for the prior Hwy 97 bypass disposal charges. Franchise disposal fee payment of \$217K was not received from Cascade Disposal by closing.
- 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 3% 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)



Budget to Actuals Report

Fair & Expo - Fund 615

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	353,726	34%	831,024	79%	(218,976) A
Food & Beverage	745,000	1,048,507	141%	991,000	721,174	73%	1,489,140	150%	498,140 B
Rights & Signage	105,000	97,159	93%	105,000	62,616	60%	95,616	91%	(9,384)
Horse Stall Rental	49,000	78,825	161%	100,000	51,300	51%	61,040	61%	(38,960)
Storage	65,000	45,551	70%	50,000	16,943	34%	40,143	80%	(9,857)
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	5,928	27%	17,630	80%	(4,370)
Miscellaneous	3,554	3,536	99%	3,000	3,488	116%	3,916	131%	916
TOTAL RESOURCES	1,738,534	2,260,708	130%	2,343,500	1,232,201	53%	2,575,561	110%	232,061

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Personnel Services	1,256,902	1,313,682	105%	1,748,441	488,187	28%	1,392,507	80%
Personnel Services - F&B	170,247	85,623	50%	148,510	13,066	9%	115,102	78%	33,408 D
Materials and Services	965,684	1,168,404	121%	1,222,986	352,955	29%	1,234,221	101%	(11,235)
Materials and Services - F&B	603,950	661,314	109%	514,200	346,946	67%	715,630	139%	(201,430) E
Debt Service	101,270	101,267	100%	100,190	-	0%	100,190	100%	-
TOTAL REQUIREMENTS	3,098,054	3,330,291	107%	3,734,327	1,201,155	32%	3,557,650	95%	176,677

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Transfers In - Room Tax	1,101,342	1,019,042	93%	1,009,023	336,336	33%	993,331	98%
Transfers In - Park Fund	30,000	30,000	100%	30,000	10,000	33%	30,000	100%	-
Transfers Out	(427,215)	(427,215)	100%	(163,342)	(54,444)	33%	(163,342)	100%	-
TOTAL TRANSFERS	704,127	621,827	88%	875,681	291,892	33%	859,989	98%	(15,692)

FUND BALANCE	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Beginning Fund Balance	971,352	995,519	102%	754,000	547,764	73%	547,764	73%
Resources over Requirements	(1,359,520)	(1,069,583)		(1,390,827)	31,047		(982,089)		408,738
Net Transfers - In (Out)	704,127	621,827		875,681	291,892		859,989		(15,692)
TOTAL FUND BALANCE	\$ 315,960	\$ 547,764	173%	\$ 238,854	\$ 870,703	365%	\$ 425,664	178%	\$ 186,810

- 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 26.0%
- 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 October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	68,397	74%	68,397	74%	(24,103)
State Grant	53,167	53,167	100%	53,167	-	0%	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	7,432	55%	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	2,382,521	103%	2,450,726	105%	126,609

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
Personnel Services	169,445	185,165	109%	276,531	55,883	20%	254,586	92%	21,945 ^A
Materials and Services	1,802,585	1,882,326	104%	2,306,325	1,913,304	83%	2,027,170	88%	279,155
TOTAL REQUIREMENTS	1,972,030	2,067,492	105%	2,582,856	1,969,187	76%	2,281,756	88%	301,100

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
Transfer In - TRT 1%	75,000	75,000	100%	75,000	25,000	33%	75,000	100%	-
Transfers Out	(231,706)	(231,706)	100%	(109,503)	(36,500)	33%	(109,503)	100%	-
TOTAL TRANSFERS	(156,706)	(156,706)	100%	(34,503)	(11,500)	33%	(34,503)	100%	-

FUND BALANCE	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
Beginning Fund Balance	384,715	385,854	100%	539,152	521,447	97%	521,447	97%	(17,705)
Resources over Requirements	(2,650)	292,298		(258,739)	413,334		168,970		427,709
Net Transfers - In (Out)	(156,706)	(156,706)		(34,503)	(11,500)		(34,503)		-
TOTAL FUND BALANCE	\$ 225,358	\$ 521,447	231%	\$ 245,910	\$ 923,281	375%	\$ 655,914	267%	\$ 410,004

^A Projected Personnel based on vacancy savings to date



Budget to Actuals Report

Annual County Fair - Fund 616

CY23 YTD October 31, 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	98,493	98,493
TOTAL FAIR REVENUES	\$ 2,298,566	\$ 2,364,794	\$ 2,364,794
OTHER RESOURCES			
State Grant	53,167	-	-
Interest	5,794	12,752	16,752
Miscellaneous	-	114	114
TOTAL RESOURCES	\$ 2,357,526	\$ 2,377,660	\$ 2,381,660
REQUIREMENTS			
Personnel	102,763	147,200	173,959
Materials & Services	1,722,703	2,013,117	2,051,482
TOTAL REQUIREMENTS	\$ 1,825,466	\$ 2,160,317	\$ 2,225,440
TRANSFERS			
Transfer In - TRT 1%	68,750	62,500	75,000
Transfer Out - F&E Reserve	(96,540)	(152,358)	(170,608)
Transfer Out - Fair & Expo	-	-	-
TOTAL TRANSFERS	\$ (27,790)	\$ (89,858)	\$ (95,608)
Net Fair	\$ 504,270	\$ 127,485	\$ 60,612
Beginning Fund Balance on Jan 1	\$ 448,151	\$ 952,421	\$ 952,421
Ending Balance	\$ 952,421	\$ 1,079,906	\$ 1,013,033



Budget to Actuals Report

Fair & Expo Capital Reserve - Fund 617

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	23,506	36%	69,960	108%	5,160
Local Government Payments	-	277,777		-	-		-		-
TOTAL RESOURCES	7,414	317,269	999%	64,800	23,506	36%	69,960	108%	5,160

REQUIREMENTS	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
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	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Transfers In - TRT 1%	501,683	465,685	93%	462,119	154,036	33%	455,395	99%	(6,724)
Transfers In - Fair & Expo	416,437	416,438	100%	152,565	50,852	33%	152,565	100%	-
Transfers In - Annual County Fair	231,706	231,706	100%	109,503	36,500	33%	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	341,388	41%	817,463	99%	(6,724)

FUND BALANCE	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Beginning Fund Balance	1,299,942	1,809,440	139%	2,592,838	2,757,229	106%	2,757,229	106%	164,391
Resources over Requirements	(862,586)	(166,040)		(1,025,200)	(136,604)		(1,020,040)		5,160
Net Transfers - In (Out)	1,149,827	1,113,829		824,187	341,388		817,463		(6,724)
TOTAL FUND BALANCE	\$ 1,587,183	\$ 2,757,229	174%	\$ 2,391,825	\$ 2,962,012	124%	\$ 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 October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	206,157	41%	467,542	94%	(32,458)
RV Park Fees > 30 Days	13,000	10,249	79%	12,500	4,481	36%	14,811	118%	2,311
Cancellation Fees	14,000	8,636	62%	7,000	6,184	88%	7,134	102%	134
Washer / Dryer	4,200	5,560	132%	5,000	2,465	49%	4,630	93%	(370)
Miscellaneous	3,750	2,907	78%	2,500	4,144	166%	5,375	215%	2,875
Interest on Investments	552	2,764	501%	2,300	1,734	75%	4,870	212%	2,570
Vending Machines	1,750	1,492	85%	1,500	942	63%	1,328	89%	(172)
TOTAL RESOURCES	642,252	579,826	90%	530,800	226,107	43%	505,690	95%	(25,110)

REQUIREMENTS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Personnel Services	111,153	82,265	74%	91,328	31,139	34%	96,037	105%
Materials and Services	259,755	192,620	74%	303,173	67,581	22%	214,571	71%	88,602
Debt Service	223,273	223,272	100%	222,630	-	0%	222,630	100%	-
TOTAL REQUIREMENTS	594,181	498,157	84%	617,131	98,719	16%	533,238	86%	83,893

TRANSFERS	Budget	Actuals	%	Budget	Actuals	%	Projection	%	\$ Variance
	Transfers In - Park Fund	160,000	160,000	100%	160,000	-	0%	160,000	100%
Transfers In - TRT Fund	20,000	20,000	100%	20,000	6,664	33%	20,000	100%	-
Transfer Out - RV Reserve	(261,566)	(261,566)	100%	(51,564)	(17,188)	33%	(51,564)	100%	-
TOTAL TRANSFERS	(81,566)	(81,566)	100%	128,436	(10,524)	-8%	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)	127,388		(27,548)		58,783
Net Transfers - In (Out)	(81,566)	(81,566)		128,436	(10,524)		128,436		-
TOTAL FUND BALANCE	\$ 82,920	\$ 166,640	201%	\$ 135,220	\$ 283,504	210%	\$ 267,528	198%	\$132,308



Budget to Actuals Report

RV Park Reserve - Fund 619

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	11,925	35%	35,530	104%	1,230
TOTAL RESOURCES	6,298	21,589	343%	34,300	11,925	35%	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	17,188	33%	51,564	100%
TOTAL TRANSFERS	261,750	261,566	100%	51,564	17,188	33%	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)	11,925		(138,470)		1,230
Net Transfers - In (Out)	261,750	261,566		51,564	17,188		51,564		-
TOTAL FUND BALANCE	\$ 1,340,766	\$ 1,469,559	110%	\$ 1,284,317	\$ 1,498,672	117%	\$ 1,382,653	108%	\$98,336

^A Capital Outlay appropriations are a placeholder



Budget to Actuals Report

Risk Management - Fund 670

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	385,987	35%	1,111,585	100%	-
General Liability	892,681	892,681	100%	935,832	311,944	33%	935,832	100%	-
Unemployment	430,179	344,950	80%	439,989	297,671	68%	439,989	100%	- ^A
Property Damage	419,566	419,566	100%	418,028	139,343	33%	418,028	100%	-
Vehicle	248,764	248,764	100%	226,710	75,570	33%	226,710	100%	-
Interest on Investments	49,346	148,514	301%	200,000	72,567	36%	217,050	109%	17,050
Claims Reimbursement	25,000	6,476	26%	20,000	-	0%	20,000	100%	-
Skid Car Training	10,000	8,899	89%	10,000	16,660	167%	25,000	250%	15,000
Process Fee- Events/ Parades	1,000	1,260	126%	2,000	495	25%	2,000	100%	-
Miscellaneous	180	-	0%	200	-	0%	200	100%	-
TOTAL RESOURCES	3,311,477	3,297,596	100%	3,364,344	1,300,237	39%	3,396,394	101%	32,050

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	738,582	39%	1,880,000	100%	-
General Liability	3,000,000	470,875	16%	1,200,000	393,486	33%	1,100,000	92%	100,000
Insurance Administration	607,558	602,676	99%	714,197	226,856	32%	723,658	101%	(9,461)
Vehicle	200,000	194,089	97%	400,000	69,841	17%	400,000	100%	-
Property Damage	300,248	99,913	33%	300,250	333,993	111%	420,000	140%	(119,750)
Unemployment	200,000	54,473	27%	250,000	30,842	12%	250,000	100%	-
TOTAL REQUIREMENTS	5,887,806	2,915,728	50%	4,744,447	1,793,599	38%	4,773,658	101%	(29,211)

TRANSFERS	Fiscal Year 2023			Fiscal Year 2024			Projection	%	\$ Variance
	Budget	Actuals	%	Budget	Actuals	%			
Transfers Out - Vehicle Replacement	(3,500)	(3,500)	100%	(3,500)	(1,164)	33%	(3,500)	100%	-
TOTAL TRANSFERS	(3,500)	(3,500)	100%	(3,500)	(1,164)	33%	(3,500)	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)	(493,362)		(1,377,264)		2,839
Net Transfers - In (Out)	(3,500)	(3,500)		(3,500)	(1,164)		(3,500)		-
TOTAL FUND BALANCE	\$ 5,107,351	\$ 9,323,307	183%	\$ 6,616,397	\$ 8,828,781	133%	\$ 7,942,543	120%	\$1,326,146

^A Unemployment collected on first \$25K of employee's salary in fiscal year



Budget to Actuals Report

Health Benefits - Fund 675

FY24 YTD October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	7,993,519	31%	25,899,034	100%	-
COIC Premiums	1,547,778	1,951,365	126%	1,963,363	447,672	23%	1,963,363	100%	-
Employee Co-Pay	1,282,015	1,247,607	97%	1,247,416	404,160	32%	1,247,416	100%	-
Retiree / COBRA Premiums	595,000	982,424	165%	1,019,288	176,240	17%	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	60,305	50%	180,210	150%	60,210
TOTAL RESOURCES	23,658,700	25,492,341	108%	30,654,045	9,374,812	31%	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	5,736,670	21%	26,697,663	100%
Deschutes On-Site Pharmacy	3,779,608	3,807,986	101%	4,287,997	1,233,141	29%	4,287,997	100%	- ^B
Deschutes On-Site Clinic	1,212,497	1,205,226	99%	1,415,279	214,356	15%	1,415,279	100%	- ^B
Wellness	179,549	161,200	90%	186,274	19,650	11%	186,274	100%	- ^B
TOTAL REQUIREMENTS	31,769,217	30,688,534	97%	32,587,213	7,203,817	22%	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)	2,170,994		(1,860,145)		73,023
Net Transfers - In (Out)	-	-		-	-		-		-
TOTAL FUND BALANCE	\$ 3,815,139	\$ 6,107,998	160%	\$ 3,809,575	\$ 8,278,992	217%	\$ 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 October 31, 2023 (unaudited)

11/27/2023 Item #7.

33.3%
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	1,282,449	12%	11,001,603	101%	69,603
Telephone User Tax	1,668,000	1,881,374	113%	1,827,530	-	0%	1,827,530	100%	-
Interest on Investments	67,515	237,842	352%	312,321	92,621	30%	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	14,250	8%	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	46,786	52%	90,000	100%	-
Property Taxes - Jefferson Co.	39,497	38,104	96%	40,500	645	2%	40,500	100%	-
Miscellaneous	25,000	40,191	161%	32,100	6,994	22%	32,100	100%	-
TOTAL RESOURCES	13,744,678	14,120,981	103%	14,034,323	1,464,599	10%	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	2,606,878	29%	8,202,578	91%
Materials and Services	4,088,201	3,151,149	77%	4,250,715	978,489	23%	4,230,715	100%	20,000
Capital Outlay	5,015,100	2,347,522	47%	1,831,000	638,842	35%	1,851,000	101%	(20,000)
TOTAL REQUIREMENTS	17,709,497	13,390,020	76%	15,113,760	4,224,209	28%	14,284,293	95%	829,467

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)	(2,759,609)		(204,069)		875,368
Net Transfers - In (Out)	(59,900)	(59,900)		-	-		-		-
TOTAL FUND BALANCE	\$ 8,926,080	\$ 13,393,950	150%	\$ 12,122,906	\$ 10,634,341	88%	\$ 13,189,881	109%	\$ 1,066,975

- 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 FY23/FY24 average vacancy rate of 11.9%