



**REGIONAL SOLUTIONS OFFICE**  
**GOVERNOR KATE BROWN**

**South Coast Umpqua Regional Solutions Advisory Committee**

*Representing Coos, Curry and Douglas Counties*

**AGENDA**

Friday, December 8, 2017 <> 3:00 - 4:30 PM  
IPCB, 125 Central Ave #300, Coos Bay, OR 97420  
Call-in option: 877 848-7030 Password: 5495754#

**3:00 PM Welcome/Self-Introductions**

Keith Tymchuk, Convener

**3:05 Regional Infrastructure Finance Funding Request Review**

Alex Campbell, Regional Solutions

**3:45 Chetco Bar Fire Recovery Council**

Alex Campbell, Regional Solutions

**4:00 Project Updates**

Gorse Oregon Solutions Project  
Project Gem  
Brookings Health Care  
Infrastructure/Wastewater  
Back Nine  
Port Orford

**4:25 PM Public Comment**

*The meeting location is accessible to persons with disabilities. To request an interpreter for the hearing impaired or for other accommodations for persons with disabilities, please make requests at least 48 hours before the meeting to Lisa Howard at 503-378-6502 or [lisa.howard@oregon.gov](mailto:lisa.howard@oregon.gov), or by TTY: Oregon Relay Services at 1-800-735-2900.*

**SOUTHERN OREGON REGIONAL SOLUTIONS CENTER**  
100 EAST MAIN, SUITE A  
MEDFORD, OR 97501

Regional Infrastructure Fund  
Breakdown of Submitted Requests for Information Forms

Region		RIF \$ Requested By Region	Total Project Cost By Region	Number of RFI's by Region	% Total RIF Funds Requested by Region	% Total RFI's Submitted By Region
1	N Coast - Clatsop, Columbia, Tillamook, west Washington	\$3,142,975.00	\$3,342,175.00	5	3%	5%
2	So. Vly/Mid-Coast - Benton, Lane, Lincoln, Linn	\$13,361,234.00	\$88,397,541.00	6	13%	6%
3	So. Coast - Coos, Curry, Douglas	\$7,904,557.00	\$17,884,327.00	9	8%	9%
4	Metro - Clackamas, Multnomah, Washington	\$8,764,703.00	\$111,223,446.00	11	8%	11%
5	Mid-Valley - Marion, Polk, Yamhill	\$32,135,581.00	\$92,417,138.00	28	31%	27%
6	Southern - Jackson, Josephine	\$1,535,000.00	\$9,231,000.00	5	1%	5%
7	No. Central - Hood River, Sherman, Wasco	\$9,510,700.00	\$14,791,591.00	8	9%	8%
8	Central - Crook, Deschutes, Jefferson	\$5,790,139.00	\$8,649,056.00	7	6%	7%
9	So. Central - Klamath, Lake	\$2,450,000.00	\$6,082,433.00	5	2%	5%
10A	Greater Eastern No. - Gilliam, Morrow, Umatilla, Wheeler	\$7,300,000.00	\$22,988,800.00	10	7%	10%
10B	Greater Eastern So. - Grant, Harney, Malheur	\$9,349,000.00	\$35,989,000.00	5	9%	5%
11	Northeast - Baker, Union, Wallowa	\$3,371,631.00	\$3,820,931.00	5	3%	5%
		\$104,615,520.00	\$414,817,438.00	104	100%	100%

Regional Infrastructure Fund  
Breakdown of Submitted Requests for Information Forms

Project Activity	RIF \$ Requested By Project Activity	Total Project Cost By Project Activity	Number of RFI's by Project Activity	% Total RIF Funds Requested by Project Activity	% Total RFI's Submitted By Project Activity
Construction	\$93,247,247.00	\$324,676,059.00	79	89%	76%
Equipment	\$2,196,979.00	\$38,762,486.00	5	2%	5%
Planning	\$2,246,294.00	\$9,364,643.00	12	2%	12%
Other	\$6,925,000.00	\$42,014,250.00	8	7%	8%
	\$104,615,520.00	\$414,817,438.00	104	100%	100%

Project Category	RIF \$ Requested By Category	Total Project Cost By Category	Number of RFI's by Category	% Total RIF Funds Requested by Category	% Total RFI's Submitted By Category
Infrastructure	\$67,929,973.00	\$191,289,867.00	54	65%	52%
Transportation	\$13,318,049.00	\$40,073,178.00	18	13%	17%
Other	\$23,367,498.00	\$183,454,393.00	32	22%	31%
	\$104,615,520.00	\$414,817,438.00	104	100%	100%

Applicant Type	RIF \$ Requested By Applicant Type	Total Project Cost By Applicant Type	Number of RFI's by Applicant Type	% Total RIF Funds Requested by Applicant Type	% Total RFI's Submitted By Applicant Type
City	\$80,756,072.00	\$233,014,962.00	64	77%	62%
County	\$11,282,256.00	\$47,283,694.00	15	11%	14%
Port	\$1,350,000.00	\$12,135,000.00	4	1%	4%
Other Public	\$4,381,234.00	\$48,317,541.00	7	4%	7%
Private	\$6,845,958.00	\$74,066,241.00	14	7%	13%
	\$104,615,520.00	\$414,817,438.00	104	100%	100%

Regional Infrastructure Fund - Requests for Information												
No.	Applicant	Project Name	Amount Requested	Funds from		Total Project Cost	Date Rec'd	RFI Complete (Basic Review)?	Notes	Date Forwarded to LH	Region	RDO
				Potential Applicant	Other Funds							
1	OR NW Workforce Investment Board dba Northwest OR Works	Advanced Textile Trianing	\$17,975	\$77,000	\$22,200	\$117,175	10/30/2017	Yes		11/6/2017	01 North Coast	Melanie Olson
1	Banks	Water System Upgrades, Parks, Woodman & Wilkes Looping Connections, Carsten Reservoir No. 2 Rehabilitation	\$1,700,000	\$0	\$0	\$1,700,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Forest Grove	Backup Water Supply Connection	\$400,000	\$50,000	\$0	\$450,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Forest Grove	Elm Street Industrial Extension	\$325,000	\$0	\$50,000	\$375,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Forest Grove	Taylor Way Extension	\$700,000	\$0	\$0	\$700,000	10/31/2017	No	Letters of support not attached	11/6/2017	01 North Coast (04 Metro)	Bryan Guiney
1	Creswell	Bald Knob Industrial Rehabilitation	\$2,500,000	\$0	\$650,000	\$3,150,000	10/31/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Lane County	Dillard Road Interchange Study	\$300,000	\$0	\$0	\$300,000	10/31/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Linn-Benton CC	Advanced Transportation Technology Center	\$51,234	\$4,933,867	\$8,918,976	\$13,904,077	10/27/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Linn-Benton CC	Meeting Workforce Needs by Expanding Advanced Manufacturing Training	\$480,000	\$8,933,464	\$11,600,000	\$21,013,464	10/31/2017	No	Letters of support not attached	11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Newport	Big Creek Dam Replacement Design and Construction	\$10,000,000	\$20,000,000	\$20,000,000	\$50,000,000	10/30/2017	Yes		11/6/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Veneta	Middle Mile Fiber Connection	\$30,000			\$30,000	10/18/2017	No	Letters of support not attached	10/20/2017	02 So Vly/Mid-Coast	Melissa Murphy
1	Brookings	Airport Access & Runway Extension Plan	\$40,000			\$40,000	10/25/2017	Yes		10/27/2017	03 South Coast	Sean Stevens
1	Brookings	Airport Industrial Park Infrastructure Plan	\$50,000			\$50,000	10/24/2017	Yes		10/27/2017	03 South Coast	Sean Stevens
1	Brookings	North Brookings Sewer Extension	\$3,000,000			\$3,000,000	10/24/2017	Yes		10/27/2017	03 South Coast	Sean Stevens
1	Coos Bay	The Hollering Place Redevelopment - Sea Wall Replacement	\$504,618	\$10,580	\$138,790	\$653,988	10/31/2017	Yes		11/6/2017	03 South Coast	Sean Stevens
1	Coquille	Fire Station Expansion and Upgrade	\$1,930,519	\$80,000	\$900,000	\$2,910,519	10/31/2017	No	1. Letters of support not attached; 2. Region priorities not mentioned	11/6/2017	03 South Coast	Sean Stevens
1	Douglas County Parks Dept	Winchester Infrastructure Development	\$910,440	\$1,150,000	\$650,000	\$2,710,440	10/31/2017	No	Letters of support not attached	11/6/2017	03 South Coast	Sean Stevens
1	Port of Port Orford	Seafood Center	\$500,000	\$250,000	\$6,000,000	\$6,750,000	10/31/2017	No	Letters of support not attached	11/6/2017	03 South Coast	Sean Stevens
1	Reedsport	Multi-hazard Flood Resiliency Project	\$468,980			\$468,980	10/25/2017	No	Letters of support not attached	10/27/2017	03 South Coast	Sean Stevens
1	OR Resources Research & Education Center	Fort Euchre Outdoor STEM School	\$500,000	\$0	\$800,400	\$1,300,400	10/31/2017	No	Region priorities not mentioned	11/6/2017	03 South Coast & 06 Southern	Sean Stevens & Marta Tarantsey
1	Beaverton	Crescent Street & Plaza Improvements	\$229,389	\$1,755,450	\$0	\$1,984,839	10/30/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Beaverton	Western Avenue Improvement Project	\$750,000			\$750,000	10/23/2017	Yes		10/27/2017	04 Metro	Bryan Guiney
1	Canby	Pioneer Industrial Park Access from OR99E	\$40,000	\$40,000	\$0	\$80,000	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney

1	Columbia Corridor Drainage Districts Joint Contracting Authority	Levee Ready Columbia	\$167,314	\$2,027,361	\$4,493,555	\$6,688,230	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Gresham Redevelopment Commission	Rockwood Rising Redevelopment Project	\$500,000	\$6,500,000	\$51,000,000	\$58,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Hillsboro	Technology Park Industrial Sanitary Sewer Line	\$300,000	\$1,500,000	\$3,000,000	\$4,800,000	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Lake Oswego	Lakeview Blvd Design Refinement and Reconstruction	\$2,978,000	\$0	\$0	\$2,978,000	10/31/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Milwaukie	North Milwaukie Industrial Area: ODOT Site Acquisition	\$3,000,000	\$50,000	\$5,010,000	\$8,060,000	10/31/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Oregon City	Molalla Avenue	\$500,000	\$3,663,747	\$3,821,632	\$7,985,379	10/30/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Verde	Let Us Build Cully Park	\$100,000	\$0	\$11,414,998	\$11,514,998	10/31/2017	Yes		11/6/2017	04 Metro	Bryan Guiney
1	Wilsonville	Garden Acres Road in the Coffee Creek Industrial Area	\$200,000	\$2,637,000	\$5,545,000	\$8,382,000	10/30/2017	No	Letters of support not attached	11/6/2017	04 Metro	Bryan Guiney
1	Amity	Expansion of UGB and Infrastructure Across Ash Swale	\$2,664,765	\$0	\$0	\$2,664,765	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Carlton	Wastewater Improvements Project	\$3,500,000	\$500,000	\$0	\$4,000,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Chemeketa CC	Diesel Technology Training Building Project	\$900,000	\$500,000	\$600,000	\$2,000,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Dallas	Project Indigo II	\$1,000,000	\$0	\$4,000,000	\$5,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Donald	Wastewater Lagoon Expansion	\$1,620,000	\$0	\$0	\$1,620,000	10/30/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Donald	Water Source & Treatment Improvements	\$700,000	\$0	\$0	\$700,000	10/30/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Gervais	2018 Utility Master Plan Updates - Water, Wastewater, Storm Drain	\$75,000			\$75,000	10/19/2017	Yes		10/20/2017	05 Mid-Valley	Dennie Houle
1	Lafayette	Replacement of Copper Laterals Due to Corrosion	\$400,000	\$50,000	\$0	\$450,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Lafayette	Water Transmission Intertie to McMinnville	\$2,000,000	\$500,000	\$0	\$2,500,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Marion County	Brooks/Hopmere Business Retention	\$712,960			\$712,960	10/12/2017	Yes		from LH	05 Mid-Valley	Dennie Houle
1	Marion County	Detroit Area Marina Resiliency Project	\$650,000	\$197,415	\$177,290	\$1,024,705	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Marion County	North Santiam Joint Sewer Project Phase II	\$730,000	\$200,000	\$50,000	\$980,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Marion County	Santiam River Trail Phase 1	\$500,000			\$500,000	10/12/2017	Yes		from LH	05 Mid-Valley	Dennie Houle
1	Marion County	Santiam River Trail Phase 2	\$2,500,000			\$2,500,000	10/12/2017	Yes		from LH	05 Mid-Valley	Dennie Houle
1	McMinnville Water & Light	Fueling Station for Business Continuity	\$295,000	\$885,000	\$0	\$1,180,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Mountain West Career Technical Institute	Salem-Keizer Career Technical Education Center (CTEC)	\$100,000	\$14,428,852	\$2,330,000	\$16,858,852	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Newberg	Wynooski Road Sanitary Sewer Extension	\$250,000	\$0	\$551,000	\$801,000	10/31/2017	No	Region priorities not mentioned	11/6/2017	05 Mid-Valley	Dennie Houle
1	Polk County	La Creole Orchards Water Storage for Irrigation	\$78,856	\$10,000	\$0	\$88,856	10/27/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle

1	RedBuilt LLC	Laminated Veneer Lumber (LVL) Press Installation	\$1,000,000	\$1,000,000	\$0	\$2,000,000	11/1/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Riverside Orchards	The Campus at Riverside Orchards	\$750,000	\$2,500,000	\$15,500,000	\$18,750,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Stayton	Shaff Rd/Wilco Rd Intersection Improvements	\$2,500,000	\$5,000,000	\$0	\$7,500,000	10/30/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Turner	Downtown Re-development	\$1,000,000	\$300,000	\$200,000	\$1,500,000	10/24/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Turner	Mill Creek Flood Mitigation Construction	\$1,500,000	\$50,000	\$950,000	\$2,500,000	10/24/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Willamette Equities Inc	Sheridan, OR, Viola Street and Fox Hollow Residential Water Drainage	\$650,000	\$4,037,000	\$0	\$4,687,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Willamette Valley Vineyards	Bernau Estate Winery & Vineyard	\$500,000	\$5,500,000	\$0	\$6,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Willamina	6th Street Booster Station & Water Main to High School with Zone Pressure Upgrades	\$1,164,000	\$40,000	\$0	\$1,204,000	10/31/2017	No	Letters of support not attached	11/6/2017	05 Mid-Valley	Dennie Houle
1	Woodburn	Southwest Industrial Area - Butteville and OR219 Intersection	\$395,000	\$25,000	\$0	\$420,000	10/31/2017	Yes		11/6/2017	05 Mid-Valley	Dennie Houle
1	Yamhill	Water Transmission Line from Reservoirs to Town	\$4,000,000	\$100,000	\$100,000	\$4,200,000	11/3/2017	No	Letters of support not attached	11/8/2017	05 Mid-Valley	Dennie Houle
1	Ashland	Croman Mill Project	\$100,000	\$0	\$250,000	\$350,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Ashland	Railroad Property Redevelopment	\$50,000	\$25,000	\$25,000	\$100,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Butte Creek Mill Foundation	Butte Creek Mill Restoration	\$200,000	\$0	\$2,400,000	\$2,600,000	10/31/2017	Yes		11/6/2017	06 Southern	Marta Tarantsey
1	Gold Hill Whitewater Center	Whitewater Park / Venue for 2028 Olympic Games	\$185,000	\$2,000	\$18,000	\$205,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Grants Pass	Spalding Industrial Park Water Infrastructure Improvements	\$1,000,000	\$482,000	\$4,494,000	\$5,976,000	10/31/2017	No	Letters of support not attached	11/6/2017	06 Southern	Marta Tarantsey
1	Cascade Locks	Gorge Bike Hub	\$107,700	\$67,300	\$125,000	\$300,000	10/30/2017	no	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Dufur	Wastewater System Improvements	\$4,403,000	\$0	\$0	\$4,403,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Dufur	Water System Improvements	\$2,000,000	\$318,700	\$0	\$2,318,700	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Frontier TeleNet	FTN & Q-Life Broadband Interconnect	\$1,600,000	\$0	\$0	\$1,600,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Maupin	Fiber Network	\$500,000	\$5,000	\$529,891	\$1,034,891	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Port of Hood River	Lot 1 Development Anchor Way Extension	\$550,000	\$3,735,000	\$250,000	\$4,535,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Port of Hood River	Lower Mill Redevelopment Site Water Utility Improvement	\$200,000	\$250,000	\$0	\$450,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Q-Life Intergovernmental Agency	Cascadia Internet East Route Interconnection	\$150,000	\$0	\$0	\$150,000	10/31/2017	No	Letters of support not attached	11/6/2017	07 North Central	Carolyn Meece
1	Confederated Tribes of Warm Springs	Industrial Park Wastewater Project	\$1,135,669	\$283,917	\$0	\$1,419,586	10/30/2017	No	Letters of support not attached	11/6/2017	08 Central	Tom Rowley
1	Culver	Stormwater Project - South Iris Lane	\$471,000			\$471,000	10/20/2017	No	Letters of support not attached	10/27/2017	08 Central	Tom Rowley
1	Madras	Hess Street Industrial Sewer Project	\$160,700	\$10,000	\$10,000	\$180,700	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley
1	Madras	Industrial Zone Street Rehabilitation (Conroy and East)	\$440,000	\$40,000	\$0	\$480,000	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley
1	Madras	North Madras Sewer Project	\$1,685,000	\$185,000	\$0	\$1,870,000	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley

1	OSU Cascades	Cascades Bioscience Incubator (CBI) Project	\$647,770	\$0	\$1,080,000	\$1,727,770	10/31/2017	No	Letters of support not attached	11/6/2017	08 Central	Tom Rowley
1	Redmond	South Industrial Area Water Pump Station	\$1,250,000	\$1,250,000	\$0	\$2,500,000	10/31/2017	Yes		11/6/2017	08 Central	Tom Rowley
1	Klamath Falls	Brett Way Road Extension - Utility System Upgrades	\$1,000,000	\$530,000	\$30,000	\$1,560,000	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Lake County	Airport Utilities	\$150,000	\$15,000	\$0	\$165,000	10/30/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Lake County	Fairgrounds Master Plan	\$75,000	\$7,433	\$0	\$82,433	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Lakeview	Bullard Canyon Spring Line Repair & Micro-Hydroelectric Project	\$225,000	\$50,000	\$0	\$275,000	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	South Central OR Economic Development District	Lake County Broadband Project	\$1,000,000	\$50,000	\$2,950,000	\$4,000,000	10/31/2017	No	Letters of support not attached	11/6/2017	09 South Central	Larry Holzgang
1	Adams	Public Works Shop and Meeting/Event Space	\$100,000			\$100,000	10/25/2017	No	Letters of support not attached	10/27/2017	10A Greater Eastern	Melisa Drugge
1	Arlington	Municipal Airport Paving Project	\$1,360,000	\$140,000	\$200,000	\$1,700,000	10/30/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Blue Mountain CC	FARM Phase II Project	\$200,000	\$5,000,000	\$450,000	\$5,650,000	10/31/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Hermiston	Sewer Bottleneck	\$400,000			\$400,000	10/3/2017	No	Letters of support not attached	10/6/2017	10A Greater Eastern	Melisa Drugge
1	Housing Authority of County of Umatilla	Patriot Heights	\$3,000,000	\$0	\$7,100,000	\$10,100,000	10/31/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Milton-Freewater	Wine Incubator/Accelerator	\$1,500,000	\$100,000	\$0	\$1,600,000	10/31/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Pendleton	UAS Test Range Hanger Project	\$200,000	\$446,900	\$1,346,900	\$1,993,800	11/1/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Port of Morrow	Artificial Recharge Project	\$100,000	\$300,000	\$0	\$400,000	10/31/2017	No	Letters of support not attached	11/6/2017	10A Greater Eastern	Melisa Drugge
1	Umatilla	Central Park Water Re-use Project	\$400,000	\$150,000	\$70,000	\$620,000	10/30/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Willow Creek Valley Economic Development Group (WCVEDG)	Workforce Housing	\$40,000	\$250,000	\$135,000	\$425,000	11/1/2017	Yes		11/6/2017	10A Greater Eastern	Melisa Drugge
1	Harney County	"Value Added" Manufacturing Facility	\$1,000,000	\$100,000	\$0	\$1,100,000	10/27/2017	No	Letters of support not attached	11/6/2017	10B Greater Eastern	Scott Fairley
1	Harney County	Music, Arts, and Performing Arts Auditorium Building	\$75,000	\$20,000	\$0	\$95,000	10/31/2017	No	Letters of support not attached	11/6/2017	10B Greater Eastern	Scott Fairley
1	Hines	Water System Improvements	\$7,199,000	\$0	\$0	\$7,199,000	10/31/2017	Yes		11/6/2017	10B Greater Eastern	Scott Fairley
1	John Day	Oregon Pine Redevelopment / John Day Innovation Gateway	\$975,000	\$520,000	\$0	\$1,495,000	10/30/2017	Yes		11/6/2017	10B Greater Eastern	Melisa Drugge
1	Malheur County Economic Development	Project FFM	\$100,000	\$0	\$26,000,000	\$26,100,000	10/31/2017	Yes		11/6/2017	10B Greater Eastern	Scott Fairley
1	Adelsberger Enterprises LLC	The Gardens of La Grande	\$1,500,000			\$1,500,000	10/26/2017	Yes		10/27/2017	11 Northeast	Brian McDowell
1	Baker City	Elkhorn View Industrial Park Development	\$200,371	\$0	\$10,000	\$210,371	10/31/2017	Yes		11/6/2017	11 Northeast	Brian McDowell
1	Joseph	Industrial Lands Water and Sewer Extension	\$631,260	\$0	\$0	\$631,260	11/1/2017	No	Letters of support not attached	11/6/2017	11 Northeast	Brian McDowell
1	La Grande	IGNITE E-Center Project	\$540,000	\$0	\$115,000	\$655,000	10/31/2017	Yes		11/6/2017	11 Northeast	Brian McDowell
1	Union County	Buam Industrial Park Paving Project	\$500,000	\$24,300	\$300,000	\$824,300	10/31/2017	Yes		11/6/2017	11 Northeast	Brian McDowell
<b>104</b>	<b>Total Rec'd</b>		<b>\$104,615,520</b>	<b>\$103,839,286</b>	<b>\$205,947,632</b>	<b>\$413,338,138</b>	<b>Total Requested</b>					

# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

## SECTION 1 A: POTENTIAL APPLICANT

<b>Organization Name</b> Oregon Resources Research & Educational Center	<b>Organization</b> Choose an item: 501(c)3 <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
<b>Street Address</b> 94235 Moore St #127 Gold Beach, OR 97444	<b>Mailing Address</b> PO Box 177 Gold Beach, OR 97444
<b>Office Phone</b> 541-425-5488	<b>Web URL</b> <a href="http://www.orrec.org">www.orrec.org</a>

## SECTION 1 B: PROJECT CONTACT

<b>Name</b> Kathleen "Kitty" Buntan	<b>Title</b> Executive Director
<b>Phone</b> 541-425-5488	<b>Email</b> <a href="mailto:kitty@orrec.org">kitty@orrec.org</a>
<b>Phone (cell)</b> 503-936-2437	

## SECTION 1 C: PROJECT OVERVIEW

**Project Name** Fort Euchre Outdoor STEM School

**Project Region**

To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx>

Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:

- North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)
- Mid-Valley (Marion, Polk, and Yamhill Counties)
- South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)
- South Coast (Coos, Curry, and Douglas Counties)
- Southern (Jackson and Josephine Counties)
- Metro (Clackamas, Multnomah, and Washington Counties)
- North Central (Hood River, Sherman, and Wasco Counties)
- Central (Crook, Deschutes, and Jefferson Counties)
- South Central (Klamath and Lake Counties)
- Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)
- Northeast (Baker, Union, and Wallowa Counties)



Please see attached description of project, financial pages, Letters of Support.

**Project Location** (physical address including city and county)

adjacent to: 30005 TAMM'S Rd,  
Ophir, Oregon

Is there community support for this project?  Yes  No

Describe and attach letters of support.

**Project Category**

- Planning       Design only       Construction only       Design & Construction  
 Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	\$500,000	
Funds from potential applicant	0	
Other Funds:	\$624,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:	\$176,400	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$1,500,000	

Cost Estimate Date:	Prepared by Kathleen Post-Bunten
Estimated Project Start Date: 8/2017	Completion Date: 10/2018

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

ORREC needs assistance with costs of PPE stamped designs and permitting costs to begin development of the Fort Euchre. We also need to be able to begin on our system development.

**Proposal / Solution** Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.

Funding for Final submittable designs and Permitting for construction would be the solution. Would also allow beginning of our system development.

SECTION 1 F: BACKGROUND INFORMATION  
FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes  No

If yes, date of plan or report:



[www.orrec.org](http://www.orrec.org)

## Our Vision

We are building tomorrow through collective partnerships  
in Science, Education, Industry and Community

**Mission:** Oregon Resources Research and Education Center's (ORREC) educational mission is to inform children in grades 5-12 and the public of all ages and backgrounds on the importance of and vocational opportunities in sustainable management and utilization of local natural resources from ridgeline to near-ocean environments.

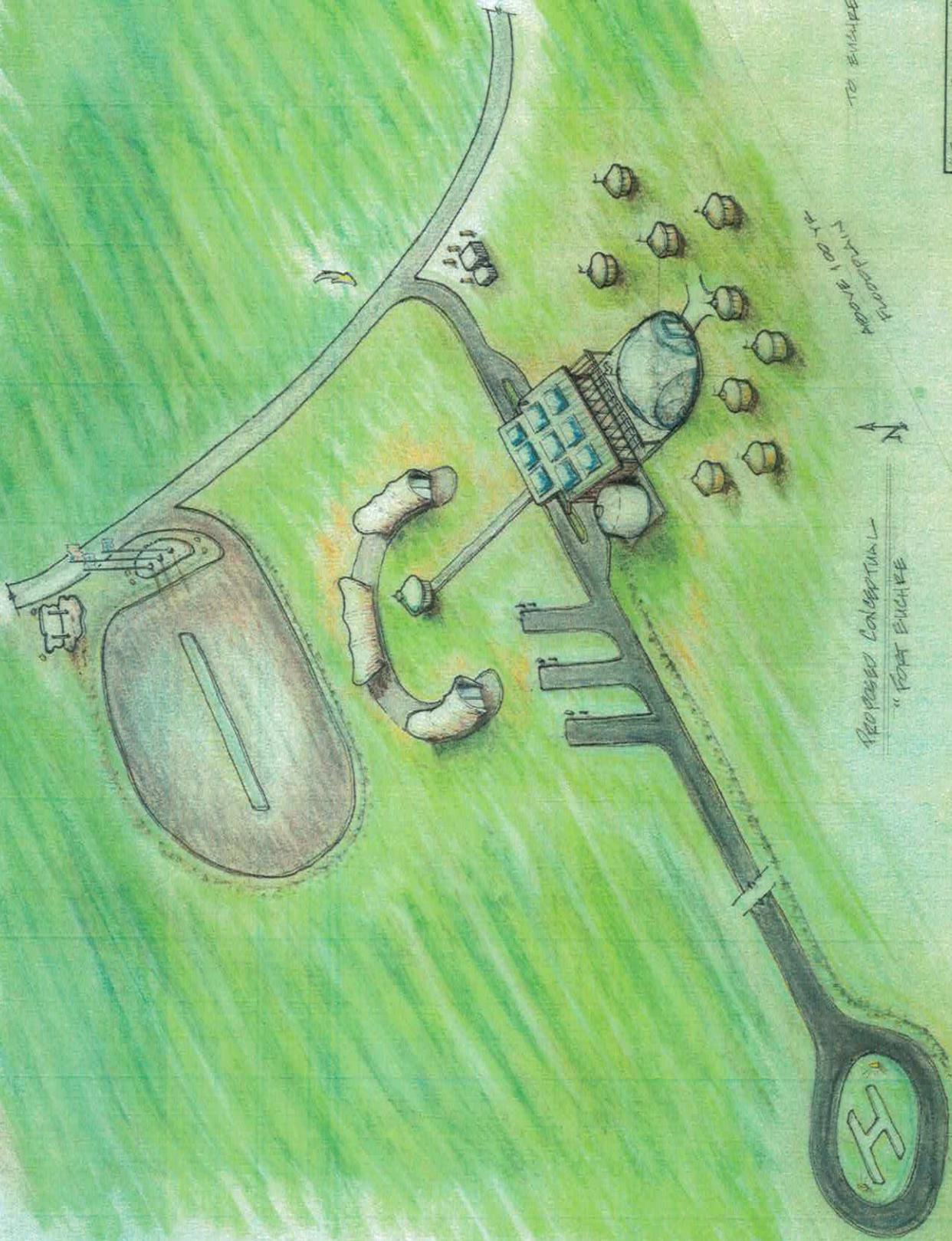
**How will we accomplish our mission?** ORREC will build Fort Euchre as an overnight, immersive STEM Outdoor Camp for K-12 students specializing in the study of sustainable use of the natural resource utilizing STEM skills. The camp will also be available for professional development opportunities for visiting researchers, scientists, industry professionals, and educators for a fee. We will market the camp to the public for exposition events, conventions, and trainings. The fees from the non-K12 educational rentals will allow K-12 students to utilize Fort Euchre at **NO COST**. Leases will require researchers and others to share their work with our students by partnering with graduate student Teachers who would adapt it to our educational platforms.

### Specifics in a nut shell:

- Provide an overnight, immersive STEM Outdoor school experience for grades 5-7<sup>th</sup> grades with High School Mentor/Camp Counselors, University/College Student teachers all utilizing NASA and NSF approved educational platforms:
  - \*LabVenture
  - \*Vital Signs([Labventure.gmri.org](http://Labventure.gmri.org) and [Vitalsigns.gmri.org](http://Vitalsigns.gmri.org))
- Provide an exceptional 23.7 acre natural laboratory for applied research and study of the natural southern coastal forested and near ocean environments:
  - Unique part of the country with very high concentration of watersheds from uplands to nearshore ocean environment
  - Unprecedented southern Oregon coastal ecology, the variety of wildlife, and emergent coastal geology □ On-site fish-bearing riparian area with over one-quarter mile of creek frontage
  - On-site five-acre coastal temperate mixed-species rainforest □ Walking distance to tidal estuary on accessible public land
  - 13 Yurts: 3 Classroom, Lab, Interpretative Conestoga Yurts, 1 44 Projection Dome, 9 Bunk housing with loft yurts.
  - Lavatory facilities with restrooms and showers, commercial kitchen facility, covered patio with BBQ
  - 3 full hook-up RV sites for use during data collection or site management
  - Helicopter pad for use by researchers, emergency services, EMS training, and tours.
- 3) Provide State-of-the-Art research facilities including:
  - Modern laboratory and office space
  - Utility infrastructure including protected power, propane outlets, high-speed internet, satellite uplink
- 4) Vocational/work force development Opportunities
  - Job Shadowing/Mentoring with Researcher's working in the field
  - Graduation credit for College Students
  - Graduation and career development for High School students
  - Pre-career exploration for 5<sup>th</sup> through 7<sup>th</sup> grade students

For more information please contact:

Kathleen "Kitty" Root-Bunten, MS, CMHC  
ORREC Executive Director  
94235 Moore Street, Ste 127  
PO Box 177, Gold Beach, OR 97444  
Cell: (503) 936-2437  
Email: [kitty@orrec.org](mailto:kitty@orrec.org)



Proposed Conceptual  
"Fort Enchere"

TO ENCHERE CREEK



"FORT ENCHERE" OUTDOOR SCHOOL	
APPROVED BY:	DATE:
DRAWN BY: SAGE	REVISION: 1
DATE: 10/20/11	REVISION: 2
PROPOSED SITE LOCATION OFFICE OFF.	
"CORP" IS A NON-PROFIT 501(C)(3)	
DRAWING NUMBER: 2011-014	





## Fort Euchre Sustainable Design Features

As Fort Euchre is a repurposing of a former industrial site, the Tamms Mill site, ORREC's goal is to return the natural alluvial plain to its geologically historical meadow condition. To accomplish that goal and in keeping with our educational mission ORREC has employed Gazu Designs to design a facility that has minimal eco-footprint while sustainably utilizing the available natural resources. The following is a list of some of the key features:

1. Bio swales located along parking venues and roadways
  - a. Bio-swales are landscape elements designed to concentrate or remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides (less than 6%) and filled with vegetation, compost and/or riprap. The water's flow path, along with the wide and shallow ditch, is designed to maximize the time water spends in the swale, which aids the trapping of pollutants and silt. Depending upon the geometry of land available, a bio-swale may have a meandering or almost straight channel alignment. Biological factors also contribute to the breakdown of certain pollutants.
2. Parking areas, walkways and roadways are constructed of permeable materials with concrete curbing where appropriate.
  - a. Permeable paving is a range of sustainable materials and techniques for permeable pavements with a base and subbase that allow the movement of storm water through the surface. In addition to reducing runoff, this effectively traps suspended solids and filters pollutants from the water.
3. 5000 gallon cistern for capture of rain water to be utilized in restrooms and for irrigation needs.
  - a. Toilet flushing and irrigation are the biggest use of water in the United States and the United Kingdom, accounting for nearly one-half of potable water use. When the natural landscape is replaced by a building, rain can no longer infiltrate into the ground it runs off, is captured in drains, where it can cause downstream flooding, carry pollutants that settle out of the air into local water bodies. Capturing rainwater will help to reduce the demand on the Nesika Beach water treatment system, protect Euchre Creek from potential pollutants and reduce overall operating with regards to utility expenses.
4. Solar panels and led lighting installed on/in Lavatory facility
  - a. Solar energy is a clean, green source of energy, that pollutes less than almost every other source of energy. Solar power doesn't produce greenhouse gasses and it doesn't pollute water or any other part of nature.
5. Utilization's of Yurts and domes
  - a. Yurts and domes require significantly less disturbance of the landscape to erect, are locally sourced, and made from relatively local natural resources.

## Oregon Resources Research and Education Center

## Profit &amp; Loss

January 1 through August 29, 2017

08/29/17

Accrual Basis

	Jan 1 - Aug 29, 17
Ordinary Income/Expense	
Income	
Uncategorized Income	4,339.87
Direct Public Support	
Corporate Contributions	112,970.61
Individ, Business Contributions	1,000.00
Total Direct Public Support	113,970.61
Other Types of Income	
Miscellaneous Revenue	480.00
Other Types of Income - Other	1,803.76
Total Other Types of Income	2,283.76
Total Income	120,594.24
Gross Profit	120,594.24
Expense	
Uncategorized Expenses	3,600.00
Other Types of Expenses	
Staff Development	984.90
Insurance - Liability, D and O	1,881.98
Advertising Expenses	292.73
Total Other Types of Expenses	3,159.61
Contract Services	
Volunteer Services - Non-GAAP	154.00
Outside Contract Services	9,367.95
Contract Services - Other	132.00
Total Contract Services	9,653.95
Business Expenses	
Fines, Penalties, Judgments	1,449.00
Business Expenses - Other	3,891.96
Total Business Expenses	5,340.96
Facilities and Equipment	
Equip Rental and Maintenance	1,461.98
Rent, Parking, Utilities	1,036.99
Total Facilities and Equipment	2,498.97
Fund Raising	116.90
Operations	
Books, Subscriptions, Reference	67.00
Marketing expense	38.96
Postage, Mailing Service	126.44
Printing and Copying	293.95
Supplies	428.75
Telephone, Telecommunications	719.59
Operations - Other	840.67
Total Operations	2,515.36
Overhead Expenses	
Bank Charges	24.00
Contract Services	
Accounting Fees	1,948.70
Contract Services - Other	33.00
Total Contract Services	1,981.70

5:23 PM

08/29/17

Accrual Basis

# Oregon Resources Research and Education Center

## Profit & Loss

January 1 through August 29, 2017

	Jan 1 - Aug 29, 17
Other Costs	411.00
Property Taxes	76.32
Overhead Expenses - Other	1,253.88
<b>Total Overhead Expenses</b>	<b>3,746.90</b>
Payroll Expenses	
Payroll Taxes	9,641.81
Salary & Wages	6,297.80
Payroll Expenses - Other	35,925.07
<b>Total Payroll Expenses</b>	<b>51,864.68</b>
Program Expense	
Gorse Study Costs	11,803.00
<b>Total Program Expense</b>	<b>11,803.00</b>
Travel and Meetings	
Conference, Convention, Meeting	384.06
Meals & Entertainment	172.99
Meals & Ent Public Officials	33.35
Travel	105.98
Travel and Meetings - Other	5,056.46
<b>Total Travel and Meetings</b>	<b>5,752.84</b>
<b>Total Expense</b>	<b>100,053.17</b>
<b>Net Ordinary Income</b>	<b>20,541.07</b>
Other Income/Expense	
Other Expense	
Capital Purchases	
Grant Capital Purchase - Equip	3,159.53
Capital Purchases - Other	110.00
<b>Total Capital Purchases</b>	<b>3,269.53</b>
<b>Total Other Expense</b>	<b>3,269.53</b>
<b>Net Other Income</b>	<b>-3,269.53</b>
<b>Net Income</b>	<b>17,271.54</b>

Oregon Resources Research and Education Center  
**Balance Sheet**  
As of August 29, 2017

	<u>Aug 29, 17</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Chase - General Checking Acct	28,928.23
Chase Checking - WRCA Grant	655.92
Total Checking/Savings	<u>29,584.15</u>
Other Current Assets	
Undeposited Funds	5,300.00
Misc. Receivable	1,564.50
Prepaid Expenses	3,341.43
Total Other Current Assets	<u>10,205.93</u>
Total Current Assets	39,790.08
Fixed Assets	
Furniture and Fixtures	89.85
Land	370,000.00
Total Fixed Assets	<u>370,089.85</u>
<b>TOTAL ASSETS</b>	<u><u>409,879.93</u></u>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Due to Paul Smith	1,020.60
Payroll Liabilities	11,004.14
Total Other Current Liabilities	<u>12,024.74</u>
Total Current Liabilities	<u>12,024.74</u>
Total Liabilities	12,024.74
Equity	
Perm. Restricted Net Assets	11,802.92
Unrestricted Net Assets	368,780.73
Net Income	17,271.54
Total Equity	<u>397,855.19</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u><u>409,879.93</u></u>

## Budget Form

**Organization Name:** Oregon Resources Research and Education Center  
**Project Title:** Fort Euchre Overnight Outdoor STEM Camp  
**Total Project Budget:** 1,500,000  
**\*Budget Year:** 2017-2018

(Use this form as a template, use categories listed)

If your Request is for Multi-year  
 Support, complete Project Budget  
 Year 2 &/or Year 3

Revenue	TFFF Funds	Organization Budget	Project Budget Year 1	Project Budget Year 2	Project Budget Year 3	Project Budget Year 4
Funds Requested from The Ford Family Foundation	\$ 150,000.00		\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	
Other Foundations				\$ 570,000.00	\$ 570,000.00	\$ 570,000.00
Government grants and contracts			\$ 8,000.00	\$ 811,000.00	\$ 811,000.00	\$ 811,000.00
Earned Revenue (program fees, investment income, etc.)			\$ 9,000.00	\$ 25,000.00	\$ 50,000.00	\$ 50,000.00
Donations from businesses			\$ 122,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00
Donations from individuals		\$ 132,000.00	\$ 120,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
Special events			\$ 5,000.00	\$ 25,000.00	\$ 45,000.00	\$ 45,000.00
In-Kind		\$ 5,000.00	\$ 15,000.00	\$ 125,000.00		
Other: Capital Campaign				\$ 125,000.00	\$ 125,000.00	\$ 125,000.00
Other: Planned Giving				\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
Other: Digital Marketing Campaign				\$ 125,000.00	\$ 125,000.00	\$ 125,000.00
<b>Total Revenue =</b>		\$ 137,000.00	\$ 329,000.00	\$ 2,306,000.00	\$ 2,226,000.00	\$ 2,176,000.00
<b>Expenses</b>	<b>TFFF Funds</b>	<b>Organization Budget</b>	<b>Project Budget Year 1</b>	<b>Project Budget Year 2</b>	<b>Project Budget Year 3</b>	<b>Project Budget Year 3</b>
Salaries and Benefits	\$ 50,000.00	\$ 71,400.00	\$ 71,400.00	\$ 98,760.00	\$ 121,560.00	\$ 121,560.00
Consultants and Contracted Services		\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Operating Expenses (Rent, Utilities, Supplies, etc.)		\$ 3,000.00	\$ 3,000.00	\$ 5,200.00	\$ 3,500.00	\$ 3,500.00
Finance, Legal, Administration (Insurance, Taxes, etc.)		\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
Repairs, Maintenance, Upgrades		\$ -	\$ -	\$ 3,500.00	\$ -	\$ -
Travel & Meetings		\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
Special Events		\$ -	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
Program Expenses		\$ -	\$ 41,240.00	\$ 309,273.00	\$ 659,273.00	\$ 659,273.00
Other: Purchase of Structures and construction	\$ 100,000.00	\$ 451,605.00	\$ -	\$ 451,605.00		
Other: System Development Cost				\$ 104,681.00		
Other: Construction				\$ 53,000.00		
<b>Total Expenses =</b>	\$ 150,000.00	\$ 567,505.00	\$ 162,140.00	\$ 1,072,519.00	\$ 830,833.00	\$ 830,833.00

ORREC

2017-2018

Funding Plan

Foundations	Amount	Dispersement	Applied	Scheduled for applying
Ford Family Foundation	\$ 150,000.00	3 ic/3yrs	3/17/2017	
Clarence Heller Community Fund	\$ 50,000.00	2ic/2yrs	5/26/2017	
Umpqua Bank Charitable Foundation	\$ 150,000.00	3 ic/3yrs		open
Deacon Charitable Foundation	\$ 150,000.00	3 ic/3yrs		12/1/2017
M.J. Murdock Charitable Trust	\$ 500,000.00	3 ic/3yrs		open
Oregon Community Foundation	\$ 100,000.00	2ic/2yrs	7/12/2017	
The Coquille Tribal Community Fund	\$ 100,000.00	3 ic/3yrs		10/31/2017
The Burning Foundaiton	\$ 75,000.00	2ic/2yrs		8/16/2017
Cow Creek Umpqua Indian Foundation	\$ 15,000.00	1ic/1yr		9/1/2017
Spirit Mountian Community Fund	\$ 75,000.00	2ic/2yrs		7/19/2017
Gray Family Foundation	\$ 150,000.00	3 ic/3yrs		1/20/2018
Collins Foundation	\$ 150,000.00	3ic/3yrs	5/25/2017	
AllCare	\$ 50,000.00	1ic/1yr		open
Curry Health Foundation	\$ 5,000.00	1ic/1yr		open
Gates Foundation	\$ 150,000.00	3ic/3yrs		open
<b>Foundation Total</b>	<b>\$ 1,870,000.00</b>			
<b>Government Funding</b>				
Cities Sponsorship Donation Campaign	\$ 20,000.00	1ic/1yr		TBD
County Sponsorship Donation Campaign	\$ 30,000.00	1ic/1yr		TBD
Department of the Navy, STEM	\$ 250,000.00	1ic/1yr		12/31/2017
BLM, Community Self-Determination	\$ 1,000,000.00	1ic/1yr		9/15/2017
NSF, Advancing Infromal STEM Learning	\$ 1,000,000.00	1ic/1yr		9/12/2017
Special Public Works Fund Grants	\$ 100,000.00	1ic/1yr		TBD
<b>Government Total</b>	<b>\$ 2,400,000.00</b>			
<b>Private and Corporate Donations</b>				
Private Donation Campaign	\$ 200,000.00	1ic/1yr		TBD
Capital Campaign	\$ 250,000.00	1ic/1yr		TBD
Planned Giving	\$ 500,000.00	1ic/1yr		TBD
Digital Marketing	\$ 250,000.00	1ic/1yr		TBD
Corporation Donation Campaign	\$ 360,000.00	1ic/1yr		TBD
<b>Donation Total</b>	<b>\$ 1,560,000.00</b>			
<b>Total Funding Goal</b>	<b>\$ 5,830,000.00</b>			

**FORT EUCHRE BUILDING EXPENSE BUDGET**

<b>Hard Costs</b>	
Sleeping Yurts, Pacific Yurts	\$ 75,000.00
Learning Yurts, Weatherport	\$ 29,000.00
Projection Dome, Pacific Dome	\$ 98,000.00
CXT Modular Lavatory	\$ 275,000.00
Construction Labor	\$ 53,000.00
<b>Sub-Total</b>	<b>\$ 530,000.00</b>
<b>Soft Costs</b>	
Landscaping	\$ 72,500.00
Parking & Roadways	\$ 29,100.00
Utility Work	\$ 103,500.00
<b>Sub-Total</b>	<b>\$ 205,100.00</b>
<b>Development Costs</b>	
Topographic Survey	\$ 2,500.00
Architectural/Engineering	\$ 15,000.00
Furnishings/Equipment	\$ 22,500.00
Signage	\$ 10,000.00
Lab Equipment	\$ 23,000.00
Permits, bidding/printing	\$ 34,000.00
<b>Sub-Total</b>	<b>\$ 107,000.00</b>
<b>Contingency</b>	
Unplanned/Overbudget expenses	\$ 95,400.00
<b>Sub-Total</b>	<b>\$ 95,400.00</b>
<b>Total</b>	<b>\$ 937,500.00</b>
<b>Request from Murdock Trust</b>	
	\$ 500,000.00

**Budget Narrative**

- 1) Cost of Yurts is per quote from Pacific Yurts, Gresham, Oregon a primary supplier of yurts to the Oregon State Parks and Weatherport a secondary supplier to the state. Due to the differences in design

between the sleeping yurts and learning yurts and limits to customization per vendor ORREC will have to use two vendors. Lavatory cost based on quote from CXT, Spokane, Washington who is an approved Washington State Parks vendor.

- 2) Construction labor based on prevailing wage in the region and vendor recommendations.
- 3) Landscaping is an estimate; actual not to exceed budgeted amount
- 4) Permeable parking and roadway is an estimate and subject to change based on results derived from market research.
- 5) Architectural/Engineering costs are estimated and subject to change based on results derived from market research.
- 6) Contingency is about 10 percent of the total project costs.

**ORREC Program Expansion Expense Budget**

Personnel	Year 1	2017	Year 2	2018	Year 3	2019	Year 4	2020
	Budget	Trust	Budget	Trust	Budget	Trust	Budget	Trust
Executive Director	60000	0	64200	0	68700	0	73500	0
Community Outreach Coordinator (2)	8,800	0	45,760	0	48,880	0	48,880	0
Facility Manager	0	0	18,700	0	37,400	0	40,000	0
High School Work Study	1,800	0	7,200	0	7,200	0	7,200	0
Graduate Teaching Staff			19,400	0	38,800	0	38,800	0
RARE Coordinator			20,000	0	20,000	0	20,000	0
Sub-Total	70,600.00	0.00	175,260.00	0	220,980.00	0.00	228,380.00	0.00
<b>Office Costs</b>								
Uniform	100	0	600	0	300	0	300	0
Computer Hardware	1050	0	0	0	1050	0	0	0
Furniture	3000	0	0	0	3000	0	0	0
Software	500	0	0	0	500	0	0	0
Telephone	300	0	100	0	100	0	100	0
Sub-Total	4950	0	700	0	4950	0	400	0
<b>Education Platform Development</b>								
Lab Venture	20620	0	159273	0	409273	0	160000	0
Vital Signs	20620	0	150000	0	250000	0	160000	0
Sub-Total	41240	0	309273	0	659273	0	320000	0
<b>Total</b>	121,740.00	0.00	485,233.00	0	885,203.00	0.00	548,780.00	0.00

\*\*Budget Narrative:

**Personnel** Increase in salaries generally reflect conversions to fulltime, hiring of additional staff members and/or 7% cost of living increase.

**Office Costs** These costs figure in nonprofit donation program from Techsoup, purchase of new office furnishings for new staff members, etc.

**Educational Platform** These costs are per the bid from Parabolica and Xfinity

## Funding Status Report

Date 8/29/2017

Request # \_\_\_\_\_  
(Foundation use only)

Organization Oregon Resources Research & Education Center

Project Title Fort Euchre Outdoor School STEM Camp

Total Request Amount: \_\_\_\_\_ Percent of Total Budget: \_\_\_\_\_

If multi-year request complete amount per year:

(Yr 1)	(Yr 2)	(Yr 3)

Project Budget \$1,500,000

\*Contributions less than \$1,000 may be grouped together as one total and listed as "Contributions less than \$1,000."

\*The total contributions of Committed, Pending, Planned, In-kind and the amount requested from The Ford Family Foundation must equal or exceed the total project budget amount.

\*If you are requesting programatic or operating funds, use the space below to provide information on your operating budget for the fiscal year you would receive funding from the Ford Family Foundation. The numbers should reflect Year 1 only, if a multi-year request.

### Contributed Revenue

Sources	Committed	Pending	Planned	In-kind	Total
<b>Government:</b>					
Special Public Works Fund Grant	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
STEM+4C Partnership National Science Foun.			\$ 1,000,000		\$ 650,000
Brookings, City of	\$ 2,000.00				\$ 2,000
Gold Beach, City of		\$ 2,000.00			\$ 2,000
Port Orford, City of		\$ 2,000.00			\$ 2,000
Bandon, City of			\$ 2,000		\$ 2,000
Coos Bay, City of			\$ 2,000		\$ 2,000
Coquille, City of			\$ 2,000		\$ 2,000
Powers, City of	\$ 2,000				\$ 2,000
Mrytle Creek, City of	\$ 2,000				\$ 2,000
Reedsport, City of	\$ 2,000				\$ 2,000
Crescent City, City of			\$ 2,000		\$ 2,000
Curry County, County of			\$ 5,000		\$ 5,000
Coos County, County of			\$ 5,000		\$ 5,000
BLM Community Self-Determination Act			\$ 500,000		\$ 500,000
Department of the Navy, STEM			\$ 250,000		\$ 250,000
<b>Subtotal</b>	<b>\$ 2,000.00</b>	<b>\$ 10,000</b>	<b>\$ 1,968,000</b>	<b>\$ -</b>	<b>\$ 1,630,000</b>
<b>Foundation Grants:</b>					
Wild Rivers Coast Alliance	\$ 15,000	\$ -	\$ 50,000	\$ -	\$ 65,000
Ford Family Foundation	-	\$ 150,000.00	-	-	\$ 150,000.00
Collins Foundation	-		\$ 150,000.00	-	\$ 150,000.00
W.K. Kellogg Foundation			\$ 150,000.00		\$ 150,000.00
Bill Healy Foundation			\$ 25,000.00		\$ 25,000.00
Umpqua Bank Charitable Foundation			\$ 150,000.00		\$ 150,000.00
Deacon Charitable Foundation			\$ 150,000.00		\$ 150,000.00
M.J. Murdock Charitable Trust			\$ 500,000.00		\$ 500,000.00
Oregon Community Foundation	\$ 100,000.00				\$ 100,000.00
The Coquille Tribal Community Fund			\$ 100,000.00		\$ 100,000.00
The Burning Foundaiton			\$ 75,000.00		\$ 75,000.00
Cow Creek Umpqua Indian Foundation			\$ 15,000.00		\$ 15,000.00

Spirit Mountain Community Fund				\$ 75,000.00		\$ 75,000.00
Curry Health Foundation Fund				\$ 5,000.00		\$ 5,000.00
Gray Family Foundation				\$ 150,000.00		\$ 150,000.00

<b>Subtotal</b>	\$ 15,000	\$ 250,000	\$ 1,595,000	\$ -	\$ 1,860,000
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**Businesses:**

Taylor Structures				\$ 15,000.00	\$ 15,000.00
Three Dimensional Timber	\$ 122,000	\$ -	\$ -	\$ 625,000	\$ 747,000
Tuttle Trust	135,000	95,000	-	324,000	554,000
Chase Bank	200				200
JR Success	100				100
At Rivers Edge Resort	250				250

<b>Subtotal</b>	\$ 257,550	\$ 95,000	\$ -	\$ 964,000	\$ 1,301,550
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**Individuals:**

Mr. and Mrs. John Mussey	\$ 1,000.00	\$ -	\$ -	\$ -	\$ 1,000.00
Gilbert and Marian Davis	200.00	-	-	-	200.00
Marcela Anongos	100.00	-	-	-	100.00
Michael Ellis	1,000.00	-	-	-	1,000.00
Chris and Marie Legallet	1,000.00	-	-	-	1,000.00
Joan Fish	100.00	-	100	-	1,000.00
James Boettcher	500.00	-	500	-	100.00
Rockey and Shelley Carpenter	200	-	200	-	500.00
Gene Chickinell	25	-	25	-	400
Carolyn Cronberger	1,000	-	1,000	-	50
Gil and Marian Davis	100	-	200	-	2,000
Tina and Al Davis	500	-	500	-	300
Jordan and Gail Dawn	100	-	100	-	1,000
Gregory Empson	500	-	500	-	200
Don and Marilyn Foss	25	-	25	-	1,000
Dugie and Shirley Freeman	1,000	-	1,000	-	50
Jeri Honeycutt	1,000	-	1,000	-	2,000
Bill Itzen	25	-	25	-	2,000
Mary Jacobs	500	-	500	-	50
Paul and Judy Kenis	500	-	500	-	1,000
Juli Marstall	1,000	-	1,000	-	1,000
Charles and Stephanie Riddle	1,000	-	1,000	-	2,000
John and Hazel Rush	500	-	500	-	2,000
Scott Theiman	100	-	100	-	1,000
Dale and Jo Ann Thomas	100	-	100	-	200
Jim and Vicki Waltz	5,000	-	5,000	-	200
Marvin and Sharon Zuber	5,000	-	5,000	-	10,000
Frank and Connie Burris	100	-	100	-	10,000

<b>Subtotal</b>	\$ 22,175	\$ -	\$ 18,975	\$ -	\$ 40,550
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**Special Events:**

Capital Campaign	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Planned Giving Campaign	-	-	500,000	-	500,000

<b>Subtotal</b>	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000
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**Other:**

Digital Marketing Campaign	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
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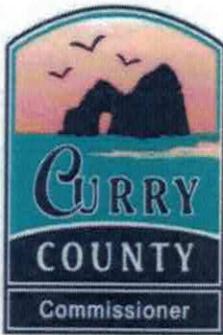
<b>Subtotal</b>	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
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<b>Total Contributed Revenue</b>	\$ 296,725	\$ 355,000	\$ 4,581,975	\$ 964,000	\$ 5,832,100
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**Earned Revenue**

<b>Sources</b>	<b>Committed</b>	<b>Pending</b>	<b>Planned</b>	<b>In-kind</b>	<b>Total</b>
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<b>Contracts:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Program Fees:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
		-		-		-		-		-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Investment Revenue:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Other:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
		-		-		-		-		-
		-		-		-		-		-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Total Earned Revenue</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Total Revenue</b>										
	\$	296,725	\$	355,000	\$	4,581,975	\$	964,000	\$	5,832,100



**Curry County  
Board of Commissioners**

Thomas Huxley, *Chair*  
Sue Gold, *Vice Chair*  
Court Boice, *Commissioner*

94235 Moore Street/Suite #122  
Gold Beach, OR 97444  
541-247-3296, 541-247-2718 Fax  
800-243-1996 [www.co.curry.or.us](http://www.co.curry.or.us)

March 22, 2017

To: Kathleen "Kitty" Root-Bunten, Executive Director  
Oregon Resources Research and Education Center  
94238 Moore Street, Suite 127  
PO Box 177  
Gold Beach, OR 97444

Dear Kitty:

As one of the Curry County Board of Commissioners, I strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. Because all students in Oregon K-12 school districts must meet STEM exit standards, the ORREC "experience will assist in providing the necessary tools and techniques to help them meet these standards.

This is a great opportunity for students to see science at work, work with real scientists and actually perform science with other students. They might even get some guidance for possible career choices. This could also be a great option for our local school districts to use for outdoor school requirements that are now in place.

I look forward to working with you in the formation of the Oregon Resources Research and Education Center and its programs.

Sincerely,

Sue Gold  
Curry County Commissioner



# CITY OF MYRTLE POINT

*In the Heart of the Myrtlewoods*

424 5<sup>th</sup> Street, Myrtle Point, OR 97458  
Ph: (541) 572-2626 | Fax: (541) 572-3838  
[cityofmyrtlepoint@yahoo.com](mailto:cityofmyrtlepoint@yahoo.com)

September 6, 2017

Oregon Resources Research and Education Center  
ATTN: Kathleen "Kitty" Root-Bunten, Executive Director  
PO Box 177  
Gold Beach, OR 97444

Mayor:  
Barbara Carter

Councilors:  
Joe Bouska  
Samantha Clayburn  
Stephanie Martell  
Daniel Martin  
Stacy Murray  
Mike West

Dear Kitty:

On behalf of the City of Myrtle Point and local students, I strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. Every graduate of the Oregon K-12 school system must meet our STEM exit standards. Our job is to provide the tools that help students meet these standards and to change those tools as students, culture, and future worker requirements change. The ORREC "Experience" will assist us greatly in providing tools and techniques that will help our students gather and analyze information, make informed decisions, engage in creative discovery, and explore new vehicles for learning.

Personally, as a Civil Engineer, I have benefited from a relatively wide range of employment opportunities which would not have been available without that education. Furthermore, in my capacity as City Manager I oversee professionals in the fields of water and wastewater treatment, both of which are continually developing disciplines of science. It is increasingly difficult to find qualified personnel to fill positions in these fields. I therefore support educational efforts such as the ORREC Fort Euchre project to expose students to fields of study in science, technology, engineering and math which they may otherwise not have considered. The opportunity to see these disciplines at work is invaluable to a young person's development as well as choice of career.

We look forward to working with you and participating in the ongoing evolution of the Oregon Resources Research and Education Center and its programs.

Sincerely,

Darin Nicholson  
City Manager



Oregon Coast STEM Hub  
Hatfield Marine Science Center  
2030 SE Marine Science Drive, Newport, OR 97365  
OregonCoastSTEM@oregonstate.edu  
www.OregonCoastSTEM.oregonstate.edu

March 10, 2017

To: Kathleen "Kitty" Root-Bunten, Executive Director  
Oregon Resources Research and Education Center  
PO Box 51  
Ophir, OR 97464

Dear Kitty,

On behalf of the Oregon Coast STEM Hub, I am writing to support the Oregon Resources Research and Education Center (ORREC) project. The ORREC project will help K-12 learners and community members of all ages to develop an awareness and understanding of the importance of sustainable management and utilization of local natural resources along the coast of Oregon. The Oregon Coast STEM Hub is a collaborative effort of 58 partners, including coastal school districts, post-secondary institutions, non-profits, government agencies, and businesses. The Oregon Coast STEM Hub supports Integrated Science, Technology, Engineering and Mathematics (STEM) education and serves the northern, central, and southern regions of the Oregon Coast. Our partners share a common vision: to foster a culture of STEM innovation by engaging people of all ages to create a vibrant and prosperous region. We are particularly supportive of ORREC's overnight STEM camps and K-12 programs that will be provided to students at *no charge*.

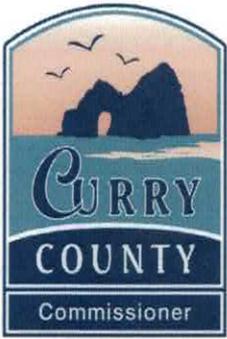
School districts in Coos and Curry counties are among the Oregon Coast STEM Hub's partners. In addition to having a higher percentage of students living in poverty and on free and reduced lunch than the statewide average, students living in the small, rural coastal communities of Coos and Curry counties also score below state averages, with few exceptions, in science and math. The ORREC project would provide Coos and Curry students with accessible and engaging STEM opportunities.

The Oregon Coast STEM Hub looks forward to working with ORREC and participating in the development of the Oregon Resources Research and Education Center and its programs.

Sincerely,

A handwritten signature in cursive script that reads "Stacia R. Fletcher".

Stacia Fletcher  
Executive Director  
Oregon Coast STEM Hub



## Court Boice, *Commissioner*

---

94235 Moore Street, Ste. 122  
Gold Beach, OR 97444  
Ph: (541) 247.3229  
[boicec@co.curry.or.us](mailto:boicec@co.curry.or.us)  
[www.co.curry.or.us](http://www.co.curry.or.us)

March 7, 2017

To: Kathleen Bunten, Executive Director  
Oregon Resources Research and Education Center  
94235 Moore Street, Ste. 127 PO Box 177  
Gold Beach, OR 97444

Dear Ms. Bunten;

On behalf of many of the citizens I'm proud and privileged to represent here in Curry County, the work of the Oregon Resources Research and Education Center Board and you to bring Fort Euchre, a unique outdoor school program and immersive learning environment, to the south coast has not gone unnoticed.

It truly has been terrific to get to know you and learn more of ORREC's Board's educational and community efforts. It has been demonstrated often and consistent the hope and skills you and ORREC offer to our young people. Thanks to you and the work ORREC is doing, "learning" is growing and affecting our small, rural and remote culture in numerous ways.

Your center is so well named. *Oregon* is lucky to have ORREC's passion to raise the science literacy and drive interest in sustainable resource management for today and the future. ORREC deserves and needs the *Resources* to do the *Research* and provide the *Education* for our wonderfully enthusiastic and eager to learn students and community!

I look forward to participating and working in the forward progress forward of the Oregon Resources Research and Education Center (ORREC) and its programs to bring sustainable resource management solutions and economic growth back to the south coast and Curry County. Surely it goes without saying, ORREC has my full support.



---

Court Boice  
Curry County Commissioner



**City of Crescent City**  
*Where the Redwoods Meet the Sea*

377 J Street, Crescent City, CA 95531 • 707.464.7483 • Fax 707.465.4405 • [www.crescentcity.org](http://www.crescentcity.org)



October 16, 2017

Oregon Resources Research and Education Center (ORREC)  
Attn: Kathleen "Kitty" Root-Bunten, Executive Director  
94238 Moore Street, Ste. 127  
PO Box 177  
Gold Beach, OR 97444

**Re: Support for the Fort Euchre Project**

Dear Kitty,

On behalf of the City Council of the City of Crescent City and the citizens of our community, I strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. The California Department of Education notes "through STEM education, students learn to become problem solvers, innovators, creators, and collaborators and go on to fill the critical pipeline of engineers, scientists, and innovators so essential to the future of California and the nation". It is our job, as policy makers, to support services that increase access to tools that will help our children succeed. The ORREC immersive STEM Outdoor Camp for K-12 students has been designed to assist us in providing those tools and techniques that will enable our students to gather and analyze information, make informed decisions, engage in creative discovery, and explore new vehicles for learning.

There are currently 1.5 STEM jobs available for every job seeker. A resource of this caliber, within easy access of Crescent City students, is a great advantage for our childrens' futures.

Please accept this letter as a sign of our support as we look forward to working with you in the future, and are excited to witness the ongoing evolution of the Oregon Resources Research and Education Center and its programs.

Regards,

Blake Inscore  
Mayor of Crescent City



## CITY OF PORT ORFORD

♦ 555 W. 20<sup>th</sup> St. ♦ P.O. Box 310, Port Orford, OR 97465 ♦ Ph: 541-366-4568 ♦ fx: 877-281-5307 ♦

Oregon Resources Research and Education Center

**ATTN:** Kathleen "Kitty" Root-Bunten, Executive Director

94238 Moore Street, Ste 127

PO Box 177

Gold Beach, OR 97444

Office: (541) 425-5488

Fax: (541) 425-5288

Date: August 17, 2017

Dear Kitty:

On behalf of the City of Port Orford and our students, we strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. Every graduate of the Oregon K-12 school system must meet our STEM exit standards. Our job is to provide the tools that help students meet these standards and to change those tools as students, culture, and future worker requirements change. The ORREC "Experience" will assist us greatly in providing tools and techniques that will help our students gather and analyze information, make informed decisions, engage in creative discovery, and explore new vehicles for learning.

"The opportunity to see science at work, to interact with genuine scientists or, better yet, to actually perform real science with their fellow students is invaluable to a young person's development as well as choice of career."

As a sign of our commitment to this project we, the City of Port Orford, are approving a \$ 2000.00 grant for ORREC's Fort Euchre. We look forward to working with you and participating in the ongoing evolution of the Oregon Resources Research and Education Center and its programs.

Sincerely,

Mayor, Tim Pogwizd  
tpogwizd@portorford.org

## KARNOWSKI Mari \* BIZ

---

**From:** Kitty Bunten <kitty@orrec.org>  
**Sent:** Tuesday, October 31, 2017 2:30 PM  
**To:** Regional InfrastructureFund \* BIZ  
**Cc:** CAMPBELL Alex \* GOV; David Brock Smith  
**Subject:** RFI  
**Attachments:** 10311700.PDF

Please find attached our RFI form. If additional information or clarification is needed please let us know and we will respond post haste.

Sincerely,  
Kitty B.

--

M. Kathleen "Kitty" Root-Bunten, Executive Director  
**Oregon Resources Research Education Center**  
94235 Moore Street, Ste 127  
Gold Beach, OR 97444  
Office 541-425-5488  
Fax 541-425-5288  
[Kitty@orrec.org](mailto:Kitty@orrec.org)  
[www.ORREC.ORG](http://www.ORREC.ORG)



"I like to believe that there are...**always** possibilities."  
Admiral James T. Kirk

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# REQUEST FOR INFORMATION FORM

Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

**Note:** Completion of this form does not guarantee an application will be invited.

RST and/or Business Oregon may provide comments and suggestions for further project development.

## SECTION 1 A: POTENTIAL APPLICANT

Organization Name  City of Brookings	Organization City  <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address  898 Elk Drive, Brookings, OR 97415	Mailing Address  same
Office Phone  541 469 1101	Web URL  www.brookings.or.us

## SECTION 1 B: PROJECT CONTACT

<b>Name</b> Gary Milliman	<b>Title</b> City Manager
<b>Phone</b> 541 469 1101	<b>Email</b> gmilliman@brookings.or.us
<b>Phone (cell)</b>	

## SECTION 1 C: PROJECT OVERVIEW

<b>Project Name</b>	Brookings Airport Access and Runway Extension Plan
<b>Project Region</b>	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <a href="http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx">http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</a></p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <li><input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)</li> <li><input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)</li> <li><input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)</li> <li><input checked="" type="radio"/> South Coast (Coos, Curry, and Douglas Counties)</li> <li><input type="radio"/> Southern (Jackson and Josephine Counties)</li> <li><input type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)</li> <li><input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)</li> <li><input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)</li> <li><input type="radio"/> South Central (Klamath and Lake Counties)</li> <li><input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)</li> <li><input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)</li> </ul>

**South Coast-Umpqua Regional Priorities**

- Access to Natural Resources, Support of Natural Resource Economy, and Active Forestry Management on O&C Timber Lands
  
- Business Retention, Expansion, and Creation
  - Workforce training
  - Regulatory streamlining, technical assistance o Population retention
  - Enhance Marine, Rail, and Telecommunication Infrastructure
  - Build on Recreation Economy
  - Alternative Energy Development
  - Community Resilience

**Project Location** *(physical address including city and county)*

Near the intersection of Parkview Drive and Airport Road; at the northwest end of the Brookings Airport runway.

**Is there community support for this project?**     **Yes**     **No**

**Describe and attach letters of support.** City of Brookings, South Coast Lumber Company, South Coast Development Council, Brookings Harbor Chamber of Commerce

**Project Category**

- Planning       Design only       Construction only       Design & Construction  
 Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	<b>40,000</b>	
Funds from potential applicant		
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	<b>\$ 40,000</b>	

<b>Cost Estimate Date:</b>	10/05/17	<b>Prepared by</b>	Century West Engineering
<b>Estimated Project Start Date:</b>	12/01/17	<b>Completion Date:</b>	04/30/18

## SECTION 1 E: PROJECT DESCRIPTION

### Opportunity / Problem

The main access road for the Brookings Airport and an adjacent undeveloped 18-acre parcel zoned for light industrial development is located in part within the airport Runway Protection Zone (RPZ). This same road is utilized by South Coast Lumber Company for access to its forest lands adjacent to the airport (this access has been used without impairment for many decades). Additionally, the length of the runway is 2,900 feet; lengthening the runway to 3,000-3,500 feet is needed to accommodate larger multi-engine aircraft, which would provide an opportunity to attract aircraft maintenance and repair business to the airport. Lengthening the runway is also needed to accommodate larger aircraft that would provide supplies and equipment to the area in the event of an emergency, such as a Cascadia event. This study would evaluate lengthening both ends of the runway.

**Proposal / Solution** *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

The Transportation System Plan approved by the Brookings City Council on September 25, 2017, calls for the construction of a "cut and cover" tunnel through the Runway Protection Zone to provide a physical barrier separating air and road traffic. This tunnel could also accommodate the construction of a runway extension. Thus, two major impediments to the further development of the airport and adjacent industrial lands would be resolved. Further, the tunnel construction would also resolve Federal Aviation Administration concerns related to the use of the road for access to forest lands owned by South Coast Lumber Company.

## SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

**Is the project based on a technical document that shows the project is feasible and cost effective** (such as approved Master Plan, Facilities Plan or other technical report)?

Yes  No

**If yes, date of plan or report:** May 2017



October 18, 2017

**Gary Milliman**

City of Brookings  
898 Elk Drive  
Brookings, OR 97415

RE: Brookings Airport Access and Runway Extension Plan

Mr. Milliman,

On behalf of the South Coast Development Council (SCDC) and its Board of Directors, we would like to show support for the Brookings Airport Access and Runway Extension Plan located in Brookings, Oregon.

The SCDC exists to “promote and support businesses” in Coos, Curry, coastal Douglas, and coastal Lane counties. The City of Brookings has goals that closely align with both our mission and vision in helping build the economy of the region. The Brookings Airport Access and Runway Extension Plan project will further strengthen the City of Brookings as a regional asset and further help promote the areas traded sector by providing additional aircraft to land in the local area instead of a several hours drive to the nearest regional airport.

Once this project is complete, it will allow for current local traded sector businesses to expand the size of their operation, and provide much needed access to a community focused on building their tourism industry. It will also provide access to organizations looking for a quicker access to air travel options. It will also resolve previous concerns by the FAA regarding the use of the road for access to forest lands.

The SCDC believes this investment on the infrastructure will reap rewards for both the state and region in years to come and we are enthusiastic to support this project.

Thank you for your continued investment and support in our community.

Sincerely,

Samuel Baugh  
Executive director SCDC  
50 Central Ave  
Coos Bay, OR, 97420

**Business Oregon Rec'd 10/24/2017.  
Mayor Pieper's letter of support for  
3 Brookings RFIs.**

The Brookings City Council, which also serves as the Brookings Urban Renewal Agency, voted October 23, 2017, to support the submission of three projects in response to the Request for Information solicitation from Business Oregon.

The **North Brookings Sewer Extension** project would provide sewer service to support the construction of up to 1,000 new residential units, expansion of the Southwestern Oregon Community College Curry Campus and support further development of industrial properties located in the vicinity of Highway 101 and Carpenterville Road.

The Brookings Housing Needs Assessment completed this month by the South Coast Development Council included the following key findings:

- The Brookings Harbor area can absorb up to 80 new owner-occupied home sales annually, including up to 64 homes in the \$140-300,000 price range.
- There is strong potential for the area to absorb significant new housing in the \$200-400,000 range. Realtors interviewed for the report consistently and unanimously indicated a high level of demand for new homes in the \$225-325,000 range.
- The area can support an additional 113 market-rate rental units targeted to moderate and high-income households.
- Future demand for age-restricted market-rate rentals targeted to older adults is 112 additional units.
- There is a need for 452 additional subsidized rental units.

In summary, the City of Brookings is experiencing a housing shortage. The North Brookings Sewer Extension is needed to facilitate the development of needed affordable housing. The lack of affordable housing is suppressing job growth. The City has approved the detailed development plan for the Lone Ranch housing project. The property owner is currently preparing the land for development. Assistance is needed with the cost of sewer infrastructure.

The Curry Campus of Southwestern Oregon Community College opened in 2012 and has been served with a sewage holding tank since that time. This was intended as a temporary measure. The College cannot expand without sewer service and the cost of servicing the holding tank is diverting funds from other education purposes.

The **Brookings Airport Access and Runway Extension Plan** will address two impairments to the further development of the Brookings Airport and adjacent industrial lands. Vehicles travelling to the airport and adjacent industrial land must now pass through the airport runway safety area. The Federal Aviation Administration has imposed restrictions on the use of the road for non-airport dependent vehicle traffic, impairing the ability to develop the 18-acre industrial park site. The City of Brookings Transportation System Plan, adopted in September 2017, calls

for the development of a “tunnel” at the end of the runway that would provide a physical separation between air and ground transportation systems through the runway safety area.

The TSP also suggests that this “tunnel” could also serve as a support structure for a runway extension needed to accommodate larger aircraft.

The **Brookings Airport Industrial Park Infrastructure Plan** would identify infrastructure needs for the development of an industrial park on 18 acres of vacant land adjacent to the Brookings Airport. The City and the U.S. Economic Development Administration partnered in a \$2.7 million water and sewer infrastructure project to bring basic service to this site. A plan for developing roads and utility service extensions to the site is now needed.

Thank you for considering these projects for funding through the Regional Infrastructure Fund.

Sincerely,

Cc: City Manager  
City Council  
Alex Campbell, Regional Solutions



Business Oregon  
Rec'd 10/30/2017

522 SE Washington Ave., Ste. 111A  
Roseburg, OR 97470

(541) 672-6728 Phone  
(541) 672-7011 Fax

October 27, 2017

Gary Milliman  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415

RE: Brookings Airport Access and Runway Extension Plan

Greetings:

On behalf of CCD Business Development Corporation, I welcome the opportunity to support the Brookings Airport Access and Runway Extension Plan.

As the EDA Economic Development District representative for Coos, Curry and Douglas counties and as a partner in community and economic development in the region, CCD is supportive of the community and economic development impact this project could develop.

Planning projects such as this serve to strengthen the City of Brookings as a regional asset and further help promote the areas traded sector by exploring the possibility of providing additional aircraft to land in the local area instead of several hours away to the nearest regional airport. . It will also resolve previous concerns by the FAA regarding the use of the road for access to forest lands.

CCD believes this investment in planning for the infrastructure will reap rewards for both the state and region in years to come and we are enthusiastic to support this project.

Regards

A handwritten signature in blue ink that reads "Eileen Ophus".

Eileen Ophus  
Executive Director/CEO

*Mission Statement*

*To create a climate that encourages economic development that will retain existing jobs, create new jobs, diversify local economies, support existing industry and enhance the quality of life for the regions residents, as well as providing an atmosphere for personal growth for the employees.*

**Rio Tinto Minerals – Land Management**

Boron Operations  
14486 Borax Road  
Boron, California 93516  
USA  
760-762-7047

Gary Milliman, City Manager  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415

October 30, 2017

**RE: Brookings Airport Runway Extension**

Dear Mr. Milliman,

On behalf of Rio Tinto Borates and U.S. Borax, please be advised we are in strong support of the City's proposed Airport runway extension for the Brookings airport.

As the owner of over 500 acres of land within the City, the development of the airport, including lengthening the runway for larger planes, is critical to our ability to attract needed development for our property. Funding of the extension would also attract needed commercial and industrial development, which in turn will provide good jobs for the area – another key for the successful development of our property.

For those reasons please add our company to the list of supporters of the project.

Sincerely,



Nathan Francis  
Land Manager

## KARNOWSKI Mari \* BIZ

---

**From:** Gary Milliman <gmilliman@brookings.or.us>  
**Sent:** Wednesday, October 25, 2017 2:08 PM  
**To:** Regional InfrastructureFund \* BIZ  
**Subject:** RE: Confirming Receipt of 2 RFI's - Brookings - North Brookings Sewer Extension & Airport Ind'l Park Infrastructure Plan  
**Attachments:** Airport access RFI.pdf

Thank you again. Here are the corrections.

### Gary Milliman

City Manager, MPA/USC, CCM/ICMA  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415  
541-469-1101 | Fax 541-469-3650



---

**From:** Regional InfrastructureFund \* BIZ [<mailto:InfrastructureFund.Regional@oregon.gov>]  
**Sent:** Wednesday, October 25, 2017 1:51 PM  
**To:** Gary Milliman  
**Subject:** RE: Confirming Receipt of 2 RFI's - Brookings - North Brookings Sewer Extension & Airport Ind'l Park Infrastructure Plan

Thank you, Gary. In reviewing the RFI, I noticed a couple missing items:

- page 2 – Project Location is blank
- page 4 – Section 1F is also blank

If you would like to complete those and re-submit, I'll hold off forwarding to Regional Solutions folks. Just let me know.

Thanks,  
Mari

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**From:** Gary Milliman [<mailto:gmilliman@brookings.or.us>]  
**Sent:** Tuesday, October 24, 2017 2:48 PM  
**To:** Regional InfrastructureFund \* BIZ <[InfrastructureFund.Regional@oregon.gov](mailto:InfrastructureFund.Regional@oregon.gov)>  
**Cc:** CAMPBELL Alex \* GOV <[Alex.CAMPBELL@oregon.gov](mailto:Alex.CAMPBELL@oregon.gov)>  
**Subject:** RE: Confirming Receipt of 2 RFI's - Brookings - North Brookings Sewer Extension & Airport Ind'l Park Infrastructure Plan

Thank you for bringing this to my attention. Here is our third project.

**Gary Milliman**

City Manager, MPA/USC, CCM/ICMA  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415  
541-469-1101 | Fax 541-469-3650



---

**From:** Regional InfrastructureFund \* BIZ [mailto:[InfrastructureFund.Regional@oregon.gov](mailto:InfrastructureFund.Regional@oregon.gov)]  
**Sent:** Tuesday, October 24, 2017 1:36 PM  
**To:** Gary Milliman  
**Subject:** Confirming Receipt of 2 RFI's - Brookings - North Brookings Sewer Extension & Airport Ind'l Park Infrastructure Plan

Good Afternoon, Gary,

Thank you for submitting Regional Infrastructure Fund Request for Information Forms for the following potential projects for the City of Brookings:

- North Brookings Sewer Extension
- Airport Industrial Park Infrastructure Plan.

An RFI for the Brookings Airport Access and Runway Extension Plan was not attached, as far as I could tell. Letters of support were attached for all three projects; I will be on the lookout for additional letters of support, as mentioned in your email.

Project information will be reviewed by Regional Solutions Advisory Committees and some potential projects may be previewed to the Legislature at an informational hearing in February 2018.

If you have any questions, please contact your Regional Solutions Coordinator.

Sincerely,

**Mari Karnowski**

Administrative Assistant

**Business Oregon** | [www.oregon4biz.com](http://www.oregon4biz.com)  
503-986-0157 office



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**From:** Gary Milliman [<mailto:gmilliman@brookings.or.us>]  
**Sent:** Tuesday, October 24, 2017 8:36 AM  
**To:** Regional InfrastructureFund \* BIZ <[InfrastructureFund.Regional@oregon.gov](mailto:InfrastructureFund.Regional@oregon.gov)>  
**Cc:** CAMPBELL Alex \* GOV <[Alex.CAMPBELL@oregon.gov](mailto:Alex.CAMPBELL@oregon.gov)>  
**Subject:** Request for Information Submittals

See attached. Additional support letters forthcoming.

**Gary Milliman**

City Manager, MPA/USC, CCM/ICMA  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415  
541-469-1101 | Fax 541-469-3650



# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name  City of Brookings	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address  898 Elk Drive, Brookings, OR 97415	Mailing Address  same
Office Phone  541 469 1101	Web URL  www.brookings.or.us

SECTION 1 B: PROJECT CONTACT	
<b>Name</b> Gary Milliman	<b>Title</b> City Manager
<b>Phone</b> 541 469 1101	<b>Email</b> gmilliman@brookings.or.us
<b>Phone (cell)</b>	

SECTION 1 C: PROJECT OVERVIEW
<b>Project Name</b> Brookings Airport Industrial Park Infrastructure Plan
<b>Project Region</b> To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <a href="http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx">http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</a> Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes: <ul style="list-style-type: none"> <li><input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)</li> <li><input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)</li> <li><input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)</li> <li><input checked="" type="radio"/> South Coast (Coos, Curry, and Douglas Counties)</li> <li><input type="radio"/> Southern (Jackson and Josephine Counties)</li> <li><input type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)</li> <li><input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)</li> <li><input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)</li> <li><input type="radio"/> South Central (Klamath and Lake Counties)</li> <li><input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)</li> <li><input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)</li> </ul>

**South Coast-Umpqua Regional Priorities**

- Access to Natural Resources, Support of Natural Resource Economy, and Active Forestry Management on O&C Timber Lands
- Business Retention, Expansion, and Creation
  - Workforce training
  - Regulatory streamlining, technical assistance o Population retention
  - Enhance Marine, Rail, and Telecommunication Infrastructure
  - Build on Recreation Economy
  - Alternative Energy Development
  - Community Resilience

**Project Location** *(physical address including city and county)*

End of Parkview Drive, Brookings, Curry County

**Is there community support for this project?**     **Yes**     **No**

**Describe and attach letters of support.** City of Brookings, Cal Ore Life Flight, South Coast Development Council, Brookings Harbor Chamber of Commerce

**Project Category**

- Planning
- Design only
- Construction only
- Design & Construction
- Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	<b>50,000</b>	
Funds from potential applicant		
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	<b>\$ 50,000</b>	

<b>Cost Estimate Date:</b>	09/28/17	<b>Prepared by</b>	Paul Stevens
<b>Estimated Project Start Date:</b>	open	<b>Completion Date:</b>	open

## SECTION 1 E: PROJECT DESCRIPTION

### Opportunity / Problem

Approximately 18 acres of undeveloped land zoned for light industrial use is located adjacent to the Brookings Airport. The property is currently owned by Curry County and a purchase/sale transaction with the City of Brookings is in progress. The City completed the construction of \$2.7 million in water and sewer infrastructure improvements to serve this site and the adjacent airport in September 2017; the City received \$1.1 million from the U.S. Economic Development Administration for the water/sewer project. The geography of the proposed development site is irregular. the site cannot be effectively marketed without an infrastructure plan and a site plan indicating potential building pad locations. There is a severe shortage of land zoned for light industrial use in the Brookings area.

**Proposal / Solution** *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

Development of a site plan and infrastructure plan for the 18 acres of undeveloped property zoned for light industrial development. This would be a project feasibility and preliminary engineering report.

## SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

**Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?**

Yes  No

**If yes, date of plan or report:**



October 2, 2017

**Gary Milliman**

City of Brookings  
898 Elk Drive  
Brookings, OR 97415

RE: Brookings Airport Industrial Park Infrastructure Plan

Mr. Milliman,

On behalf of the South Coast Development Council (SCDC) and its Board of Directors, we would like to show support for the Airport Industrial Park Infrastructure Plan located in Brookings Oregon.

The SCDC exists to “promote and support businesses” in Coos, Curry, coastal Douglas, and coastal Lane counties. The City of Brookings has goals that closely align with both our mission and vision in helping build the economy of the region. The Brookings Airport Industrial Park Infrastructure project will further strengthen the City of Brookings as a regional asset and further help build the areas traded sector businesses and available industrial lands for development.

Once this project is complete, it will allow for additional light industrial use. This will help the economic growth of the city, county, and region. To build out an infrastructure plan would increase the success rate dramatically. It would also solve the problem of the shortage of properties zoned for light industrial.

The SCDC believes this investment on the infrastructure will reap rewards for both the state and region in years to come and we enthusiastically support this project.

Thank you for your continued investment and support in our community.

Sincerely,

Samuel Baugh  
Executive director SCDC  
50 Central Ave  
Coos Bay, OR, 97420

**Business Oregon Rec'd 10/24/2017.  
Mayor Pieper's letter of support for  
3 Brookings RFIs.**

The Brookings City Council, which also serves as the Brookings Urban Renewal Agency, voted October 23, 2017, to support the submission of three projects in response to the Request for Information solicitation from Business Oregon.

The **North Brookings Sewer Extension** project would provide sewer service to support the construction of up to 1,000 new residential units, expansion of the Southwestern Oregon Community College Curry Campus and support further development of industrial properties located in the vicinity of Highway 101 and Carpenterville Road.

The Brookings Housing Needs Assessment completed this month by the South Coast Development Council included the following key findings:

- The Brookings Harbor area can absorb up to 80 new owner-occupied home sales annually, including up to 64 homes in the \$140-300,000 price range.
- There is strong potential for the area to absorb significant new housing in the \$200-400,000 range. Realtors interviewed for the report consistently and unanimously indicated a high level of demand for new homes in the \$225-325,000 range.
- The area can support an additional 113 market-rate rental units targeted to moderate and high-income households.
- Future demand for age-restricted market-rate rentals targeted to older adults is 112 additional units.
- There is a need for 452 additional subsidized rental units.

In summary, the City of Brookings is experiencing a housing shortage. The North Brookings Sewer Extension is needed to facilitate the development of needed affordable housing. The lack of affordable housing is suppressing job growth. The City has approved the detailed development plan for the Lone Ranch housing project. The property owner is currently preparing the land for development. Assistance is needed with the cost of sewer infrastructure.

The Curry Campus of Southwestern Oregon Community College opened in 2012 and has been served with a sewage holding tank since that time. This was intended as a temporary measure. The College cannot expand without sewer service and the cost of servicing the holding tank is diverting funds from other education purposes.

The **Brookings Airport Access and Runway Extension Plan** will address two impairments to the further development of the Brookings Airport and adjacent industrial lands. Vehicles travelling to the airport and adjacent industrial land must now pass through the airport runway safety area. The Federal Aviation Administration has imposed restrictions on the use of the road for non-airport dependent vehicle traffic, impairing the ability to develop the 18-acre industrial park site. The City of Brookings Transportation System Plan, adopted in September 2017, calls

for the development of a “tunnel” at the end of the runway that would provide a physical separation between air and ground transportation systems through the runway safety area.

The TSP also suggests that this “tunnel” could also serve as a support structure for a runway extension needed to accommodate larger aircraft.

The **Brookings Airport Industrial Park Infrastructure Plan** would identify infrastructure needs for the development of an industrial park on 18 acres of vacant land adjacent to the Brookings Airport. The City and the U.S. Economic Development Administration partnered in a \$2.7 million water and sewer infrastructure project to bring basic service to this site. A plan for developing roads and utility service extensions to the site is now needed.

Thank you for considering these projects for funding through the Regional Infrastructure Fund.

Sincerely,

Cc: City Manager

City Council

Alex Campbell, Regional Solutions



Business Oregon  
Rec'd 10/30/2017

522 SE Washington Ave., Ste. 111A  
Roseburg, OR 97470

(541) 672-6728 Phone  
(541) 672-7011 Fax

October 27, 2017

Gary Milliman  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415

RE: Brookings Airport Industrial Park Infrastructure Plan

Greetings:

On behalf of CCD Business Development Corporation, I welcome the opportunity to support the Brookings Airport Industrial Park Infrastructure Plan.

As the EDA Economic Development District representative for Coos, Curry and Douglas counties and as a partner in community and economic development in the region, CCD is supportive of the community and economic development impact this project could develop.

This planning project will provide an effective infrastructure plan and a site plan that will indicate potential building pad locations which has the possibility of alleviating the shortage of land that can be developed for light industrial use in the Brookings area.

CCD supports planning projects that will enhance and increase the marketability of the area.

Regards

A handwritten signature in blue ink that reads "Eileen Ophus".

Eileen Ophus  
Executive Director/CEO

*Mission Statement*

*To create a climate that encourages economic development that will retain existing jobs, create new jobs, diversify local economies, support existing industry and enhance the quality of life for the regions residents, as well as providing an atmosphere for personal growth for the employees.*

RioTinto

**Rio Tinto Minerals – Land Management**

Boron Operations  
14486 Borax Road  
Boron, California 93516  
USA  
760-762-7047

Gary Milliman, City Manager  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415

October 30, 2017

**RE: Airport Industrial Park Infrastructure Plan**

Dear Mr. Milliman,

On behalf of Rio Tinto Borates and U.S. Borax, please be advised we are in strong support of the City's proposed Airport Industrial Park Infrastructure Plan for the Brookings airport.

As the owner of over 500 acres of land within the City, we believe the development of the airport, including improving road access, is a critical need for the Brookings area. The completion of the Plan will assist in developing a light industrial area which can provide family-wage jobs for the region. Those jobs will greatly aid the success of our development plans for the community.

For those reasons please add our company to the list of supporters of the Plan.

Sincerely,



Nathan Francis  
Land Manager

## KARNOWSKI Mari \* BIZ

---

**From:** Gary Milliman <gmilliman@brookings.or.us>  
**Sent:** Tuesday, October 24, 2017 8:36 AM  
**To:** Regional InfrastructureFund \* BIZ  
**Cc:** CAMPBELL Alex \* GOV  
**Subject:** Request for Information Submittals  
**Attachments:** Infrastructure RFI Lone Ranch.pdf; Airport industrial RFI.pdf; Airport industrial RFI.pdf; Brookings Housing Needs Assessment FINAL.pdf; Brookings Lone Ranch LOS.pdf; Brookings airport runway expansion LOS.pdf; Brookings Airport Industrial Park Infrastructure Plan LOS.pdf

See attached. Additional support letters forthcoming.

**Gary Milliman**

City Manager, MPA/USC, CCM/ICMA  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415  
541-469-1101 | Fax 541-469-3650



# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name  City of Brookings	Organization City <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address  898 Elk Drive, Brookings, OR 97415	Mailing Address  same
Office Phone  541 469 1101	Web URL  www.brookings.or.us

SECTION 1 B: PROJECT CONTACT	
<b>Name</b> Gary Milliman	<b>Title</b> City Manager
<b>Phone</b> 541 469 1101	<b>Email</b> gmilliman@brookings.or.us
<b>Phone (cell)</b>	

SECTION 1 C: PROJECT OVERVIEW	
<b>Project Name</b>	North Brookings Sewer Extension
<b>Project Region</b>	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <a href="http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx">http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</a></p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <li><input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)</li> <li><input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)</li> <li><input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)</li> <li><input checked="" type="radio"/> South Coast (Coos, Curry, and Douglas Counties)</li> <li><input type="radio"/> Southern (Jackson and Josephine Counties)</li> <li><input type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)</li> <li><input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)</li> <li><input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)</li> <li><input type="radio"/> South Central (Klamath and Lake Counties)</li> <li><input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)</li> <li><input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)</li> </ul>

**South Coast-Umpqua Regional Priorities**

- Access to Natural Resources, Support of Natural Resource Economy, and Active Forestry Management on O&C Timber Lands
  
- Business Retention, Expansion, and Creation
  - Workforce training
  - Regulatory streamlining, technical assistance o Population retention
  - Enhance Marine, Rail, and Telecommunication Infrastructure
  - Build on Recreation Economy
  - Alternative Energy Development
  - Community Resilience

**Project Location** *(physical address including city and county)*

Various segments in the City of Brookings, Curry County

**Is there community support for this project?**     **Yes**     **No**

**Describe and attach letters of support.** City of Brookings, Southwestern Oregon Community College, South Coast Development Council, U.S. Borax.

**Project Category**

- Planning       Design only       Construction only       Design & Construction  
 Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	<b>3,000,000</b>	
Funds from potential applicant		
Other Funds: City of Brookings System Development Charges		<input checked="" type="radio"/> <b>Pending</b> <input type="radio"/> <b>Committed</b> If committed, provide term: Funding from Regional Infrastructure Fund could be reimbursed over time from SDC revenues.
Other Funds:		<input type="radio"/> <b>Pending</b> <input type="radio"/> <b>Committed</b> If committed, provide term:
Estimated Total Project Cost	<b>\$ 3,000,000</b>	

<b>Cost Estimate Date:</b> August 2015	<b>Prepared by</b> The Dyer Partnership
<b>Estimated Project Start Date:</b> open	<b>Completion Date:</b> open

## SECTION 1 E: PROJECT DESCRIPTION

### Opportunity / Problem

The City approved the Lone Ranch development plan in 2007 on some 500 acres of land owned by the U.S. Borax Corporation. The plan includes up to 1,000 new housing units, a community college and small retail. City water is available to the site. Sewer system improvements are needed within the City's existing collection system and a sewer main extension is needed for the development to move forward. An October 2017 Housing Needs Assessment identified the need for over 80 new owner-occupied homes annually, over 100 market rental units and over 450 subsidized rental units. In addition to the Lone Ranch project, there would be other beneficiaries of the project including the South Coast Lumber Company mill and several adjacent industrially-zone underutilized parcels (total industrial lands not served is 243 acres). Southwestern Oregon Community College developed a facility in the Lone Ranch project area in 2012 and has been utilizing a "temporary" system for sewage collection for the past five years; they are unable to expand. There is a shortage of housing in the area and this shortage is an impairment to economic growth. Funding is needed for the sewer main improvements.

**Proposal / Solution** *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

Funding is needed for design and construction of the sewer main improvements. The City will be collecting System Development Charges from new sewer users as they connect to the sewer system, and these funds could be used to reimburse the Infrastructure Fund. Funding would assist in the development of affordable housing units by reducing infrastructure costs to the developer. Project will open new residential development area to meet the community housing needs, facilitate expansion of the Community College, and make industrially-zone lands available for a higher level of intensity of development thus facilitating job creation..

## SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

**Is the project based on a technical document that shows the project is feasible and cost effective** (such as approved Master Plan, Facilities Plan or other technical report)?

Yes  No

**If yes, date of plan or report:** August 2015



October 2, 2017

**Gary Milliman**

City of Brookings  
898 Elk Drive  
Brookings, OR 97415

RE: Lone Ranch Infrastructure

Mr. Milliman,

On behalf of the South Coast Development Council (SCDC) and its Board of Directors, we would like to show support for the Lone Ranch Project located in Brookings Oregon.

The SCDC exists to “promote and support businesses” in Coos, Curry, coastal Douglas, and coastal Lane counties. The City of Brookings has goals that closely align with both our mission and vision in helping build the economy of the region. The Lone Ranch Infrastructure project will further strengthen the City of Brookings as a regional asset and further help promote the areas traded sector businesses and available industrial as well as residential sites for development.

Once this project is complete, it will allow for current local traded sector businesses to expand the size of their operation, and provide much needed additional housing units to attract workers. An increase in the sewer and water capacity in the Lone Ranch area will create opportunities to entice larger workforces and increase the economic stability of the city, county, and region.

The SCDC believes this investment on the infrastructure will reap rewards for both the state and region in years to come and we enthusiastically support this project.

Thank you for your continued investment and support in our community.

Sincerely,

Samuel Baugh  
Executive director SCDC  
50 Central Ave  
Coos Bay, OR, 97420

**Business Oregon Rec'd 10/24/2017.  
Mayor Pieper's letter of support for  
3 Brookings RFIs.**

The Brookings City Council, which also serves as the Brookings Urban Renewal Agency, voted October 23, 2017, to support the submission of three projects in response to the Request for Information solicitation from Business Oregon.

The **North Brookings Sewer Extension** project would provide sewer service to support the construction of up to 1,000 new residential units, expansion of the Southwestern Oregon Community College Curry Campus and support further development of industrial properties located in the vicinity of Highway 101 and Carpenterville Road.

The Brookings Housing Needs Assessment completed this month by the South Coast Development Council included the following key findings:

- The Brookings Harbor area can absorb up to 80 new owner-occupied home sales annually, including up to 64 homes in the \$140-300,000 price range.
- There is strong potential for the area to absorb significant new housing in the \$200-400,000 range. Realtors interviewed for the report consistently and unanimously indicated a high level of demand for new homes in the \$225-325,000 range.
- The area can support an additional 113 market-rate rental units targeted to moderate and high-income households.
- Future demand for age-restricted market-rate rentals targeted to older adults is 112 additional units.
- There is a need for 452 additional subsidized rental units.

In summary, the City of Brookings is experiencing a housing shortage. The North Brookings Sewer Extension is needed to facilitate the development of needed affordable housing. The lack of affordable housing is suppressing job growth. The City has approved the detailed development plan for the Lone Ranch housing project. The property owner is currently preparing the land for development. Assistance is needed with the cost of sewer infrastructure.

The Curry Campus of Southwestern Oregon Community College opened in 2012 and has been served with a sewage holding tank since that time. This was intended as a temporary measure. The College cannot expand without sewer service and the cost of servicing the holding tank is diverting funds from other education purposes.

The **Brookings Airport Access and Runway Extension Plan** will address two impairments to the further development of the Brookings Airport and adjacent industrial lands. Vehicles travelling to the airport and adjacent industrial land must now pass through the airport runway safety area. The Federal Aviation Administration has imposed restrictions on the use of the road for non-airport dependent vehicle traffic, impairing the ability to develop the 18-acre industrial park site. The City of Brookings Transportation System Plan, adopted in September 2017, calls

for the development of a “tunnel” at the end of the runway that would provide a physical separation between air and ground transportation systems through the runway safety area.

The TSP also suggests that this “tunnel” could also serve as a support structure for a runway extension needed to accommodate larger aircraft.

The **Brookings Airport Industrial Park Infrastructure Plan** would identify infrastructure needs for the development of an industrial park on 18 acres of vacant land adjacent to the Brookings Airport. The City and the U.S. Economic Development Administration partnered in a \$2.7 million water and sewer infrastructure project to bring basic service to this site. A plan for developing roads and utility service extensions to the site is now needed.

Thank you for considering these projects for funding through the Regional Infrastructure Fund.

Sincerely,

Cc: City Manager  
City Council  
Alex Campbell, Regional Solutions



Business Oregon  
Rec'd 10/30/2017

522 SE Washington Ave., Ste. 111A  
Roseburg, OR 97470

(541) 672-6728 Phone  
(541) 672-7011 Fax

October 27, 2017

Gary Milliman  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415

RE: North Brookings Sewer Extension

Greetings:

On behalf of CCD Business Development Corporation, I welcome the opportunity to support the North Brookings Sewer Extension.

As the EDA Economic Development District representative for Coos, Curry and Douglas counties and as a partner in community and economic development in the region, CCD is supportive of the community and economic development impact this project could develop.

Across Oregon there is a housing shortage. The need is at a crisis level and in Brookings the shortage is an impairment to economic growth. Without the sewer extension that this project represents the infrastructure will not provide for the possibility of development in the housing and business communities.

CCD supports this project of design and construction that will open new residential development areas that will help meet the community housing needs, facilitate expansion of the Community College, and make industrially-zoned lands available for a higher level of intensity of development thus facilitating job creation.

Regards

A handwritten signature in blue ink that reads "Eileen Ophus".

Eileen Ophus  
Executive Director/CEO

*Mission Statement*

*To create a climate that encourages economic development that will retain existing jobs, create new jobs, diversify local economies, support existing industry and enhance the quality of life for the regions residents, as well as providing an atmosphere for personal growth for the employees.*

**Rio Tinto Minerals – Land Management**

Boron Operations  
14486 Borax Road  
Boron, California 93516  
USA  
760-762-7047

Gary Milliman, City Manager  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415

October 30, 2017

**RE: North Brookings Sewer Extension**

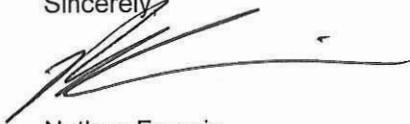
Dear Mr. Milliman,

On behalf of Rio Tinto Borates and U.S. Borax, we are writing to stress the importance of the North Brookings Sewer Extension Project. As you know, with the sewer line extension we are prepared to take the next step on developing our Lone Ranch project, which will provide for a variety of housing types that are needed in the City. While we have invested over \$5 million in this project, including completing the water lines necessary for the Southwestern Oregon Community College facility and donating the college land, we still need the sewer line to be completed before any significant development can occur.

As the recent housing study done for Brookings demonstrates, the need for development ready land in Brookings is critical. The North Brookings Sewer Extension will open up currently underdeveloped areas that can provide housing as well as facilitate the expansion of the community college. In addition, the sewer line will cross a large industrial area that has the potential to provide badly needed family-wage jobs to Brookings.

For these reasons, we strongly support the North Brookings Sewer Extension project.

Sincerely,



Nathan Francis  
Land Manager



A Study of the  
Current Housing  
Needs for the  
Brookings-Harbor  
Community

# BROOKINGS HOUSING NEEDS ASSESSMENT

South Coast Development Council, Inc.  
October 2017



## **Executive Summary**

- The South Coast Development Council, Inc. (SCDC) is a non-profit economic development organization who works for the economic growth, development, and prosperity of Oregon's South Coast region.
  
- This housing analysis was commissioned by the City of Brookings in order to assess the overall current housing needs of the city, especially as they relate to developing new residential housing units in the area.
  
- This report contains the projected housing needs for Brookings-Harbor over the next 8 years in the various housing ranges, with a focus on workforce housing.
  
- The information contained in this report is intended to be used by the City of Brookings for the purpose of facilitating future housing development and economic growth.
  
- Key Findings:
  - i. The study area can absorb up to 80 new owner-occupied home sales annually, including up to 64 homes in the \$140,000 – \$300,000 sales price range.
  - ii. There is strong potential for the study area to absorb significant new housing in the \$200,000 – \$400,000 range. Realtors interviewed for this report consistently and unanimously indicated a high level of demand for new homes in the \$225,000 – \$325,000 range.
  - iii. The study area can support an additional 113 market-rate rental units targeted to moderate- and high-income households.
  - iv. Future demand for age-restricted market-rate rentals targeted to older adults is 112 additional units.
  - v. There is a need for 452 additional subsidized rental units within the study area.

## Table of Contents

<b><u>Section I</u></b>	
A. Introduction	5
B. Establishment of the Primary Market Area	7
C. Research Methodology	9
D. Analysis of Prior Housing Studies	9
<b><u>Section II</u></b>	
E. Analysis of Demographic Data	10
i. Population Characteristics	10
ii. Household Demographics and Housing Units	12
iii. Socioeconomic Considerations	14
iv. Economic Conditions	16
v. Migration Evaluation	23
<b><u>Section III</u></b>	
F. Evaluation of Existing Housing Supply	25
i. Overview of the Study Area For-Sale and For-Rent Housing	25
ii. Conventional Apartments	27
iii. Single-Family Homes and For-Sale Alternatives	28
iv. Vacant Land Available for Residential Development	33
v. Vacation Rental Market Share	34
vi. Residential Development Since 2006	35
<b><u>Section IV</u></b>	
G. Site Specific Analysis	40
i. Site Description	40
ii. Zoning Regulations and Permitted Land Uses	40
iii. Site Constraints	41
iv. Current Infrastructure and Improvements Needed	41
H. Competitive Market/Housing Demand Analysis – 2017	41
i. Determination of Income Eligibility	42
ii. Demand Evaluation	42
iii. Workforce/Affordable Housing	44
iv. Market-Rate Rental Housing	44
v. Subsidized Rental Housing Market Demand	45
vi. For-Sale Housing	45
<b><u>Section V</u></b>	
I. Conclusions and Recommendations	48

## List of Data Tables and Graphs

<b><u>Section I</u></b>		
A-1.	Summary of Proposed Development Options	6
<b><u>Section II</u></b>		
E-1.	Population and Household Trends, 97415 and Curry County	10
E-2.	Curry County, Population by Age Group (Table)	10
E-3.	Curry County, Population by Age Group (Graph)	11
E-4.	97415 Population by Age Group	11
E-5.	Curry County Population Growth, Age 55 and Older	12
E-6.	Housing Units and Households by Tenure, 97415	12
E-7.	Household Tenure, 97415	13
E-8.	97415 Tenure by Household Size, Owner Occupied	13
E-9.	97415 Tenure by Household Size, Renter Occupied	13
E-10.	Distribution of Households by Income, 97415	14
E-11.	Median Income Levels, 97415	14
E-12.	Percentage of Households at Specified Income Levels	15
E-13.	Total Employees by Industry, Brookings	17
E-14.	Workforce Participation and Unemployment Rates	19
E-15.	Educational Attainment of Workforce	19
E-16.	Unemployment – Oregon, Curry County, and Brookings	20
E-17.	Unemployment Statistics – Oregon, Curry County, and Brookings	20
E-18.	Means of Transportation	21
E-19.	Place of Work	21
E-20.	Travel Time to Work	21
E-21.	Curry County Vital Statistics – Birth, Death, and Net Migration Rates 1980-2050	23
<b><u>Section III</u></b>		
F-1.	Distribution of Housing Stock, 97415	25
F-2.	Housing Units by Year of Construction, 97415 and Curry County	25
F-3.	Household Size by Tenure, 97415	26
F-4.	Estimated Rental Housing Costs, 97415	27
F-5.	Summary of Conventional Housing Units Surveyed, 97415	27
F-6.	Housing Units by Housing Type, Curry County	28
F-7.	Housing Units by Housing Type, 97415	28
F-8.	Owner-Occupied Housing Units by Value, 97415 (2010 Census)	29
F-9.	Owner-Occupied Housing Units by Value, 97415 (2017 Estimates)	29
F-10.	Summary of RMLS Current Listings, Within the Brookings City Limits	30
F-11.	Summary of RMLS Current Listings, Remainder of the 97415-Zip Code	30
F-12.	Number of Homes Sold and Median Sales Price, 97415	31
F-13.	Summary of RMLS Total and Sold Listings, 97415	31

F-14.	Cost Burden for Renter-Occupied Housing by Income Range, 97415	32
F-15.	Cost Burden for Owner-Occupied Housing by Income Range, 97415	32
F-16.	Summary of Vacation Rental Market Share	34
F-17.	Vacation Rentals, Property Details and Anticipated Owner Revenue, 97415	34
F-18.	Brookings Area New Home Construction Listed on RMLS	35
F-19.	Residential Building Permits, City of Brookings	39

**Section IV**

H-1.	Income Levels Required for Affordability	43
H-2.	Estimate of Market-Rate Housing Units Needed	44
H-3.	Estimate of Subsidized Rental Housing Units Needed	45
H-4.	Summary of Demand Evaluation for New For-Sale Housing	46

**List of Maps**

**Section I**

1-B.	97415-Zip Code Outline and City of Brookings City Limits	7
2-B.	City of Brookings Urban Growth Boundary	8
3-B.	Rio Tinto / US Borax Site	8

**Section II**

1-E.	Primary Employers, Within 97415	18
2-E.	Primary Employers, Outside of 97415	18
3-E.	Inflow / Outflow of Jobs, 97415	22
4-E.	Total Net Migration Flows, Curry County	24

**Section III**

1-F.	Vacant Land Zoned for Residential (Google Interactive)	33
2-F.	Residential Development Since 2006 (Google Interactive)	35
3-F.	Residential Development Since 2006, Detailed (Google Interactive)	36
4-F.	New Residential Developments, Relative to Rio Tinto / US Borax Site	37
5-F.	New Residential Development, 4th and Alderwood	37
6-F.	New Residential Development, Crown Terrace	38

## Section I

### A. Introduction

This housing analysis was commissioned by the City of Brookings in order to assess the overall current housing needs of the city, especially as they relate to developing new residential housing units in the future.

Accordingly, this analysis measures current shortages, future employment growth, and population trends, in order to anticipate the amount, type, and features of that housing most in need, both now in 2017 and in the future to the year 2025. The focus of this report is the 97415-zip code, which is divided between the Brookings city limits, and the unincorporated portions of Curry County, including the community of Harbor (Please see Map 1-B on page 7).

This analysis does not address the causes of current housing deficiencies/shortages or what strategies and/or policies the City of Brookings or Curry County might employ to create a healthier, more socially responsive housing market. So, homelessness, housing quality, housing mobility (or lack thereof), land supplies, and sub-standard housing are not addressed in this report, except in passing.

Instead, here the focus is on providing a data base to estimate the current and future demand for new housing development in the 97415-zip code area. Potential developers need to know the estimated demand for various types of housing they might construct. The market area of this study is small, so preferred locations for new development are not considered relevant. A notable exception to this is view housing, especially ocean view, for which there is considerable demand and substantial cost premiums. However, the type or nature of development demand is crucial.

This study attempts to anticipate the current and future demand for various types of Single Family Dwellings (SFD's), Multi-Family Dwellings (more than 3 DU's), and government-subsidized housing, as well as more general market forces tending towards duplexes and condos. This study also considers the historic levels of housing demand and how those affect today's market.

For this review, SCDC is providing:

- Identification of the study area where we have analyzed the support potential for new residential for-rent and for-sale development(s).
- A demographic analysis of current and projected population and household trends, as well as household income data.
- An in-person and windshield survey and analysis of the overall rental market conditions within the study area.
- Analysis of planned and proposed rental and for-sale projects within the study area.
- Review of owner-occupied multi-family housing in the area.
- Analysis of rental and owner-occupied dwelling units within the market to evaluate occupancy rates, property values, and rental rates, as well as current and projected demand for dwelling unit sizes, bedrooms and bathrooms.
- The results of interviews with three experienced realtors and two property management companies, all of whom primarily serve the 97415-zip code.
- Determination of achievable market rents.
- Projected absorption rates for various development scenarios in the subject area.

In evaluating demand, conceptual unit designs have been considered for development analysis purposes. These units will be utilized to assess meeting new housing construction needs. The rental units being considered for potential development within the Brookings market include multi-unit apartment buildings, either one- or two-story, low income/subsidized rental housing, and duplexes.

The new development conceptual units proposed for-sale will include only single-family homes and condominiums. Conceptual “New Construction” Housing Models were established for the following types of housing products:

- Multi-Family Rental Units
- Two-Family Rental Units (Duplexes)
- Fee Simple Condominiums For-Sale Units
- Single Family Home For-Sale Units

These examples were created in order to provide specific information relative to the projected market prices associated with new construction housing, in the proposed project area. The information derived from this effort allows us to realistically project the price points of new housing for both rental and for-sale housing in the project area, and the likely absorption rates during the period of 2018-2025.

Our analysis does not attempt to identify the likely final construction costs for the project area, as these costs may vary widely due to the unknown inherent land values of the project area, as well as the uncertain costs associated with extending road, water, sewer, and other infrastructure to and through the undeveloped (or underdeveloped) areas of the 97415-zip code.

Following is the specific information applicable to the conceptual new construction housing examples used in connection with this study.

Assumed new construction of rental units would include: a one-bedroom with approx. 750 square feet, a two-bedroom unit with approx. 900 square feet, and a three-bedroom unit with approx. 1,100 square feet. A two-bedroom/2.5-bathroom condominium unit will include 1,000 square feet. The three-bedroom/two-bathroom single-family home will feature 1,600 square feet of living space with an attached two-car garage. The two-family rental duplexes will include one unit of one-bedroom/1.5-bathroom of approx. 750 square feet, and a two-bedroom/two-bathroom unit of approx. 1,000 square feet with a two-car garage in between. A three-family rental triplex will include a one-bedroom/1.5-bathroom unit with 750 square feet, a two-bedroom/two-bathroom 1,000 square foot unit, and a three-bedroom/two-bathroom 1,100 square foot unit, with a double car garage on one side and a one-car garage on the other side.

Table A-1. Following is a summary of the proposed new construction development “conceptual home” options considered later in this report:

Unit Size	Unit Style	Square Feet	Housing Type	Building Style
1-bed, 1-bath	Rental Apartment	750	Rental	4 – 20 Units
2-bed, 1-bath	Rental Apartment	900	Rental	4 – 20 Units
3-bed, 2-bath	Rental Apartment	1,100	Rental	4 – 20 Units
2-bed, 2.5-bath	Condominium (Sale)	1,000	For-Sale	4-Unit Two-Story
3-bed, 2-bath	House (Sale)	1,600	Fee-Simple/For-Sale	Single-Family
1-bed, 1.5-bath	Rental Duplex	750	Rental	Duplex
2-bed, 2-bath	Rental Duplex	1,000	Rental	Duplex
1-bed, 1.5-bath	Rental Triplex	750	Rental	Triplex
2-bed, 2-bath	Rental Triplex	1,000	Rental	Triplex
3-bed, 2-bath	Rental Triplex	1,100	Rental	Triplex
Various	Subsidized Rental	500 – 1,100	Rental	20 – 100 Units

Source: SCDC

We will conclude our analysis by providing present-day demand estimates for potential development alternatives in the study area.

**B. Establishment of the Primary Market Area**

The Primary Market Area is defined as the smallest geographic area expected to generate most of the support for a possible future housing development. The determined market area for this study includes the City of Brookings, as well as the urban growth boundary, the unincorporated community of Harbor, and the surrounding areas within a reasonable commuting distance. For the purpose of this study, the extended primary market area incorporates the broad range of the 97415-zip code, which covers roughly 400 square miles. It should be noted however, as reported by area realtors and property managers, that many buyers and renters coming into the area actually work in California, (Please see Map 3-E on page 22).

Within the 97415-zip code, there are two distinct geographic areas divided by the Chetco River. To the south of the Brookings city limits is the unincorporated area known as Harbor, or Brookings-Harbor. To the north and east of the city limits lies the majority of the 97415-zip code area. While the majority of the population of Curry County resides within the Brookings-Harbor area and within the urban growth boundary, the land area of the 97415-zip code is quite large.

We have evaluated the study area consisting of the 97415-zip code from which support for the new residential development in this area is expected to originate. However, housing demand in this zip code is impacted to a growing degree, by employment opportunities and growth in the 95567-zip code of Northern California, including Pelican Bay, Smith River, and even to some degree, Crescent City.

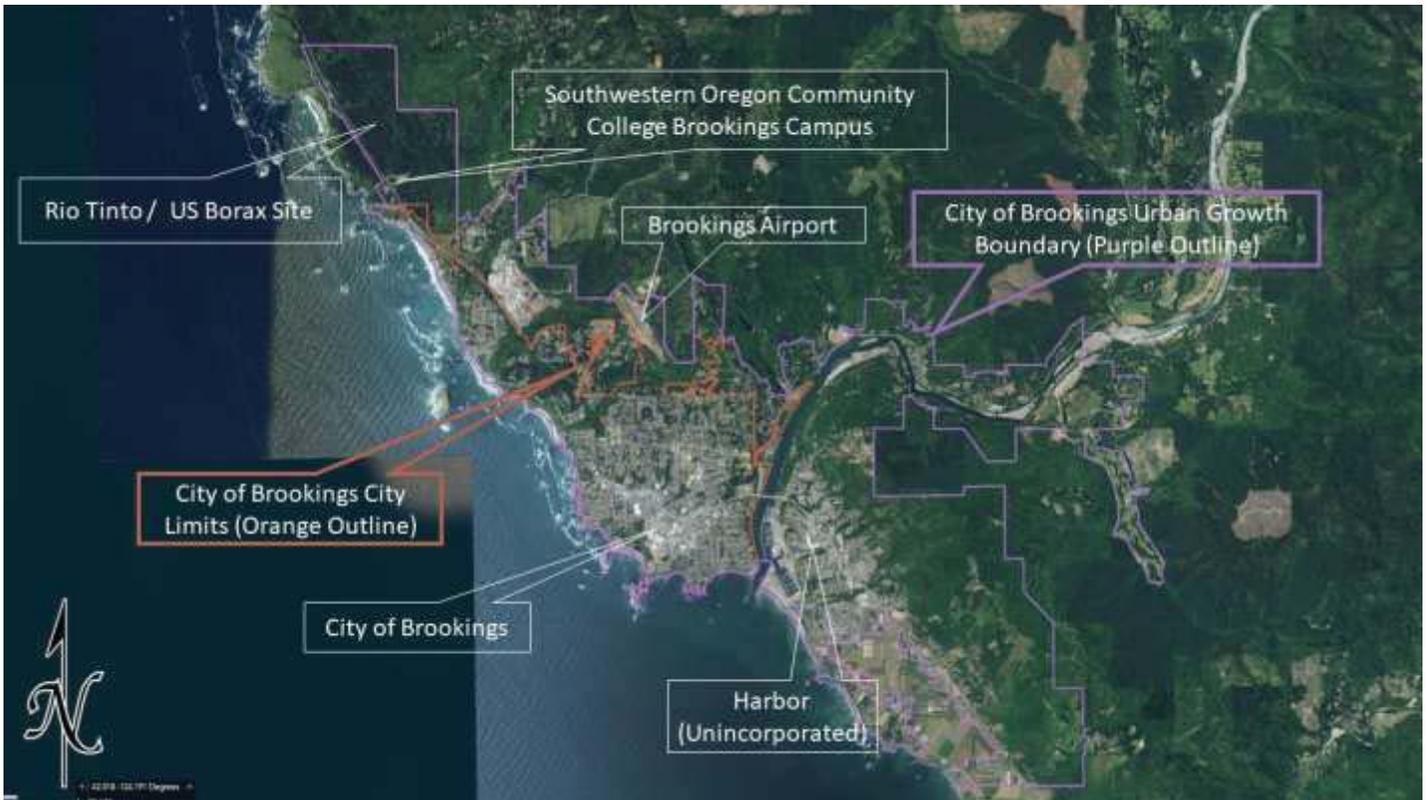
Maps of the study area and project area, are as follows.

Map 1-B. 97415-Zip Code Outline and City of Brookings City Limits:



Source: Google Maps, SCDC

Map 2-B. City of Brookings Urban Growth Boundary:



Source: Curry County GIS, SCDC

Map 3-B. Rio Tinto/US Borax Site:



Source: Curry County GIS, SCDC

**C. Research Methodology**

Interviews were conducted with local area city and county officials, realtors, property managers, property owners, and community stakeholders who are familiar with the area’s market and growth patterns. Interviews were conducted over the telephone, through email, and in person. Data was collected through Internet research from reliable sites and agencies including the U.S. Census Bureau, Curry County, State of Oregon, Claritas, Datafinder, and Ribbon Demographics.

**D. Analysis of Prior Housing Studies**

SCDC contacted counties, cities, and municipalities within southern Oregon and northern California to establish the existence of any other similar study or assessment, dated after the year 2000. These studies were analyzed, as part of this assessment. A copy of any such study obtained may be provided to the City of Brookings upon request.

## Section II

### E. Analysis of Demographic Data

#### i. Population Characteristics

Table E-1. Population and household trends for the 97415-zip code area and Curry County, are as follows:

	Curry Co. Population	Curry Co. Households	97415 Population	97415 Households
<b>1990 Census</b>	19,327	--	11,686	--
<b>2000 Census</b>	21,137	9,543	13,290	5,945
<b>% Change 1990-2000</b>	9.4%	--	13.7%	--
<b>2010 Census</b>	22,364	10,417	14,051	6,310
<b>% Change 2000-2010</b>	5.8%	9.2%	5.7%	6.1%
<b>2017 Estimated</b>	22,321	10,528	14,285	6,868
<b>2025 Projected</b>	23,854	11,359	15,982	7,796
<b>% Change 2017-2025</b>	6.9%	7.9%	11.9%	13.5%

Source: US Census Bureau; American FactFinder 2015 American Community Survey

As illustrated in the preceding table, Curry County has experienced slow increases in population between 1990-2010. However, Curry County has seen a noticeable shift in population growth as the 97415-zip code has been much more robust than the county as a whole. In 1960, the Brookings area only accounted for about 40% of the total county population, compared to about 63% in the 2010 Census. It is estimated this trend will continue to rise to approximately 67% by 2025. Concurrent with this trend is a slow, but long-term decline in the number of persons per household in the zip code. Population and housing projections assume this trend will be slow, but nevertheless continue.

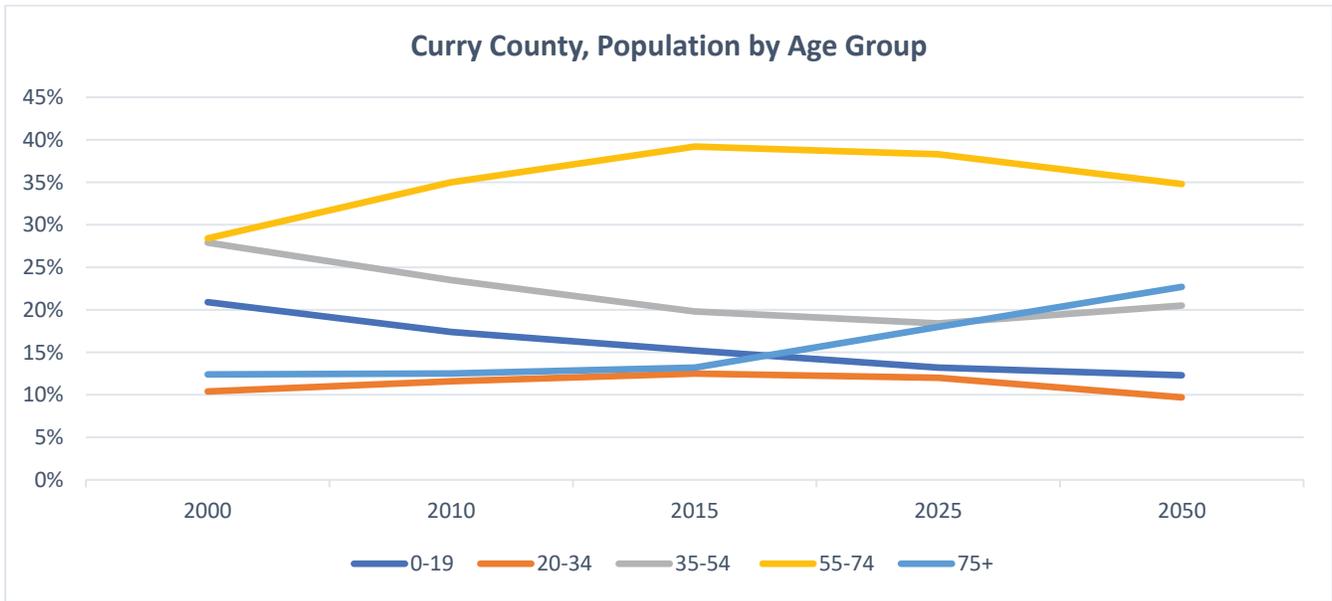
Between 2010 and 2017, the study area population increased by an estimated 234, or 5.7%. During the same period, the number of households increased by an estimated 558, or 8.8%. Projections through 2025 indicate that there will be approximately 15,982 people living in 7,796 households within the study area. This represents a population increase of 1,697 or 11.9%, and a household increase of 928 or 13.5%, from 2017 to 2025. The positive population and household growth trends indicate the need for additional housing in the study area. It should be noted that the number of persons per household will shrink from an estimated 2.08 in 2017, to 2.05 in 2025. Both of these are well below Oregon (2.51) and national (2.63) persons per household.

Table E-2. Curry County, Population by Age Group (also further illustrated in the following graph):

	2000	%	2010	%	2015	%	2025	%	2050	%
<b>0-19</b>	4,418	20.9%	3,890	17.4%	3,383	15.2%	3,158	13.2%	3,101	12.3%
<b>20-34</b>	2,193	10.4%	2,590	11.6%	2,795	12.5%	2,871	12.0%	2,440	9.7%
<b>35-54</b>	5,892	27.9%	5,259	23.5%	4,437	19.9%	4,381	18.4%	5,170	20.5%
<b>55-74</b>	6,011	28.4%	7,830	35.0%	8,758	39.2%	9,145	38.3%	8,754	34.8%
<b>75+</b>	2,623	12.4%	2,786	12.5%	2,948	13.2%	4,299	18.0%	5,723	22.7%
<b>Total</b>	21,137	100.0%	22,355	100.0%	22,321	100.0%	23,854	99.9%	25,187	100.0%

Source: Office of Economic Analysis, State of Oregon

Graph E-3. Curry County, Population by Age Group, 2000-2050:



Source: Office of Economic Analysis, State of Oregon

Table E-4. 97415-Zip Code, Population by Age Group:

	2000	%	2010	%	2015	%	2025	%	2050	%
<b>0-19</b>	2,767	20.8%	2,653	18.9%	2,145	15.6%	2,206	13.8%	2,310	13.1%
<b>20-34</b>	1,459	11.0%	1,668	11.9%	1,798	13.1%	2,253	14.1%	2,398	13.6%
<b>35-54</b>	3,501	26.3%	3,277	23.3%	2,948	21.4%	3,308	20.7%	3,614	20.5%
<b>55-74</b>	3,753	28.2%	4,643	33.0%	5,070	36.8%	5,993	37.5%	6,806	38.6%
<b>75+</b>	1,810	13.6%	1,810	12.9%	1,812	13.2%	2,222	13.9%	2,503	14.2%
<b>Total</b>	13,290	99.9%	14,051	100.0%	13,773	100.1%	15,982	100.0%	17,631	100.0%

Source: Office of Economic Analysis, State of Oregon

Area households in the older age groups are projected to increase over the next few years. Notably, the household segment aged 0-19 is projected to decline. This can be attributed in part to the low birth rate in Curry County. From 2010-2015, the annual rate was 7 births per 1,000, compared to the Oregon rate for the same period, 12 per 1,000. Between 2015 and 2025, the greatest percentage growth among population age groups is projected to be among those aged 20-34 (25.3%), a prime group for younger professionals in the area, followed by the 22.6% increase in those aged 75 and older. The largest numerical increase is projected for ages 55-74, with an increase of 923 (or 18.2%).

Growth is occurring at a high percentage among populations and households age 55 and older, indicating an increased need for housing to accommodate older adults. We would anticipate a significant share of potential residents within any proposed multi-family development project will be older adults and empty nesters seeking a maintenance-free housing option in retirement, or near-retirement, within the study area. The following table (E-5) represents the population trends of those aged 55 or older.

Table E-5. Curry County Population Growth, Age 55 and Older:

Age	2000	2010	Growth	2015	Growth	2025	Growth	2050	Growth
<b>55-59</b>	1,508	2,062	36.7%	2,028	-1.7%	1,455	-28.3%	2,110	45.1%
<b>60-64</b>	1,498	2,206	47.3%	2,348	6.5%	2,086	-11.2%	2,115	1.4%
<b>65-69</b>	3,005	1,946	18.6%	2,434	25.1%	2,792	14.7%	2,515	-9.9%
<b>70-74</b>		1,617		1,948	20.5%	2,812	44.3%	2,014	-28.4%
<b>75-79</b>	2,067	1,117	-4.6%	1,291	15.5%	2,079	61.1%	1,842	-11.4%
<b>80-84</b>		855		809	-5.4%	1,211	49.8%	1,501	23.9%
<b>85+</b>	556	814	46.4%	848	4.1%	1,009	19.1%	2,380	135.8%
<b>Total</b>	8,634	10,617	18.7%	11,706	10.3%	13,444	14.9%	14,477	7.7%

Source: Office of Economic Analysis, State of Oregon

From 2000 to 2015, the senior population (age 55 and older), has increased by 3,072 (or 35.6%). The older adult population and households are increasing at faster rates than the overall market. This shift to older and smaller households has powerful implications for future housing demand. Smaller rentals, single-family dwellings, and of course, condominiums are likely to have increasing appeal/demand in this area.

While these projections are for Curry County as a whole, it seems likely based on prior US Census data, the 97415-zip code will follow similar, perhaps even slightly exaggerated trends.

## ii. Household Demographics and Housing Units

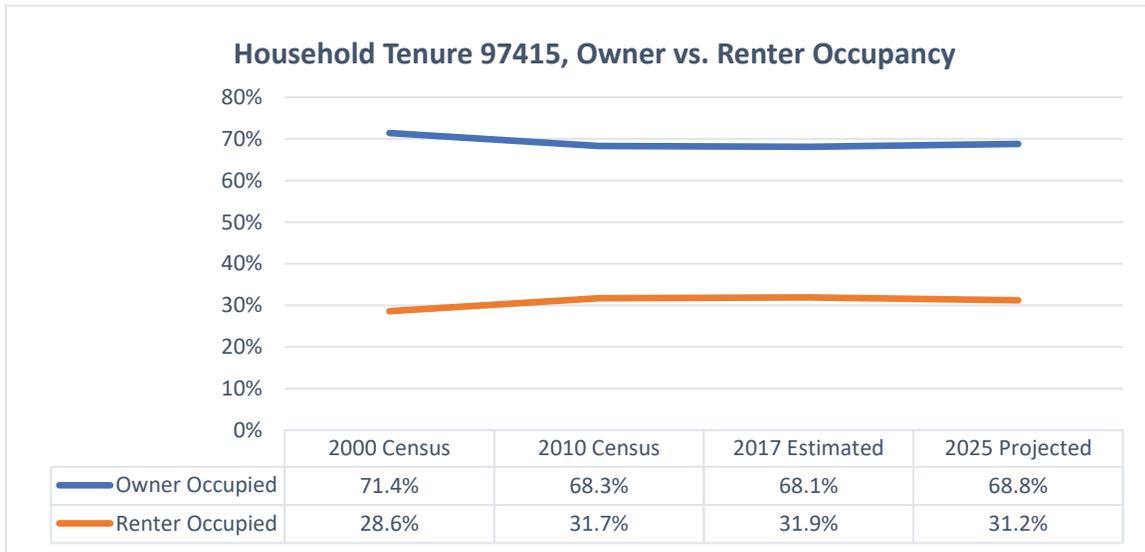
Table E-6. The following table summarizes the distribution of housing units within the 97415-zip code area:

Tenure	2000 Census		2010 Census		2017 Estimated		2025 Projected	
	#	%	#	%	#	%	#	%
<b>Total Housing Units</b>	<b>7,034</b>	<b>100.0%</b>	<b>7,434</b>	<b>100.0%</b>	<b>7,598</b>	<b>100.0%</b>	<b>7,910</b>	<b>100.0%</b>
<b>Total Occupied Housing Units</b>	5,945	84.5%	6,310	84.9%	6,407	84.3%	6,700	84.7%
<b>Owner-Occupied</b>	4,246	71.4%	4,307	68.3%	4,362	68.1%	4,610	68.8%
<b>Renter Occupied</b>	1,699	28.6%	2,003	31.7%	2,045	31.9%	2,090	31.2%
<b>Total Vacant Housing Units</b>	1,089	15.5%	1,124	15.1%	1,191	15.7%	1,210	15.3%

Source: US Census Bureau; Ribbon Demographics

Of the total number of vacant housing units, just over half are being offered for sale or for rent, or are in a transitional status. According the 2010 Census, nearly 49.8% of vacant units are for seasonal or recreational use, or as a second home. The market share occupied by vacation and short-term rentals is discussed further in Section III.F.v on page 34.

Graph E-7. The following graph details the Household Tenure for 97415, Owner vs. Renter Occupancy:



Source: US Census Bureau; Ribbon Demographics

In 2017, renter households represented 31.9% of all occupied housing units, while the remaining 68.1% were occupied by homeowner households. The share of renter households is moderate, though it has increased from 2000, where 28.6% of all occupied housing units were renter occupied. The number of both homeowner and renter households is projected to increase by 2025, reflecting a growing housing market, though tenure percentages will remain stable.

The household sizes by tenure within the 97415-zip code area, based on census data from 2000 and 2010, and estimates for 2017 and 2025, as distributed in the following tables.

Table E-8. 97415 Tenure by Household Size, Owner-Occupied for all Age Groups:

Owner Occupied Tenure	2000 Census		2010 Census		2017 Estimate		2025 Projected	
<b>Total Housing Units</b>	4,246		4,307		4,362		4,610	
<b>Average Household Size</b>	2.16		2.11		2.07		1.99	
<b>1-person household</b>	1,113	26.2%	1,224	28.4%	1,256	28.8%	1,392	30.2%
<b>2-person household</b>	2,202	51.9%	2,186	50.8%	2,338	53.6%	2,448	53.1%
<b>3-person household</b>	385	9.1%	411	9.5%	458	10.5%	521	11.3%
<b>4-or-more-person household</b>	546	12.8%	486	11.3%	310	7.1%	249	5.4%

Source: US Census Bureau; Ribbon Demographics

Table E-9. 97415 Tenure by Household Size, Renter-Occupied for all Age Groups:

Renter Occupied Tenure	2000 Census		2010 Census		2017 Estimate		2025 Projected	
<b>Total Housing Units</b>	1,699		2,003		2,045		2,090	
<b>Average Household Size</b>	2.31		2.36		2.01		2.03	
<b>1-person household</b>	600	35.3%	712	35.5%	863	42.2%	922	44.1%
<b>2-person household</b>	513	30.2%	599	29.9%	687	33.6%	757	36.2%
<b>3-person household</b>	258	15.2%	272	13.6%	333	16.3%	274	13.1%
<b>4-or-more-person household</b>	328	19.3%	420	20.8%	162	7.9%	138	6.6%

Source: US Census Bureau; Ribbon Demographics

The change in household sizes is similar to national trends for small, rural markets but compounded somewhat by the long-term Curry County and Brookings trend (greater than most other rural counties in Oregon), to older smaller households and occupied tenures, whether owned or rented.

Some unit types will attract older adult householders (seniors) seeking smaller, more efficient living accommodations since they will likely be downsizing from a single-family home.

**iii. Socioeconomic Considerations**

Household median income levels in the 97415-zip code area were notoriously negatively impacted by the housing market collapse and economic recession of 2008-2013. However, since then unemployment has fallen dramatically and household incomes have risen sharply. Please see Graph E-16 on page 20 for detailed unemployment rates.

Table E-10. The distribution of households by income within the 97415-zip code study area is summarized in the following table:

Total Household Income + Benefits	2000 Census		2010 Census		2017 Estimated		2025 Projected	
	Count	%	Count	%	Count	%	Count	%
<b>\$0 - 24,999</b>	2,434	40.8%	1,937	29.5%	2,111	31.9%	1,996	25.6%
<b>\$25,000 - 34,999</b>	1,016	17.0%	747	11.4%	802	12.1%	1,185	15.2%
<b>\$35,000 - 49,999</b>	1,001	16.8%	1,194	18.1%	1,242	18.7%	1,442	18.5%
<b>\$50,000 - 74,999</b>	972	16.3%	978	14.9%	1,154	17.4%	1,458	18.7%
<b>\$75,000 - 99,999</b>	223	3.7%	997	15.1%	529	8.0%	686	8.8%
<b>\$100,000 - 149,999</b>	193	3.2%	532	8.1%	626	9.4%	795	10.2%
<b>\$150,000 +</b>	131	2.2%	196	3.0%	163	2.5%	234	3.0%
<b>Total Households</b>	5,970		6,581		6,627		7,796	
<b>Median Household Income</b>	\$30,199		\$41,868		\$40,199		\$42,550	
<b>Mean Household Income</b>	\$37,106		\$53,612		\$49,058		\$55,741	

Source: US Census Bureau; Ribbon Demographics

Table E-11. The median income levels within the 97415-zip code study area:

Median Income Levels 97415	2000 Census	2010 Census	2017 Estimated	2025 Projected
<b>Per Capita Income</b>	\$18,037	\$24,980	\$24,437	\$27,190
<b>Homeowner Income</b>	N/A	\$43,175	\$42,250	\$49,988
<b>Renter Income</b>	N/A	\$27,991	\$27,750	\$35,164

Source: US Census Bureau; Ribbon Demographics

In 2010, the median household income in the 97415-zip code area was \$41,868. This was estimated to have decreased slightly in 2015, to \$40,199 (-4.2%). This reflects a larger increase among households with lower incomes compared to the numbers of households added with income above \$50,000. Projections indicate that the median household income (non-inflation adjusted) will be \$42,550 in 2025, an increase of 5.9% compared to 2015.

Between 2015 and 2025, the number of area households are projected to increase, except for those making less than \$25,000/year, (non-inflation adjusted). Most of the household growth, however, will be among households with incomes from \$35,000 – \$75,000. Area households with incomes less than \$35,000 are projected to increase by 9.2%

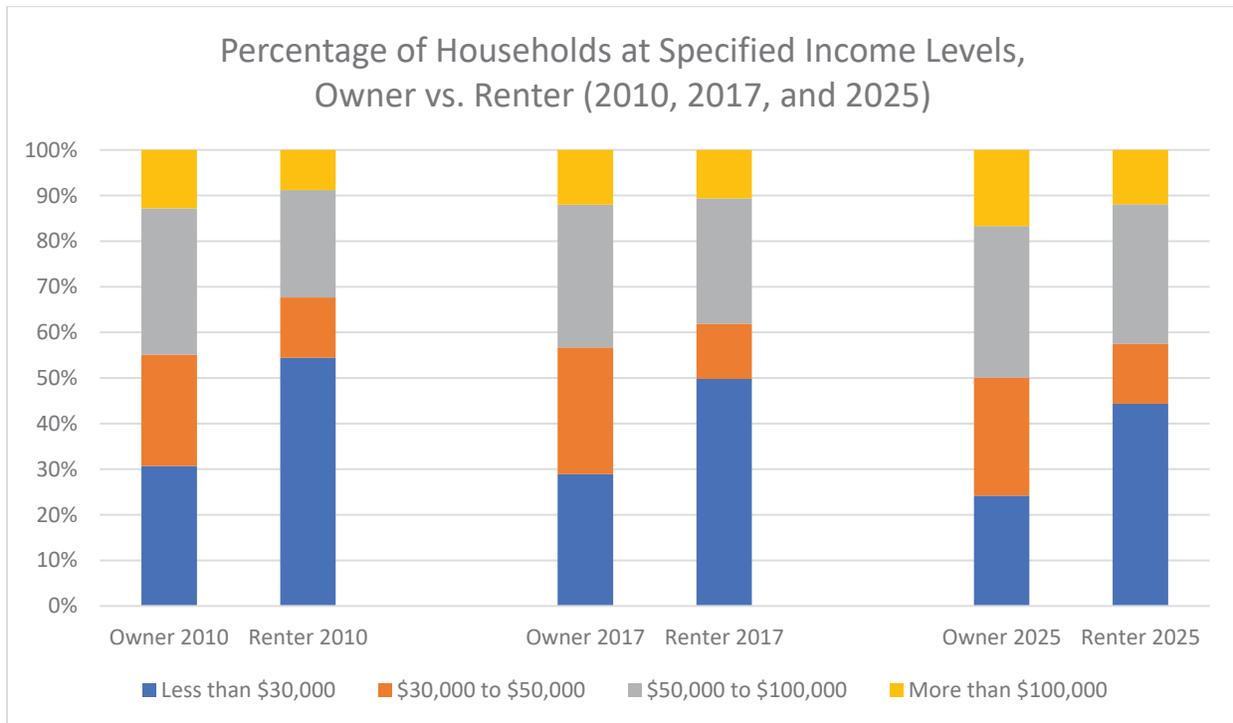
between 2015 and 2025, and area households with incomes of \$35,000 or higher are projected to increase by 24.2% over the next eight years.

The median homeowner household income is estimated to be more than 34.3% higher than that of the median renter household income in 2017. Both decreased slightly from 2010 to 2017, due to the recession which hit rural communities especially hard. These trends are not expected to continue through 2025, as increases of about 18% for median homeowner and about 27% for median renter incomes are forecast.

The study area has increasing levels of blue collar and medical services employment, which historically pay more than the retail and service jobs that form the backbone of the area’s employment base. Major area employers, of both professional and skilled blue-collar occupations, report losing prospective and existing employees due to the high costs and difficulty of finding suitable/desired housing.

Please see Appendix A for more detailed tables of household income by household size, for both owner and renter households. Following is a summary of the percentage of households by income levels, for 2010, 2017 estimated, and 2025 projected.

Graph E-12. Percentage of Households at Specified Income Levels, Owner and Renter Occupied, within the 97415-zip code area:



Source: Ribbon Demographics

The current rental market in the study area is exceptionally tight. All property management companies and apartment landlords/managers interviewed report that vacancies (which are usually only a very few per month) are normally filled within days. Everyone reports an extensive waiting list. Waiting lists for low income/subsidized rental housing are long indeed, with most applicants waiting 1.5 – 2 years or more for a suitable unit.

Several factors have combined in recent years to tighten the 97415-zip code rental market.

First, as the single-family housing market has rebounded, many rental houses are being sold as owners have gained substantial equity compared to typical sale prices of 2008-2013.

Second, landlords and property managers have raised the bar regarding renters they are willing to accept (credit rating, rental history, income levels, and criminal history all play a role), but also are requiring larger security deposits and move-in fees. Renters with household pets find it exceptionally difficult to obtain a rental.

Finally, while difficult to objectively quantify, most rental agencies report an increasing amount of “conversions” of rental properties, especially condominiums and single-family dwellings, to short-term seasonal and vacation rentals. Vacation rentals can net their owners more than \$25,000 per year, while still allowing their own personal use much of the year. (Please see anticipated annual revenue in Table F-17 on page 34.)

Travel Oregon and the Oregon Coast Visitors’ Association both report increasing levels of tourism on Oregon’s South Coast, as their organizations now have both the financing and the detailed plans to enhance area tourism. The trend of “conversions” from long-term rentals to vacation rentals will almost certainly continue, and perhaps even accelerate.

In addition, an increasing number of California based workers have sought Brookings area rentals, as their market has tightened with increased employment on the part of the prison hiring, and a large resort/casino recently finished at Smith River. Furthermore, over 150 mobile homes and 75 long-term RV spots have been lost at Smith River. Future plans for development of this area are unknown.

#### **iv. Economic Conditions**

Demographic trends are leading to rapid aging in rural communities. Natural population growth tends to be lower, in-migration is slow, and young people tend to leave rural communities to seek education and job opportunities in more urban centers. For more specific information regarding Curry County birth, death, and in-migration rates, please see Table E-21 on page 23.

Although Oregon’s rural county populations will continue to grow, it is the nature of that growth that is concerning for the long-term economic outlook. Statewide in rural counties, the retirement age population grew by about 24% from 2010 to 2015, while the working age populations (-3%) and the youth populations (-2%) both declined. According to a QualityInfo.org report on *The Aging of Rural Oregon’s Population and Workforce*, Curry County faces the most dire of these circumstances, with only 14% of the population below the age of 18, and 32% of the population over the age of 65. With the decline of the working age population group, this means that as workers age out of the labor force there will be fewer individuals to replace them. This leads to employers with increasing difficulties in attracting and retaining the workers they need to fill job vacancies. A tight housing market only compounds this issue.

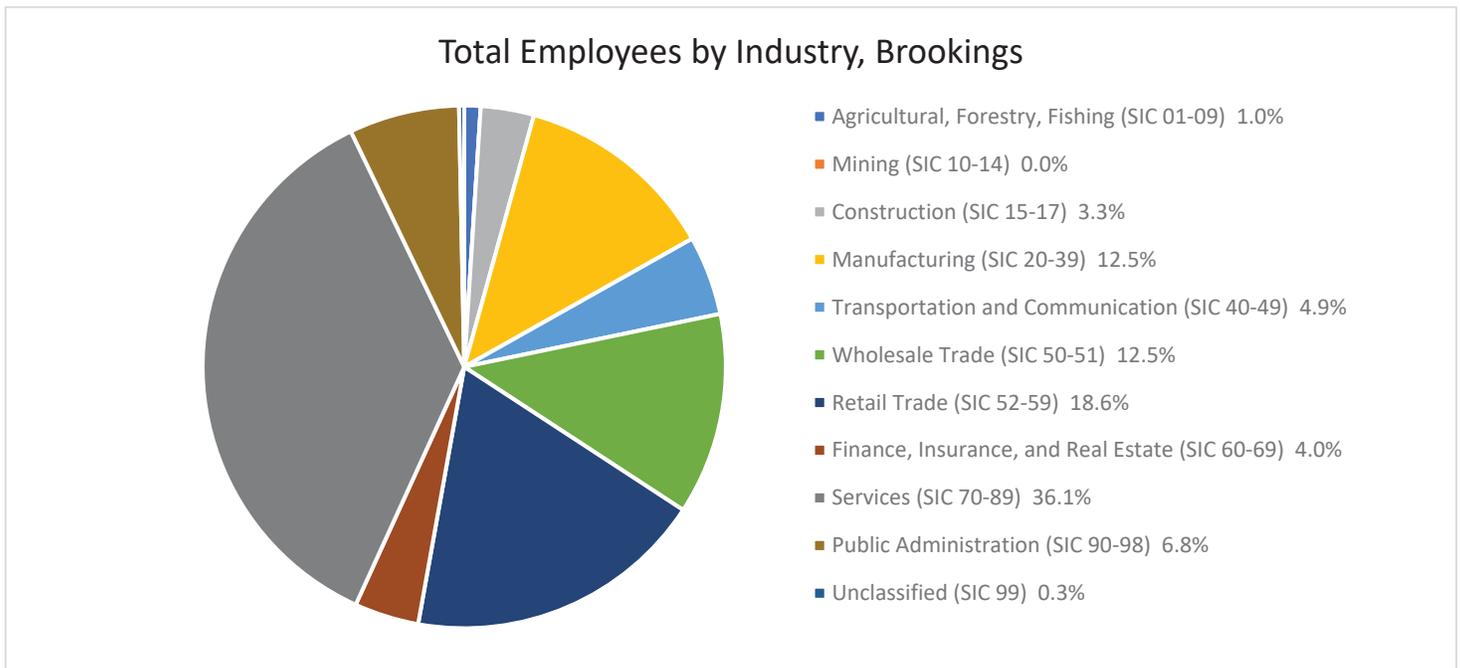
Between 2014 and 2024, employment projections anticipate statewide job growth to be about 14%, with more rural areas seeing muted growth compared to the metro areas. The South Coast region, made up of Coos and Curry Counties, is projected to be about 7% growth by 2024. The majority of job openings (80% or 7,200) will be due to replacement openings, while the other 20% (or 1,600) account for growth openings. The number of replacement openings is projected to be the greatest in education and health services, followed closely by the retail trade and leisure and hospitality industries – each of which is expected to have more than 1,100 replacement openings.

Occupations with the most total openings that are considered to be high-wage and high-demand, (that is, those that pay more than the median wage for the area under consideration and those that have more than the median total number of openings) for the South Coast region include production jobs tied to wood products and logging, health care, transportation, and education.

In today’s economy, an increasing number of workers are drawn to lifestyle communities, areas that are known for their quality of life, recreation, and health. In an article entitled *Is Today’s Labor Force Drawn to Lifestyle Communities?* Damon Runberg of the Oregon Employment Department notes that, “Lifestyle communities tend to be tourism destinations and they have a larger share of their workforce concentrated in tourism-related industries. However, these lifestyle communities are also experiencing significantly faster job growth than the average metro area.”

The tendency is to see a dependence on tourism as a negative, since these jobs tend to be part-time, seasonal, and pay relatively lower wages. This perception is changing, as more workers, particularly millennials, are prioritizing their work/life balance over career opportunities. Tourism introduces visitors to a community, some of which will stay and become residents, some even moving their businesses with them. Capitalizing on lifestyle amenities within a rural community is one way to dissuade young people from leaving, while also attracting young families to the community.

Graph E-13. The following graph shows the total numbers of employees by industry for the City of Brookings:



Source: Oregon.zoomprospector.com

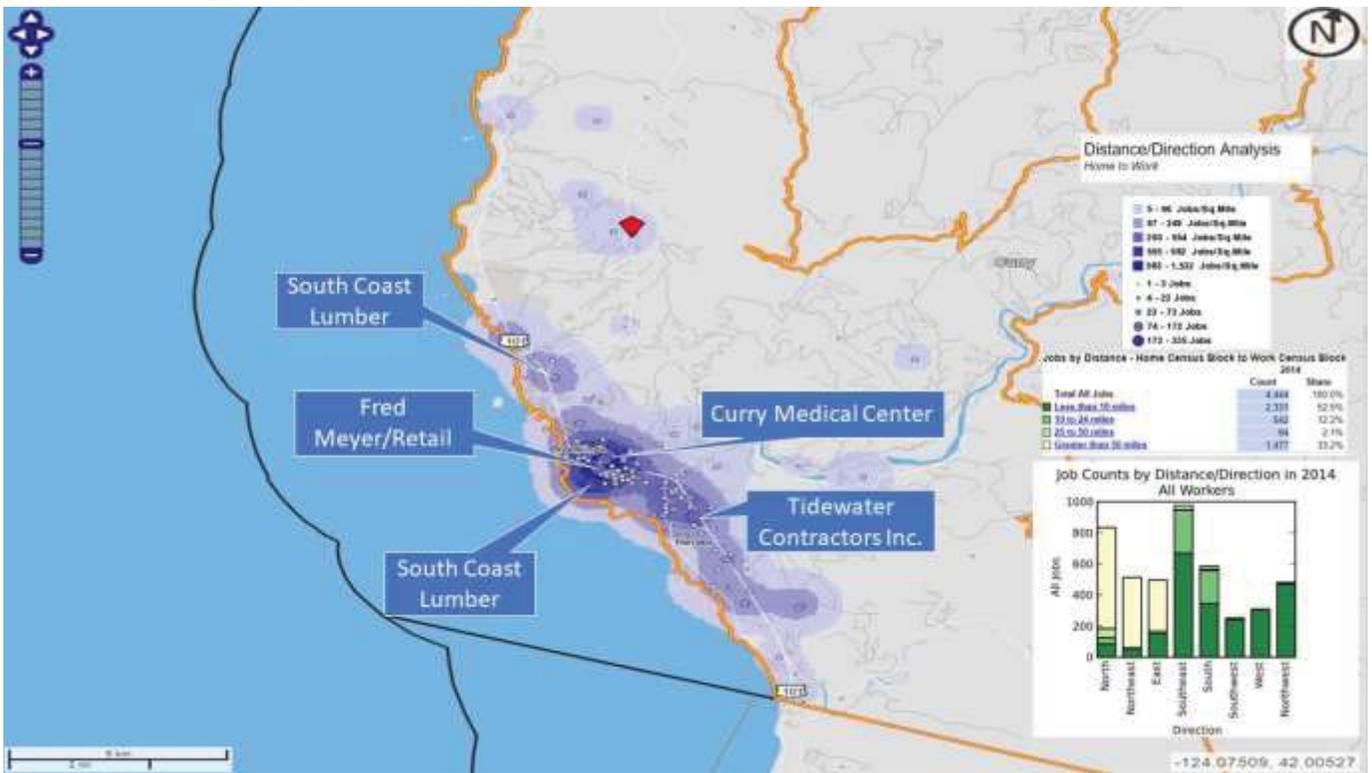
**a) Primary employers for the Brookings area include (estimated employment numbers, if available, are noted in parentheses):**

- |   |                               |
|---|-------------------------------|
| a. South Coast Lumber (478)               | f. Fred Meyer                 |
| b. Curry Health District/Network          | g. BC Fisheries               |
| c. Curry General Hospital                 | h. Pacific Seafood            |
| d. Brookings-Harbor School District (225) | i. Freeman Marine/Advantec    |
| e. City of Brookings                      | j. Tidewater Contractors Inc. |

**b) Resident employment – The majority of the 11.8% of Brookings residents who work outside of the state, are employed by one of the following, (See Table E-19 on page 21):**

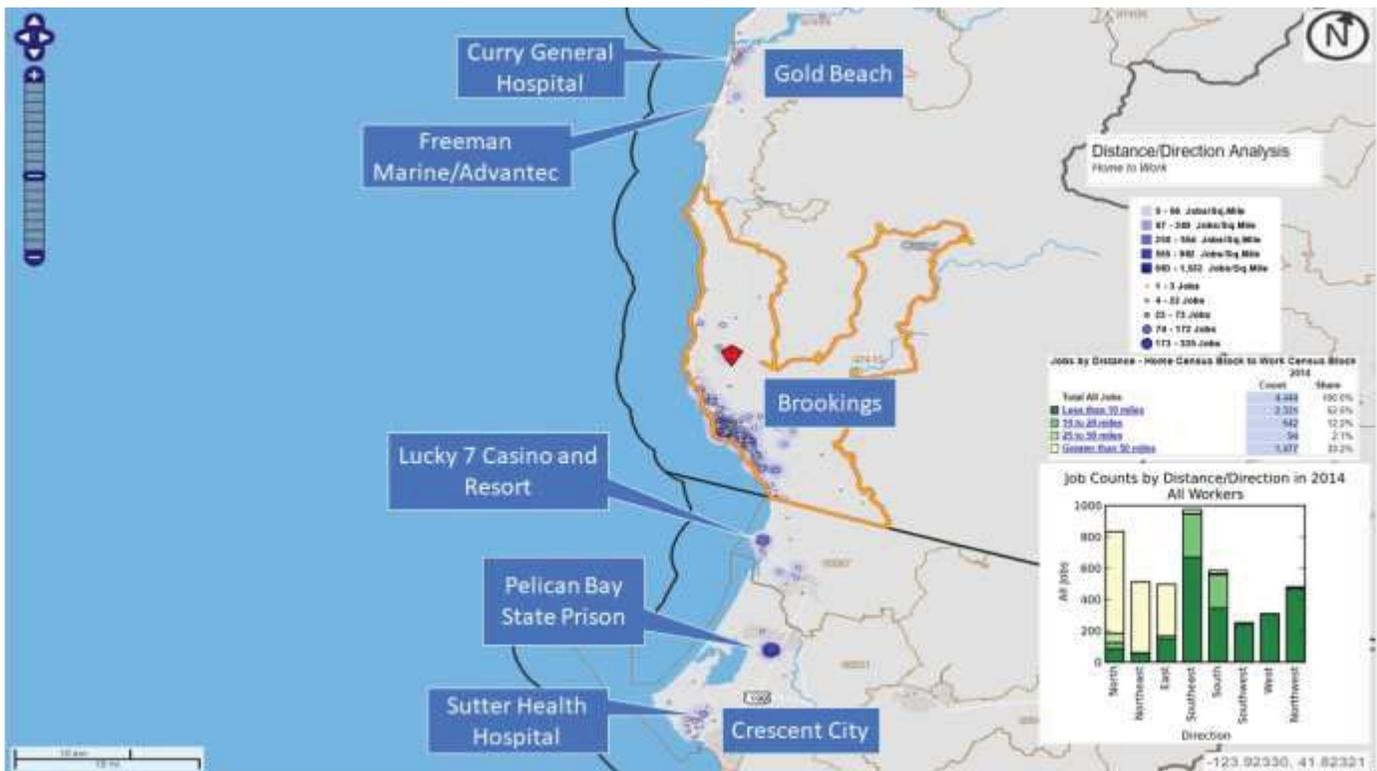
- a. Pelican Bay State Prison in Crescent City, CA – It is estimated that about one-third of the approx. 1,300 employees live in the Brookings area.
- b. Lucky 7 Casino and Resort in Smith River, CA
- c. Sutter Coast Hospital in Crescent City, CA – A 49-bed general medical and surgical hospital, with 43 doctors and 99 nurses on staff.

Map 1-E. The following map shows primary employers within the Brookings area, along with distance/direction analysis:



Source: OnTheMap.ces.census.gov

Map 2-E. The following map shows primary employers outside of the Brookings area, along with distance/direction analysis:



Source: OnTheMap.ces.census.gov

Table E-14. The following table summarizes the total population available to the workforce, and the participation and unemployment rates for that population, within the 97415-zip code area:

	Total Population		Labor Force Participation Rate		Unemployment Rate	
	#	%	#	%	#	%
<b>16 to 19 years</b>	358	3.0%	39	10.9%	101	28.2%
<b>20 to 24 years</b>	667	5.6%	557	83.5%	133	19.9%
<b>25 to 29 years</b>	600	5.0%	554	92.3%	25	4.2%
<b>30 to 34 years</b>	531	4.4%	527	99.2%	11	2.1%
<b>35 to 44 years</b>	1,282	10.7%	1,111	86.7%	86	6.7%
<b>45 to 54 years</b>	1,666	13.9%	1,171	70.3%	170	10.2%
<b>55 to 59 years</b>	1,120	9.3%	724	64.6%	267	23.8%
<b>60 to 64 years</b>	1,290	10.8%	530	41.1%	104	8.1%
<b>65 to 74 years</b>	2,660	22.2%	245	9.2%	500	18.8%
<b>75 years and over</b>	1,812	15.1%	85	4.7%	214	11.8%
<b>Total Population Age 16 and Over</b>	<b>11,986</b>	<b>100.0%</b>				
<b>Average Labor Force Participation Rate</b>			<b>5,543</b>	<b>46.3%</b>		
<b>Average Unemployment Rate</b>					<b>1,611</b>	<b>11.2%</b>

Source: US Census Bureau; American FactFinder 2015 American Community Survey

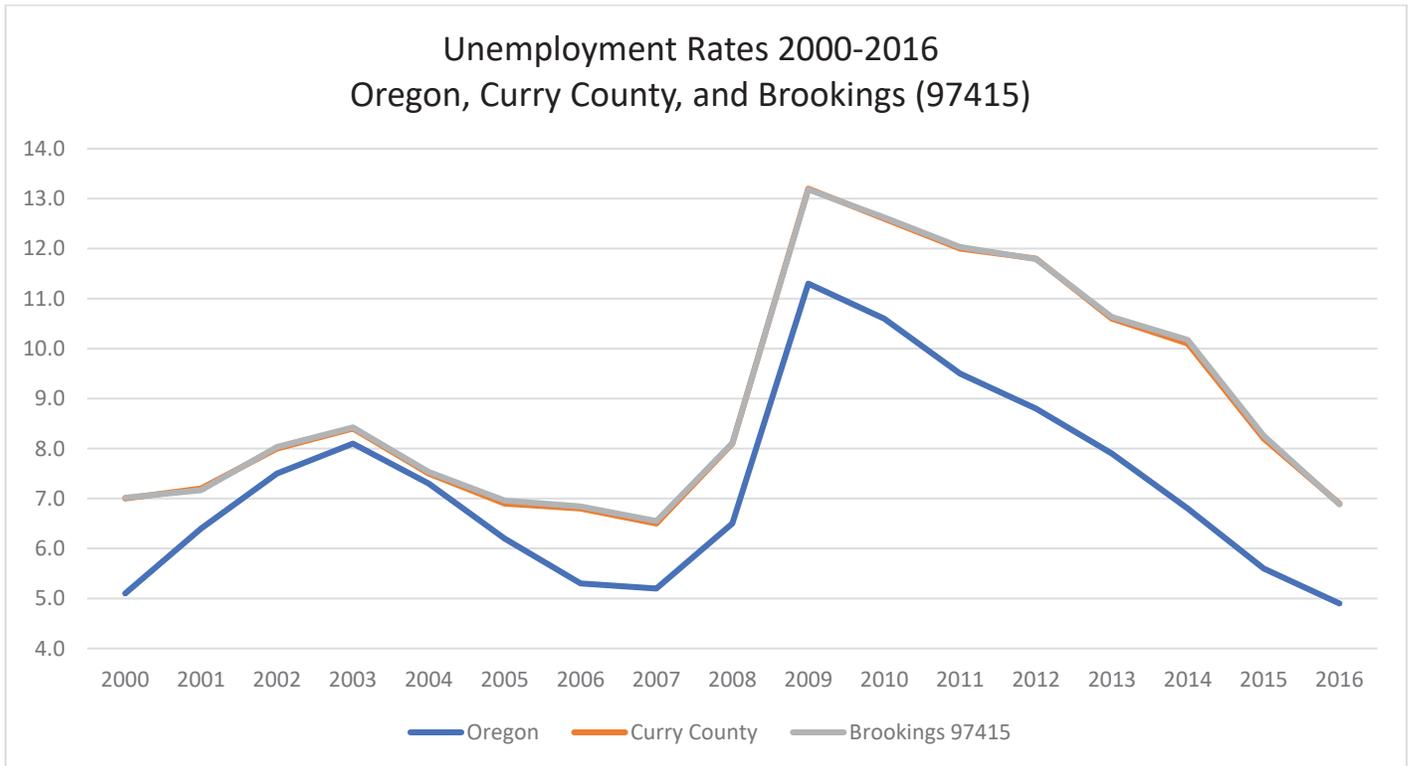
According to QualityInfo.org, Curry County's labor force participation rate in 2015 ranks #36 out of the 36 Oregon counties. Neighboring counties did not fare any better: Josephine County was #35 at 47.4%, Coos County was #34 at 49.2%, and Douglas County came in at #33 with a participation rate of 49.7%. Statewide average is 61.1%.

Table E-15. The following table summarizes the educational attainment of the workforce population, and the participation and unemployment rates, for that population within the 97415-zip code area:

	Total Population		Labor Force Participation Rate		Unemployment Rate	
	#	%	#	%	#	%
<b>Less Than High School</b>	562	8.7%	284	50.5%	188	33.5%
<b>High School Graduate, or Equivalent</b>	1,734	26.7%	1,235	71.2%	154	8.9%
<b>Some College or Associate's Degree</b>	2,703	41.7%	1,962	72.6%	316	11.7%
<b>Bachelor's Degree or Higher</b>	1,490	23.0%	1,137	76.3%	12	0.8%
<b>Total Population 25 to 64 Years</b>	<b>6,489</b>	<b>100.1%</b>				
<b>Average Participation/Unemployment Rates</b>			<b>4,618</b>	<b>71.2%</b>	<b>670</b>	<b>9.6%</b>

Source: US Census Bureau; American FactFinder 2015 American Community Survey

Graph E-16. The following graph shows the unemployment rates for Brookings and Curry County, as compared to the State of Oregon for 2000-2016:



Source: State of Oregon Employment Department (qualityinfo.org); Homefacts.com

In the above graph, you can see that the unemployment rate for the Brookings 97415-zip code area is nearly identical to that of Curry County, which is typically higher than the statewide average.

Table E-17. The following table compares noteworthy statistics regarding the unemployment rates for Brookings, Curry County, and Oregon. Data considered for this table is dated Jan. 2000 – Jun. 2017:

	Highest Rate / Month(s) Recorded	Consecutive Months 10.0% or Higher		Total Months 10.0% or Higher	Last Recorded Month 10.0% or Higher	Current Rate Jun. 2017
		#	Duration			
<b>Brookings</b>	15.5% / Feb. 2009	57	Nov. 2008 – Jul. 2013	67	Jun. 2014	5.4%
<b>Curry County</b>	14.1% / Apr. 2009	71	Nov. 2008 – Sept. 2014	71	Sept. 2014	5.4%
<b>Oregon</b>	11.9% / Apr. & May 2009	24	Jan. 2009 – Dec. 2010	24	Dec. 2010	3.7%

Source: State of Oregon Employment Department (qualityinfo.org); Homefacts.com

The preceding table illustrates a much slower recovery of the more rural Brookings and Curry County area after the economic recession that began in 2008, than that of the State of Oregon.

The tables on the following page address the commuting patterns of workers within the 97415-zip code area. The majority of workers (76.4%) drive alone to work, with a mean travel time of 12.5 minutes. About 11.8% of workers who reside in the Brookings area work outside of the state. Primary employers, including those that are out of state, are addressed on page 17.

Table E-18. The following table details the different means of transportation available to workers age 16 and older in the 97415-zip code area:

	Workers Age 16 and Older	
	#	%
<b>Car, truck, or van</b>	4,171	85.5%
<b>Drove alone</b>	3,727	76.4%
<b>2-Person Carpool</b>	332	6.8%
<b>3-Person Carpool</b>	112	2.3%
<b>4-or-More Person Carpool</b>	0	0.0%
<b>Public transportation (excluding taxicab)</b>	0	0.0%
<b>Walked</b>	400	8.2%
<b>Bicycle</b>	0	0.0%
<b>Taxicab, motorcycle, or other means</b>	98	2.0%
<b>Worked at home</b>	210	4.3%
<b>Total Workers Age 16 and over</b>	<b>4,878</b>	<b>100.0%</b>

Source: US Census Bureau; American FactFinder 2015 American Community Survey

Table E-19. The following table details the place of work for workers age 16 and older in the 97415-zip code area:

	#	%
<b>Worked in State of Residence</b>	4,302	88.2%
<b>Worked in County of Residence</b>	4,254	87.2%
<b>Worked Outside of County of Residence</b>	49	1.0%
<b>Worked Outside State of Residence</b>	576	11.8%
<b>Total Workers Age 16 and over</b>	<b>4,878</b>	<b>--</b>

Source: US Census Bureau; American FactFinder 2015 American Community Survey

Table E-20. The following table details the travel time to work for workers age 16 and older, who did not work at home, in the 97415-zip code area:

	#	%
<b>Less than 10 minutes</b>	2,073	44.4%
<b>10 to 14 minutes</b>	892	19.1%
<b>15 to 19 minutes</b>	509	10.9%
<b>20 to 24 minutes</b>	467	10.0%
<b>25 to 29 minutes</b>	234	5.0%
<b>30 to 34 minutes</b>	369	7.9%
<b>35 to 44 minutes</b>	47	1.0%
<b>45 to 59 minutes</b>	75	1.6%
<b>60 or more minutes</b>	0	0.0%
<b>Mean travel time to work (minutes)</b>	12.5	
<b>Workers 16 years and over, who did not work at home</b>	<b>4,670</b>	<b>99.9%</b>

Source: US Census Bureau; American FactFinder 2015 American Community Survey

Map 3-E. The following map shows the inflow and outflow of jobs in 2014, in the 97415-zip code area:



Source: OnTheMap.ces.census.gov

Through our research, we are not aware of any recent or planned significant economic changes within the 97415-zip code or greater Curry County area at this time. However, there has been a recent spike in employment opportunities due to the new medical facilities and the increased business growth of the area's largest private sector employer.

**v. Migration Evaluation**

Table E-21. Curry County Vital Statistics – Birth, Death, and Net Migration Rates 1980-2050:

	Number of Births	Average Annual Birth Rates per 1,000 population	Number of Deaths	Average Annual Death Rates per 1,000 population	Net Migration	Average Annual Net migration rates per 1,000 population
<b>1980-1985</b>	1,127	13	914	11	-627	-7
<b>1985-1990</b>	1,056	12	1,010	11	2,739	30
<b>1990-1995</b>	1,005	10	1,276	13	1,831	18
<b>1995-2000</b>	811	8	1,538	15	918	9
<b>2000-2005</b>	786	7	1,578	15	1,468	14
<b>2005-2010</b>	832	8	1,740	16	1,419	13
<b>2010-2015</b>	773	7	1,801	16	994	9
<b>2015-2020</b>	799	7	1,876	17	1,843	16
<b>2020-2025</b>	817	7	2,043	17	1,994	17
<b>2025-2030</b>	814	7	2,249	19	2,021	17
<b>2030-2035</b>	799	7	2,506	20	2,018	16
<b>2035-2040</b>	770	6	2,624	21	2,015	16
<b>2040-2045</b>	748	6	2,654	21	2,013	16
<b>2045-2050</b>	731	6	2,574	21	2,011	16

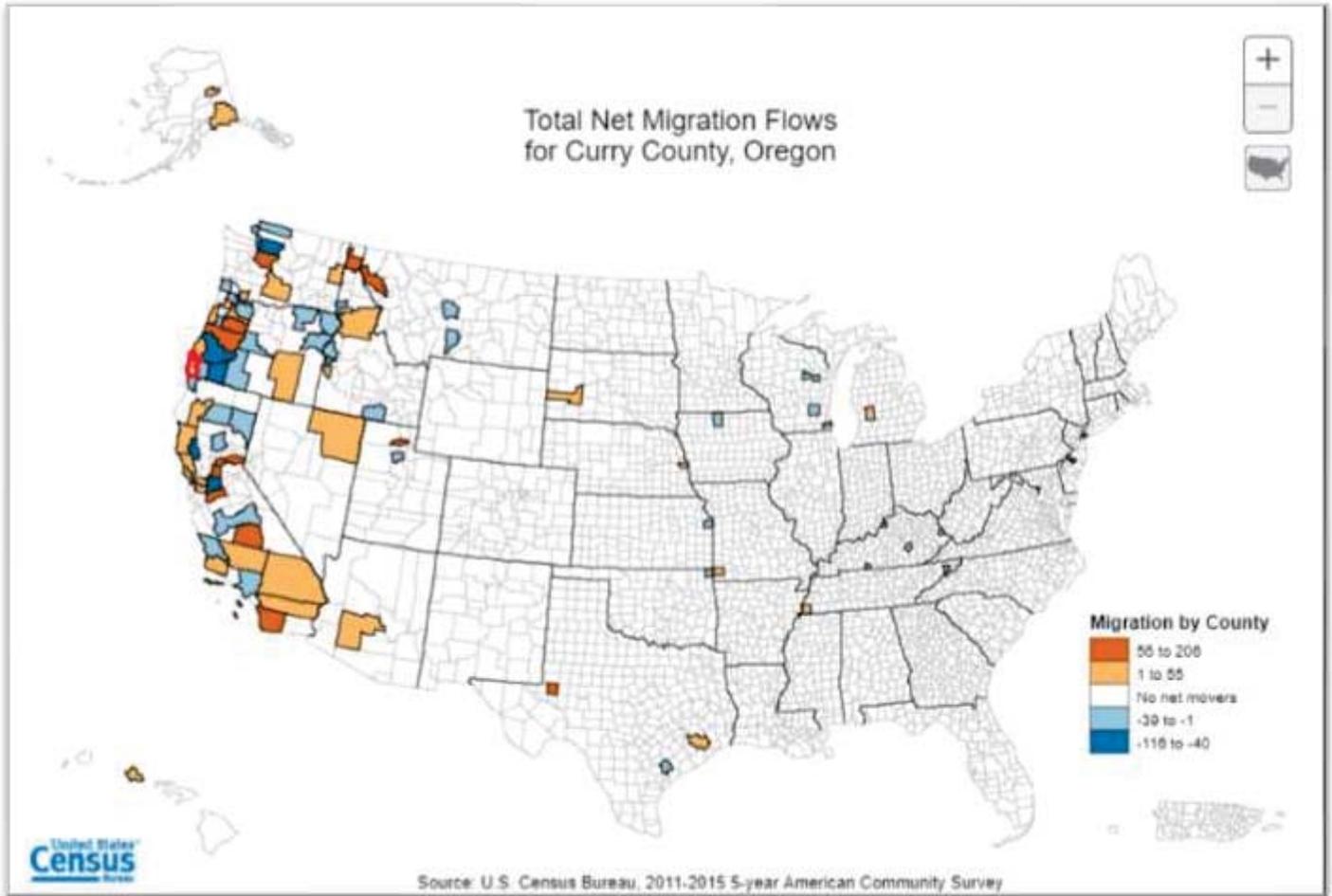
Source: Office of Economic Analysis, State of Oregon

As detailed in Table E-21 above, Curry County has experienced net in-migration since 1985. In person interviews with realtors and business owners indicate that much of this in-migration originates from California. Map 4-E on the following page details, nationwide by county, the net migration flows for Curry County.

The overall population increases forecasted in Tables E-1 through E-5 likely underestimate the long-term impacts of net in-migration, as well as the internal Curry County in-migration to the 97415-zip code from other areas of the county.

Please see Appendix B for a table detailing the Oregon State Vital Statistics, as shown above.

Map 4-E. The following map shows the total net migration flows for Curry County:



Source: US Census Bureau; American FactFinder 2015 American Community Survey

## Section III

### F. Evaluation of Existing Housing Market

#### i. Overview of the Study Area For-Sale and For-Rent Housing

Table F-1. The distribution of the 97415-zip code area housing stock is summarized in the following table:

Housing Unit Status	2000 Census		2010 Census		2017 Estimated		2025 Projections	
<b>Total Occupied</b>	5,945	84.5%	6,310	84.9%	6,407	84.3%	6,700	84.7%
<b>Owner-Occupied</b>	4,246	71.4%	4,307	68.3%	4,362	68.1%	4,610	68.8%
<b>Renter-Occupied</b>	1,699	28.6%	2,003	31.7%	2,045	31.9%	2,090	31.2%
<b>Total Vacant</b>	1,089	15.5%	1,124	15.1%	1,191	15.7%	1,210	15.3%
<b>For Rent or For Sale</b>	416	38.2%	366	32.6%	312	26.2%	275	22.7%
<b>Rented or Sold, Not Occupied</b>	41	3.8%	22	2.0%	36	3.0%	40	3.3%
<b>Seasonal, Recreational Use</b>	476	43.7%	560	49.8%	728	61.1%	850	70.2%
<b>Other Vacancy</b>	156	14.3%	176	15.7%	115	9.7%	45	3.7%
<b>Total Housing Units</b>	<b>7,034</b>		<b>7,434</b>		<b>7,598</b>		<b>7,910</b>	

Source: US Census Bureau; Ribbon Demographics

There are an estimated 7,598 total housing units within the study area in 2017. This includes an estimated 2,045 rental units, or 31.9% of the occupied housing stock. The balance of the housing stock in the study area is owner-occupied, which represents 68.1% of the occupied housing units in the study area. The share of renter households is moderate, and typical of rural area such as Curry County and the Brookings 97415-zip code area.

It is estimated that there are 1,191 vacant housing units within the study area in 2017, representing an apparent vacancy rate of 15.7%. This number includes vacant homes, mobile homes, and condominiums that are both for sale or rent, those rented or sold but not occupied, seasonal and vacation homes, and possibly functionally obsolete or non-viable units. The great bulk of these vacant housing units are not being actively marketed either for rent or for sale.

Table F-2. Based on the American Community Survey (2011-2015), the following is a distribution of all housing units in the 97415-zip code area and Curry County, by year of construction:

Year Structure Built	97415-Zip Code		Curry County	
<b>Built 2014 or later</b>	0	0.0%	0	0.0%
<b>Built 2010 to 2013</b>	76	1.0%	80	0.6%
<b>Built 2000 to 2009</b>	1,181	15.4%	1,771	14.0%
<b>Built 1990 to 1999</b>	1,458	19.0%	2,532	20.1%
<b>Built 1980 to 1989</b>	1,529	19.9%	2,081	16.5%
<b>Built 1970 to 1979</b>	1,730	22.5%	2,656	21.0%
<b>Built 1960 to 1969</b>	567	7.4%	1,133	9.0%
<b>Built 1950 to 1959</b>	598	7.8%	1,272	10.1%
<b>Built 1940 to 1949</b>	384	5.0%	665	5.3%
<b>Built 1939 or earlier</b>	168	2.2%	432	3.4%
<b>Total Housing Units</b>	<b>7,691</b>	<b>100.2%</b>	<b>12,622</b>	<b>100.0%</b>

Source: US Census Bureau; American FactFinder 2015 American Community Survey

The majority of the area’s housing units were built before 2000. There has been a dramatic decrease in building activity since 2010, with only 1.0% of all housing units in the study area and 0.6% in Curry County built after 2010. A large part of this slowdown is due to the national recession, which slowed housing construction throughout many areas of the state and the nation. Within the study area survey of rental units, we have identified only one new apartment building built since 2010, a 14-unit low income apartment complex that is now 100% occupied.

The median and average age for 97415 housing stock is over 35 years. Therefore, over half of the housing stock is well into functional obsolescence, and/or noticeable deterioration. Windshield surveys conducted for this report, as well as actual physical inspection of several older homes for sale indicate significant issues regarding inefficient heating systems and insulation, mold and mildew, dilapidated siding, and deteriorating roofs.

Property managers and realtors reflect these concerns as they report that almost all potential buyers, and most renters, prefer housing constructed at least in 1995 or newer. Post-1995 housing stock represents only about 7.5% of all housing in the area. Almost 45% of the Brookings area housing stock was built prior to 1980. Table F-2 on the previous page refers to the year of construction for both Curry County and the 97415-zip code area.

Table F-3. The number of owner- and renter-occupied households by household size within the Brookings 97415-zip code area, based on the 2010 Census, are distributed as follows:

Household Size	Owner-Occupied		Renter-Occupied	
	Households	Percent	Households	Percent
<b>1-person household</b>	1,224	28.4%	712	35.5%
<b>2-person household</b>	2,186	50.8%	599	29.9%
<b>3-person household</b>	411	9.5%	272	13.6%
<b>4-person household</b>	287	6.7%	217	10.8%
<b>5-person household</b>	134	3.1%	131	6.5%
<b>6-person household</b>	36	0.8%	39	1.9%
<b>7-or-more-person household</b>	29	0.7%	33	1.6%
<b>Total</b>	<b>4,307</b>	<b>100.0%</b>	<b>2,003</b>	<b>99.8%</b>

Source: US Census Bureau

Within the study area, the rental housing market has a high share (20.8%) of large-family households (4-or-more persons), compared with the owner-occupied housing having just 11.3% with a large household size. Many of the area’s large-family households are in homeownership or single-family rental alternatives. This is substantiated by interviews we conducted with local realtors and leasing agents.

Table F-4. The following table summarizes the estimated rental housing units by gross rent levels for the Brookings 97415-zip code area, based on the 2015 American Community Survey:

Gross Rent Paid	Rental Units	Percent
Less Than \$500	237	9.9%
\$500 to \$999	1,469	61.1%
\$1,000 to \$1,499	609	25.3%
\$1,500 to \$1,999	32	1.3%
\$2,000 to \$2,499	59	2.5%
\$2,500 to \$2,999	0	0.0%
\$3,000 or more	0	0.0%
No Rent Paid	201	--
<b>Occupied Units Paying Rent</b>	<b>2,406</b>	<b>100.1%</b>

Source: US Census Bureau; American FactFinder 2015 American Community Survey

The median gross rent paid in the study area in 2015 was \$843. The weighted average gross rent in 2015 was \$903. Gross rent includes all utilities.

**ii. Conventional Apartments**

In the study area, we are not aware of any conventional market-rate or government subsidized rental housing units under construction or planned. Of the six rental properties surveyed for this report, none currently had any units available for rent. All reported waiting lists, and estimated the average wait time for a rental at 30-90 days. The current rental occupancy rate is effectively 100%.

Table F-5. The following table summarizes the breakdown of conventional housing units surveyed within the study area:

Project Type	Projects Surveyed	Total Units	Vacant Units	Percent Occupied	Under Construction
Market-Rate	3	46	0	100%	0
Tax-Credit/Government-Subsidized	3	76	0	100%	0
<b>Total</b>	<b>6</b>	<b>122</b>	<b>0</b>	<b>100%</b>	<b>0</b>

Source: SCDL

Please see Appendix C for detailed property information, including addresses and maps, of the surveyed housing units.

As the preceding table illustrates, all project types identified within the study area are reporting good to excellent occupancy rates ranging from 98% to 100%. This indicates a rental housing market where demand exceeds supply. A stable rental market should have at least a 5% vacancy rate to allow for normal tenant turnover.

The conventional market-rate rental market is performing very well with limited vacancies and high occupancy. The high occupancy rate for rental housing indicates ongoing pent-up demand for additional units. The non-subsidized tax credit rental base is essentially 100% occupied with no vacant units.

The subsidized tax credit and the government-subsidized units are fully occupied. Most of these projects maintain extensive waiting lists, some in excess of one year and often approaching two years. This indicates that need exists in the Brookings 97415-zip code area for additional housing units offering rental assistance.

Generally, these properties have few amenities, are older, and offer small unit sizes (square footage).

Based on our interviews, and discussions with the City of Brookings and Curry County, there are no additional rental housing projects planned for the 97415-zip code area at this time.

**iii. Single-Family Homes and For-Sale Alternatives**

Census data identified an estimated 10,415 occupied housing units in 2015 within Curry County, and 6,627 occupied housing units within the 97415-zip code area. Unoccupied residential structures, mostly second homes and vacation rentals, are noted elsewhere in this report.

Table F-6. The following table details the 2015 American Community Survey estimates for housing units by housing type within Curry County, then further distributed by tenure:

Units in Structure, Curry County	Total Occupied		Owner-Occupied		Renter-Occupied	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
1, detached	5,990	57.3%	4,796	70.1%	1,192	33.0%
1, attached	439	4.2%	123	1.8%	311	8.6%
2 apartments	418	4.0%	27	0.4%	397	11.0%
3 or 4 apartments	251	2.4%	7	0.1%	238	6.6%
5 to 9 apartments	272	2.6%	0	0.0%	278	7.7%
10 or more apartments	565	5.4%	0	0.0%	567	15.7%
Mobile home or other type of housing	2,519	24.1%	1,888	27.6%	632	17.5%
<b>Occupied Housing Units</b>	<b>10,454</b>	<b>100.0%</b>	<b>6,841</b>	<b>100.0%</b>	<b>3,613</b>	<b>100.1%</b>

Source US Census Bureau; American FactFinder 2015 American Community Survey

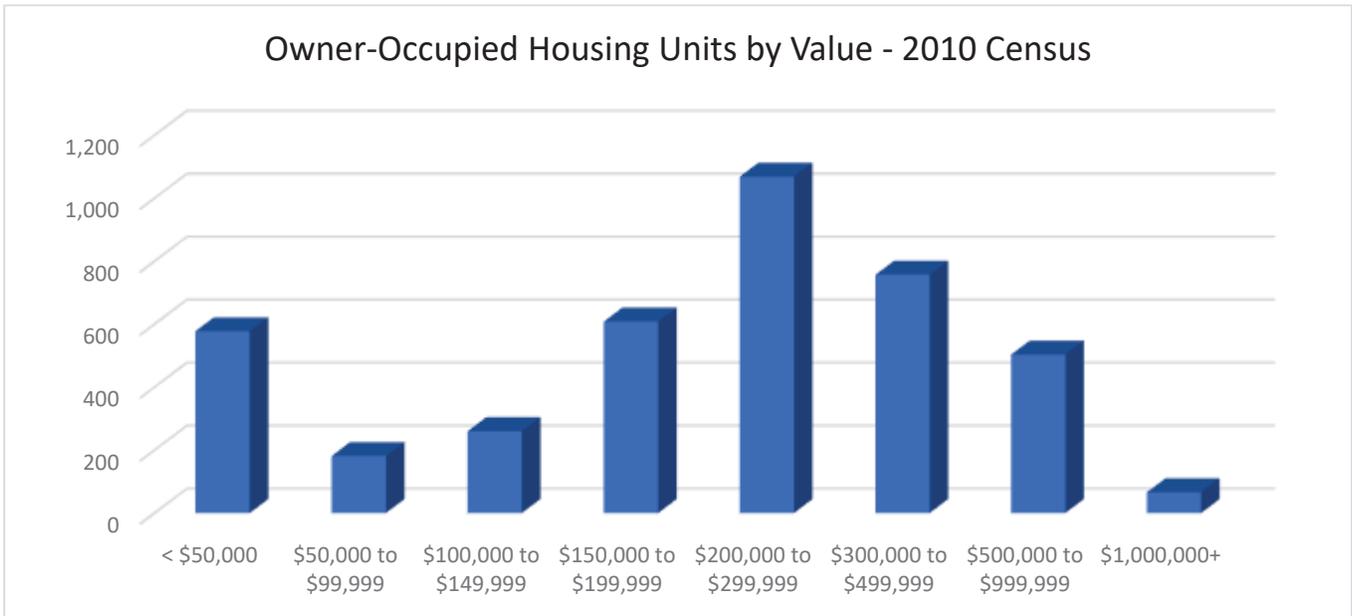
Table F-7. The following table details the 2015 American Community Survey estimates for housing units by housing type within the 97415-zip code area, then further distributed by tenure:

Units in Structure, 97415	Total Occupied		Owner-Occupied		Renter-Occupied	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
1, detached	3,446	52.0%	2,734	68.0%	712	27.3%
1, attached	418	6.3%	125	3.1%	297	11.4%
2 apartments	325	4.9%	8	0.2%	315	12.1%
3 or 4 apartments	152	2.3%	0	0.0%	154	5.9%
5 to 9 apartments	199	3.0%	0	0.0%	196	7.5%
10 or more apartments	484	7.3%	0	0.0%	485	18.6%
Mobile home or other type of housing	1,604	24.2%	1,154	28.7%	448	17.2%
<b>Occupied Housing Units</b>	<b>6,627</b>	<b>100.0%</b>	<b>4,020</b>	<b>100.0%</b>	<b>2,607</b>	<b>100.0%</b>

Source US Census Bureau; American FactFinder 2015 American Community Survey

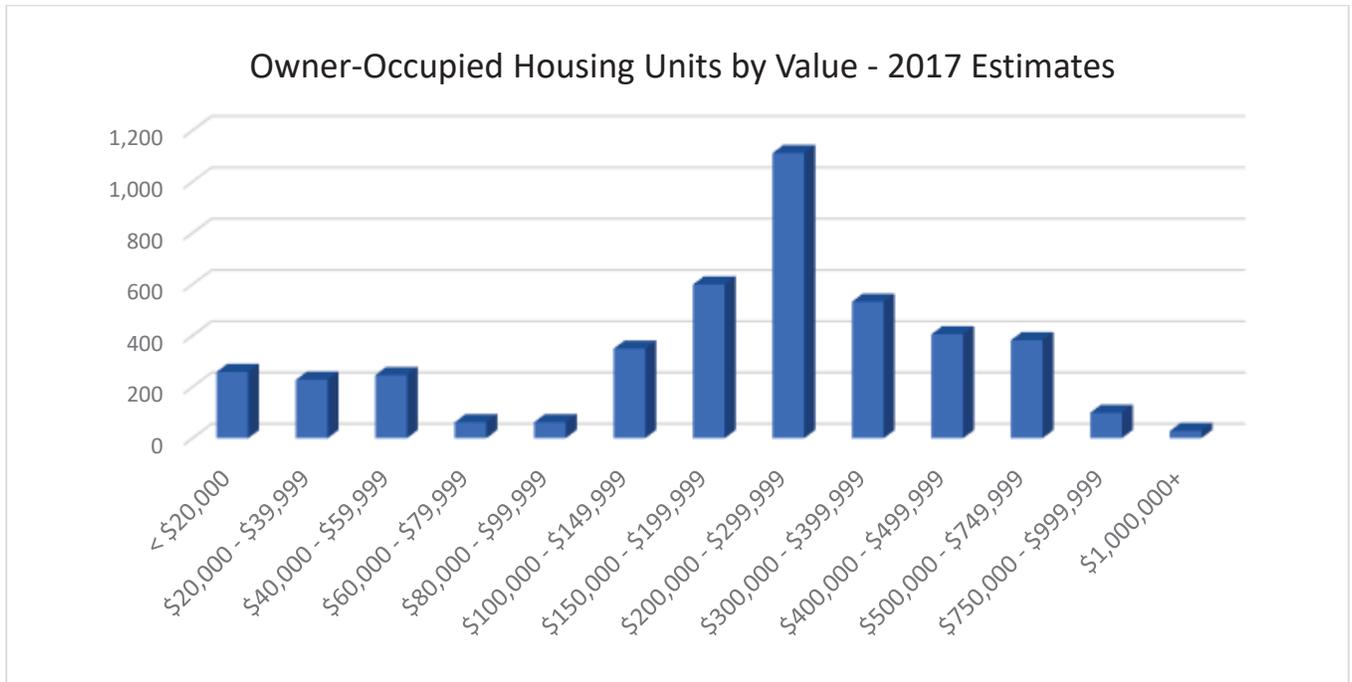
Just under one-fourth of the total housing stock in both Curry County and in the Brookings 97415-zip code area is made up of mobile homes or other types of housing, including boat, RV, van, etc. Reliance on mobile homes and other types of housing in rural areas is due to a number of factors including affordability, restricted mortgage financing, limited infrastructure in many areas of the county, and the demand for short-term housing options associated with growing employment opportunities.

Graph F-8. The following graph illustrates the estimated owner-occupied housing unit by value within the 97415-zip code area based on the 2010 Census:



Source: 2010 US Census

Graph F-9. The following graph illustrates the estimated owner-occupied housing units by value within the 97415-zip code area for 2017:



Source: Claritas, Ribbon Demographics

In 2017, just over 80% of owner-occupied housing structures were valued at more than \$100,000. This is up from about 74% of owner-occupied housing being valued at over \$100,000 in 2010, and reflects improvement to the area housing market following the recent national recession. The median owner-occupied home value in 2017 is \$233,903, which is up 16% from the median housing value in 2010, about \$200,000.

Based on RMLS data, sold home prices increased 8.2% / 9.4% (average / median) from mid-2016 to mid-2017. Barring another recession, it is reasonable to assume that home values will continue to rise, at least for the near term. Graphs F-8 and F-9 show that most (68.7%) owner-occupied housing units, condos included, range from \$100,000 – \$500,000 in estimated value. Within this cohort, over half are valued from \$150,000 – \$400,000.

This is consistent with recent RMLS reporting data that shows an average sales prices of \$247,100 and median sales price of \$237,500. In addition, realtors and employers interviewed for this study report a substantial, largely unmet demand for single-family dwellings with three or more bedrooms, two or more bathrooms in the \$200,000 – \$300,000 range.

Currently there are 227 residential listings on the Regional Multi Listing Service (RMLS) in the Brookings area.

Table F-10. Summary of RMLS current listings, within the Brookings city limits:

Housing Unit Type	Number	Asking Price		Bedrooms	Median Unit Square Footage	Median Price Per Square Foot
		Range	Median			
Single-Family Home	82	\$110,000 – \$2,300,000	\$419,000	1 – 5	1,850	\$226
Condominium	24	\$149,000 – \$487,000	\$380,000	2 – 3	1,810	\$210
Manufactured/ Non-Fee Simple	7	\$172,000 – \$415,000	\$245,000	2 – 6	1,650	\$148

Source: RMLS

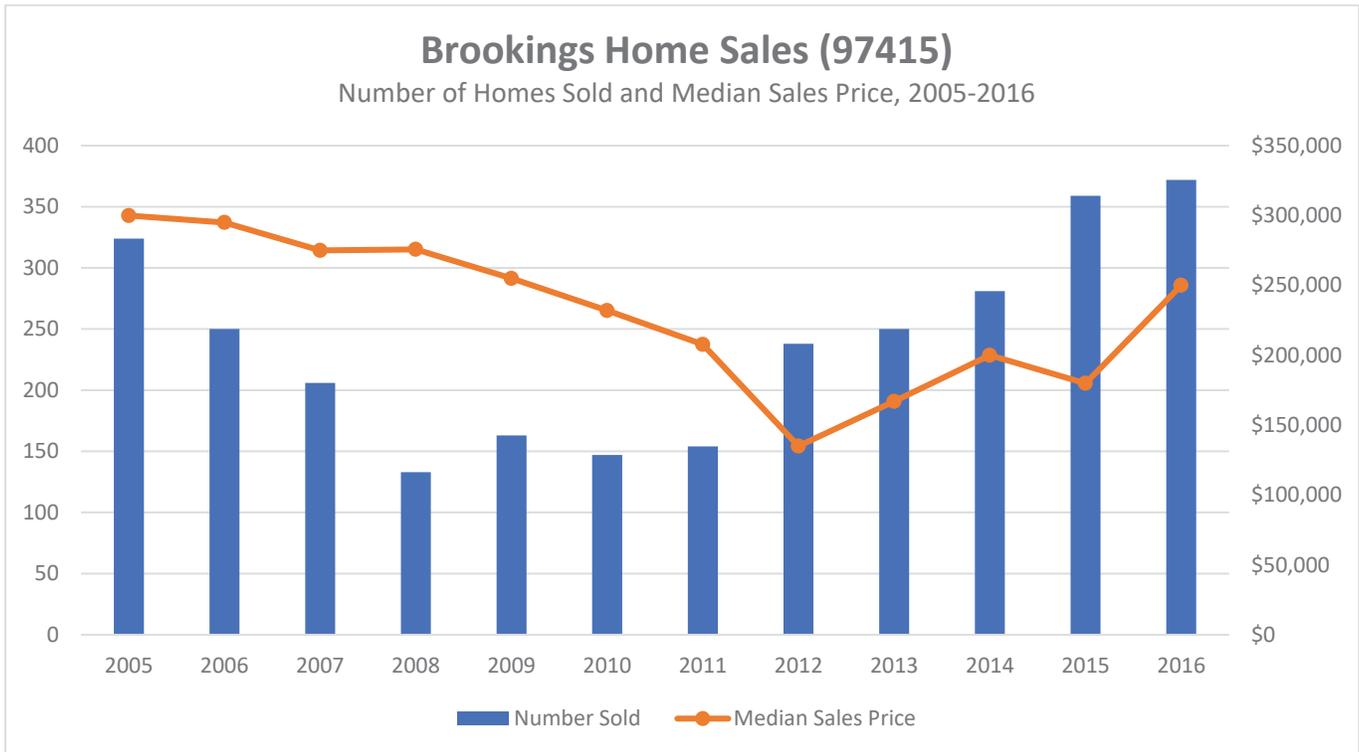
Table F-11. Summary of RMLS current listings, for the remainder of the 97415-zip code:

Housing Unit Type	Number	Asking Price		Bedrooms	Median Unit Square Footage	Median Price Per Square Foot
		Range	Median			
Single-Family Home	55	\$100,000 – \$699,000	\$570,000	1 – 5	2,275	\$250
Condominium	1	\$525,000	\$525,000	3	2,150	\$244
Manufactured/ Non-Fee Simple	58	\$35,000 – \$375,000	\$160,000	1 – 3	960	\$166

Source: RMLS

The average year built for the single-family homes listed on the RMLS for the Brookings area is 1985.

Graph F-12. The following graph illustrates the number of annual home sales and the median sales price within the Brookings 97415-zip code area, from 2006 – 2016:



Source: RMLS

Table F-13. The following table reflects the number of total and sold listings, with the mean and median sales price, and the average number of days on the market, for the 97415-zip code area:

Year	Total Listings	Sold Listings	Mean Sales Price	Median Sales Price	Average Days on Market
<b>2011*</b>	193	72	\$200,688	\$174,750	149
<b>2012</b>	357	211	\$188,420	\$158,150	172
<b>2013</b>	427	217	\$182,583	\$167,500	168
<b>2014</b>	412	241	\$220,167	\$188,750	175
<b>2015</b>	427	310	\$252,917	\$208,750	156
<b>2016</b>	463	326	\$267,576	\$242,450	106
<b>2017**</b>	224	130	\$288,396	\$242,750	122

Source: RMLS

\*Data Prior to 7/2011 not available / \*\*Data through 6/2017

In 2017, the RMLS reports 130 home sales for the first half of the year. Total home sales decreased by 5.8% from 2016, with 138 homes sold in the first half of that year. The median sales price for the area increased over 6.7% during that same period though, and is currently at \$242,750 for the year.

The following tables provide a summary of the housing cost burden by household income range for renter-occupied and homeowner-occupied housing units, within the Brookings 97415-zip code area.

Table F-14. Housing Cost Burden for Renter-Occupied Housing by Household Income Range, (does not include government subsidized housing):

Household Income Range	Renter Occupied Units		Approx. Avg. Monthly Cost	Approx. Avg. Cost % Burden
	#	%		
Less than \$10,000	253	14.7%	\$487	69.0%
\$10,000 to \$19,999	346	16.5%	\$650	52.0%
\$20,000 to \$34,999	516	20.2%	\$750	33.0%
\$35,000 to \$74,999	562	38.5%	\$1,075	23.0%
\$75,000 to \$99,999	156	4.7%	\$1,250	19.0%
\$100,000 to \$149,000	172	4.0%	\$1,420	15.0%
\$150,000 +	45	1.5%	\$2,000	15.0%
<b>Total</b>	<b>2,050</b>	<b>100.1%</b>	--	--

Source: US Census Bureau; American FactFinder 2015 American Community Survey

Table F-15. Housing Cost Burden for Owner-Occupied Housing by Household Income Range:

Household Income Range	Homeowner Occupied Units		Approx. Avg. Monthly Cost	Approx. Avg. Cost % Burden
	#	%		
Less than \$10,000	347	6.8%	\$280	40.0%
\$10,000 to \$19,999	348	13.1%	\$375	30.0%
\$20,000 to \$34,999	833	19.3%	\$695	30.0%
\$35,000 to \$74,999	1,799	34.7%	\$775	19.0%
\$75,000 to \$99,999	406	10.1%	\$1,600	23.0%
\$100,000 to \$149,000	547	13.0%	\$2,250	22.0%
\$150,000 +	125	3.1%	\$2,600	20.0%
<b>Total</b>	<b>4,405</b>	<b>100.1%</b>	--	--

Source: US Census Bureau; American FactFinder 2015 American Community Survey

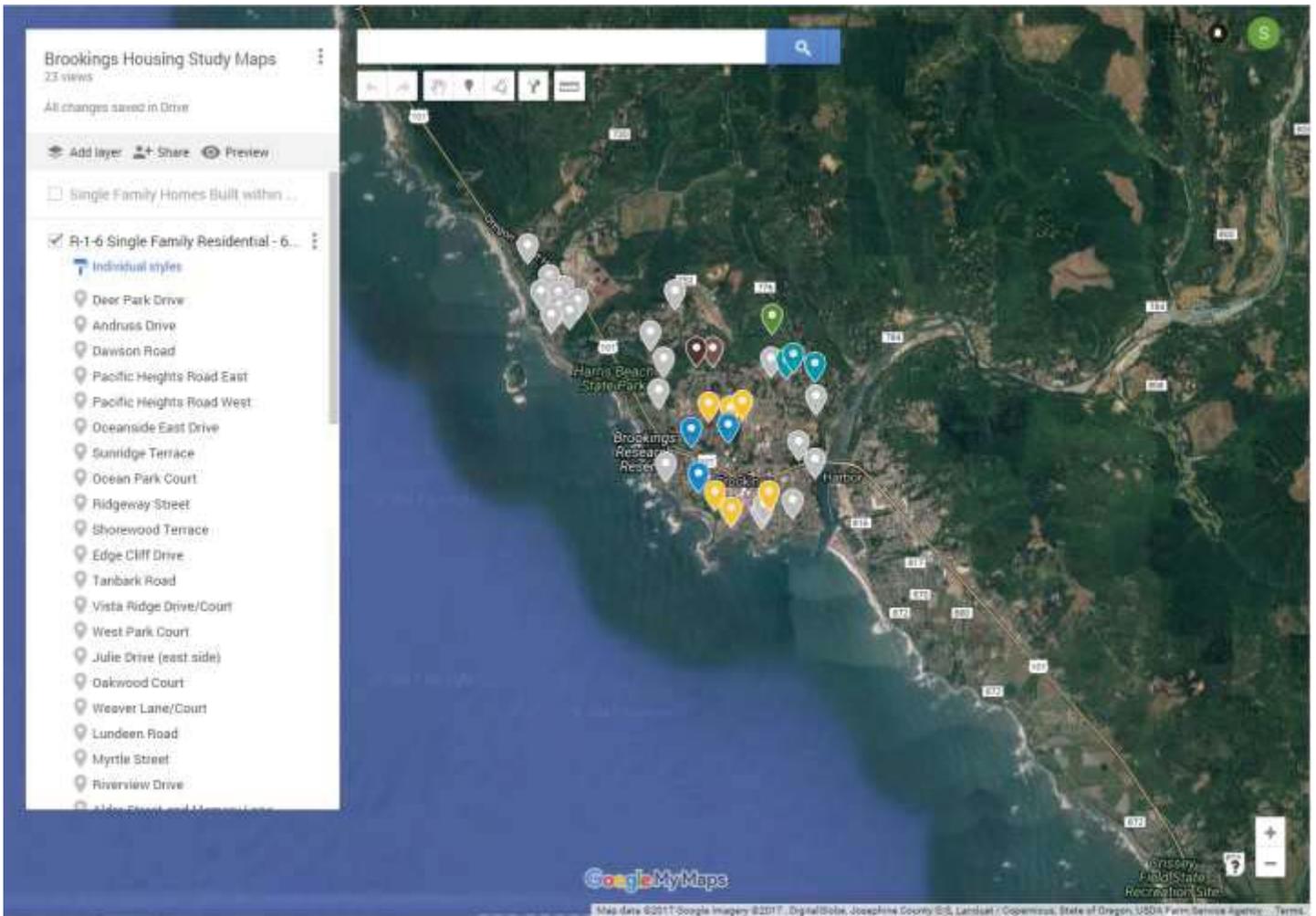
Based on the recent census data, an estimated 558 rental households within the Brookings 97415-zip code area are paying 30% or more of their incomes to rent, and there are an estimated 510 homeowners households paying 30% or more. This equates to approx. 14% of all households with a high housing cost burden. The majority of these households paying 30% or more for housing costs have an income between \$20,000 and \$35,000.

Tables F-14 and F-15 make a strong case for an existing high demand for more affordable housing options, especially rentals. This is even more dramatically so for government subsidized housing. A significant number of area households are spending more than 30% of their gross income on housing.

Keep in mind, these figures are calculated from the 2015 American Community Survey. Not only have two-plus years elapsed since then, but these are two years of a rapidly tightening housing market with rents for a standard 2-bedroom/1-bathroom apartment estimated to have increased by \$150 – \$250 per month. Without doubt, the current affordability situation is worse, perhaps much worse, than this data indicates.

iv. Vacant Land Available for Residential Development

Map 1-F. Below is a screenshot of an interactive Google map, showing all vacant land that is zoned for residential development:



Source: Google Maps; <https://www.google.com/maps/d/edit?mid=1rmUo1-tXcFx97e8zH6CvYRkEQfg&ll=42.055042659709784%2C-124.29904445993651&z=13>

As the above map indicates there is a reasonable supply of existing undeveloped lots, as well as at least one very large parcel of undeveloped land.

Some developers and realtors feel there are several factors limiting their development potential:

1. High SDC fees within the Brookings city limits.
2. The difficulty for many would-be individual developers of buying a lot and then coming up with more money during the construction phase.
3. The reluctance of some lenders to lend for the purchase of bare land, and/or construction loans.
4. The lack of full services at many potentially developable parcels.
5. A very limited number of local general contractors.

The highest current demand in the 97415- zip code area is for existing new (or newer) single-family dwellings, offering 1,500 – 1,700 square feet, with 3-bedrooms and 1- or 2-bedrooms.

**v. Vacation Rental Market Share**

Table F-16. The following table summarizes the market share occupied by short-term seasonal/recreational or vacation rentals within the 97415-zip code area:

	2000 Census		2010 Census		2017 Estimated		2025 Projected	
	#	%	#	%	#	%	#	%
<b>Total Vacant Housing Units</b>	1,089	100.0%	1,124	100.0%	1,191	100.0%	1,210	100.0%
<b>For Sale</b>	170	15.6%	200	17.8%	184	15.4%	178	14.7%
<b>For Rent</b>	246	22.6%	166	14.8%	128	10.7%	97	8.0%
<b>Rented or Sold, Not Occupied</b>	41	3.8%	22	2.0%	36	3.0%	40	3.3%
<b>Seasonal or Recreational Use</b>	476	43.7%	560	49.8%	728	61.1%	850	70.2%
<b>Other Vacancy</b>	156	14.3%	176	15.7%	115	9.7%	45	3.7%

Source: US Census Bureau; Ribbon Demographics

The vast majority of the vacant housing units in the study area are identified as seasonal or for recreational use, a total of 728 units in 2017, or 61.1% of all vacant units. This number is projected to increase by 2025 to 850 dwelling units, or 70.2% of all vacant units. These units do not represent permanent housing and are not comparable to, or provide support for, conventional housing needs.

Table F-17. The following table details the high, low, mean, and median vacation rentals found on VRBO.com for the Brookings area, comparing their size and price per night, as well as anticipated annual revenue at specified occupancy levels:

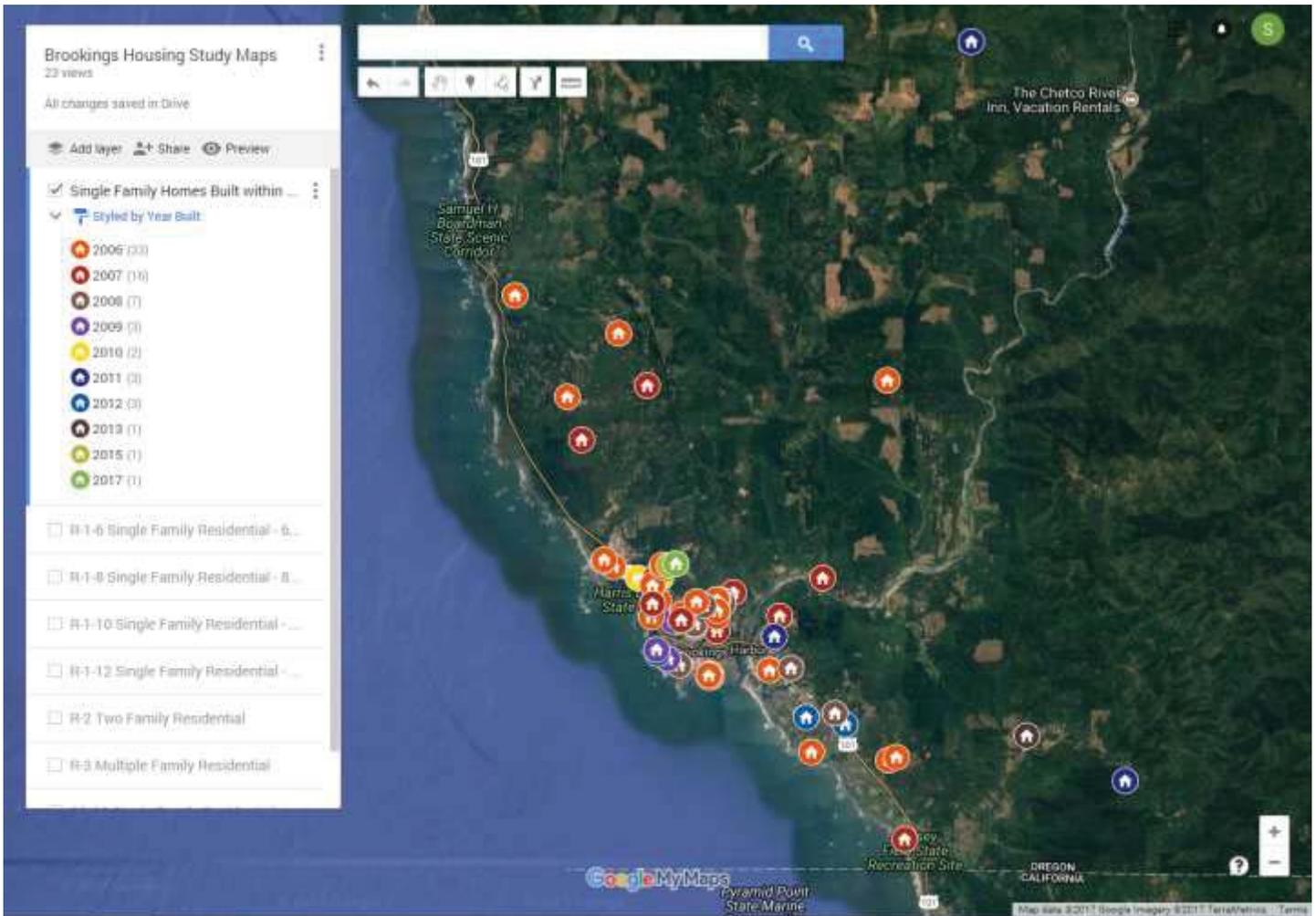
Property Details						Annual Revenue Generated at Occupancy			
VRBO House #	Bed	Bath	Avg. Price Per Night		Min. Night Stay	25%	50%	75%	100%
210432	4	3.5	High	\$473	2-4	\$43,161.25	\$86,322.50	\$129,483.75	\$172,645.00
4348814ha	3	2.5	Mean	\$195	2-3	\$17,793.75	\$35,587.50	\$53,381.25	\$71,175.00
127877	1	1	Median	\$175	2	\$15,968.75	\$31,937.50	\$47,906.25	\$63,875.00
970146	2	2	Low	\$86	2-4	\$7,847.50	\$15,695.00	\$23,542.50	\$31,390.00

Source: VRBO.com

A VRBO.com (Vacation Rentals by Owner) search was conducted on 7/28/2017, which yielded 93 properties available for a short-term rental within the Brookings area. Of those 93 properties, 45 were houses, 19 were condos, and 13 were cabins. The average advertised price per night was \$195.60 with a 2.4 average minimum night stay.

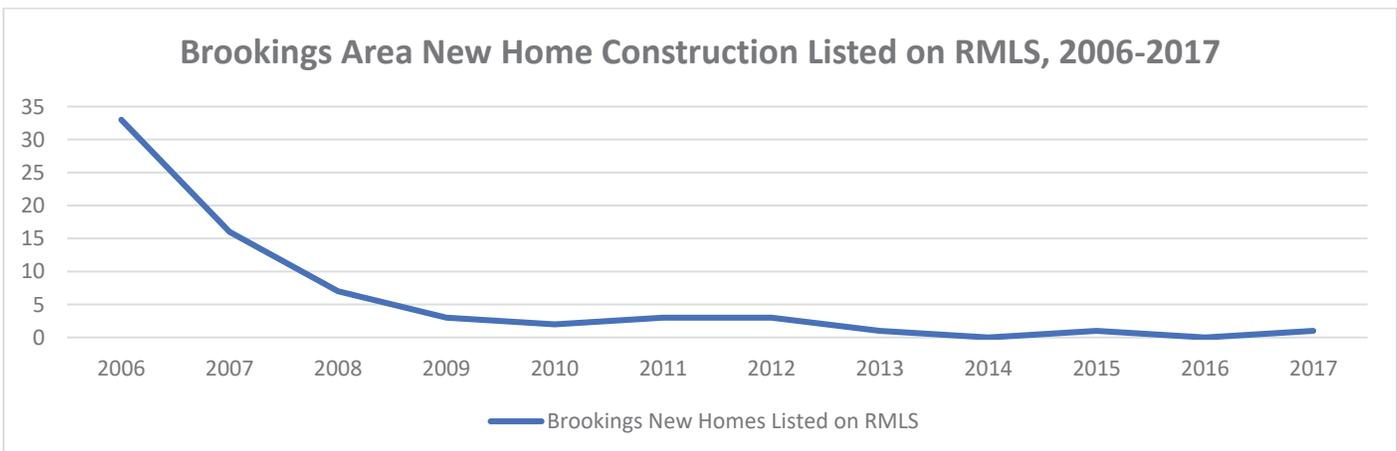
vi. Residential Development Since 2006

Map 2-F. Below is a screenshot of an interactive Google map, showing all residential development within the 97415-zip code area, since 2006, according to RMLS listings:



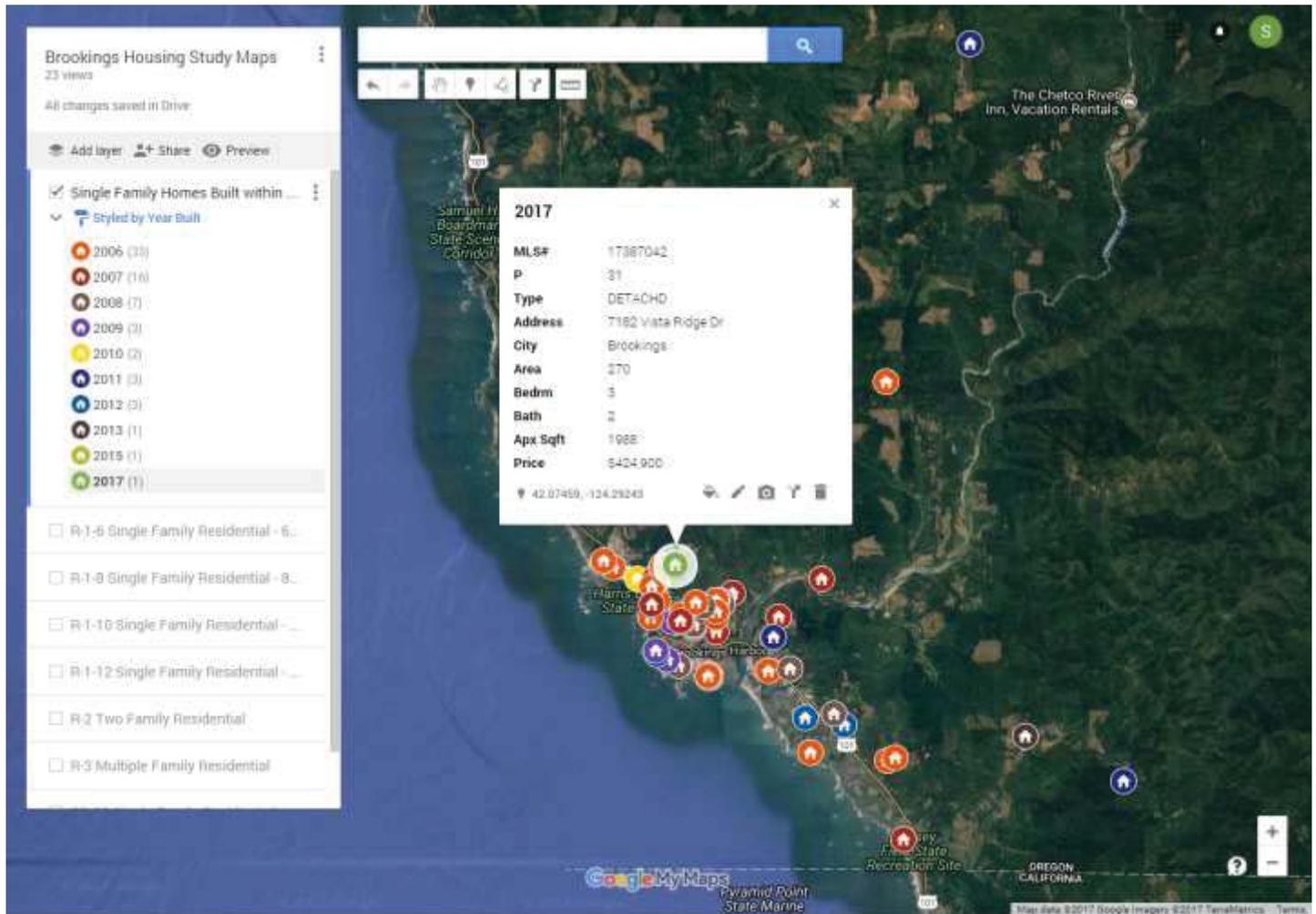
Source: Google Maps; <https://www.google.com/maps/d/edit?mid=1rmUo1-tXcFx97e8zH6CyYRkEQfg&ll=42.1004027600032%2C-124.29818615305174&z=12>

Graph F-18. Brookings Area New Home Construction listed on RMLS, 2006-2017:



Source: RMLS

Map 3-F. Within the interactive map, you can click on the house icon and it will show specific information about that house including the MLS #, the property type, address, bedrooms and bathrooms, approximate square footage, and list price, as shown in the picture below for the one house built so far in 2017.



Source: Google Maps; <https://www.google.com/maps/d/edit?mid=1rmUo1-tXcF97e8zH6CvYRKEQfg&ll=42.1004027600032%2C-124.29818615305174&z=12>

There appears to be only two newly developed residential subdivisions in the 97415-zip code area. One (14 lots) is in the City of Brookings, while the other (23 lots) is in Brookings-Harbor. See maps of these development locations on the following pages.

Interviews with the developer of these two subdivisions indicate that the 14-lot Brookings subdivision will be filled with modular homes, 3-bedroom/2-bathroom and approx. 1,100-1,900 square feet, with sales prices estimated to be about \$279,000 – \$350,000. The developer estimates all homes/lots will be sold by early 2018.

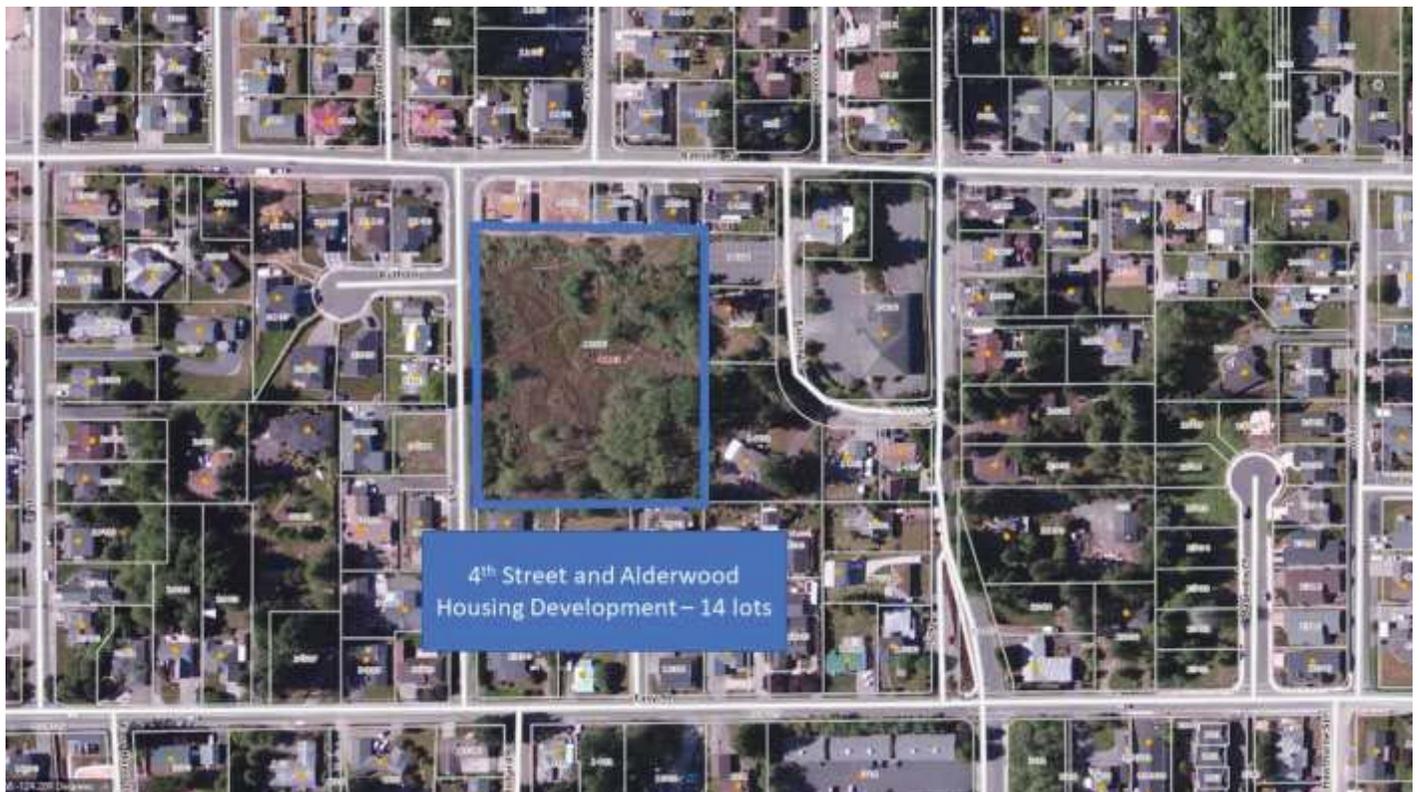
The 23-lot Brookings-Harbor subdivision will be sold as lots, many with views, at a price of \$150,000 – \$200,000 per lot. These lots will likely be available for sale in late 2017 or early 2018.

Map 4-F. The following map shows both new residential developments, relative to the Rio Tinto / US Borax Site:



Source: Google Maps, SCDC

Map 5-F. The following map shows the 14-lot residential development at 4th Street and Alderwood:



Source: Curry County GIS, SCDC

Map 6-F. The following map shows the 23-lot residential development at Crown Terrace:



Source: Curry County GIS, SCDC

Table F-19. Following is a summary of the residential building permits issued for the City of Brookings, for single-family and multi-family residential units:

Year	Single-Family Residential		Multi-Family Residential	
	Number	Valuation	Number	Valuation
2000	45	\$6,237,503.50	8	\$2,579,045.00
2001	49	\$8,967,300.00	7	\$8,951,434.00
2002	45	\$8,126,846.00	0	\$0.00
2003	68	\$13,409,511.00	3	\$2,118,347.00
2004	48	\$10,495,607.00	0	\$0.00
2005	44	\$9,510,475.00	0	\$0.00
2006	41	\$8,904,435.00	2	\$1,372,930.00
2007	9	\$2,643,000.00	1	\$534,000.00
2008	10	\$2,396,000.00	0	\$0.00
2009	7	\$1,878,000.00	0	\$0.00
2010	6	\$1,445,000.00	0	\$0.00
2011	2	\$932,000.00	0	\$0.00
2012	4	\$1,199,000.00	0	\$0.00
2013	2	\$407,000.00	1	\$4,202,317.00
2014	4	\$1,616,000.00	1	\$1,293,399.00
2015	5	\$864,000.00	0	\$0.00
2016	13	\$1,588,000.00	0	\$0.00
2017	5	\$1,343,000.00	0	\$0.00

Source: City of Brookings

Table F-19 above quantifies the dramatic decline in residential construction that began in 2007. Prior to then, Brookings had issued an average of 49 single-family dwelling permits per year. From 1990 to 1999, the average was 46.

In the almost 11 years since 2006, the City has issued a total of 67 single-family permits, an average of only 6 per year. If the City has similarly maintained their historical averages, there would be about 461 additional homes in the city. Curry County numbers only go back five years, but those who have worked for the building department both before and after 2006 report a similar effect.

In addition, it should be noted that the area population has continued to grow, (Please see Tables E-1 and E-2 on page 10). Compounding this is the age of the area housing stock, (Please see Table F-2 on page 25).

A similar dearth of new construction applies to multi-family housing developments. From 2000-2006, there were a total of 20 multi-family residential projects. Since then only three have been built, and there are none currently planned or under construction.

The multi-family dwelling projects developed in 2007 included 5 units; in 2013 the development included 40 units; and in 2014 it included 14 units. A total of only 59 additional multi-family dwelling units were developed in the years from 2007 to 2017.

## **Section IV**

### **G. Site Specific Analysis**

#### **i. Site Description**

The former U.S. Borax site located within the City of Brookings city limits is approx. 537 acres disbursed across three conjoined tax lots, 4014-00 -02404-00, 4014-00 -02401-00, 4014-00 -02400-00. The site is oriented Northeast to Southwest, and is crossed by both Ram Creek south of the Lone Ranch Picnic area and Duley Creek at the Northern end of the site. Currently there is limited road access off of Highway 101, however the site is accessible through Lone Ranch Parkway which dead ends and allows access by way of a dirt road. This dirt road runs relatively Northeast to Southwest along the eastern borders of tax lots 2400 and 2401 and the western border of tax lot 2404. There are also two small turnouts which lead into dirt access roads, one of which is south of Duley Creek and the other is just south of Ram Creek on Highway 101. These roads cross the property much like Duley and Ram Creeks. Currently the site is covered in timber and other dense foliage. Site terrain is sloped from west to east with level areas throughout the property. There is a double peak directly north of Lone Ranch Parkway, which is the highest spot on the site.

#### **ii. Zoning Regulations and Permitted Land Uses**

Currently this site is zoned as a Master Plan Development District. The master planned development (MPD) zone is a land use district. The MPD zone may be applied on sites that are 50 acres or greater in size. The MPD zone shall implement the MP comprehensive plan designation, which shall be placed on all land requiring a “master plan of development” in the Urban Growth Joint Management Agreement (JMA) adopted by the city and the county. Upon or subject to annexation into the city, the MPD comprehensive plan designation shall be applied to all land that is required to adopt a master plan of development (MPoD) in the urban growth boundary. In addition, the city may apply the MPD designation to other lands within the city.

The MPD zone is to be implemented through the approval of a MPoD that describes in detail, as outlined in this chapter, how the development of the property will occur and how the development will implement applicable goals and policies of the city’s comprehensive plan, and applicable provisions of the land development code. The MPoD will assess and minimize, to an acceptable level, the impacts of the development on the city’s services, infrastructure, transportation systems and neighboring properties. Best engineering practices for low impact development which preserve existing vegetation, topography, and natural drainage are encouraged. As the MPD zone is implemented through an approved MPoD, no development shall be allowed until applicable requirements of this chapter are met. Compliance with applicable plan goals and policies is deferred until the MPoD review.

Master planned development review procedures are established in this chapter for the following purposes:

- a. Promote flexibility in design and permit diversification in location of structures;
- b. Promote efficient use of land and energy and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;
- c. Preserve to the greatest extent possible existing landscape features and amenities, and utilize such features in a harmonious fashion. Retention of existing mature trees and other vegetation is encouraged;
- d. Provide for more usable and suitably located recreation facilities and other public and common facilities than would otherwise be provided under conventional land development procedures;
- e. Combine and coordinate architectural styles, building forms and building relationships within the planned development;

- f. Provide the applicant with reasonable assurance of ultimate approval before expenditure of complete design moneys, while providing the city with assurances that the project will retain the character envisioned at the time of approval;
- g. Promote and encourage energy conservation; and
- h. Provide greater compatibility with surrounding land uses than what may occur with a conventional project. [Ord. 10-O-652 § 2; Ord. 03-O-446.PP.]

The following uses are allowed outright when they are included in an approved MPoD:

- a. All uses allowed outright and conditionally in the R-1, R-2, and R-3 zones;
- b. All uses allowed outright and conditionally in the C-1, C-2, C-3 and C-4 zones.
- c. All uses allowed outright in the I-P and M-2 districts. [Ord. 10-O-652 § 2; Ord. 03-O-446.PP.]

### iii. **Site Constraints**

Although this site would be advantageous to develop, some constraints exist such as: limited utility development, sloped terrain, limited roadside accessibility, the need for timber harvest and foliage removal, as well as significant cost to extend sewer service and other infrastructure to the site.

### iv. **Current Infrastructure and Improvements Needed**

Currently, Coos Curry Electric Co-Op power lines run along the western border of the site along Highway 101. Water and sewer lines would need to be extended to the site. Natural Gas is not available in Curry County. Road infrastructure would also need to be developed for ingress and egress of site.

## H. **Competitive Market/Housing Demand Analysis – 2017**

This section projects the current and future housing needs for Brookings area residents. It focuses on:

- Low-Income renters who will continue to rent
- Renters who want to buy
- Owners who want or need to change where they live, either now or in the future
- Young and middle-aged adults
- New households in the study area

The analysis in this section examines housing needs across all income levels, except low-income assisted housing, to identify mismatches in supply and demand for all households in the Brookings 97415-zip code study area. It reports on the results of a modeling effort, which compares the demand for and supply of housing by income level.

The analysis uses the following data sources:

- Households estimates and household income ranges from the 2015 American Community Survey (ACS)
- Rental data from the ACS, as well as in-person surveys of the rental management companies and realtors within the 97415-zip code area.
- For-Sale/Sold housing data

The United States Department of Housing and Urban Development (HUD) has defined reasonable housing affordability as payment for monthly housing expenses that do not exceed 30% of a household's monthly gross income. The housing expense may be the monthly rent payment or the monthly mortgage payment including the principal, interest, and monthly cost for taxes and insurance (PITI).

It should be noted here that Curry County property taxes are exceptionally low and are not a significant factor affecting housing affordability. The current median home sales price, even if assessed at real market value (RMV), amounts to less than \$150 per month in property taxes.

According to HUD, households that are paying 31% to 49% of their monthly gross income towards housing expenses are considered high-cost burdened households (overburdened). Households that are paying more than 50% of their monthly gross income for housing are considered severely cost burdened households.

#### **i. Determination of Income Eligibility**

Using the area median family income (which is adjusted annually) as a basis point, HUD computes Section 8 housing income guidelines. These guidelines, adjusted for family size, are used to determine eligibility for all HUD housing programs.

The HUD eligibility income level for a four-person household in the 97415-zip code was approximately \$34,250 for 2016.

#### **ii. Demand Evaluation**

We have evaluated the housing market and have estimated the housing support levels based upon current housing conditions, historical market trends, and current household growth patterns. This section identifies the potential to support new housing development based upon the amount and condition of existing supply, price points, the income ranges of area households, and population and employment growth projections.

A series of assumptions have been established to guide this analysis.

Normally, the demand assumptions assume that households cannot pay more than 30% of their gross income for housing costs. However, the 97415-zip code area housing market is driven, to a large degree, by in-migration of older adults who often arrive with down payments well in excess of the traditional 20% – 25%. Realtors in the area interviewed for this study report that the majority of buyers put 30% – 50% as a down payment. This in turn results in a considerably reduced mortgage payment. For home purchase purposes, it will be assumed that the median home buyer will pay 25% of the home price as a down payment.

Monthly housing costs include utility payments for both renters and homeowners. A homeowner's housing burden must also include the principal and interest payments, as well as the taxes and all required insurance. The mortgage is assumed as a 30-year fixed product with 25% down and a 5% interest rate. It is important to note however, that many households voluntarily pay more than 30% of their incomes to housing costs. In general, this decision is influenced by quality of life issues.

For this evaluation, 2010 Census data, updated and estimated for 2016, household income and occupied residential units with specified monthly costs for the study area were used as the basis for comparison.

Table H-1. The following table demonstrates the income required to afford purchased housing at different price points in the study area. It also evaluates the proportional amount of housing that these numbers represent:

Household Income Range	Current Households Able to Afford Monthly Housing Cost	Maximum Affordable Monthly Housing Costs	Maximum Price Affordability
Less than \$10,000	273	\$250	\$58,213
\$10,000 to \$19,999	527	\$500	\$121,083
\$20,000 to \$34,999	776	\$875	\$203,745
\$35,000 to \$49,999	671	\$1,250	\$291,065
\$50,000 to \$74,999	724	\$1,875	\$436,597
\$75,000 to \$99,999	403	\$2,450	\$570,487
\$100,000 to \$149,999	523	\$3,750	\$873,195
\$150,000 +	125	\$4,500	\$1,047,834

Source: SCDC

Using Census data, household income figures were grouped into 8 ranges of income, and affordable monthly housing costs were computed for each reporting category using HUD’s 30% index. This provides the maximum affordable monthly housing costs for households within each income category.

Among area homeowners by household income category, there are an estimated 647 households within the study area in 2016 with earnings of \$100,000 or more.

The demand/supply matrix details the income limits for each of the income categories in column one. The second column includes the estimated 2016 households in each income category for the county. The third column has the maximum affordable monthly housing costs for each income range. Using HUD’s affordability index, those households with an income of less than \$10,000 should be paying no more than \$250 per month for housing expenses. (\$9,999 / 12 x 30% = \$249.98)

The fourth column lists the estimated maximum housing price that existing homeowners could afford, based on the assumption above. Tables H-1 and E-10 make clear that a significant number and percentage of existing homeowners can afford to “move up” to more expensive homes. Almost 25% of existing homeowners can afford the current median home sales price of \$237,500.

Thus, a strong potential for this zip code to absorb significant new housing in the \$200,000 – \$400,000 range is evident. This is consistent with the report of realtors interviewed for this report. They unanimously indicate a high level of demand for newer (or new) homes in the \$225,000 – \$325,000 range.

To analyze the supply of housing and the demand for housing at affordable costs, a comparison has been made between what existing households could afford on a monthly basis using the 30% HUD Standard, and the number of occupied units at reported monthly costs. For this evaluation, 2010 Census data updated and estimated for 2016, household income and occupied residential units with specified monthly costs for Curry County were used to determine current housing needs.

**iii. Workforce/Affordable Rental Housing**

Non-subsidized workforce/affordable housing is targeted to households with low to moderate incomes. We were not able to locate any housing development targeted to this income group within the study area. Interviews with local area employers and realtors/property managers indicate an increasing need for workforce housing. Adequate and affordable housing that is available to the workforce, is necessary in order to support a healthy and diversified economy. Lack of affordable housing will slow future economic growth.

Please reference Workforce Housing Ordinance, Chapter 17.180 for additional information.

**iv. Market-Rate Rental Housing**

There are no maximum income restrictions for market-rate rental units. Typically, when households reach a certain income level, they are more likely to become homeowners, since their ability to qualify for a home mortgage increases. However, since we conducted this analysis using general and under age-55 renter household data only, and did not consider homeowners for some basic capture rate calculations, we have conducted this particular analysis of income-qualified households without a maximum income limit.

In order to evaluate demand potential for a new market-rate apartment property, we have assumed unit rents starting at the proposed collected rent of \$700 for a one-bedroom unit. This is higher than the collected one-bedroom rents of \$625 currently achieved in the market.

Assuming management will qualify households using a 27% rent-to-income ratio for the market-rate units, the general occupancy yields a minimum income requirement of approximately \$31,000 based on the estimated collected rent and a typical market-rate rent and rent-to-income ratio. We consider two of the seven surveyed market-rate projects within the study area as potentially comparable. The projects include one vacant unit.

Table H-2. Following is a summary of the estimated need for market-rate units, considering the existing base of comparable units and currently vacant units within the study area:

<b>Market-Rate Housing (Income \$31,000 and Higher)</b>	
<b>Income-Eligible Renter Households – 2016</b>	2,174
<b>Estimated Existing Units</b>	1,144
<b>Underserved Income- and Age-Appropriate Renters</b>	1,030
<b>Market-Rate Housing Capture Rate</b>	11.0%
<b>Comparable Units Currently Vacant</b>	0
<b>Potential Market-Rate Units Needed:</b>	113

Source: SCDL

Based on this demand evaluation, the study area can currently support 113 additional market-rate units targeted to moderate- and high-income renter households, earning \$31,000 or more per year. This market support level does not include or allow for population growth since 2015, or the notable rent increases since then.

With no market-rate units currently targeted to older adults and the area projecting 15% population growth through 2025 among older adult households, an age-restricted project represents an excellent opportunity for market-rate development. With a 7% age-restricted capture, we estimate future demand for an additional 112 new market-rate units targeted to older adults.

It is important to note that there is an increasing share of renters by choice in today’s market regardless of income, making a maximum income less restrictive. This market characteristic is reflected within the renter household projections. Among senior households, support from only renters is not typical and older individuals are often transitioning to a maintenance-free unit rather than pursuing homeownership. Based on our interviews with realtors in the market area, we anticipate 10% to 15% of the market-rate project’s initial residents will be former homeowners, increasing area development potential by another 10-15 units.

We recommend that market-rate units targeted to older adults should include a single-story ranch design with an attached garage. This product type is well accepted among older adult renters. Another rental product often mentioned by property managers as in high demand are duplexes offering one 1-bedroom unit and one 2- or 3-bedroom unit, with two single car garages between them.

**v. Subsidized Rental Housing Market Demand**

Table H-3. Following is a summary of the estimated need for subsidized rental units, considering the existing base of comparable units and currently vacant units within the study area:

<b>Subsidized Rental Market Demand</b>	
<b>Income-Eligible Renter Households – 2016</b>	1,160
<b>Estimated Existing Units</b>	98
<b>Underserved Income-Appropriate Renters</b>	1,062
<b>Subsidized Housing Capture Rate</b>	0.260
<b>Currently on Waiting Lists</b>	176
<b>Comparable Units Currently Vacant</b>	0
<b>Potential Subsidized Units Needed:</b>	452

Source: SCDC

Currently, there is considerable need for additional subsidized rental units, an estimated 452, within the Brookings 97415-zip code area.

**vi. For-Sale Housing**

Support for detached single-family homes, which we consider to be approximately 1,400 to 1,650 square feet with 3-bedrooms/2-bathrooms and a 2-car garage on one-quarter acre or smaller lots, is based upon a market’s ability to capture the component of buyers who are seeking this housing type.

We anticipate that most of the demand for market-rate units will originate from employment growth, existing households increasing their income, out-of-market workers relocating to the area or gaining new employment, and in-migration primarily consisting of seniors and prison employees from California.

The affordable and subsidized demand will primarily originate from among existing area households.

Table H-4. Following is a summary of the 2015 demand evaluation for new for-sale housing in the study area:

Income Range	Home Sales Price	2016 Households	Capture Rate	Estimated Annual Demand	
				Units	% Distribution
\$25,000 – \$49,999	\$140,000 – \$199,999	1,218	0.015	19	54.3%
\$50,000 – \$74,999	\$200,000 – \$299,999	724	0.012	9	25.7%
\$75,000 – \$99,999	\$300,000 – \$399,999	403	0.007	3	8.6%
\$100,000 – \$149,999	\$400,000 – \$499,999	523	0.006	3	8.6%
\$150,000+	\$500,000 – \$1,000,000+	125	0.002	1	2.9%
<b>Total</b>				<b>35</b>	<b>100.0%</b>

Source: SCDC

Please note that, once again, population growth and housing market value increases since 2015 have not been considered. In addition, the calculated figure of 35 new housing units per year ignores the likely pent-up demand of the 400+ units not built since 2006 and the Brookings area (alone) historic average of over 45 new single-family dwelling (SFD) permits per year. Based on these factors, it seems likely that an annual market SFD absorption rate, at least for many years, will be closer to approximately 80 units per year.

By evaluating the current and anticipated for-sale housing market, a projection of the likelihood that a hypothetical site can capture a portion of the market support can be made. Numerous factors influence new home sales within an area. The desirability of the area as a residential location has a significant impact on a given site’s ability to attract buyers.

Area perceptions, demographics, mobility patterns, and the active participation of local and/or regional homebuilders play a role in generating new home sales. In the case of the proposed project area, there are numerous factors favoring housing sales. These include, among others: view-scapes, the new Southwestern Oregon Community College campus, proximity to the Brookings Airport, the expanding medical center, robust employment growth, and the appeal of lower taxes and lower comparable housing costs to residents and future employees of Del Norte and Humboldt Counties in Northern California.

Overall, we estimate that the study area can absorb up to 80 new owner-occupied home sales annually, including up to 64 homes in the \$140,000 – \$300,000 sales price range.

It should be noted that annual support levels are generally not cumulative. In most markets, if there is support for new single-family homes at a particular price point or concept and they are not offered in a specific area, households may leave the area seeking this housing alternative, defer their purchase decision, or seek another housing alternative. We anticipate many potential buyers attracted to a for-sale product have either delayed their purchase (reflecting pent-up demand) or opted for an existing single-family home alternative offered in the market.

The development of new single-family homes should be a function of market factors and not speculative. We anticipate these homes will be available at prices ranging from \$225,000 – \$300,000 for the proposed basic concept homes, which range from 1,450 to 1,650 square feet and include three bedrooms and two bathrooms, and a 2-car garage. However, the basic concept home would offer no view-scape, reside on a small lot, and offer no “upscale” amenities.

These projections invoke some degree of caution with respect to providing adequate supply and meeting potential demand throughout the housing market in general. It is important to note that this demand can be met as homebuyers are in contract, and does not need to be speculative.

Another important consideration is that future financing resources supporting the new housing development in the area will require that projected new household growth be determined sustainable based on local employment growth and population growth trends.

One of the points of emphasis in our discussions with local area real estate professionals is that future development should not saturate a market and potentially create a situation of overbuilding. It is in the best interest of all parties involved in rural communities (local government officials, lending institutions, developers, and state agencies) that local housing needs be met without creating market issues by adding too many units to an area quicker than area households can purchase or rent the new homes and apartments as they are brought online.

Any new product will capture only a fraction of the overall potential “un-met” housing need. The ability of any specific project to draw support from within a community is determined by numerous factors, such as design type (garden vs. townhouse), unit mix and bedroom types, amenities, rents, targeted AMHI, targeted household type (senior vs. family), location (proximity to services), employment opportunities, visibility, access and surrounding land uses. Other factors that will also contribute to a project’s ability to draw support include characteristics of the existing supply and any planned rental projects, as well as the economic and demographic trends and characteristics of the market.

Our demand projections assume that any new project will be well designed, offer competitive rents and sales-prices, be within a good location and will have the ability to draw from the study area. The site-specific Primary Market Area will depend on the location, size, and features of the proposed project, and will rarely coincide with the boundaries of a community or county.

## Section V

### I. Conclusions and Recommendations

The 97415-zip code is not typical in many ways. An unusually high percentage of its housing stock is ‘reserved’ for use as second homes and vacation rentals. In addition, the Curry County population is mostly older than the Oregon average, but also far more likely to have relocated into the zip code from elsewhere.

Like many other areas, construction activity was substantially slowed by the recession of 2008-2013. But unlike most, the area has seen 2013-2017 residential building activity still well below that of 2000-2005, as well as earlier periods.

At the same time, unemployment has dropped sharply, jobs and pay have increased, and the population has grown at a rate exceeding the national average. The recommendations can only lead to development of significant new residential housing for the 97415-zip code area. The “sweet spot” for single-family dwellings is noted elsewhere in this report.

If homes of these sizes and features can be built (with total development costs included), for \$250,000 – \$275,000 they will likely find a significant number of buyers.

Related to this is another demand point for duplexes and perhaps triplexes of 1-3 bedrooms, 900-1,300 square feet, with a small yard and a 2-car garage. These would likely command a monthly rent of \$1,250 – \$1,600 per dwelling unit.

Finally, there is a strong demand for the development of new multi-family residential units, especially government-subsidized. The market could easily absorb 100 or more government supported dwelling units.

Non-subsidized multi-family units, especially studios, one- and two-bedrooms units, are likely to be quickly rented and maintained at or near 100% occupancy, if rents can come in at \$900, \$1,100 and \$1,300 respectively, per month.

These recommendations assume average build quality, and do not include any upgraded features.

The market demand for new residential development is right now, and only growing in the future.

*The South Coast Development Council's mission is to promote and support businesses that provide quality jobs through responsible development on Oregon's South Coast.*



## **Appendices**

### Brookings Housing Needs Assessment

#### A Study of the Current Housing Needs for the Brookings-Harbor Community

A	<u>Detailed Tables of Household Income by Household Size, Owner vs. Renter Tenure</u>	i
B	<u>Oregon State Vital Statistics – Birth, Death, and Net Migration Rates 1980-2050</u>	iv
C	<u>Property Information for Surveyed Housing Units</u>	v

◆◆ Sponsor Investors ◆◆

Bandon Dunes Golf Resort ◆ Bay Area Hospital ◆ City of Brookings ◆ City of Coos Bay ◆ City of North Bend ◆ Coos County  
Curry County ◆ Jordan Cove Energy ◆ Oregon International Port of Coos Bay ◆ Southwest Oregon Regional Airport

**Appendix A**

Referenced on page 15 of this report, the following tables detail the number of households by income range, for both owner- and renter-occupied households, for the years 2010, 2017, and 2025.

<b>Owner Households</b>						
<b>All Age Groups, Base Year: 2006 - 2010 Estimates</b>						
	<b>1-Person Household</b>	<b>2-Person Household</b>	<b>3-Person Household</b>	<b>4-Person Household</b>	<b>5+-Person Household</b>	<b>Total</b>
<b>\$0-10,000</b>	255	44	5	0	3	<b>307</b>
<b>\$10,000-20,000</b>	272	323	13	4	5	<b>617</b>
<b>\$20,000-30,000</b>	199	249	18	0	0	<b>466</b>
<b>\$30,000-40,000</b>	172	284	82	76	6	<b>620</b>
<b>\$40,000-50,000</b>	133	191	37	78	44	<b>483</b>
<b>\$50,000-60,000</b>	74	208	12	6	0	<b>300</b>
<b>\$60,000-75,000</b>	32	362	6	106	68	<b>574</b>
<b>\$75,000-100,000</b>	19	281	204	25	50	<b>579</b>
<b>\$100,000-125,000</b>	38	192	53	34	3	<b>320</b>
<b>\$125,000-150,000</b>	30	65	15	5	3	<b>118</b>
<b>\$150,000-200,000</b>	10	47	8	29	0	<b>94</b>
<b>\$200,000+</b>	3	18	20	1	3	<b>45</b>
<b>Total</b>	<b>1,237</b>	<b>2,264</b>	<b>473</b>	<b>364</b>	<b>185</b>	<b>4,523</b>

Source: Ribbon Demographics

<b>Renter Households</b>						
<b>All Age Groups, Base Year: 2006 - 2010 Estimates</b>						
	<b>1-Person Household</b>	<b>2-Person Household</b>	<b>3-Person Household</b>	<b>4-Person Household</b>	<b>5+-Person Household</b>	<b>Total</b>
<b>\$0-10,000</b>	167	77	0	0	0	<b>244</b>
<b>\$10,000-20,000</b>	430	45	125	0	0	<b>600</b>
<b>\$20,000-30,000</b>	97	104	24	52	21	<b>298</b>
<b>\$30,000-40,000</b>	13	50	43	9	104	<b>219</b>
<b>\$40,000-50,000</b>	0	11	5	41	0	<b>57</b>
<b>\$50,000-60,000</b>	23	48	39	28	5	<b>143</b>
<b>\$60,000-75,000</b>	12	52	0	0	65	<b>129</b>
<b>\$75,000-100,000</b>	17	206	0	0	0	<b>223</b>
<b>\$100,000-125,000</b>	17	34	1	24	38	<b>114</b>
<b>\$125,000-150,000</b>	6	6	1	0	1	<b>14</b>
<b>\$150,000-200,000</b>	5	18	2	0	1	<b>26</b>
<b>\$200,000+</b>	7	4	2	16	1	<b>30</b>
<b>Total</b>	<b>794</b>	<b>655</b>	<b>242</b>	<b>170</b>	<b>236</b>	<b>2,097</b>

Source: Ribbon Demographics

<b>Owner Households</b>						
<b>All Age Groups, Year 2017 Estimates</b>						
	<b>1-Person Household</b>	<b>2-Person Household</b>	<b>3-Person Household</b>	<b>4-Person Household</b>	<b>5+-Person Household</b>	<b>Total</b>
<b>\$0-10,000</b>	289	52	5	0	1	<b>347</b>
<b>\$10,000-20,000</b>	183	158	6	0	1	<b>348</b>
<b>\$20,000-30,000</b>	224	338	7	0	0	<b>569</b>
<b>\$30,000-40,000</b>	128	156	102	67	1	<b>454</b>
<b>\$40,000-50,000</b>	170	322	113	105	49	<b>759</b>
<b>\$50,000-60,000</b>	75	236	0	5	0	<b>316</b>
<b>\$60,000-75,000</b>	45	309	12	64	67	<b>497</b>
<b>\$75,000-100,000</b>	21	288	169	31	46	<b>555</b>
<b>\$100,000-125,000</b>	46	188	30	32	1	<b>297</b>
<b>\$125,000-150,000</b>	33	74	13	4	0	<b>124</b>
<b>\$150,000-200,000</b>	8	36	5	29	0	<b>78</b>
<b>\$200,000+</b>	4	2	15	2	0	<b>23</b>
<b>Total</b>	<b>1,226</b>	<b>2,159</b>	<b>477</b>	<b>339</b>	<b>166</b>	<b>4,367</b>

Source: Ribbon Demographics

<b>Renter Households</b>						
<b>All Age Groups, Year 2017 Estimates</b>						
	<b>1-Person Household</b>	<b>2-Person Household</b>	<b>3-Person Household</b>	<b>4-Person Household</b>	<b>5+-Person Household</b>	<b>Total</b>
<b>\$0-10,000</b>	198	55	0	0	0	<b>253</b>
<b>\$10,000-20,000</b>	269	17	60	0	0	<b>346</b>
<b>\$20,000-30,000</b>	184	127	20	60	25	<b>416</b>
<b>\$30,000-40,000</b>	17	52	36	3	82	<b>190</b>
<b>\$40,000-50,000</b>	1	18	9	28	0	<b>56</b>
<b>\$50,000-60,000</b>	30	69	91	50	19	<b>259</b>
<b>\$60,000-75,000</b>	41	62	0	0	44	<b>147</b>
<b>\$75,000-100,000</b>	21	135	0	0	0	<b>156</b>
<b>\$100,000-125,000</b>	24	39	4	24	46	<b>137</b>
<b>\$125,000-150,000</b>	17	6	4	2	6	<b>35</b>
<b>\$150,000-200,000</b>	4	22	0	0	2	<b>28</b>
<b>\$200,000+</b>	2	11	0	2	2	<b>17</b>
<b>Total</b>	<b>808</b>	<b>613</b>	<b>224</b>	<b>169</b>	<b>226</b>	<b>2,040</b>

Source: Ribbon Demographics

<b>Owner Households</b>						
<b>All Age Groups, Year 2025 Projections</b>						
	<b>1-Person Household</b>	<b>2-Person Household</b>	<b>3-Person Household</b>	<b>4-Person Household</b>	<b>5+-Person Household</b>	<b>Total</b>
<b>\$0-10,000</b>	282	21	7	0	0	<b>310</b>
<b>\$10,000-20,000</b>	162	128	5	0	0	<b>295</b>
<b>\$20,000-30,000</b>	236	308	11	0	0	<b>555</b>
<b>\$30,000-40,000</b>	150	169	101	43	3	<b>466</b>
<b>\$40,000-50,000</b>	177	382	89	96	28	<b>772</b>
<b>\$50,000-60,000</b>	110	266	12	18	8	<b>414</b>
<b>\$60,000-75,000</b>	82	347	10	62	67	<b>568</b>
<b>\$75,000-100,000</b>	51	322	166	24	43	<b>606</b>
<b>\$100,000-125,000</b>	56	188	68	32	11	<b>355</b>
<b>\$125,000-150,000</b>	63	107	30	10	5	<b>215</b>
<b>\$150,000-200,000</b>	46	50	16	35	3	<b>150</b>
<b>\$200,000+</b>	22	32	20	5	2	<b>81</b>
<b>Total</b>	<b>1,437</b>	<b>2,320</b>	<b>535</b>	<b>325</b>	<b>170</b>	<b>4,787</b>

Source: Ribbon Demographics, SDCD

<b>Renter Households</b>						
<b>All Age Groups, Year 2025 Projections</b>						
	<b>1-Person Household</b>	<b>2-Person Household</b>	<b>3-Person Household</b>	<b>4-Person Household</b>	<b>5+-Person Household</b>	<b>Total</b>
<b>\$0-10,000</b>	180	41	0	0	0	<b>221</b>
<b>\$10,000-20,000</b>	260	15	33	0	0	<b>308</b>
<b>\$20,000-30,000</b>	203	119	26	57	20	<b>425</b>
<b>\$30,000-40,000</b>	33	61	38	12	62	<b>206</b>
<b>\$40,000-50,000</b>	9	22	18	18	10	<b>77</b>
<b>\$50,000-60,000</b>	56	77	100	61	21	<b>315</b>
<b>\$60,000-75,000</b>	51	62	12	11	26	<b>162</b>
<b>\$75,000-100,000</b>	25	138	10	8	2	<b>183</b>
<b>\$100,000-125,000</b>	34	44	8	33	10	<b>129</b>
<b>\$125,000-150,000</b>	26	18	7	3	4	<b>58</b>
<b>\$150,000-200,000</b>	10	21	6	2	3	<b>42</b>
<b>\$200,000+</b>	8	10	0	8	2	<b>28</b>
<b>Total</b>	<b>895</b>	<b>628</b>	<b>258</b>	<b>213</b>	<b>160</b>	<b>2,154</b>

Source: Ribbon Demographics, SDCD

**Appendix B**

Referenced on page 23 of this report, this table details the Oregon State Vital Statistics of Birth, Death, and Net Migration Rates for the years 1980-2050:

	<b>Number of Births</b>	<b>Average Annual Birth Rates per 1,000 population</b>	<b>Number of Deaths</b>	<b>Average Annual Death Rates per 1,000 population</b>	<b>Net Migration</b>	<b>Average Annual Net migration rates per 1,000 population</b>
<b>1980-1985</b>	204,629	15	111,685	8	-62,424	-5
<b>1985-1990</b>	199,722	14	121,318	9	109,324	8
<b>1990-1995</b>	210,570	14	131,769	9	245,194	16
<b>1995-2000</b>	222,082	13	145,411	9	175,711	11
<b>2000-2005</b>	227,708	13	152,804	9	120,896	7
<b>2005-2010</b>	240,225	13	157,246	8	127,421	7
<b>2010-2015</b>	229,684	12	166,567	8	101,183	5
<b>2015-2020</b>	246,723	12	179,009	9	182,786	9
<b>2020-2025</b>	262,149	12	197,758	9	199,709	9
<b>2025-2030</b>	271,784	12	222,501	10	202,517	9
<b>2030-2035</b>	279,283	11	254,222	10	202,140	8
<b>2035-2040</b>	281,753	11	275,845	11	201,891	8
<b>2040-2045</b>	284,105	11	290,024	11	201,719	8
<b>2045-2050</b>	286,275	10	298,105	11	201,530	7

Source: Office of Economic Analysis, State of Oregon

**Appendix C**

Referenced on page 27 of this report, the following is detailed property information, including addresses and maps, of selected surveyed housing units.



Source: Google Maps, SCDC

- a. Smith River Rancheria, 1122 Fifield St., Brookings OR 97415; (707) 487-9255
- b. Subsidized, Multi-Family, Tribal Housing, Rental
- c. Property ribbon cutting in March of 2015.
- d. Utilities included in rent are water, sewer, and trash. Tenant is responsible for electric.
- e. 13 units total.
- f. Units are a mix of 2-BR/1-BA and 3-BR/2-BA.
- g. Current Vacancies: 0
- h. Extensive waiting list
- i. Rent is subsidized to 30% of household income, available to any tribal member who is income-qualified.
- j. Property features include a dishwasher and washer/dryer in each unit, carports, energy efficient heating and air conditioning units, and 9' tall ceilings. Pets are ok (small dogs allowed), and there is a fenced pet area. The six downstairs units are ADA compliant, for elderly tenants or those with mobility issues.



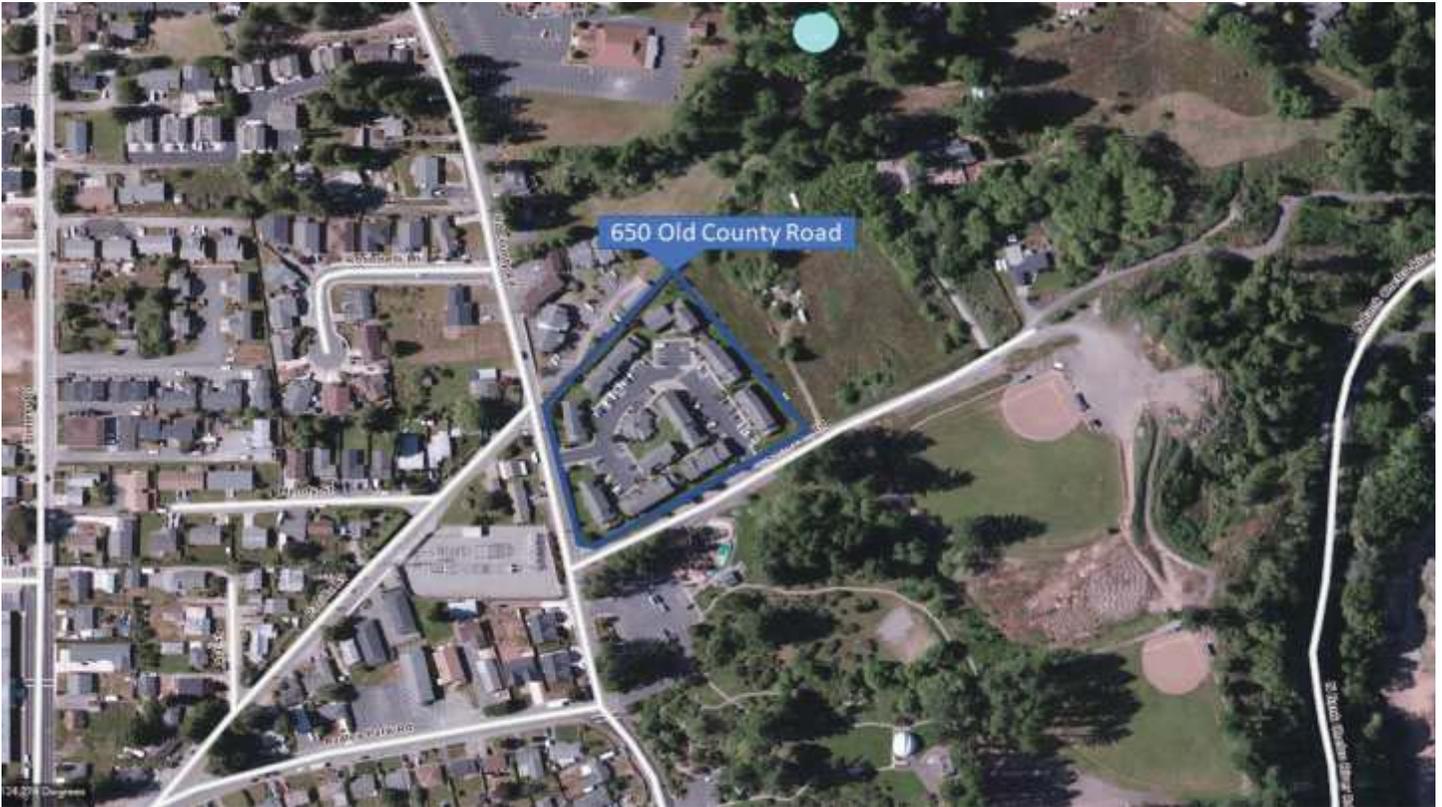
Source: Google Maps, SCDC

- a. Heron Ridge Apartments, 521 Fir St., Brookings, OR 97415; (541) 412-8200
- b. Subsidized, Multi-Family, Rental
- c. Formerly the Darwin Apartments, in 2007 the property was completely renovated (“down to the ground”) and rebuilt. There have been no major renovations since then.
- d. Utilities included in the rent are water, sewer, and trash. Tenant pays for electric and communications.
- e. 36 total units (1 reserved for manager/maintenance on-site)
- f. Units are a mix of 8 – 1-BR, 13 – 2-BR (including 1 manager unit), and 15 – 3-BR.
- g. Any vacancies are short, and filled by the waitlist.
- h. Average waitlist for the 1-BR units is 3 years, and waitlist for the 2- and 3-BR units averages 1.5 – 2 years.
- i. Rent is subsidized to 30% of household income. To qualify, the household income must be 60% or less of the Area Median Income (AMI), and some units are set aside for those who make 40% or less of AMI.
- j. Property amenities include on-site laundry and a community center. Pets are not allowed. A limited number of units are ADA compatible.



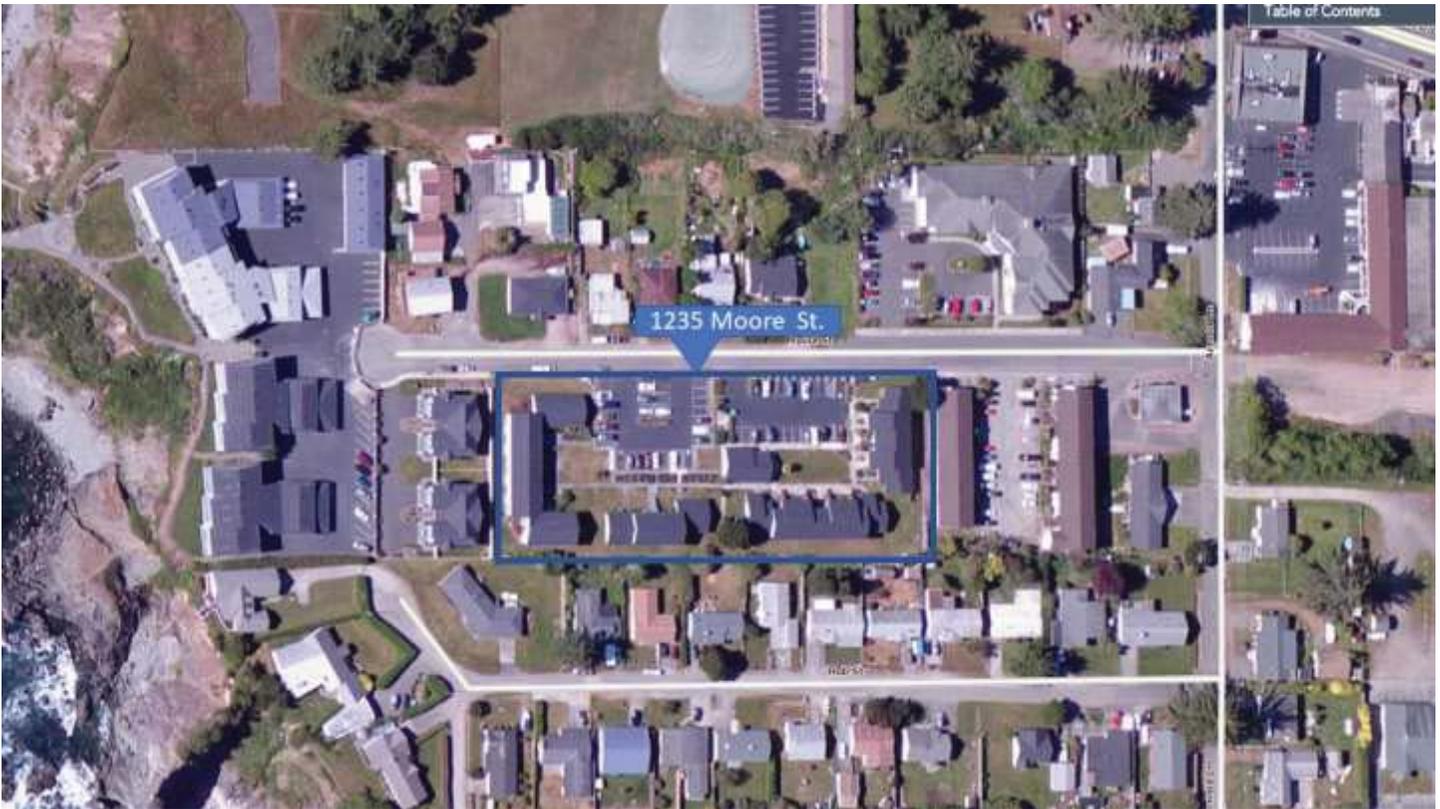
Source: Google Maps, SCDC

- a. 553 Fern Ave., Brookings, OR 97415; (541) 469-9616
- b. Market-Rate, Multi-Family, Rental
- c. Property was built in 2003.
- d. No utilities included in the rent.
- e. Eight units in one building.
- f. All units are 2-BR/1.5-BA and approx. 950-1000 square feet.
- g. Current Vacancies: 0 (Tenant occupancy ranges from 1.5 – 6 years.)
- h. Waitlist: No
- i. Rent for each unit is \$750, except for one unit that has a private deck and fenced yard that rents for \$775.
- j. Each unit has a carport.



Source: Google Maps, SCDC

- a. Azalea Reach Apartments, 650 Old County Road, Brookings, OR 97415; (541) 412-1448
- b. Tax Credit, Rental, Multi-Family
- c. Property was constructed in 1998, and operational in 1999. There have been no major renovations since then.
- d. Utilities included in the rent are water, sewer, and trash. Tenant pays electric and communications.
- e. Total number of units: 40 (1 reserved for manager/maintenance on-site)
- f. Unit mix consists of 8 – 1-BR, 12 – 2-BR, 12 – 3-BR (including 1 manager unit), and 8 – 4-BR.
- g. Any vacancies are short, and filled by the waitlist.
- h. Average length of waitlist for 1-BR units is 3 years, for the 2- and 3-BR units it is 6 months to 1 year, and for the 4-BR units it is approximately 2 years.
- i. Property is tax-credit; some units are market-rate and some are subsidized to 30% of household income.
- j. Property amenities include on-site laundry and a community center. Pets are not allowed. Two units are ADA accessible.



Source: Google Maps, SCDC

- a. Pacific View Gardens, 1235 Moore St., Brookings, OR 97415; (541) 469-3370
- b. Subsidized, Multi-Family, Rental, Occupancy is limited to elderly (age 62+), disabled, or head of household.
- c. Property was constructed in the 1980's, and has been steadily maintained since then. There have been no major renovations. All units are maintained with fresh painting and new appliances as needed.
- d. Utilities included in the rent are water, sewer, and trash. Tenant pays electric and communications.
- e. Total number of units: 35
- f. Unit mix consists of 31 – 1-BR units and 4 – 2-BR units.
- g. Current Vacancies: 0, Any vacancies are filled from the waitlist on a need basis.
- h. Average length of waiting list is 6 months to 1 year.
- i. Rent is subsidized to 30% of household income; rents range from less than \$100 to at most \$580.
- j. Property amenities include on-site laundry and a community room. Pets are not allowed.
- k. On-site manager is supervised by Grand Management of Coos Bay.



Source: Google Maps, SCDC

- a. Pelican's Perch Apartments, 1216 Moore St., Brookings, OR 97415; (541) 412-8478
- b. Low-Income Senior Tax-Credit, Age 62+ Income Qualify, Rental
- c. Property was built in 2001, and there have been no major renovations since then.
- d. Utilities included in the rent are water, sewer, and trash. Cable television is available to tenants at a reduced rate. Tenant is responsible for electric.
- e. Total number of units: 24
- f. Unit mix consists of 22 – 1-BR units at 742 square feet, and 2 – 2-BR units at 1104 square feet.
- g. Current Vacancies: 0
- h. Length of waiting list is dependent upon income qualifications; separate waiting lists for 30%, 40%, and 60% AMI. Most tenants wait at least 6 months or longer.
- i. Rents range from \$290 to \$620.
- j. Property amenities include a community room available for regularly planned activities and social gatherings. Property has on-site laundry, elevators, and two ADA accessible units. In addition to the community room, there is a community service group, the Agency on Aging, who provide on-site services to residents.

## KARNOWSKI Mari \* BIZ

---

**From:** Gary Milliman <gmilliman@brookings.or.us>  
**Sent:** Tuesday, October 24, 2017 8:36 AM  
**To:** Regional InfrastructureFund \* BIZ  
**Cc:** CAMPBELL Alex \* GOV  
**Subject:** Request for Information Submittals  
**Attachments:** Infrastructure RFI Lone Ranch.pdf; Airport industrial RFI.pdf; Airport industrial RFI.pdf; Brookings Housing Needs Assessment FINAL.pdf; Brookings Lone Ranch LOS.pdf; Brookings airport runway expansion LOS.pdf; Brookings Airport Industrial Park Infrastructure Plan LOS.pdf

See attached. Additional support letters forthcoming.

**Gary Milliman**

City Manager, MPA/USC, CCM/ICMA  
City of Brookings  
898 Elk Drive  
Brookings, OR 97415  
541-469-1101 | Fax 541-469-3650



# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
<b>Organization Name</b>  City of Coos Bay, Oregon	<b>Organization City</b> <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
<b>Street Address</b> 500 Central Ave. Coos Bay, OR 97420	<b>Mailing Address</b> 500 Central Avenue Coos Bay, OR 97420
<b>Office Phone</b> 541-269-8912	<b>Web URL</b> www.coosbay.org

SECTION 1 B: PROJECT CONTACT	
<b>Name</b> Rodger Craddock	<b>Title</b> City Manager
<b>Phone</b> 541-269-8912	<b>Email</b> rcraddock@coosbay.org
<b>Phone (cell)</b> 541-404-0752	

SECTION 1 C: PROJECT OVERVIEW
<b>Project Name</b> The Hollering Place Redevelopment - Sea Wall Replacement
<b>Project Region</b> To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <a href="http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx">http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</a> Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:
<ul style="list-style-type: none"> <li><input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)</li> <li><input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)</li> <li><input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)</li> <li><input checked="" type="radio"/> South Coast (Coos, Curry, and Douglas Counties)</li> <li><input type="radio"/> Southern (Jackson and Josephine Counties)</li> <li><input type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)</li> <li><input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)</li> <li><input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)</li> <li><input type="radio"/> South Central (Klamath and Lake Counties)</li> <li><input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)</li> <li><input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)</li> </ul>

**South Coast-Umpqua Regional Priorities**

- Access to Natural Resources, Support of Natural Resource Economy, and Active Forestry Management on O&C Timber Lands
  
- Business Retention, Expansion, and Creation
  - Workforce training
  - Regulatory streamlining, technical assistance o Population retention
  - Enhance Marine, Rail, and Telecommunication Infrastructure
  - Build on Recreation Economy
  - Alternative Energy Development
  - Community Resilience

**Project Location** *(physical address including city and county)*

112 South Empire Blvd.  
Coos Bay, OR 97420

**Is there community support for this project?**     **Yes**     **No**

Describe and attach letters of support. Letters from the Tribe and community stakeholders have been included as attachments.

**Project Category**

- Planning       Design only       Construction only       Design & Construction  
 Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	<b>504,618</b>	
Funds from potential applicant	<b>10,580</b>	
Other Funds: Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians	<b>138,790</b>	<input type="radio"/> Pending <input checked="" type="radio"/> <b>Committed</b> If committed, provide term: Costs reflect A&E expenses to-date and anticipated costs to complete the design phase of this project and permits.
Other Funds:		<input checked="" type="radio"/> <b>Pending</b> <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	<b>\$ 653,988</b>	

<b>Cost Estimate Date:</b> 10/20/2017	<b>Prepared by</b> Crow Clay Architects
<b>Estimated Project Start Date:</b> 03/01/2018	<b>Completion Date:</b> 02/28/2019

## SECTION 1 E: PROJECT DESCRIPTION

### Opportunity / Problem

From time immemorial, the Hollering Place has been a center of commerce, transportation, and communication in the greater Coos Bay area. The earliest inhabitants of the area were the Hanis Coos people who situated one of their key villages near the site. Visitors would come to the village from nearby and far away to trade goods and strengthen relationships. Throughout much of the 19th century Anglo-Americans moved into the area and brought their own commercial enterprises and social activities to the site. In fact in 1875, the original Coos County Courthouse was constructed on the bluff across from the Hollering Place. The site continued to be a busy commercial location for seafood processing, storefronts, and restaurants throughout most of the 20th century. However as the economy changed, many of the existing businesses left the site. In 1998, prompted by a grassroots effort of citizens, the City purchased the site and began working on clean up. In 2007, the City and community stakeholders engaged in a robust community discussion that resulted in an adopted Master Plan for the site. After issuing a Request for Proposal in 2014, the City and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians (CTCLUSI) agreed to collaborate on the redevelopment of The Hollering Place in a way to honor the past and provide economic and environmental benefits for the future generations of the area. The first step of this process is to replace the aging man made seawall which is failing, causing erosion of valuable commercial lands, and inhibiting future construction on the lower bench of the site.

**Proposal / Solution** *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

The shared goal of the City and the CTCLUSI is to return the Hollering Place into the focal point that helps launch a redevelopment of the entire Empire district of Coos Bay. To accomplish this the City has already invested in excess of \$500,000 and has committed to provide up to \$1 million in infrastructure build out for this project. In addition, the CTCLUSI estimates it will invest more than \$5 million in the site to construct amenities and commercial buildings that will attract visitors and residents to the site. To move forward with this strategy, the City and the Tribe are finalizing their agreement and laying out performance schedules.

To ensure the City could ultimately transfer a clean title to the Tribe, the City and the Department of State Lands negotiated the location of the west boundary of the property. Through these negotiations, the City and the Department of State Lands agreed that the western boundary would be the Mean High Tide Line (MHTL). These negotiations also resulted in the agreement that the City would maintain the seawall, which serves as the western boundary for much of the property. As a result, the City has completed preliminary feasibility and design which calls for the least costly option for seawall replacement to be a straight rip/rap barrier.

When the CTCLUSI reviewed the initial findings regarding a rip/rap barrier they began to explore other alternatives. In order to promote the values of the Tribe and the economic and commercial goals of all stakeholders, the CTCLUSI wishes to make the site accessible and inviting to the community and visitors alike. One way of doing this is to utilize the sea wall as a fundamental element of the site design and not just a functional barrier to dissipate the erosive power of the sea. The CTCLUSI contracted with Crow Clay Architects to develop a design concept that would integrate pedestrian engagement with the site by providing trail connectivity for pedestrians and bicyclists, incorporate interpretive signage, and accentuate the prominent views from the site. which are integrated into an Inland Sheet Pile Wall that protects this historic and valuable site from further erosion. Construction of this sea wall is the lynch pin that will allow the City and the CTCLUSI to move forward with the overall redevelopment of this critical economic, social, and culturally significant site.

## SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

**Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?**

Yes  No

**If yes, date of plan or report:** 2008 and 2017



**CONFEDERATED TRIBES OF  
COOS, LOWER UMPQUA AND SIUSLAW INDIANS  
TRIBAL GOVERNMENT OFFICES**

1245 Fulton Avenue • Coos Bay, OR 97420  
(541) 888-9577 • 1-888-280-0726 • General Office Fax: (541) 888-2853

Rodger Craddock, City Manager  
City of Coos Bay, Oregon  
500 Central Ave.  
Coos Bay, OR 97420

Dear Mr. Craddock:

On behalf of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians I am honored to lend my support to the effort to redevelop The Hollering Place. From time immemorial, this site has been a cornerstone of commerce and community in the area. Through your collaboration with us, the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians, I am confident that once again this site can enjoy the prominence it deserves while serving as the foundation for an economic and community renewal of the Empire community.

Recognizing that the lynchpin to redevelopment begins with the rebuilding of the sea wall at the site, I believe it is critical that we as a community move forward with this effort. The new sea wall will not simply protect the land from erosion, but will serve as a billboard to the community and business partners that the revitalization of this area is moving forward full throttle. Further, the plan to incorporate a pedestrian/bike path along the seawall is an exciting strategy that will help reconnect the community and visitors with the natural resources of our area.

Finally while the redevelopment of the Hollering Place is clearly one of the most exciting and empowering economic development initiatives launched in this area for quite some time, it is much more than this. It will help redefine our community, re-energize our economy, and re-affirm our commitment to our past and future generations. For these reasons and many more, I whole heartedly lend my support to your efforts to secure the funding that will allow us to move forward with the next vital step in the project.

Sincerely,

Mark Ingersoll  
Chairman



October 30, 2017

**Rodger Craddock**

City of Coos Bay  
500 Central Ave  
Coos Bay, OR 97420

RE: The Hollering Place Redevelopment - Sea Wall Replacement

Mr. Craddock,

On behalf of the South Coast Development Council (SCDC), I would like to show support for the Hollering Place Redevelopment - Sea Wall Replacement project.

The SCDC exists to “promote and support businesses” in Coos, Curry, coastal Douglas, and coastal Lane counties. The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians (CTCLUSI) has goals that closely align with both our mission and vision in helping build the economy of the region. The Hollering Place Redevelopment – Sea Wall Replacement project will further strengthen the City of Coos Bay as a regional asset and further help promote tourism, and job creation. The project would also be a great lift to many revitalization and redevelopment efforts being performed in the Empire district of Coos Bay.

Once this project is complete, it will allow for integrated pedestrian engagement with the site by providing trail connectivity for pedestrians and bicyclists, incorporate interpretive signage, and accentuate the prominent views from the site. The Sea Wall would protect this historic and valuable site from further erosion. Construction of this sea wall is vital to allow the City and the CTCLUSI to move forward with the overall redevelopment of this critical economic, social, and culturally significant site.

The SCDC believes this investment on the infrastructure will reap rewards for the City, the State of Oregon, and the South Oregon Coast region for years to come and we enthusiastically support this project.

Thank you for your continued investment and support in our community.

Sincerely,

Samuel Baugh  
Executive director SCDC  
50 Central Ave  
Coos Bay, OR, 97420

City of Coos Bay, Oregon  
500 Central Ave.  
Coos Bay, OR 97420

RECEIVED  
OCT 30 2017  
City of Coos Bay

Dear Mr. Craddock:

On behalf of The Community Coalition of Empire I am honored to lend my support to the effort to redevelop The Hollering Place. From time immemorial, this site has been a cornerstone of commerce and community in the area. Through your collaboration with the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians, I am confident that once again this site can enjoy the prominence it deserves while serving as the foundation for an economic and community renewal of the Empire community.

Recognizing that the lynchpin to redevelopment begins with the rebuilding of the sea wall at the site, I believe it is critical that we as a community move forward with this effort. The new sea wall will not simply protect the land from erosion, but will serve as a billboard to the community and business partners that the revitalization of this area is moving forward full throttle. Further, the plan to incorporate a pedestrian/bike path along the seawall is an exciting strategy that will help reconnect the community and visitors with the natural resources of our area.

Finally while the redevelopment of the Hollering Place is clearly one of the most exciting and empowering economic development initiatives launched in this area for quite some time, it is much more than this. It will help redefine our community, re-energize our economy, and re-affirm our commitment to our past and future generations. For these reasons and many more, I whole heartedly lend my support to your efforts to secure the funding that will allow us to move forward with the next vital step in the project.

Sincerely,



Joanne L. Moss, Vice President  
Community Coalition of Empire  
2001 Union Ave Ste.101  
North Bend, OR 97459  
503-409-8059



# The Dolphin Players

580 Newmark/ PO Box 3264

Coos Bay, Oregon 97420

541-808-2611

[thedolphinplayers.webs.com](http://thedolphinplayers.webs.com)

[dolphinplayers@gmail.com](mailto:dolphinplayers@gmail.com)

Rodger Craddock, City Manager  
City of Coos Bay, Oregon  
500 Central Ave.  
Coos Bay, OR 97420

## Board of Directors

*President*

Joy McCarthy

*Vice President*

Zoe Shields

*Secretary*

Sabrina Gonzales

*Treasurer*

Kathy Low

*Members at Large*

Phyllis Love

George Nixon

Bobbi Wilson

Kevin Gowrylow

Alice Carlson

Doc Faulkenberg

Kevin Thurkow

Dear Mr. Craddock:

On behalf of The Dolphin Players I am honored to lend my support to the effort to redevelop The Hollering Place. We recently collaborated with the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians to create our historical production "The Fifth Annual Hollering Place Radio Show." In doing so we were able to show the stories and nostalgic pictures of life in Empire. These tales, spanning from the Coos story of creation to recent events around town, evoked feelings of the importance of caring for our home, as well as the desire to re-energize and renew it.

The seawall is the first critical step to redevelopment, and we are very excited to see this process begin. Our own theater in Empire was recently fitted with a beautiful new exterior, and we have seen interest grow as people see that we care about putting effort into our community. Our new marquee has drawn in patrons that may have missed us before, and after witnessing the power of revitalization we are interested in showing our pride and determination to continue the process. The introduction of a pedestrian/bike path would make the area more welcoming, which would connect the community and allow people to enjoy many of the businesses in our area.

As the Hollering Place is redeveloped, it will draw new customers and increase traffic to our theater. The Dolphin Players are dedicated to creating quality theater productions to enrich our community and welcoming people to experience our plays. For these reasons and many more, we lend our support to your efforts to secure the funding that will allow us to move forward with the next vital step in the project.

Sincerely,

Zoe Shields, Vice President  
The Dolphin Players

## **KARNOWSKI Mari \* BIZ**

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**From:** Rich Foster <rich@cascadiapartnership.com>  
**Sent:** Tuesday, October 31, 2017 9:43 AM  
**To:** Regional InfrastructureFund \* BIZ  
**Subject:** Regional Solutions Request for Information Form  
**Attachments:** Coos Bay-CTCLUSI Regional Solutions RFI 2017.pdf

Please accept this Request for Information Form and accompanying letters of support for considerations of Regional Solutions funding for the seawall replacement project that serves as the lynchpin of The Hollering Place redevelopment strategy in Coos Bay. This information is being presented on behalf of the City of Coos Bay (applicant) and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians (collaborative partner). If you have any questions regarding this submission, I invite you to contact Rodger Craddock, City Manager of Coos Bay directly.

Thank you for your time and consideration,

Rich Foster

**Rich Foster, Managing Partner  
Cascadia Consulting Partnership  
163 D Street / PO Box 249  
Independence, OR 97351**

**1-877-414-7272  
503-838-1767**

**[www.cascadiapartnership.com](http://www.cascadiapartnership.com)**

# Request for Information Form



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

Note: Completion of this form does not guarantee an application will be invited.

RST and/or Business Oregon may provide comments and suggestions for further project development.

Section 1A Potential Applicant	
Organization Name <b>CITY OF COQUILLE, OR</b>	Organization Choose an item: <b>MUNICIPAL</b> <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address <b>851 N. CENTRAL BLD. COQUILLE, OR 97423</b>	Mailing Address <b>SAME</b>
Office Phone <b>541 396-2115</b>	Web URL <b>www.cityofcoquille.org</b>

Section 1B Project Contact	
Name <b>KEVIN URBAN</b>	Title <b>RAINING/PUBLIC WORKS DIR.</b>
Phone <b>541-396-2115 x 209</b>	Email <b>kurban@cityofcoquille.org</b>
Phone (cell) <b>541-297-0732</b>	

Section 1C Project Overview	
Project Name	<b>Fire Station Expansion and Upgrade</b>
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <a href="http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx">http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</a></p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <li><input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)</li> <li><input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)</li> <li><input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)</li> <li><input checked="" type="radio"/> South Coast (Coos, Curry, and Douglas Counties)</li> <li><input type="radio"/> Southern (Jackson and Josephine Counties)</li> <li><input type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)</li> <li><input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)</li> <li><input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)</li> <li><input type="radio"/> South Central (Klamath and Lake Counties)</li> <li><input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)</li> <li><input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)</li> </ul>

[Empty box for project details]

Project Location *(physical address including city and county)* COQUILLE FIRE STATION  
89 W. 3<sup>rd</sup> ST.  
COQUILLE, OR 97423  
COOS COUNTY

Is there community support for this project?  Yes  No  
Describe and attach letters of support.

Project Category  
 Planning  Design only  Construction only  Design & Construction  
 Other

Section 1D Estimated Funding Request		
	Amount	
Funding Request from Regional Infrastructure Fund	\$ 1,930,519	
Funds from potential applicant	\$ 80,000	
Other Funds: BUSINESS OREGON - SEISMIC REHABILITATION GRANT PROGRAM	\$ 400,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds: COQUILLE URBAN RENEWAL AGENCY	\$ 500,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$ 2,910,519 <del>800</del>	
Cost Estimate Date: DECEMBER 2011	Prepared by HGE ENGINEERS & ARCHIT.	
Estimated Project Start Date: WHEN PROJECT IS FUNDED	Completion Date: WITHIN TWO YEARS OF FULL FUNDING	

### Section 1E Project Description

**Opportunity / Problem** THE CITY OF COQUILLE FIRE STATION WAS BUILT IN 1962. AS WELL DONE AS IT MAY HAVE BEEN IN THAT ERA, IT NOW POSES THREE VERY SIGNIFICANT ISSUES. FIRST, THE SIZE OF THE BUILDING IS NO LONGER ADEQUATE TO FILL THE NEEDS OF THE CITY. SECOND, EVEN IF THE BUILDING HAD ROOM, THE DOOR HEIGHTS OF 10' ARE TOO LOW TO FIT SEVERAL PIECES OF EQUIPMENT, REQUIRING THEY BE STORED OFF-SITE, WHICH MAY CAUSE ISSUES IN AN EMERGENCY EVENT. HOWEVER, THE BIGGEST PROBLEM IS THAT IT IS NOT SEISMICALLY SOUND, AND COULD COLLAPSE ON OUR MOST IMPORTANT MEN AND EQUIPMENT IN AN EARTHQUAKE EVENT.

**Proposal / Solution** Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant. HGE ENGINEERS & ARCHITECTS CAME UP WITH 3 GENERAL OPTION THAT ARE OUTLINED IN THE FACILITY PLAN. OPTION 2 WE FEEL IS THE BEST OF THE THREE, WHICH EXPANDS AND UPDATES THE CURRENT FIRE STATION. SO, WE HAVE OUR FEASIBILITY STUDY AND PRELIMINARY ENGINEERING COMPLETED, AS WELL AS SOME SOIL STUDIES. (WE WILL NEED MORE FOR THE SEISMIC RETROFIT.) THEREFORE, THIS GRANT WOULD BE MOSTLY FOR CONSTRUCTION. THE APPLICANT IS THE CITY OF COQUILLE, BUT NOT ONLY WOULD THE RESIDENTS OF THE CITY BENEFIT, BUT SINCE WE ALSO SERVE THE RURAL FIRE DISTRICT, RESIDENTS OF GOOS COUNTY WOULD ALSO BENEFIT.

### Section 1F: Background Information For Design and/or Construction Projects

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?  Yes  No  
WE HAVE BOTH A FACILITIES PLAN AND A GEOTECHNICAL REPORT.  
If yes, date of plan or report:  
GEOTECHNICAL REPORT - APRIL 2012  
FACILITY PLAN - DECEMBER 2011

## KARNOWSKI Mari \* BIZ

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**From:** Kevin Urban <kurban@cityofcoquille.org>  
**Sent:** Tuesday, October 31, 2017 2:29 PM  
**To:** Regional InfrastructureFund \* BIZ  
**Subject:** Coquille Fire & Ambulance Station  
**Attachments:** Regional Infastructure fund.pdf

Thanks for the review!

Kevin Urban  
Public Works / Planning Director  
City of Coquille



# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

**Deadline: Oct 31 2017 by 5 pm**

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

## SECTION 1 A: POTENTIAL APPLICANT

<b>Organization Name</b> Douglas County Parks Department	<b>Organization County</b> <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
<b>Street Address</b> 1036 SE Douglas Justice Building RM 116 Roseburg, OR 97470	<b>Mailing Address</b> Same as Street
<b>Office Phone</b> 541-957-7001	<b>Web URL</b> <a href="http://www.co.douglas.or.us/parks/">www.co.douglas.or.us/parks/</a>

## SECTION 1 B: PROJECT CONTACT

<b>Name</b> Rocky Houston	<b>Title</b> Director
<b>Phone</b> 541-464-6387	<b>Email</b> <a href="mailto:rlhousto@co.douglas.or.us">rlhousto@co.douglas.or.us</a>
<b>Phone (cell)</b> 503-580-1860	

## SECTION 1 C: PROJECT OVERVIEW

**Project Name**                    Winchester Infrastructure Development

**Project Region**

To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx>

Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:

- North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)
- Mid-Valley (Marion, Polk, and Yamhill Counties)
- South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)
- South Coast (Coos, Curry, and Douglas Counties)
- Southern (Jackson and Josephine Counties)
- Metro (Clackamas, Multnomah, and Washington Counties)
- North Central (Hood River, Sherman, and Wasco Counties)
- Central (Crook, Deschutes, and Jefferson Counties)
- South Central (Klamath and Lake Counties)
- Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)
- Northeast (Baker, Union, and Wallowa Counties)

**South Coast-Umpqua Regional Priorities**

Access to Natural Resources, Support of Natural Resource Economy, and Active Forestry Management on O&C Timber Lands

- Business Retention, Expansion, and Creation
- Workforce training
  - Regulatory streamlining, technical assistance o Population retention
  - Enhance Marine, Rail, and Telecommunication Infrastructure
  - Build on Recreation Economy
  - Alternative Energy Development
  - Community Resilience

**Project Location** (*physical address including city and county*)

242 Discovery Point Lane, Winchester Bay, OR (Douglas County)

**Is there community support for this project?**     **Yes**     **No**

Describe and attach letters of support.

**Project Category**

- Planning       Design only       Construction only       Design & Construction  
 Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	<b>910,440</b>	
Funds from potential applicant	<b>1,150,000</b>	
Other Funds: Local Government Grant Oregon Parks and Recreation Department	<b>650,000</b>	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, provide term:
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	<b>\$ 2,710,440</b>	

<b>Cost Estimate Date:</b> 10/31/2017	<b>Prepared by</b> I.E. Engineering
<b>Estimated Project Start Date:</b> November 2018	<b>Completion Date:</b> March 2019

## SECTION 1 E: PROJECT DESCRIPTION

### Opportunity / Problem

Current 4" & 6" water lines serving the area are at nearing the carrying capacity and can not address fire suppression and meet the water demands for the area. This project would create an economic stimulus by improving water main for fire suppression and allow for additional development in Winchester Bay. There is a moratorium on development due to the water line constraint.

The project will:

- \* Install 4,200 linear feet of 12" water main line within Douglas County road right-of-way
- \* Retain 6" water line as a redundancy for future repairs, etc.
- \* Save 12,000 RV camping occasions that result in over \$7 million in annual economic impact to Winchester Bay and Reedsport.
- \* Improve infrastructure to allow for expansion an additional RV campground to increase an additional 14,000 RV camping occasions that will result in over \$8 million in annual economic impact to Winchester Bay and Reedsport.
- \* Create a partnership between the City of Reedsport and Douglas County to resolve an issue in coastal Douglas County

**Proposal / Solution** Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.

The current water main line 4" will be removed and replaced with 12" water main for 4,200 linear feet in coordination with Douglas County and the City of Reedsport. I.E. Engineering and the City of Reedsport have met and reviewed the project scope to ensure the project is feasible. Final engineering will determine if there is sufficient space to keep the new waterline out of the roadway.

The Acquisition of RV Resort is scheduled for early 2019. This will allow the retainage of 12,000 annual RV camping occasions that will preserve \$7 million in annual economic impact to the area.

The City of Reedsport, community of Reedsport and all of coastal Douglas County will be the final benefactor of the project.

## SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes  No

If yes, date of plan or report: 10/30/2017

# WATER LINE EXTENSION EXHIBIT

## WINCHESTER BAY, OREGON

UMPQUA RIVER

DC PARKS  
DAY USE AREA

DC PARKS  
PROPOSED HALF MOON BAY  
CAMPGROUND EXPANSION

DC PARKS  
HALF MOON BAY  
CAMPGROUND

DISCOVERY  
POINT

DC PARKS  
LIGHTHOUSE  
MUSEUM

SALMON HARBOR DR

DISCOVERY RD

HIGHWAY 101

**LEGEND:**

-  PROPOSED NEW 12" WATER LINE  
LENGTH: 4200'
-  EXISTING 6" WATER LINE
-  EXISTING 4" WATER LINE
-  EXISTING 12" WATER LINE
-  DOUGLAS COUNTY  
PARK'S PROPERTY
-  PROPOSED DISCOVERY POINT  
PROPERTY ACQUISITION



809 SE Pine Street  
Roseburg, Oregon 97470  
Phone: (541) 440-0326  
FAX: (541) 440-0392  
Email: emb@engineering.com

PROJECT NO. 1767-03  
DWG BY: EGB

809 SE PINE STREET  
 POST OFFICE BOX 1271  
 ROSEBURG, OR 97470

(541) 673-0166  
 FAX: (541) 440-9392



## Half Moon Bay RV Water Main Cost Estimate

October 31, 2017

Item	Description of Work	Unit	Quan.	Unit Price	Totals
1	Mobilization	LS	1	\$30,000.00	\$30,000.00
2	12" C900 PVC Water Main, C1 A Backfill	LF	4200	\$90.00	\$378,000.00
3	Crushed Rock Surface Restoration - 12" Depth	LF	4200	\$13.50	\$56,700.00
4	HMAC Trench Patch - 4" Depth	TN	420	\$310.00	\$130,200.00
5	Tie-in 12" Water Main to Existing	EA	2	\$8,500.00	\$17,000.00
6	Fire Hydrant Assembly	EA	3	\$7,500.00	\$22,500.00
7	Traffic Control	LS	1	\$30,000.00	\$30,000.00
8	3" Service Connection	EA	2	\$5,000.00	\$10,000.00
				Sub Total	674,400.00
					\$236,040.00
				<b>Total</b>	<b>\$910,440.00</b>
					Contingency & Engineering 35%

## KARNOWSKI Mari \* BIZ

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**From:** Rocky L. Houston <rlhousto@co.douglas.or.us>  
**Sent:** Tuesday, October 31, 2017 4:40 PM  
**To:** Regional InfrastructureFund \* BIZ  
**Cc:** Jonathan Wright (jwright@cityoffreedsport.org); Chris Boice; HANSEN Jessica; Deb M. Pack  
**Subject:** Regional Infrastructure Fund - Douglas County RFI  
**Attachments:** IE Engineering HMB Water Main.pdf; Request for Information Form Regional Solutions - Douglas County.pdf; 1767-03 WATERLINE EXHIBIT FOR RFI.PDF

Dear Business Oregon – Regional Infrastructure Fund Program,

Please see attached Request for Information Form (RFI) and associated attachments.

Please do not hesitate to contact me on any questions on this RFI.

Sincerely,



**Rocky Houston | Director | Parks Department**

1036 SE Douglas Ave. | Justice Bldg, Room 116 | Douglas County | Roseburg, OR 97470  
Direct: (541) 464-6387 | Fax: (541) 957-2062 | [rlhousto@co.douglas.or.us](mailto:rlhousto@co.douglas.or.us) | [Website](#)

# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

## SECTION 1 A: POTENTIAL APPLICANT

<b>Organization Name</b> Oregon Resources Research & Educational Center	<b>Organization</b> Choose an item: 501(c)3 <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
<b>Street Address</b> 94235 Moore St #127 Gold Beach, OR 97444	<b>Mailing Address</b> PO Box 177 Gold Beach, OR 97444
<b>Office Phone</b> 541-425-5488	<b>Web URL</b> <a href="http://www.orrec.org">www.orrec.org</a>

## SECTION 1 B: PROJECT CONTACT

<b>Name</b> Kathleen "Kitty" Buntan	<b>Title</b> Executive Director
<b>Phone</b> 541-425-5488	<b>Email</b> <a href="mailto:kitty@orrec.org">kitty@orrec.org</a>
<b>Phone (cell)</b> 503-936-2437	

## SECTION 1 C: PROJECT OVERVIEW

**Project Name** Fort Euchre Outdoor STEM School

**Project Region**

To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx>

Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:

- North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)
- Mid-Valley (Marion, Polk, and Yamhill Counties)
- South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)
- South Coast (Coos, Curry, and Douglas Counties)
- Southern (Jackson and Josephine Counties)
- Metro (Clackamas, Multnomah, and Washington Counties)
- North Central (Hood River, Sherman, and Wasco Counties)
- Central (Crook, Deschutes, and Jefferson Counties)
- South Central (Klamath and Lake Counties)
- Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)
- Northeast (Baker, Union, and Wallowa Counties)



Please see attached description of project, financial pages, Letters of Support.

**Project Location** (physical address including city and county)

adjacent to: 30005 TAMMIS Rd,  
Ophir, Oregon

Is there community support for this project?  Yes  No

Describe and attach letters of support.

**Project Category**

- Planning       Design only       Construction only       Design & Construction  
 Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	\$500,000	
Funds from potential applicant	0	
Other Funds:	\$624,000	<input checked="" type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:	\$176,400	<input type="radio"/> Pending <input checked="" type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	\$1,500,000	

Cost Estimate Date:	Prepared by Kathleen Post-Bunten
Estimated Project Start Date: 8/2017	Completion Date: 10/2018

SECTION 1 E: PROJECT DESCRIPTION

Opportunity / Problem

ORREC needs assistance with costs of PPE stamped designs and permitting costs to begin development of the Fort Euchre. We also need to be able to begin on our system development.

**Proposal / Solution** Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.

Funding for Final submittable designs and Permitting for construction would be the solution. Would also allow beginning of our system development.

SECTION 1 F: BACKGROUND INFORMATION  
FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes  No

If yes, date of plan or report:



[www.orrec.org](http://www.orrec.org)

## Our Vision

We are building tomorrow through collective partnerships  
in Science, Education, Industry and Community

**Mission:** Oregon Resources Research and Education Center's (ORREC) educational mission is to inform children in grades 5-12 and the public of all ages and backgrounds on the importance of and vocational opportunities in sustainable management and utilization of local natural resources from ridgeline to near-ocean environments.

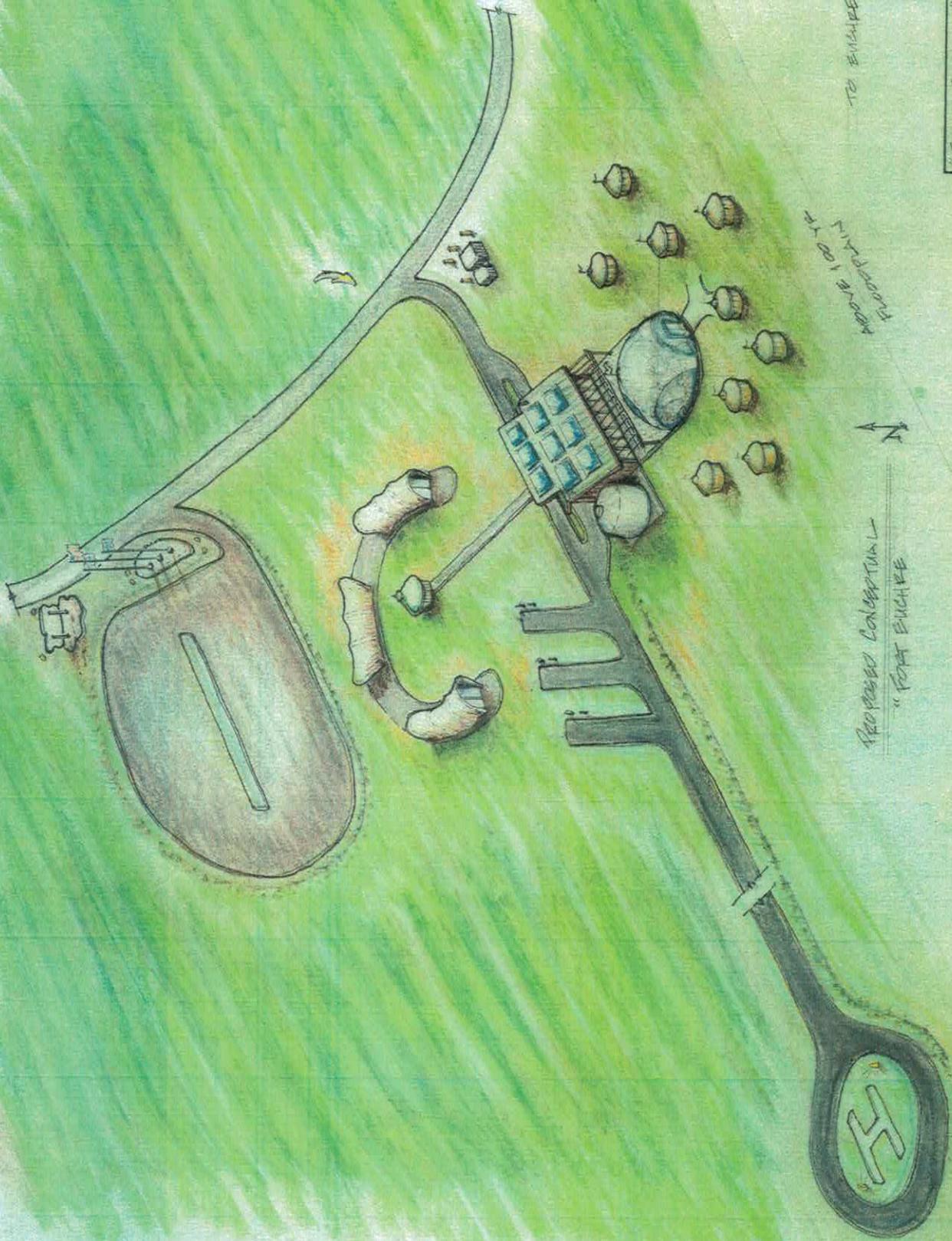
**How will we accomplish our mission?** ORREC will build Fort Euchre as an overnight, immersive STEM Outdoor Camp for K-12 students specializing in the study of sustainable use of the natural resource utilizing STEM skills. The camp will also be available for professional development opportunities for visiting researchers, scientists, industry professionals, and educators for a fee. We will market the camp to the public for exposition events, conventions, and trainings. The fees from the non-K12 educational rentals will allow K-12 students to utilize Fort Euchre at **NO COST**. Leases will require researchers and others to share their work with our students by partnering with graduate student Teachers who would adapt it to our educational platforms.

### Specifics in a nut shell:

- Provide an overnight, immersive STEM Outdoor school experience for grades 5-7<sup>th</sup> grades with High School Mentor/Camp Counselors, University/College Student teachers all utilizing NASA and NSF approved educational platforms:
  - \*LabVenture
  - \*Vital Signs([Labventure.gmri.org](http://Labventure.gmri.org) and [Vitalsigns.gmri.org](http://Vitalsigns.gmri.org))
- Provide an exceptional 23.7 acre natural laboratory for applied research and study of the natural southern coastal forested and near ocean environments:
  - Unique part of the country with very high concentration of watersheds from uplands to nearshore ocean environment
  - Unprecedented southern Oregon coastal ecology, the variety of wildlife, and emergent coastal geology □ On-site fish-bearing riparian area with over one-quarter mile of creek frontage
  - On-site five-acre coastal temperate mixed-species rainforest □ Walking distance to tidal estuary on accessible public land
  - 13 Yurts: 3 Classroom, Lab, Interpretative Conestoga Yurts, 1 44 Projection Dome, 9 Bunk housing with loft yurts.
  - Lavatory facilities with restrooms and showers, commercial kitchen facility, covered patio with BBQ
  - 3 full hook-up RV sites for use during data collection or site management
  - Helicopter pad for use by researchers, emergency services, EMS training, and tours.
- 3) Provide State-of-the-Art research facilities including:
  - Modern laboratory and office space
  - Utility infrastructure including protected power, propane outlets, high-speed internet, satellite uplink
- 4) Vocational/work force development Opportunities
  - Job Shadowing/Mentoring with Researcher's working in the field
  - Graduation credit for College Students
  - Graduation and career development for High School students
  - Pre-career exploration for 5<sup>th</sup> through 7<sup>th</sup> grade students

For more information please contact:

Kathleen "Kitty" Root-Bunten, MS, CMHC  
ORREC Executive Director  
94235 Moore Street, Ste 127  
PO Box 177, Gold Beach, OR 97444  
Cell: (503) 936-2437  
Email: [kitty@orrec.org](mailto:kitty@orrec.org)



TO ENCHERE CREEK

MIDPOINT ABOVE 100 YR FLOODPLAIN



PROPOSED CONCEPTUAL  
"FORT ENCHERE"

"FORT ENCHERE" OUTDOOR SCHOOL	
APPROVED BY:	DATE:
DRAWN BY: SAGE	REVISION:
DATE: 10/20/07	REVISION: 1
PROPOSED SITE LOCATION OFFICE OFF.	
"CORP" IS A NON-PROFIT 501(C)(3)	
DRAWING NUMBER: 2007-07A	





## Fort Euchre Sustainable Design Features

As Fort Euchre is a repurposing of a former industrial site, the Tamms Mill site, ORREC's goal is to return the natural alluvial plain to its geologically historical meadow condition. To accomplish that goal and in keeping with our educational mission ORREC has employed Gazu Designs to design a facility that has minimal eco-footprint while sustainably utilizing the available natural resources. The following is a list of some of the key features:

1. Bio swales located along parking venues and roadways
  - a. Bio-swales are landscape elements designed to concentrate or remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides (less than 6%) and filled with vegetation, compost and/or riprap. The water's flow path, along with the wide and shallow ditch, is designed to maximize the time water spends in the swale, which aids the trapping of pollutants and silt. Depending upon the geometry of land available, a bio-swale may have a meandering or almost straight channel alignment. Biological factors also contribute to the breakdown of certain pollutants.
2. Parking areas, walkways and roadways are constructed of permeable materials with concrete curbing where appropriate.
  - a. Permeable paving is a range of sustainable materials and techniques for permeable pavements with a base and subbase that allow the movement of storm water through the surface. In addition to reducing runoff, this effectively traps suspended solids and filters pollutants from the water.
3. 5000 gallon cistern for capture of rain water to be utilized in restrooms and for irrigation needs.
  - a. Toilet flushing and irrigation are the biggest use of water in the United States and the United Kingdom, accounting for nearly one-half of potable water use. When the natural landscape is replaced by a building, rain can no longer infiltrate into the ground it runs off, is captured in drains, where it can cause downstream flooding, carry pollutants that settle out of the air into local water bodies. Capturing rainwater will help to reduce the demand on the Nesika Beach water treatment system, protect Euchre Creek from potential pollutants and reduce overall operating with regards to utility expenses.
4. Solar panels and led lighting installed on/in Lavatory facility
  - a. Solar energy is a clean, green source of energy, that pollutes less than almost every other source of energy. Solar power doesn't produce greenhouse gasses and it doesn't pollute water or any other part of nature.
5. Utilization's of Yurts and domes
  - a. Yurts and domes require significantly less disturbance of the landscape to erect, are locally sourced, and made from relatively local natural resources.

## Oregon Resources Research and Education Center

## Profit &amp; Loss

January 1 through August 29, 2017

08/29/17

Accrual Basis

	Jan 1 - Aug 29, 17
Ordinary Income/Expense	
Income	
Uncategorized Income	4,339.87
Direct Public Support	
Corporate Contributions	112,970.61
Individ, Business Contributions	1,000.00
Total Direct Public Support	113,970.61
Other Types of Income	
Miscellaneous Revenue	480.00
Other Types of Income - Other	1,803.76
Total Other Types of Income	2,283.76
Total Income	120,594.24
Gross Profit	120,594.24
Expense	
Uncategorized Expenses	3,600.00
Other Types of Expenses	
Staff Development	984.90
Insurance - Liability, D and O	1,881.98
Advertising Expenses	292.73
Total Other Types of Expenses	3,159.61
Contract Services	
Volunteer Services - Non-GAAP	154.00
Outside Contract Services	9,367.95
Contract Services - Other	132.00
Total Contract Services	9,653.95
Business Expenses	
Fines, Penalties, Judgments	1,449.00
Business Expenses - Other	3,891.96
Total Business Expenses	5,340.96
Facilities and Equipment	
Equip Rental and Maintenance	1,461.98
Rent, Parking, Utilities	1,036.99
Total Facilities and Equipment	2,498.97
Fund Raising	116.90
Operations	
Books, Subscriptions, Reference	67.00
Marketing expense	38.96
Postage, Mailing Service	126.44
Printing and Copying	293.95
Supplies	428.75
Telephone, Telecommunications	719.59
Operations - Other	840.67
Total Operations	2,515.36
Overhead Expenses	
Bank Charges	24.00
Contract Services	
Accounting Fees	1,948.70
Contract Services - Other	33.00
Total Contract Services	1,981.70

5:23 PM

08/29/17

Accrual Basis

# Oregon Resources Research and Education Center

## Profit & Loss

January 1 through August 29, 2017

	Jan 1 - Aug 29, 17
Other Costs	411.00
Property Taxes	76.32
Overhead Expenses - Other	1,253.88
<b>Total Overhead Expenses</b>	<b>3,746.90</b>
Payroll Expenses	
Payroll Taxes	9,641.81
Salary & Wages	6,297.80
Payroll Expenses - Other	35,925.07
<b>Total Payroll Expenses</b>	<b>51,864.68</b>
Program Expense	
Gorse Study Costs	11,803.00
<b>Total Program Expense</b>	<b>11,803.00</b>
Travel and Meetings	
Conference, Convention, Meeting	384.06
Meals & Entertainment	172.99
Meals & Ent Public Officials	33.35
Travel	105.98
Travel and Meetings - Other	5,056.46
<b>Total Travel and Meetings</b>	<b>5,752.84</b>
<b>Total Expense</b>	<b>100,053.17</b>
<b>Net Ordinary Income</b>	<b>20,541.07</b>
Other Income/Expense	
Other Expense	
Capital Purchases	
Grant Capital Purchase - Equip	3,159.53
Capital Purchases - Other	110.00
<b>Total Capital Purchases</b>	<b>3,269.53</b>
<b>Total Other Expense</b>	<b>3,269.53</b>
<b>Net Other Income</b>	<b>-3,269.53</b>
<b>Net Income</b>	<b>17,271.54</b>

Oregon Resources Research and Education Center  
**Balance Sheet**  
As of August 29, 2017

	<u>Aug 29, 17</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Chase - General Checking Acct	28,928.23
Chase Checking - WRCA Grant	655.92
Total Checking/Savings	<u>29,584.15</u>
Other Current Assets	
Undeposited Funds	5,300.00
Misc. Receivable	1,564.50
Prepaid Expenses	3,341.43
Total Other Current Assets	<u>10,205.93</u>
Total Current Assets	39,790.08
Fixed Assets	
Furniture and Fixtures	89.85
Land	370,000.00
Total Fixed Assets	<u>370,089.85</u>
<b>TOTAL ASSETS</b>	<u><u>409,879.93</u></u>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Due to Paul Smith	1,020.60
Payroll Liabilities	11,004.14
Total Other Current Liabilities	<u>12,024.74</u>
Total Current Liabilities	<u>12,024.74</u>
Total Liabilities	12,024.74
Equity	
Perm. Restricted Net Assets	11,802.92
Unrestricted Net Assets	368,780.73
Net Income	17,271.54
Total Equity	<u>397,855.19</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u><u>409,879.93</u></u>

## Budget Form

**Organization Name:** Oregon Resources Research and Education Center  
**Project Title:** Fort Euchre Overnight Outdoor STEM Camp  
**Total Project Budget:** 1,500,000  
**\*Budget Year:** 2017-2018

(Use this form as a template, use categories listed)

If your Request is for Multi-year  
 Support, complete Project Budget  
 Year 2 &/or Year 3

Revenue	TFFF Funds	Organization Budget	Project Budget Year 1	Project Budget Year 2	Project Budget Year 3	Project Budget Year 4
Funds Requested from The Ford Family Foundation	\$ 150,000.00		\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	
Other Foundations				\$ 570,000.00	\$ 570,000.00	\$ 570,000.00
Government grants and contracts			\$ 8,000.00	\$ 811,000.00	\$ 811,000.00	\$ 811,000.00
Earned Revenue (program fees, investment income, etc.)			\$ 9,000.00	\$ 25,000.00	\$ 50,000.00	\$ 50,000.00
Donations from businesses			\$ 122,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00
Donations from individuals		\$ 132,000.00	\$ 120,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
Special events			\$ 5,000.00	\$ 25,000.00	\$ 45,000.00	\$ 45,000.00
In-Kind		\$ 5,000.00	\$ 15,000.00	\$ 125,000.00		
Other: Capital Campaign				\$ 125,000.00	\$ 125,000.00	\$ 125,000.00
Other: Planned Giving				\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
Other: Digital Marketing Campaign				\$ 125,000.00	\$ 125,000.00	\$ 125,000.00
<b>Total Revenue =</b>		\$ 137,000.00	\$ 329,000.00	\$ 2,306,000.00	\$ 2,226,000.00	\$ 2,176,000.00
<b>Expenses</b>	<b>TFFF Funds</b>	<b>Organization Budget</b>	<b>Project Budget Year 1</b>	<b>Project Budget Year 2</b>	<b>Project Budget Year 3</b>	<b>Project Budget Year 3</b>
Salaries and Benefits	\$ 50,000.00	\$ 71,400.00	\$ 71,400.00	\$ 98,760.00	\$ 121,560.00	\$ 121,560.00
Consultants and Contracted Services		\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Operating Expenses (Rent, Utilities, Supplies, etc.)		\$ 3,000.00	\$ 3,000.00	\$ 5,200.00	\$ 3,500.00	\$ 3,500.00
Finance, Legal, Administration (Insurance, Taxes, etc.)		\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
Repairs, Maintenance, Upgrades		\$ -	\$ -	\$ 3,500.00	\$ -	\$ -
Travel & Meetings		\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
Special Events		\$ -	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
Program Expenses		\$ -	\$ 41,240.00	\$ 309,273.00	\$ 659,273.00	\$ 659,273.00
Other: Purchase of Structures and construction	\$ 100,000.00	\$ 451,605.00	\$ -	\$ 451,605.00		
Other: System Development Cost				\$ 104,681.00		
Other: Construction				\$ 53,000.00		
<b>Total Expenses =</b>	\$ 150,000.00	\$ 567,505.00	\$ 162,140.00	\$ 1,072,519.00	\$ 830,833.00	\$ 830,833.00

ORREC

2017-2018

Funding Plan

Foundations	Amount	Dispersement	Applied	Scheduled for applying
Ford Family Foundation	\$ 150,000.00	3 ic/3yrs	3/17/2017	
Clarence Heller Community Fund	\$ 50,000.00	2ic/2yrs	5/26/2017	
Umpqua Bank Charitable Foundation	\$ 150,000.00	3 ic/3yrs		open
Deacon Charitable Foundation	\$ 150,000.00	3 ic/3yrs		12/1/2017
M.J. Murdock Charitable Trust	\$ 500,000.00	3 ic/3yrs		open
Oregon Community Foundation	\$ 100,000.00	2ic/2yrs	7/12/2017	
The Coquille Tribal Community Fund	\$ 100,000.00	3 ic/3yrs		10/31/2017
The Burning Foundaiton	\$ 75,000.00	2ic/2yrs		8/16/2017
Cow Creek Umpqua Indian Foundation	\$ 15,000.00	1ic/1yr		9/1/2017
Spirit Mountian Community Fund	\$ 75,000.00	2ic/2yrs		7/19/2017
Gray Family Foundation	\$ 150,000.00	3 ic/3yrs		1/20/2018
Collins Foundation	\$ 150,000.00	3ic/3yrs	5/25/2017	
AllCare	\$ 50,000.00	1ic/1yr		open
Curry Health Foundation	\$ 5,000.00	1ic/1yr		open
Gates Foundation	\$ 150,000.00	3ic/3yrs		open
<b>Foundation Total</b>	<b>\$ 1,870,000.00</b>			
<b>Government Funding</b>				
Cities Sponsorship Donation Campaign	\$ 20,000.00	1ic/1yr		TBD
County Sponsorship Donation Campaign	\$ 30,000.00	1ic/1yr		TBD
Department of the Navy, STEM	\$ 250,000.00	1ic/1yr		12/31/2017
BLM, Community Self-Determination	\$ 1,000,000.00	1ic/1yr		9/15/2017
NSF, Advancing Infromal STEM Learning	\$ 1,000,000.00	1ic/1yr		9/12/2017
Special Public Works Fund Grants	\$ 100,000.00	1ic/1yr		TBD
<b>Government Total</b>	<b>\$ 2,400,000.00</b>			
<b>Private and Corporate Donations</b>				
Private Donation Campaign	\$ 200,000.00	1ic/1yr		TBD
Capital Campaign	\$ 250,000.00	1ic/1yr		TBD
Planned Giving	\$ 500,000.00	1ic/1yr		TBD
Digital Marketing	\$ 250,000.00	1ic/1yr		TBD
Corporation Donation Campaign	\$ 360,000.00	1ic/1yr		TBD
<b>Donation Total</b>	<b>\$ 1,560,000.00</b>			
<b>Total Funding Goal</b>	<b>\$ 5,830,000.00</b>			

**FORT EUCHRE BUILDING EXPENSE BUDGET**

<b>Hard Costs</b>	
Sleeping Yurts, Pacific Yurts	\$ 75,000.00
Learning Yurts, Weatherport	\$ 29,000.00
Projection Dome, Pacific Dome	\$ 98,000.00
CXT Modular Lavatory	\$ 275,000.00
Construction Labor	\$ 53,000.00
<b>Sub-Total</b>	<b>\$ 530,000.00</b>
<b>Soft Costs</b>	
Landscaping	\$ 72,500.00
Parking & Roadways	\$ 29,100.00
Utility Work	\$ 103,500.00
<b>Sub-Total</b>	<b>\$ 205,100.00</b>
<b>Development Costs</b>	
Topographic Survey	\$ 2,500.00
Architectural/Engineering	\$ 15,000.00
Furnishings/Equipment	\$ 22,500.00
Signage	\$ 10,000.00
Lab Equipment	\$ 23,000.00
Permits, bidding/printing	\$ 34,000.00
<b>Sub-Total</b>	<b>\$ 107,000.00</b>
<b>Contingency</b>	
Unplanned/Overbudget expenses	\$ 95,400.00
<b>Sub-Total</b>	<b>\$ 95,400.00</b>
<b>Total</b>	<b>\$ 937,500.00</b>
<b>Request from Murdock Trust</b>	
	\$ 500,000.00

**Budget Narrative**

- 1) Cost of Yurts is per quote from Pacific Yurts, Gresham, Oregon a primary supplier of yurts to the Oregon State Parks and Weatherport a secondary supplier to the state. Due to the differences in design

between the sleeping yurts and learning yurts and limits to customization per vendor ORREC will have to use two vendors. Lavatory cost based on quote from CXT, Spokane, Washington who is an approved Washington State Parks vendor.

- 2) Construction labor based on prevailing wage in the region and vendor recommendations.
- 3) Landscaping is an estimate; actual not to exceed budgeted amount
- 4) Permeable parking and roadway is an estimate and subject to change based on results derived from market research.
- 5) Architectural/Engineering costs are estimated and subject to change based on results derived from market research.
- 6) Contingency is about 10 percent of the total project costs.

**ORREC Program Expansion Expense Budget**

Personnel	Year 1	2017	Year 2	2018	Year 3	2019	Year 4	2020
	Budget	Trust	Budget	Trust	Budget	Trust	Budget	Trust
Executive Director	60000	0	64200	0	68700	0	73500	0
Community Outreach Coordinator (2)	8,800	0	45,760	0	48,880	0	48,880	0
Facility Manager	0	0	18,700	0	37,400	0	40,000	0
High School Work Study	1,800	0	7,200	0	7,200	0	7,200	0
Graduate Teaching Staff			19,400	0	38,800	0	38,800	0
RARE Coordinator			20,000	0	20,000	0	20,000	0
Sub-Total	70,600.00	0.00	175,260.00	0	220,980.00	0.00	228,380.00	0.00
<b>Office Costs</b>								
Uniform	100	0	600	0	300	0	300	0
Computer Hardware	1050	0	0	0	1050	0	0	0
Furniture	3000	0	0	0	3000	0	0	0
Software	500	0	0	0	500	0	0	0
Telephone	300	0	100	0	100	0	100	0
Sub-Total	4950	0	700	0	4950	0	400	0
<b>Education Platform Development</b>								
Lab Venture	20620	0	159273	0	409273	0	160000	0
Vital Signs	20620	0	150000	0	250000	0	160000	0
Sub-Total	41240	0	309273	0	659273	0	320000	0
Total	121,740.00	0.00	485,233.00	0	885,203.00	0.00	548,780.00	0.00

\*\*Budget Narrative:

**Personnel** Increase in salaries generally reflect conversions to fulltime, hiring of additional staff members and/or 7% cost of living increase.

**Office Costs** These costs figure in nonprofit donation program from Techsoup, purchase of new office furnishings for new staff members, etc.

**Educational Platform** These costs are per the bid from Parabolica and Xfinity

## Funding Status Report

Date 8/29/2017

Request # \_\_\_\_\_  
(Foundation use only)

Organization Oregon Resources Research & Education Center

Project Title Fort Euchre Outdoor School STEM Camp

Total Request Amount: \_\_\_\_\_ Percent of Total Budget: \_\_\_\_\_

If multi-year request complete amount per year:

(Yr 1)	(Yr 2)	(Yr 3)

Project Budget \$1,500,000

\*Contributions less than \$1,000 may be grouped together as one total and listed as "Contributions less than \$1,000."

\*The total contributions of Committed, Pending, Planned, In-kind and the amount requested from The Ford Family Foundation must equal or exceed the total project budget amount.

\*If you are requesting programatic or operating funds, use the space below to provide information on your operating budget for the fiscal year you would receive funding from the Ford Family Foundation. The numbers should reflect Year 1 only, if a multi-year request.

### Contributed Revenue

Sources	Committed	Pending	Planned	In-kind	Total
<b>Government:</b>					
Special Public Works Fund Grant	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
STEM+4C Partnership National Science Foun.			\$ 1,000,000		\$ 650,000
Brookings, City of	\$ 2,000.00				\$ 2,000
Gold Beach, City of		\$ 2,000.00			\$ 2,000
Port Orford, City of		\$ 2,000.00			\$ 2,000
Bandon, City of			\$ 2,000		\$ 2,000
Coos Bay, City of			\$ 2,000		\$ 2,000
Coquille, City of			\$ 2,000		\$ 2,000
Powers, City of	\$ 2,000				\$ 2,000
Mrytle Creek, City of	\$ 2,000				\$ 2,000
Reedsport, City of	\$ 2,000				\$ 2,000
Crescent City, City of			\$ 2,000		\$ 2,000
Curry County, County of			\$ 5,000		\$ 5,000
Coos County, County of			\$ 5,000		\$ 5,000
BLM Community Self-Determination Act			\$ 500,000		\$ 500,000
Department of the Navy, STEM			\$ 250,000		\$ 250,000
<b>Subtotal</b>	<b>\$ 2,000.00</b>	<b>\$ 10,000</b>	<b>\$ 1,968,000</b>	<b>\$ -</b>	<b>\$ 1,630,000</b>
<b>Foundation Grants:</b>					
Wild Rivers Coast Alliance	\$ 15,000	\$ -	\$ 50,000	\$ -	\$ 65,000
Ford Family Foundation	-	\$ 150,000.00	-	-	\$ 150,000.00
Collins Foundation	-		\$ 150,000.00	-	\$ 150,000.00
W.K. Kellogg Foundation			\$ 150,000.00		\$ 150,000.00
Bill Healy Foundation			\$ 25,000.00		\$ 25,000.00
Umpqua Bank Charitable Foundation			\$ 150,000.00		\$ 150,000.00
Deacon Charitable Foundation			\$ 150,000.00		\$ 150,000.00
M.J. Murdock Charitable Trust			\$ 500,000.00		\$ 500,000.00
Oregon Community Foundation	\$ 100,000.00				\$ 100,000.00
The Coquille Tribal Community Fund			\$ 100,000.00		\$ 100,000.00
The Burning Foundaiton			\$ 75,000.00		\$ 75,000.00
Cow Creek Umpqua Indian Foundation			\$ 15,000.00		\$ 15,000.00

Spirit Mountain Community Fund				\$ 75,000.00		\$ 75,000.00
Curry Health Foundation Fund				\$ 5,000.00		\$ 5,000.00
Gray Family Foundation				\$ 150,000.00		\$ 150,000.00

<b>Subtotal</b>	\$ 15,000	\$ 250,000	\$ 1,595,000	\$ -	\$ 1,860,000
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**Businesses:**

Taylor Structures				\$ 15,000.00	\$ 15,000.00
Three Dimensional Timber	\$ 122,000	\$ -	\$ -	\$ 625,000	\$ 747,000
Tuttle Trust	135,000	95,000	-	324,000	554,000
Chase Bank	200				200
JR Success	100				100
At Rivers Edge Resort	250				250

<b>Subtotal</b>	\$ 257,550	\$ 95,000	\$ -	\$ 964,000	\$ 1,301,550
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**Individuals:**

Mr. and Mrs. John Mussey	\$ 1,000.00	\$ -	\$ -	\$ -	\$ 1,000.00
Gilbert and Marian Davis	200.00	-	-	-	200.00
Marcela Anongos	100.00	-	-	-	100.00
Michael Ellis	1,000.00	-	-	-	1,000.00
Chris and Marie Legallet	1,000.00	-	-	-	1,000.00
Joan Fish	100.00	-	100	-	1,000.00
James Boettcher	500.00	-	500	-	100.00
Rockey and Shelley Carpenter	200	-	200	-	500.00
Gene Chickinell	25	-	25	-	400
Carolyn Cronberger	1,000	-	1,000	-	50
Gil and Marian Davis	100	-	200	-	2,000
Tina and Al Davis	500	-	500	-	300
Jordan and Gail Dawn	100	-	100	-	1,000
Gregory Empson	500	-	500	-	200
Don and Marilyn Foss	25	-	25	-	1,000
Dugie and Shirley Freeman	1,000	-	1,000	-	50
Jeri Honeycutt	1,000	-	1,000	-	2,000
Bill Itzen	25	-	25	-	2,000
Mary Jacobs	500	-	500	-	50
Paul and Judy Kenis	500	-	500	-	1,000
Juli Marstall	1,000	-	1,000	-	1,000
Charles and Stephanie Riddle	1,000	-	1,000	-	2,000
John and Hazel Rush	500	-	500	-	2,000
Scott Theiman	100	-	100	-	1,000
Dale and Jo Ann Thomas	100	-	100	-	200
Jim and Vicki Waltz	5,000	-	5,000	-	200
Marvin and Sharon Zuber	5,000	-	5,000	-	10,000
Frank and Connie Burris	100	-	100	-	10,000

<b>Subtotal</b>	\$ 22,175	\$ -	\$ 18,975	\$ -	\$ 40,550
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**Special Events:**

Capital Campaign	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Planned Giving Campaign	-	-	500,000	-	500,000

<b>Subtotal</b>	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000
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**Other:**

Digital Marketing Campaign	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
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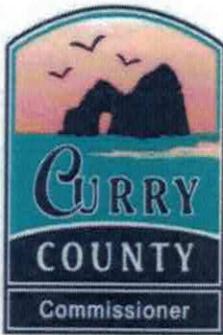
<b>Subtotal</b>	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
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<b>Total Contributed Revenue</b>	\$ 296,725	\$ 355,000	\$ 4,581,975	\$ 964,000	\$ 5,832,100
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**Earned Revenue**

Sources	Committed	Pending	Planned	In-kind	Total
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<b>Contracts:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Program Fees:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
		-		-		-		-		-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Investment Revenue:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Other:</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
		-		-		-		-		-
		-		-		-		-		-
		-		-		-		-		-
		-		-		-		-		-
<b>Subtotal</b>	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Total Earned Revenue</b>										
	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Total Revenue</b>										
	\$	296,725	\$	355,000	\$	4,581,975	\$	964,000	\$	5,832,100



**Curry County  
Board of Commissioners**

Thomas Huxley, *Chair*  
Sue Gold, *Vice Chair*  
Court Boice, *Commissioner*

94235 Moore Street/Suite #122  
Gold Beach, OR 97444  
541-247-3296, 541-247-2718 Fax  
800-243-1996 [www.co.curry.or.us](http://www.co.curry.or.us)

March 22, 2017

To: Kathleen "Kitty" Root-Bunten, Executive Director  
Oregon Resources Research and Education Center  
94238 Moore Street, Suite 127  
PO Box 177  
Gold Beach, OR 97444

Dear Kitty:

As one of the Curry County Board of Commissioners, I strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. Because all students in Oregon K-12 school districts must meet STEM exit standards, the ORREC "experience will assist in providing the necessary tools and techniques to help them meet these standards.

This is a great opportunity for students to see science at work, work with real scientists and actually perform science with other students. They might even get some guidance for possible career choices. This could also be a great option for our local school districts to use for outdoor school requirements that are now in place.

I look forward to working with you in the formation of the Oregon Resources Research and Education Center and its programs.

Sincerely,

Sue Gold  
Curry County Commissioner



# CITY OF MYRTLE POINT

*In the Heart of the Myrtlewoods*

424 5<sup>th</sup> Street, Myrtle Point, OR 97458  
Ph: (541) 572-2626 | Fax: (541) 572-3838  
[cityofmyrtlepoint@yahoo.com](mailto:cityofmyrtlepoint@yahoo.com)

September 6, 2017

Oregon Resources Research and Education Center  
ATTN: Kathleen "Kitty" Root-Bunten, Executive Director  
PO Box 177  
Gold Beach, OR 97444

Mayor:  
Barbara Carter

Councilors:  
Joe Bouska  
Samantha Clayburn  
Stephanie Martell  
Daniel Martin  
Stacy Murray  
Mike West

Dear Kitty:

On behalf of the City of Myrtle Point and local students, I strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. Every graduate of the Oregon K-12 school system must meet our STEM exit standards. Our job is to provide the tools that help students meet these standards and to change those tools as students, culture, and future worker requirements change. The ORREC "Experience" will assist us greatly in providing tools and techniques that will help our students gather and analyze information, make informed decisions, engage in creative discovery, and explore new vehicles for learning.

Personally, as a Civil Engineer, I have benefited from a relatively wide range of employment opportunities which would not have been available without that education. Furthermore, in my capacity as City Manager I oversee professionals in the fields of water and wastewater treatment, both of which are continually developing disciplines of science. It is increasingly difficult to find qualified personnel to fill positions in these fields. I therefore support educational efforts such as the ORREC Fort Euchre project to expose students to fields of study in science, technology, engineering and math which they may otherwise not have considered. The opportunity to see these disciplines at work is invaluable to a young person's development as well as choice of career.

We look forward to working with you and participating in the ongoing evolution of the Oregon Resources Research and Education Center and its programs.

Sincerely,

Darin Nicholson  
City Manager



Oregon Coast STEM Hub  
Hatfield Marine Science Center  
2030 SE Marine Science Drive, Newport, OR 97365  
OregonCoastSTEM@oregonstate.edu  
www.OregonCoastSTEM.oregonstate.edu

March 10, 2017

To: Kathleen "Kitty" Root-Bunten, Executive Director  
Oregon Resources Research and Education Center  
PO Box 51  
Ophir, OR 97464

Dear Kitty,

On behalf of the Oregon Coast STEM Hub, I am writing to support the Oregon Resources Research and Education Center (ORREC) project. The ORREC project will help K-12 learners and community members of all ages to develop an awareness and understanding of the importance of sustainable management and utilization of local natural resources along the coast of Oregon. The Oregon Coast STEM Hub is a collaborative effort of 58 partners, including coastal school districts, post-secondary institutions, non-profits, government agencies, and businesses. The Oregon Coast STEM Hub supports Integrated Science, Technology, Engineering and Mathematics (STEM) education and serves the northern, central, and southern regions of the Oregon Coast. Our partners share a common vision: to foster a culture of STEM innovation by engaging people of all ages to create a vibrant and prosperous region. We are particularly supportive of ORREC's overnight STEM camps and K-12 programs that will be provided to students at *no charge*.

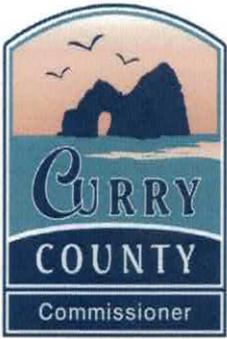
School districts in Coos and Curry counties are among the Oregon Coast STEM Hub's partners. In addition to having a higher percentage of students living in poverty and on free and reduced lunch than the statewide average, students living in the small, rural coastal communities of Coos and Curry counties also score below state averages, with few exceptions, in science and math. The ORREC project would provide Coos and Curry students with accessible and engaging STEM opportunities.

The Oregon Coast STEM Hub looks forward to working with ORREC and participating in the development of the Oregon Resources Research and Education Center and its programs.

Sincerely,

A handwritten signature in cursive script that reads "Stacia R. Fletcher".

Stacia Fletcher  
Executive Director  
Oregon Coast STEM Hub



## Court Boice, *Commissioner*

---

94235 Moore Street, Ste. 122  
Gold Beach, OR 97444  
Ph: (541) 247.3229  
[boicec@co.curry.or.us](mailto:boicec@co.curry.or.us)  
[www.co.curry.or.us](http://www.co.curry.or.us)

March 7, 2017

To: Kathleen Bunten, Executive Director  
Oregon Resources Research and Education Center  
94235 Moore Street, Ste. 127 PO Box 177  
Gold Beach, OR 97444

Dear Ms. Bunten;

On behalf of many of the citizens I'm proud and privileged to represent here in Curry County, the work of the Oregon Resources Research and Education Center Board and you to bring Fort Euchre, a unique outdoor school program and immersive learning environment, to the south coast has not gone unnoticed.

It truly has been terrific to get to know you and learn more of ORREC's Board's educational and community efforts. It has been demonstrated often and consistent the hope and skills you and ORREC offer to our young people. Thanks to you and the work ORREC is doing, "learning" is growing and affecting our small, rural and remote culture in numerous ways.

Your center is so well named. *Oregon* is lucky to have ORREC's passion to raise the science literacy and drive interest in sustainable resource management for today and the future. ORREC deserves and needs the *Resources* to do the *Research* and provide the *Education* for our wonderfully enthusiastic and eager to learn students and community!

I look forward to participating and working in the forward progress forward of the Oregon Resources Research and Education Center (ORREC) and its programs to bring sustainable resource management solutions and economic growth back to the south coast and Curry County. Surely it goes without saying, ORREC has my full support.



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Court Boice  
Curry County Commissioner



**City of Crescent City**  
*Where the Redwoods Meet the Sea*

377 J Street, Crescent City, CA 95531 • 707.464.7483 • Fax 707.465.4405 • [www.crescentcity.org](http://www.crescentcity.org)



October 16, 2017

Oregon Resources Research and Education Center (ORREC)  
Attn: Kathleen "Kitty" Root-Bunten, Executive Director  
94238 Moore Street, Ste. 127  
PO Box 177  
Gold Beach, OR 97444

**Re: Support for the Fort Euchre Project**

Dear Kitty,

On behalf of the City Council of the City of Crescent City and the citizens of our community, I strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. The California Department of Education notes "through STEM education, students learn to become problem solvers, innovators, creators, and collaborators and go on to fill the critical pipeline of engineers, scientists, and innovators so essential to the future of California and the nation". It is our job, as policy makers, to support services that increase access to tools that will help our children succeed. The ORREC immersive STEM Outdoor Camp for K-12 students has been designed to assist us in providing those tools and techniques that will enable our students to gather and analyze information, make informed decisions, engage in creative discovery, and explore new vehicles for learning.

There are currently 1.5 STEM jobs available for every job seeker. A resource of this caliber, within easy access of Crescent City students, is a great advantage for our childrens' futures.

Please accept this letter as a sign of our support as we look forward to working with you in the future, and are excited to witness the ongoing evolution of the Oregon Resources Research and Education Center and its programs.

Regards,

Blake Inscore  
Mayor of Crescent City



## CITY OF PORT ORFORD

♦ 555 W. 20<sup>th</sup> St. ♦ P.O. Box 310, Port Orford, OR 97465 ♦ Ph: 541-366-4568 ♦ fx: 877-281-5307 ♦

Oregon Resources Research and Education Center

**ATTN:** Kathleen "Kitty" Root-Bunten, Executive Director

94238 Moore Street, Ste 127

PO Box 177

Gold Beach, OR 97444

Office: (541) 425-5488

Fax: (541) 425-5288

Date: August 17, 2017

Dear Kitty:

On behalf of the City of Port Orford and our students, we strongly support the Oregon Resources Research and Education Center (ORREC) Fort Euchre project. Every graduate of the Oregon K-12 school system must meet our STEM exit standards. Our job is to provide the tools that help students meet these standards and to change those tools as students, culture, and future worker requirements change. The ORREC "Experience" will assist us greatly in providing tools and techniques that will help our students gather and analyze information, make informed decisions, engage in creative discovery, and explore new vehicles for learning.

"The opportunity to see science at work, to interact with genuine scientists or, better yet, to actually perform real science with their fellow students is invaluable to a young person's development as well as choice of career."

As a sign of our commitment to this project we, the City of Port Orford, are approving a \$ 2000.00 grant for ORREC's Fort Euchre. We look forward to working with you and participating in the ongoing evolution of the Oregon Resources Research and Education Center and its programs.

Sincerely,

Mayor, Tim Pogwizd  
tpogwizd@portorford.org

## KARNOWSKI Mari \* BIZ

---

**From:** Kitty Bunten <kitty@orrec.org>  
**Sent:** Tuesday, October 31, 2017 2:30 PM  
**To:** Regional InfrastructureFund \* BIZ  
**Cc:** CAMPBELL Alex \* GOV; David Brock Smith  
**Subject:** RFI  
**Attachments:** 10311700.PDF

Please find attached our RFI form. If additional information or clarification is needed please let us know and we will respond post haste.

Sincerely,  
Kitty B.

--

M. Kathleen "Kitty" Root-Bunten, Executive Director  
**Oregon Resources Research Education Center**  
94235 Moore Street, Ste 127  
Gold Beach, OR 97444  
Office 541-425-5488  
Fax 541-425-5288  
[Kitty@orrec.org](mailto:Kitty@orrec.org)  
[www.ORREC.ORG](http://www.ORREC.ORG)



"I like to believe that there are...**always** possibilities."  
Admiral James T. Kirk

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# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

Deadline: Oct 31 2017 by 5 pm

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
<p>Organization Name</p> <p style="text-align: center;">Port of Port Orford</p>	<p>Organization Special District</p> <p><i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i></p>
<p>Street Address</p> <p>300 Dock Road, Port Orford, OR, 97465</p>	<p>Mailing Address</p> <p>PO Box 490, Port Orford, OR 97465</p>
<p>Office Phone</p> <p style="text-align: center;">541.332.7121</p>	<p>Web URL</p> <p style="text-align: center;"><a href="https://portofportorford.org">https://portofportorford.org</a></p>

SECTION 1 B: PROJECT CONTACT			
<b>Name</b>	Steve Courtier	<b>Title</b>	Port Manager
<b>Phone</b>	541.332.7121	<b>Email</b>	portoffice@frontier.com
<b>Phone (cell)</b>	541.999.0131		

SECTION 1 C: PROJECT OVERVIEW	
<b>Project Name</b>	Port of Port Orford Seafood Center
<b>Project Region</b>	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <a href="http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx">http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</a></p> <p>Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <li><input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)</li> <li><input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)</li> <li><input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)</li> <li><input checked="" type="radio"/> South Coast (Coos, Curry, and Douglas Counties)</li> <li><input type="radio"/> Southern (Jackson and Josephine Counties)</li> <li><input type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)</li> <li><input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)</li> <li><input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)</li> <li><input type="radio"/> South Central (Klamath and Lake Counties)</li> <li><input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)</li> <li><input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)</li> </ul>

**South Coast-Umpqua Regional Priorities**

- Access to Natural Resources, Support of Natural Resource Economy, and Active Forestry Management on O&C Timber Lands
  
- Business Retention, Expansion, and Creation
  - Workforce training
  - Regulatory streamlining, technical assistance o Population retention
  - Enhance Marine, Rail, and Telecommunication Infrastructure
  - Build on Recreation Economy
  - Alternative Energy Development
  - Community Resilience

**Project Location** *(physical address including city and county)*

Port of Port Orford, 300 Dock Road, Port Orford, Curry County

**Is there community support for this project?**     **Yes**     **No**

**Describe and attach letters of support.** We have broad community support for the project, and are in the process of updating letters of support to reflect current status.

**Project Category**

- Planning       Design only       Construction only       Design & Construction  
 Other

<b>SECTION 1 D: ESTIMATED FUNDING REQUEST</b>		
	Amount	
Funding Request from Regional Infrastructure Fund	<b>500,000</b>	
Funds from potential applicant	<b>250,000</b>	
Other Funds: The Port is in the process of securing additional funds for the project. (estimated cost)	<b>6,000,000</b>	<input checked="" type="radio"/> <b>Pending</b> <input type="radio"/> <b>Committed</b> If committed, provide term:
Other Funds:		<input type="radio"/> <b>Pending</b> <input type="radio"/> <b>Committed</b> If committed, provide term:
Estimated Total Project Cost	<b>\$ 6,750,000</b>	
<b>Cost Estimate Date:</b>	July, 2017	<b>Prepared by</b> Collaborative Fisheries Assoc.
<b>Estimated Project Start Date:</b>	July, 2018	<b>Completion Date:</b> September, 2019

## SECTION 1 E: PROJECT DESCRIPTION

### Opportunity / Problem

The project is located in Southwestern Oregon, in the City of Port Orford. Port Orford is located on U.S. 101 between the Pacific Ocean and the Siskiyou National Forest. The total population of Port Orford is 1,263 as of the most recent ACS 5-year estimate survey. Port Orford is located in Curry County Oregon, a scenic, largely forested, and extremely rural county. As one of only three incorporated towns in the county, Port Orford is the smallest. One of the trademark features of this part of the Oregon Coast is geographic isolation due to the lack of effective transportation links to inland markets. This has served as a barrier to economic development, while promoting the local fishing economy. Approximately 35% of the work force is directly employed by the fishing industry. A 2014 report from the Oregon Infrastructure Finance Authority indicates that in 2013, the dollar value of fish and shellfish landings in Port Orford was \$5,230,252. The Port of Port Orford has invested in critical infrastructure, including the high dock and vessel launching equipment, but the seafood holding and processing infrastructure has suffered from a lack of investment, and is in a state of severe disrepair. Engineers have advised the Port District that it is beyond repair. The existing facility is rented by Norcal Seafoods, which is a live fish operation. The existing fresh seawater system has been in operation at the Port for 12 years, and will require upgrades to accommodate existing and new tenants. The existing structure will likely be completely unusable within the next two to three years, which would cause NorCal to have to relocate. This would result in the loss of jobs in the area in the form of current seafood buyer employees, and local small fishing businesses, and would a catastrophic effect on the local economy.

**Proposal / Solution** *Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.*

The proposed solution to the above described problem is to demolish the existing structure, and construct a new facility at the same location. This is a final design/construction project.

The vision for this project is to replace the old dilapidated cannery building, which is approximately 10,000 square feet, with a new commercial facility. The ground floor of the new facility will be designed to accommodate a constant flow of fresh sea water to support various seafood holding, processing, research, education, and other operations requiring this utility. The existing fresh seawater system has been in operation at the Port for 12 years, and will require upgrades to accommodate new tenants. The new facility is expected to include approximately 20,000 square feet of space on or near the existing site. It is expected that the ground floor of the design will house fish and seafood holding, processing, marine research, ocean recreation, and other related uses. NorCal Seafood Inc. is intended to act as one of the "anchor" tenants for the new facility, and has committed to occupying part of that space. NorCal is one of the Port's long term commercial seafood buyers, specializing in marketing and distribution of live seafood products such as fish, red sea urchins, and Dungeness crab. Other operations requiring a supply of fresh seawater are interested in occupying the new building. These include live fish, red sea urchins, organic sea vegetables, research, and aquaculture. It is expected that these commercial seafood processing businesses, with accompanying retail enterprises housed in the facility, and other tenants, as well as Port offices, will occupy the other 10,000 square feet of the new facility. The Port has received multiple letters of interest from businesses wishing to occupy the rental spaces, including seafood and ocean recreation businesses, and the Oregon State University Marine Studies Initiative, which operates a field station nearby. Other interests include a restaurant, and small businesses interested in renting office space. It is the intent of this project to include cultural, historical, scientific research, education, and outreach components. In addition, it is the Port's intention for the facility to promote safe and informative interactions with visitors to our unique and popular port, and to improve the efficiency of our commercial seafood operations. This project, when completed, is anticipated to create a substantial number of new jobs in Port Orford. In addition, it will preserve existing jobs in the commercial seafood, research and education, and outdoor recreation sectors.

## SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

**Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?**

Yes  No

**If yes, date of plan or report:** July, 2017

## KARNOWSKI Mari \* BIZ

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**From:** HOWARD Lisa \* GOV  
**Sent:** Tuesday, October 31, 2017 3:54 PM  
**To:** Regional InfrastructureFund \* BIZ; KARNOWSKI Mari \* BIZ  
**Subject:** FW: Port of Port Orford Regional Solutions RFI  
**Attachments:** Port\_of\_Port Orford\_RFI\_Regional Solutions.pdf

Hi Mari,

They used the wrong email address when they tried to submit this, so here you go!

Lisa

---

**From:** CAMPBELL Alex \* GOV  
**Sent:** Tuesday, October 31, 2017 3:46 PM  
**To:** HOWARD Lisa \* GOV <Lisa.HOWARD@oregon.gov>  
**Cc:** Tom Calvanese <tom.calvanese@gmail.com>; 'courtmandoo@yahoo.com' <courtmandoo@yahoo.com>  
**Subject:** FW: Port of Port Orford Regional Solutions RFI

Lisa-

[infrastructure.regional@oregon.gov](mailto:infrastructure.regional@oregon.gov) does not seem to be working ...

-Alex

### Alex Campbell

Regional Solutions Coordinator  
Southern Oregon Region  
Office of Governor Kate Brown

(541) 601-0408 ♦ [alex.campbell@oregon.gov](mailto:alex.campbell@oregon.gov)  
[www.regionalsolutions.oregon.gov](http://www.regionalsolutions.oregon.gov)

**From:** Tom Calvanese [<mailto:tom.calvanese@gmail.com>]  
**Sent:** Tuesday, October 31, 2017 3:31 PM  
**To:** CAMPBELL Alex \* GOV <[Alex.CAMPBELL@oregon.gov](mailto:Alex.CAMPBELL@oregon.gov)>  
**Cc:** Steve Courtier <[courtmandoo@yahoo.com](mailto:courtmandoo@yahoo.com)>  
**Subject:** Port of Port Orford Regional Solutions RFI

Alex,

I've attached the Port of Port Orford RFI for Regional Solutions.  
I understand that you will forward this to the appropriate parties by the deadline at 5:00 PM today.  
Thank you for the heads up, and for bringing it in under the deadline today on our behalf.  
I've copied Steve Courtier, Port Manager here.  
Please let me know if you have any questions or difficulties with the document.  
I look forward to working with you on this exciting opportunity!

Happy Halloween, and have a great weekend.

Tom Calvanese

President, Port Commission  
Port of Port Orford



--  
Tom Calvanese  
415.309.6568 (mobile)

# REQUEST FOR INFORMATION FORM



Return this form to: [infrastructurefund.regional@oregon.gov](mailto:infrastructurefund.regional@oregon.gov)

Or to: Business Oregon - Regional Infrastructure Fund  
775 SUMMER ST NE STE 200 - SALEM OR 97301-1280

**Deadline: Oct 31 2017 by 5 pm**

**Note:** Completion of this form does not guarantee an application will be invited.  
RST and/or Business Oregon may provide comments and suggestions for further project development.

SECTION 1 A: POTENTIAL APPLICANT	
Organization Name  City of Reedsport	Organization City  <i>(Identify the ORS under which entity is formed if potential applicant is an entity other than city or county, such as special district, authority, association, et cetera.)</i>
Street Address  451 Winchester Ave Reedsport OR 97467	Mailing Address  451 Winchester Ave Reedsport OR 97467
Office Phone      541-271-3603 Ext 9	Web URL <a href="http://www.cityofreedsport.org/">http://www.cityofreedsport.org/</a>

SECTION 1 B: PROJECT CONTACT	
Name                    Jonathan Wright	Title                    City Manager
Phone                    541-271-3603 Ext 9	Email <a href="mailto:jwright@cityofreedport.org">jwright@cityofreedport.org</a>
Phone (cell)            541-680-0134	

SECTION 1 C: PROJECT OVERVIEW	
Project Name	Reedsport Multi-Hazard Flood Resiliency Project
Project Region	<p>To see the website version of each region's priorities, see this link to "All Regions - Advisory Committees, Teams, Priorities" document: <a href="http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx">http://www.oregon.gov/gov/admin/regional-solutions/Pages/default.aspx</a> Select one region, then select all applicable Regional Solutions Priority or Priorities addressed by project outcomes:</p> <ul style="list-style-type: none"> <li><input type="radio"/> North Coast (Clatsop, Columbia, Tillamook, and western Washington Counties)</li> <li><input type="radio"/> Mid-Valley (Marion, Polk, and Yamhill Counties)</li> <li><input type="radio"/> South Valley/Mid Coast (Benton, Lane, Lincoln, and Linn Counties)</li> <li><input checked="" type="radio"/> South Coast (Coos, Curry, and Douglas Counties)</li> <li><input type="radio"/> Southern (Jackson and Josephine Counties)</li> <li><input type="radio"/> Metro (Clackamas, Multnomah, and Washington Counties)</li> <li><input type="radio"/> North Central (Hood River, Sherman, and Wasco Counties)</li> <li><input type="radio"/> Central (Crook, Deschutes, and Jefferson Counties)</li> <li><input type="radio"/> South Central (Klamath and Lake Counties)</li> <li><input type="radio"/> Greater Eastern (Gilliam, Grant, Harney, Malheur, Morrow, Umatilla, and Wheeler Counties)</li> <li><input type="radio"/> Northeast (Baker, Union, and Wallowa Counties)</li> </ul>

**South Coast-Umpqua Regional Priorities**

- Access to Natural Resources, Support of Natural Resource Economy, and Active Forestry Management on O&C Timber Lands
- Business Retention, Expansion, and Creation
  - Workforce training
  - Regulatory streamlining, technical assistance o Population retention
  - Enhance Marine, Rail, and Telecommunication Infrastructure
  - Build on Recreation Economy
  - Alternative Energy Development
  - Community Resilience

**Project Location** *(physical address including city and county)*

City of Reedsport Downtown and Midtown Area

**Is there community support for this project?**     **Yes**     **No**

Describe and attach letters of support. Multiple Grant Efforts have yield overwhelming community support.

**Project Category**

- Planning     Design only     Construction only     Design & Construction  
 Other

**SECTION 1 D: ESTIMATED FUNDING REQUEST**

	Amount	
Funding Request from Regional Infrastructure Fund	<b>468,980</b>	
Funds from potential applicant	<b>100,000</b>	
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Other Funds:		<input type="radio"/> Pending <input type="radio"/> Committed If committed, provide term:
Estimated Total Project Cost	<b>\$ 568,980</b>	

<b>Cost Estimate Date:</b>	10/25/2017	<b>Prepared by</b>	Anderson Perry & Associates
<b>Estimated Project Start Date:</b>	07/01/2018	<b>Completion Date:</b>	6/30/2019

## SECTION 1 E: PROJECT DESCRIPTION

### Opportunity / Problem

The midtown and downtown area of Reedsport is home to a large population of low to moderate income residents. This area also contains all governmental offices (including state and federal), critical facilities such as the jail and fire department and areas of local commerce including the historic old town area. The levee protecting this area is failing due to poor soil conditions resulting in seepage and extreme settlement. Without reconstruction soon, this area is destined for certain disaster.

Approximately 1400 people live in the levee protected area and even more work in the area. When this area becomes flooded not only will it destroy the low income housing in the area but all local fuel and food distribution networks will be destroyed as well. The transportation network that connects the north half of the state to the south will be impassable for months, at the least, impacting interstate commerce. Utilities would be down indefinitely with communities being without water, power or wastewater services. This complete shutdown of services will not only stop all economic activity in the City of Reedsport but it will greatly impact the tourist dependent neighboring communities forcing those businesses to close shut down until highway access can be restored if they are able to reopen at all.

The current issues with the levee are not suffered because of lack of maintenance but rather are the result of the data and methods employed for the construction of levees in the 60's. Much has changed since the Reedsport levee was constructed and a great deal more is known about levee performance in varying soil conditions and given varying threat conditions to help avoid the extreme settlement experience by the current levee structure. This grant will provide the funding necessary to get all of the permitting and design work complete so that the City can begin the long and costly process of rebuilding its levee system.

**Proposal / Solution** Describe the proposed solution to the above problem / opportunity including identification of whether the proposed solution is a planning (feasibility, preliminary engineering, technical assistance et cetera) only project, a final design only project, a construction only project or a combined final design / construction project. Also indicate who will be final benefactor / recipient if not same as potential applicant.

The City did conduct a Benefit Cost Analysis (BCA) for a HUD Natural Disaster Resiliency (NDR) grant which resulted in a 3.22 Benefit Cost Ratio (BCR). The BCA calculations and BCA Narrative for a 2016 HUD-NDR grant application showed a BCR of 3.22. Anything over a BCR of 1 is considered fund-able project under federal guidelines.

The Reedsport Multi-Hazard Flood Resiliency Project will employ modern techniques for levee construction and utilize flood structures such as t-walls and sheet pile to reconstruct the levee in areas of identified hazardous seepage and extreme settlement. This project will be phased with the first portion of the project being the design which will take into account all five sources of area flooding; including 1) Riverine, 2) Coastal Storm Surge, 3) Tsunami 4) Subsidence, and 5) Climate Change. The second phase will be to construct the new flood structures.

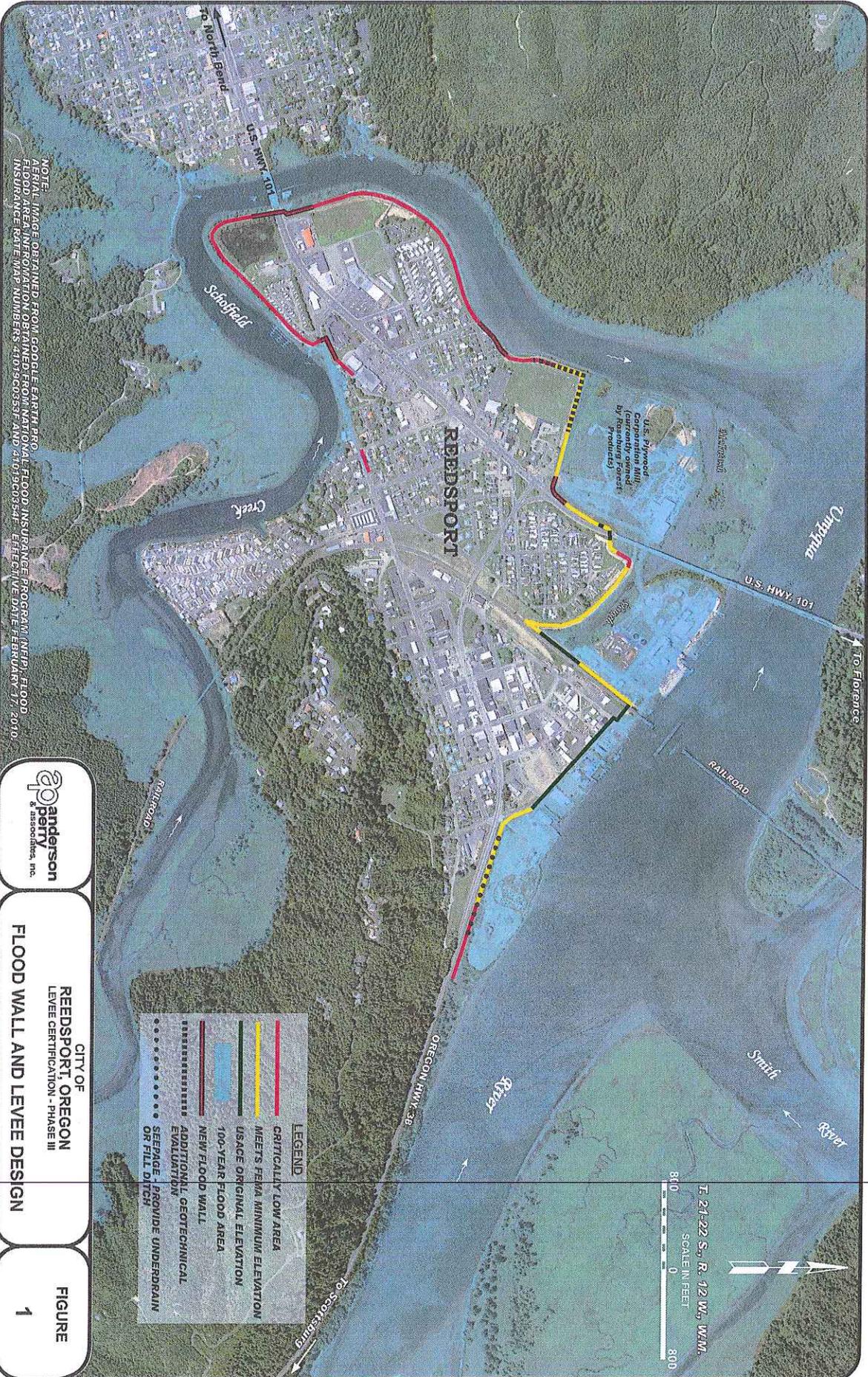
In 2016, Reedsport was a cooperating technical partner with the Federal Emergency Management Agency resulting in the production of a Bathymetry, Hydrology and Hydraulics Report as well as updated flood mapping data for the Umpqua River and Schofield Creek in the Reedsport area. When compared to the existing physical topography, this hydraulic data indicates the levee system is insufficient for preventing overtopping during a 100 year flood. Specific weak points along the levee were identified as U.S. Highway 101's Schofield Creek Bridge, U.S. Highway 101's Umpqua River Bridge approach, a sheet pile wall section and numerous other segments of the levee. Geotechnical analysis was completed last spring that provides the basis for the design work and give the City a high level of confidence in the estimated costs associated with this project.

## SECTION 1 F: BACKGROUND INFORMATION FOR DESIGN AND/OR CONSTRUCTION PROJECTS

Is the project based on a technical document that shows the project is feasible and cost effective (such as approved Master Plan, Facilities Plan or other technical report)?

Yes  No

If yes, date of plan or report: 9/2016 and 7/2017





**EXHIBIT A**  
**CITY OF REEDSPORT**  
**LEEVE CERTIFICATION PHASE III - REEDSPORT FLOOD REDUCTION PROJECT REPAIR**  
**PROFESSIONAL SERVICES**

**SCOPE OF WORK**

**GENERAL**

Anderson Perry & Associates, Inc. (CONSULTANT) prepared the Bathymetry, Hydrology and Hydraulics Report for the City of Reedsport (CITY) in 2016. In 2017, a Geotechnical Engineering Report for the levee was prepared by Shannon & Wilson, Inc. These two documents denoted specific levee deficiencies which needed further investigation and correction prior to levee certification. These efforts were defined in the original agreement between the CITY and the CONSULTANT as Phase III levee certification correction work. The work generally consists of repairing, rebuilding, and updating the Reedsport Flood Reduction Project in Reedsport, Oregon to meet current Federal Emergency Management Agency (FEMA) requirements for the system to be certified and be included in the FEMA and U.S. Army Corps of Engineers (USACE) Levee Programs.

The proposed project is anticipated to consist of raising the levee for approximately 4,500 feet to meet USACE height requirement. One floodwall will be replaced and up to four new floodwalls will be constructed to meet the height requirement where levee raising is impractical. Approximately 700 feet of levee may be rebuilt to reduce risk of levee failure. Approximately 600 feet along the length of the levee will be improved to reduce the risk associated with potential seepage. Approximately 400 feet of roadway may be improved to meet levee height requirements. Levee embankment stem walls less than 42-inches tall may be needed for some levee raising activities to prevent loss of usage by landside property along Coho Park.

The design will be completed in accordance with applicable USACE and Oregon State Department of Transportation (ODOT) standards. Special Provisions will be prepared in ODOT format using the 2018 Oregon Standard Specifications for Construction.

In general, the work will include the following key components and deliverables:

- Assistance Developing Levee Floodwall and Levee Embankment Repair
- 30 Percent Design Submittal
- 60 Percent Design Submittal with Construction Estimate
- Follow-up Geotechnical Field Work and Report for Deficiencies.
- 90 Percent Design Submittal with Special Provisions and Construction Estimate
- Environmental Report Including Wetland Delineation and Cultural Resources Reports
- Regulatory Agency Assistance for Levee Modifications
- Final Design Submittal Documents

**DUTIES AND RESPONSIBILITIES OF THE CONSULTANT**

**TASK 1 - PROJECT ADMINISTRATION**

The CONSULTANT will oversee project tasks and coordinate with CITY representatives to manage the scope, schedule, and budget. Project administration tasks will include the following:

- Prepare and submit monthly invoices. Each invoice will include the date period covered by the invoice; the number of hours worked during the billing period with billing rates shown; expenses and associated markups; the total cost for labor and expenses; subconsultant fees including markups; and a total amount summarizing labor, expenses, and subconsultant fees.

- Prepare a brief Project Status Report to accompany the monthly invoices. This report will include the date period covered by the report, a brief summary of the work performed during the billing period, a notice to the CITY raising any issues or concerns that could require a contract amendment/supplement, a brief summary of completed and/or upcoming project milestones, and any CITY action items needed for project delivery.
- Manage project. General coordination with the CITY, other consultants, and stakeholders as well as ongoing monitoring of tasks and resources. The CONSULTANT will attend up to two meetings in Reedsport to coordinate design efforts with the CITY.
- Maintain all contract-required documentation. Provide copies of project files and records to the CITY for audits and public information requests. All final documents will be provided in electronic format as requested.

#### **Deliverables**

- Monthly Invoices
- Project Status Reports
- Project Documentation (as needed)

### **TASK 2 - DESIGN**

#### **2.1 Meetings**

Various meetings will likely require the CONSULTANT to prepare information, participate, and document outcomes. Team members shall attend meetings related to their specific tasks as requested by the CONSULTANT. The anticipated meetings are as follows:

1. Internal bi-weekly CONSULTANT design team and subconsultant coordination meetings.
2. Meetings with CITY staff to discuss review comments from each submittal package.
3. Periodic project meetings with CITY staff will take place to discuss and resolve issues as they arise. These meetings will likely be a combination of phone conference calls and in-person meetings depending on the agenda.

#### **2.2 Raising the Levee**

The CONSULTANT will prepare design plans for raising the levee height to USACE requirements at all locations where the levee height is deficient and raising the levee is practical. General design elements/features will include the following:

- Raising the Levee Height to Meet USACE Requirements
- Accounting for Settlement in Areas Where the Levee is Raised
- Accounting for River Side or Land Side Impacts to Water Resources and Existing Infrastructure

#### **2.3 Levee Reconstruction**

Based on the findings of the supplemental geotechnical investigation, the CONSULTANT will prepare design plans to reconstruct the levee from approximately Station 73+00 to Station 80+00. General design elements/features include the following:

- Alternative Analysis for Floodwall Installation or Levee Installation.
- Demolition of the Existing Levee that Does Not Currently Meet Stability Requirements.

- Over Excavation of Unsuitable Subgrade Material Beneath the Proposed Section to be Rebuilt or Steel Sheet Pile Driving to Adequate Depth
- Plans for Rebuilding the Levee or Constructing the Floodwall to Meet USACE Stability Requirements.

## 2.4 Floodwall Design

The CONSULTANT will prepare design plans for the new floodwalls. One of these floodwalls will replace the deficient floodwall between Stations 85+25 and 91+75. Four of these floodwalls will be utilized to meet levee height requirements where levee raising is impractical due to risk of encroaching or causing settlement to adjacent structures. General design elements/features will include the following:

- Evaluate Floodwall Configuration Alternatives
- Prepare Plans for Floodwall Section to Match Original USACE Levee Height
- Prepare Floodwall Design to Meet USACE Requirements for Stability

## 2.5 Levee Improvements to Reduce Seepage

The CONSULTANT will prepare design plans to improve the existing levee between Stations 3+50 to 9+50 to reduce the risk associated with potential seepage. General design elements/features will include the following:

- Evaluate Alternatives to Fill the Ditch or Install Relief Drains
- Analyze Reducing Seepage to Meet USACE Requirements
- Prepare Plans for Seepage Reduction

## 2.6 Construction Documents

The CONSULTANT will prepare construction documents for CITY review. The documents will evolve with each submittal. The following is the intended representation for the approximate design levels:

- The 30 percent conceptual plans will have limited detailed information, but will represent the project's general intent.
- The 60 percent submittal will incorporate CITY comments from the 30 percent conceptual design and include the detailed information required to bring the design to 60 percent completion. This submittal will include 60 percent design drawings and a construction estimate.
- The 90 percent submittal will incorporate CITY comments from the 60 percent submittal and include all work necessary to complete the design and generate the final Contract Documents ready for bidding. This submittal will include 90 percent design drawings, the required Special Provisions, and a construction estimate.
- The final submittal will incorporate any remaining CITY comments and be a bid ready document stamped and signed by the responsible engineer.

### Deliverables

- Cover with Vicinity Map and Index
- General Construction Notes and Legend Sheets
- Traffic Control Plans
- Erosion Control Plans
- Site Preparation and Demolition Plan
- Levee Plan/Profile Sheets
- Levee Section and Details

- Floodwall Plan/Profile Sheets
- Floodwall Details Including Foundation Plan
- Levee Seepage Improvement Plan/Profile Sheets
- Levee Seepage Improvement Detail Sheet

All preliminary documents will be submitted in pdf format. The final Special Provisions and construction estimate will be provided in their original electronic format. Final plans will be provided on 11x17 paper sheets stamped and signed by the engineer of record.

## **2.7 Engineer's Opinion of Probable Cost**

The CONSULTANT will develop an initial Opinion of Probable Costs based on preliminary design quantities. Estimates will be compared to historic bid records of similar projects. The quantities and unit bid costs will be updated as necessary with each submittal. As the project details evolve, the need for contingency will be reduced.

### **Deliverables**

- Preliminary Opinion of Probable Cost 60 Percent Submittal (20 Percent Contingency)
- Preliminary Opinion of Probable Cost 90 Percent Submittal (15 Percent Contingency)
- Final Engineer's Estimate Based on Final CITY Review (10 Percent Contingency)

## **2.8 Specifications**

The CONSULTANT will develop the project specifications based on the 2018 edition of the Oregon Standard Specifications for Construction. FEMA and USACE specifications and project-specific requirements will be incorporated as Special Provisions. One electronic (pdf format) and one paper copy will be provided during each review submittal.

### **Deliverables**

- 60 Percent Specifications
- 90 Percent Specifications
- Final Bid Ready Documents

## **2.9 Quality Assurance**

The CONSULTANT will provide quality assurance/quality control (QA/QC) for all design work in accordance with the CONSULTANT's QA/QC standards. The CONSULTANT will provide senior level design and construction personnel to review plan submittals and provide technical support.

## **TASK 3 - ADDRESS U.S. ARMY CORPS OF ENGINEERS COMMENTS**

Supporting documents for the proposed levee repair will be prepared for submittal to USACE for the 408 review, as required for major changes to a federally constructed levee system. An engineering design report will be prepared to address the proposed repairs and changes. The report will include alternatives considered for the various repairs, selected alternatives, calculations, and design plans. This report will be submitted to USACE as part of the 408 process.

We anticipate the 408 review process will take up to one year and require addressing technical questions by multiple levels of staff with USACE. The CONSULTANT will respond to two rounds of USACE comments.

## **TASK 4 - NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) DOCUMENT PREPARATION AND PERMIT COORDINATION**

The CONSULTANT will prepare necessary NEPA documentation to support the project including the following:

### **Environmental Documentation**

1. Conduct public/agency outreach through letters, email, and phone contact.
2. Complete a draft NEPA document. This report will be designed to meet state and federal requirements as determined in Phases I and II of the levee certification.
3. Revise and finalize NEPA document. This assumes up to 8 hours of revisions from the CITY's review.
4. Assist with submittal of report to relevant agencies and completion of public outreach requirements.

The following environmental documents will be prepared:

- NEPA/ECS
- Joint Permit Application (JPA) (404/401)

The CONSULTANT will complete each application including all applicable requested information such as application forms, necessary permit drawings, an attachment describing the project location, project purpose and need, alternatives considered, and a summary of project impacts. Transmittal letters for the CITY to submit the applications will also be provided.

The CONSULTANT will prepare a draft of each document for CITY review. The CONSULTANT will incorporate the CITY's comments and prepare final documents for submittal.

The CITY will pay all fees associated with processing permit applications. One electronic (pdf format) and one paper copy of both the draft and final documents will be provided.

### **Deliverables**

- Draft Documents
- Final Documents

The CONSULTANT will prepare the JPA form and figures. The application will be submitted to the CITY for review. One response to permit agency comments is included in this Scope of Work. The JPA will be submitted to the USACE, Oregon Department of State Lands (DSL), and Oregon Department of Environmental Quality (DEQ) to obtain a 401/404 permit and DSL removal fill permit.

The CONSULTANT will prepare documentation, forms, and figures required for the 404 permit. The application will be submitted to the CITY for review. One response to agency comments is included in this Scope of Work. The JPA will be submitted to the USACE to obtain a 404 permit.

## **TASK 5 - BIOLOGICAL RESOURCE DOCUMENTATION/ENDANGERED SPECIES ACT (ESA) CONSULTATION**

The objective of this task is to prepare documents necessary for Section 7 ESA consultation with National Marine Fisheries Service (NMFS) and United States Fish and Wildlife Service (USFWS). Based on the initial review of the proposed project, it appears that ESA-listed aquatic species and their critical habitat are found within the project area. Raising the levee has potential impacts to federally listed species and their critical habitat, and those impacts will be assessed in a Biological Assessment (BA). This task includes:

1. **Prepare Biological Assessment** – Prepare a BA for impact to federally listed threatened and endangered species to be presented to the USACE for the purpose of initiating consultation with NMFS and USFWS. The draft BA will be submitted to the CITY for review. One review is included in this Scope of Work. The CONSULTANT will submit the BA to the USACE.
2. **CITY Coordination** – Consult and coordinate with the USACE to address questions from NMFS and USFWS and work to achieve a Biological Opinion.

#### **TASK 6 - COORDINATION WITH THE OREGON STATE HISTORIC PRESERVATION OFFICE (SHPO) AND APPROPRIATE TRIBAL GOVERNMENTS**

The objective of this task is to initiate conversations pertaining to cultural resources that will aid in Section 106 compliance. Section 106 compliance is required due to the federal nexus, which is triggered by the 404 Clean Water Act Permit. This task includes:

1. **Identify and Make Tribal Contacts** – CONSULTANT will identify all tribes that have interest in the project.
2. **Scope Cultural Resource Impacts** – CONSULTANT will coordinate with the lead federal agency to request input on potential impacts to cultural resources from SHPO and interested tribes.
3. **Complete Cultural Resources Inventory** – CONSULTANT will complete a literature review and cultural resource inventory (if required)

#### **TASK 7 - WETLAND DETERMINATION AND DELINEATION**

1. **Gather Preliminary Data** – Conduct a preliminary desktop review of the site (published wetland maps, soils map, and other resources as appropriate).
2. **Visit Site** – Conduct a site visit to determine the presence or absence of any wetlands on the site, according to the 1987 US Army Corps of Engineers Wetland Delineation Manual and the 2010 Western Mountains, Valleys, and Coast Region Supplement.
3. **Prepare Wetland Summary Letter** – If no wetlands are found within the project boundaries, then a letter summarizing the results of the Wetland Determination will be prepared. If wetlands are found this letter will not be prepared and a wetland delineation will be conducted as described below.

If wetlands are found during the site visit, a wetland delineation report will be completed for submittal to the Oregon DSL and USACE.

1. **Visit Site** – Conduct a site visit to delineate and map any wetland on the site, according to the 1987 1987 US Army Corps of Engineers Wetland Delineation Manual and the 2010 Western Mountains, Valleys, and Coast Region Supplement. A Trimble GeoXT 6000 handheld GPS unit will be used to survey wetland boundaries and data plots to sub-meter accuracy.
2. **Write Report** – Prepare a draft Wetland Delineation Report (WDR) presenting the results of the wetland delineation following DSL and USACE guidelines. CONSULTANT will incorporate reasonable recommendations by the CITY prior to finalizing the WDR and submitting to the agencies.
3. **Coordinate Permit Agency** - CONSULTANT will consult and coordinate with appropriate representatives and technical specialists from the DSL and USACE to gain concurrence on the WDR.

## **TASK 8 – SUPPLEMENTAL GEOTECHNICAL ENGINEERING**

The CONSULTANT will coordinate additional geotechnical engineering services by subcontracting with Shannon & Wilson, Inc. (Exhibit C). The additional geotechnical engineering work is necessary to fill data gaps identified in the 2017 report as well as support design elements for the floodwall and levee reconstruction of the Phase III work. The CONSULTANT will direct the efforts of the subconsultant and keep the CITY informed regarding progress and property access needs.

### **ADDITIONAL SERVICES/ASSUMPTIONS/LIMITATIONS**

- The CONSULTANT will prepare no more than two separate levee construction repair contracts for all services.
- This Scope of Work includes responding to two rounds of comments by USACE. Additional subsurface exploration, modeling, or technical analysis required by USACE will be addressed on a time and materials basis upon CITY authorization.
- Right-of-way exhibits and legal descriptions are not included and will require a Scope of Work amendment.
- Interior drainage assessment has not been completed. Phase III engineering and permitting work related to interior drainage system will be performed by additional authorization.
- Project over-runs from construction scheduling or weather-related delays are not included in this scope of work.
- Changes in the project after drafting of the BA is complete will require a Scope of Work amendment.
- No in-water species surveys are anticipated.
- Formal ESA consultation is presumed.
- Consultation with regulatory agencies will be on a time and materials basis.
- No mitigation will be required.
- Construction administration assistance and bidding assistance will be provided with additional authorization.



**EXHIBIT B  
COST DETAIL**

Company: City of Reedsport  
 Project: Levee Certification Phase III  
 Job No.: 848-07  
 Address: 451 Winchester Ave  
 Reedsport, Oregon 97467

Staff Category	Possible Staff	Rate (\$/hr)	Task 1		Task 2		Task 3		Task 4		Task 5		Task 6		Task 7		Task 8		TOTALS	
			Units/Hrs	Fee	Units/Hrs	Fee	Units/Hrs	Fee	Units/Hrs	Fee	Units/Hrs	Fee	Units/Hrs	Fee	Units/Hrs	Fee	Units/Hrs	Fee		Units/Hrs
Senior Engineer VI	J. Hollinger	\$170.00	60	\$10,200.00																
Senior Engineer V	E. Zitzke	\$165.00		\$0.00																
Senior Engineer IV	J. Walk	\$160.00	100	\$16,000.00																
Senior Engineer IV	D. Hagan	\$160.00		\$0.00																
Senior Engineer IV	A. Robinson	\$135.00		\$0.00																
Senior Engineer I	B. Vele	\$140.00		\$0.00																
Senior Technician I	S. Bondy	\$95.00		\$0.00																
Senior Technician I	D. Herr	\$95.00		\$0.00																
Senior Archaeologist II	S. O'Brien	\$100.00		\$0.00																
Technician V	K. Young	\$80.00		\$0.00																
Prof. Land Surveyor IV	E. Erwin	\$145.00		\$0.00																
Senior Technician IV	D. Linton	\$115.00		\$0.00																
Technician IV	J. Chapman	\$75.00		\$0.00																
Engineering Technician I	K. Smith	\$95.00		\$0.00																
<b>Professional Services Subtotal</b>				<b>\$26,200.00</b>																
Outside Services	Item	Rate	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge
Shannon & Wilson		\$169,065.60		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
Deedkind Engineering		\$27,500.00		\$0.00		\$27,500.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
<b>Outside Services Subtotal</b>				<b>\$0.00</b>		<b>\$27,500.00</b>		<b>\$0.00</b>		<b>\$0.00</b>										
Reimbursables	Item	Rate	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge	Units	Charge
Mileage		\$0.595	2,000	\$1,170.00	2,000	\$1,170.00	2,000	\$1,170.00	1,200	\$642.00	1,200	\$642.00	1,200	\$642.00	1,200	\$642.00	1,200	\$642.00	9,600	\$5,136.00
Meals		\$12.65	42	\$531.30	6	\$75.90	6	\$75.90	15	\$189.75	15	\$189.75	15	\$189.75	15	\$189.75	15	\$189.75	99	\$1,252.35
Miscellaneous Project Materials		\$275.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
Lodging		\$146.50	2	\$293.00	2	\$293.00	2	\$293.00	5	\$742.50	5	\$742.50	5	\$742.50	5	\$742.50	5	\$742.50	21	\$5,118.50
Miscellaneous Field Testing		\$137.50	2	\$275.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
<b>Reimbursables Subtotal</b>				<b>\$2,173.30</b>		<b>\$1,442.90</b>		<b>\$1,442.90</b>		<b>\$1,974.25</b>		<b>\$9,781.85</b>								
<b>TOTAL PROPOSED PROJECT BUDGET (ROUNDED)</b>				<b>\$28,368</b>		<b>\$233,450</b>		<b>\$37,150</b>		<b>\$37,730</b>		<b>\$21,730</b>		<b>\$7,950</b>		<b>\$22,820</b>		<b>\$179,820</b>		<b>\$568,980</b>



June 30, 2017

John Wells, PE  
Anderson Perry & Associates, Inc.  
214 Birch Street / P.O. Box 1687  
Walla Walla, Washington 99362

**RE: DRAFT PROPOSAL FOR GEOTECHNICAL ENGINEERING SERVICES,  
REEDSPORT LEVEE CERTIFICATION PROJECT  
PHASE 3 – CORRECTION PLANS  
CITY OF REEDSPORT, OREGON**

Dear Mr. Wells:

Shannon & Wilson, Inc. (Shannon & Wilson), is pleased to submit this proposal for Phase 3 Additional Studies to support the Reedsport Levee Certification in Reedsport, Oregon. Anderson Perry & Associates, Inc. (AP), has been hired by the City of Reedsport (City) to assist with the levee certification process. As a subconsultant to AP, Shannon & Wilson has been providing geotechnical engineering services for the Phase 1 (Preliminary Assessment) and Phase 2 (Geotechnical Analysis) of the project. Shannon and Wilson completed the following reports for both phases:

- Request for Section 408 Permit / Drilling Program Plan, Reedsport Levee Certification Project, Reedsport, Oregon, dated September 30, 2015.
- Data Collection and Geologic Interpretation Report, Reedsport Levee Certification Project, Reedsport, Oregon, dated September 30, 2015.
- Geotechnical Engineering Report, Reedsport Levee Certification Project, Reedsport, Oregon,” dated June 30, 2017.

In our Geotechnical Engineering Report (GER), we recommended additional studies to be performed to resolve several issues identified through our geotechnical investigation and analyses. These studies include additional field and laboratory work, additional analysis, and remedial design for those levee reaches that do not meet current design criteria.

## SCOPE OF SERVICES

### TASK 3.1 – REMEDIAL WORK

Our scope of services includes performing field explorations and engineering analysis to delineate void and woody debris in the vicinity of Boring SWB-10C, geotechnical design for landside slope instability between Station 68+00 and 85+25, geotechnical design mitigation for underseepage at the interior bend near Station 76+00, final geotechnical design for a replacement I-wall, geotechnical design for settlement mitigation in the vicinity of Winchester Avenue and the US 101 bridge over Scholfield Creek, geotechnical design mitigation for underseepage between Stations 3+50 and 9+50, and report preparation. Additionally, the use of transient design water surfaces in locations where design criteria were not met under steady-state seepage conditions will need to be discussed with the USACE Portland District. Our scope of services does not include preparation, support, and review of construction drawings and specifications, or construction support.

#### **Task A: Delineate Void and Woody Debris at Boring SWB-10C**

The void and apparent woody debris revealed by Boring SWB-10C at approximate Station 75+99 requires additional investigation to better determine the nature and the extent of the void/material. We propose an exploration program consisting of six borings to a maximum depth of 30 feet be performed between Stations 68+00 and 85+25 to identify areas of void and woody debris. The first three borings will be located approximately 40 feet from Boring SWB-10C, upstation, downstation and near the levee toe. If void and woody debris are encountered in the borings, then additional borings will be located further away from Boring SWB-10C. If void and woody debris are not encountered in the borings, then additional borings will be located closer to Boring SWB-10C. This task will include the following geotechnical design elements:

- Prepare a Drilling Program Plan to obtain Section 408 permit for drilling from USACE Portland District.
- Make a site visit to mark the proposed boring locations in the field using stakes and/or white paint. The Utility Notification Center will be contacted for utility clearance at the proposed exploration sites.
- Perform six borings to a maximum depth of 30 feet below top of levee. The geotechnical borings will be drilled with a track-mounted drill rig. Disturbed samples will be collected in conjunction with standard penetration testing at 2.5-foot depth intervals throughout the

borings with continuous samples starting about 10 feet above, and extending to about 10 feet below, the zone of the expected void and woody debris. Relatively undisturbed samples (3-inch Shelby tubes) will be collected at selected locations and depths, depending on encountered soils.

- Perform laboratory testing that may include 18 moisture content tests, six sieve analysis with hydrometer tests, six Atterberg Limits tests, and four material finer than No. 200 Sieve. The laboratory program may be revised depending on the soils encountered in the borings.
- Perform slope stability and underseepage analyses for up to two cross-sections.
- Provide mitigation design.

We also recommend that a contingency budget of \$12,000 be set aside for additional borings that may be necessary depending on the results of the explorations discussed above. We anticipate that the contingency budget will be sufficient to perform up to four additional borings.

*Task A Deliverables:*

- Included in Geotechnical Design Report, Task G.

**Task B: I-Wall Replacement**

The existing I-wall, between Stations 85+25 and 91+75, does not meet design criteria. Significant modifications will be necessary around the existing I-wall. Identified options include a replacement I-wall, a new concrete T-wall, or an earthen embankment. We understand that the City prefers to replace the existing I-wall with either a new I-wall or a concrete T-wall. This task will include the following geotechnical design elements:

For I-wall:

- Evaluate rotational stability, global stability, and underseepage.
- Recommendations for sheet pile type, wall length, embedment depth, top elevation, and tip elevation.
- Evaluate pile hammer type and energy.
- Evaluate potential adverse impacts of vibration from pile driving to adjacent structures.
- Construction recommendations.

For Concrete T-wall:

- Evaluate wall height, length, and foundation.
- Evaluate global stability, sliding, overturning, bearing resistance, and estimate settlement.
- Recommendations for subgrade preparation.
- Recommendations to mitigate deleterious soils at the subgrade, if needed.
- Construction recommendations.

*Task B Assumption(s):*

- Structural design for I-wall and concrete T-wall is not included in our scope.

*Task B Deliverables:*

- Include in Geotechnical Design Report, Task G.

**Task C: Settlement Mitigation at Winchester Avenue**

We understand that up to 4 feet of earthen fill will be required to raise the levee segment between Stations L 128+89 and L 131+00 to the original USACE as-built elevation. The earthen fill will result in estimated settlement up to 6.5 inches over a period of 10 years. This levee segment is located along Winchester Avenue, adjacent to Stop-log Structure 7, and behind the Best Western Hotel. We understand that the City prefers to use either a new I-wall or a concrete T-wall in this area due to settlement concerns. This task will include the following geotechnical design elements:

For I-wall:

- Evaluate rotational stability, global stability, and underseepage.
- Recommendations for sheet pile type, wall length, embedment depth, top elevation, and tip elevation.
- Evaluate pile hammer type and energy.
- Evaluate potential adverse impacts of vibration from pile driving to adjacent structures.
- Construction recommendations.

For Concrete T-wall:

- Evaluate wall height, length, and foundation.
- Evaluate global stability, sliding, overturning, bearing resistance, and estimate settlement.
- Recommendations for subgrade preparation.
- Recommendations to mitigate deleterious soils at the subgrade, if needed.
- Construction recommendations.

*Task C Assumption(s):*

- Structural design for I-wall and concrete T-wall is not included in our scope.

*Task C Deliverables:*

- Include in Geotechnical Design Report, Task G.

**Task D: Settlement Mitigation at US 101 Bridge over Scholfield Creek**

To raise the levee to original USACE as-built elevation, the levee segment between Stations 108+00 and 113+50 will require up to 4 feet of earthen fill. The resulting estimated settlement is up to 9 inches over a period of 10 years. The levee segment between Stations 114+95 and 116+25 will require up to 3 feet of earthen fill and the resulting estimated settlement is up to 6 inches over a period of 10 years. We understand that the City prefers to use either a new I-wall or a concrete T-wall in this area due to settlement concerns. This task will include the following geotechnical design elements:

For I-wall:

- Evaluate rotational stability, global stability, and underseepage.
- Recommendations for sheet pile type, wall length, embedment depth, top elevation, and tip elevation.
- Evaluate pile hammer type and energy.
- Evaluate potential adverse impacts of vibration from pile driving to adjacent structures.
- Construction recommendations.

For Concrete T-wall:

- Evaluate wall height, length, and foundation.
- Evaluate global stability, sliding, overturning, bearing resistance, and estimate settlement.
- Recommendations for subgrade preparation.
- Recommendations to mitigate deleterious soils at the subgrade, if needed.
- Construction recommendations.

*Task D Assumption(s):*

- Structural design for I-wall and concrete T-wall is not included in our scope.

*Task D Deliverables:*

- Include in Geotechnical Design Report, Task G.

**Task E: Mitigation for Underseepage between Stations 3+50 and 9+50**

The critical vertical gradient for Reach 3+50 to 9+50 is at a landslide drainage ditch along Highway 38, which is connected to a flood control pump station. The mitigation alternative may include installing a pressure relief system, such as relief wells or toe drain. Other mitigation options include an underseepage berm and installation of new piping to replace the existing ditch, thereby filling the ditch. This task will include the following geotechnical design elements:

- Relief wells or a toe drain recommendations.
- Evaluation using an underseepage berm.
- Recommendations for new piping and backfilling of existing drainage ditch.

*Task E Assumption(s):*

- Design of piping system to reroute the drainage ditch is not included in our scope.

*Task E Deliverables:*

- Include in Geotechnical Design Report, Task G.

**Task F: Meeting with USACE Portland District to Discuss Transient Analysis**

Transient stability analyses were performed for three segments of the levee, between Stations 3+50 and 9+50, 68+00 and 85+25, and 91+75 and 132+25. This task is to attend one meeting with UASCE to discuss the transient analysis and determine if this analysis is acceptable to the USACE. Two engineers will meet face-to-face with the USACE Portland District. One engineer will call into the conference.

We also recommend that a contingency budget of \$13,000 be set aside for reevaluation and mitigation design for three cross sections, if USACE Portland District rejects the transient stability analyses.

*Task F Deliverables:*

- Include in Geotechnical Design Report, Task G.

**Task G: Geotechnical Engineering Report**

A Geotechnical Engineering Report will be prepared presenting the results of Tasks A through F, including the various field, laboratory, and office studies, as well as our recommendations and conclusions. An electronic copy of the draft Geotechnical Engineering Report will be prepared and submitted for review and comments. Six bound hard copies and an electronic file copy of the final Geotechnical Engineering Report will be provided to you for your use and distribution. Specific deliverables for this report include:

- Description of the subsurface exploration program;
- Laboratory test results;
- Summary of pertinent documents reviewed;
- Narrative of engineering evaluations, including assumptions and design parameters;
- Narrative of evaluation results and conclusions;
- Summary of design recommendations;
- Construction considerations;
- Figures, including vicinity map, site plan, and a plan showing exploration locations, interpreted geologic profiles; and
- Appendices, including:
  - Boring logs;
  - Laboratory test results;

- Slope stability and underseepage analysis results;
- I-wall and concrete T-wall design; and
- Settlement evaluation results.

**Task H: Internal Technical Review (ITR)**

The laboratory testing, engineering analysis, and report will be reviewed by members of Shannon & Wilson's ITR team.

**ESTIMATED FEES**

We propose to perform this scope of services on time-and-materials basis. Our estimated fee for labor and expenses is \$153,696. We have included a 5-percent markup for subcontractors. A breakdown of labor and expenses is included in a separate Table 1, Estimated Cost of Services Breakdown. The estimated fee does not include recommended contingency budgets of \$12,000.00 for additional drilling in Task A and \$13,000.00 for reevaluation and mitigation design in Task F.

**SCHEDULE**

Shannon & Wilson will work closely with AP to meet the project schedule. We are prepared to begin work upon receipt of notice to proceed. Utility clearance will require about three days to complete. Depending on the drilling subcontractor's availability and the USACE 408 permit process, the explorations may begin as soon as four to five weeks after notice to proceed. Field explorations will require one week to complete. After field explorations are completed, the laboratory program will require one week to complete. Engineering analysis and report preparation should require about six to ten weeks to complete. Therefore, we can provide a draft report about 11 to 13 weeks after notice to proceed. This schedule does not include the review period from the Portland District USACE to approve the 408 Permit application.

**ADDITIONAL INFORMATION**

Shannon & Wilson has prepared the attachment "Important Information About Your Geotechnical/Environmental Proposal" to assist you and others in understanding the use and limitations of our proposal.

John Wells, PE  
Anderson Perry & Associates, Inc.  
June 30, 2017  
Page 9 of 9

**SHANNON & WILSON, INC.**

Thank you for the opportunity to submit this proposal; we look forward to working with you on this project. If you have any questions, or wish to discuss further the scope of services and cost, please call me at your convenience at (503) 210-4773.

Sincerely,

**SHANNON & WILSON, INC.**

Travis T. Nguyen, PE, GE  
Associate | Geotechnical Engineer

Michael T. Lambert, PE  
Senior Associate | Engineer

TTN:AAJH/MTL/aeb

Enclosures: Table 1 – Estimated Cost of Services Breakdown  
Important Information About Your Geotechnical/Environmental Proposal

SHANNON & WILSON, INC.  
PORTLAND BRANCH

TABLE 1: ESTIMATED COST OF SERVICES BREAKDOWN

TASK	Attn: John Wells, PE													June 30, 2017				
	Sr. VP	VP	Sr. Assoc.	Assoc.	Sr. Prof. III	Sr. Prof. II	Sr. Prof. I	Prof. IV	Prof. III	Prof. II	Sr. Office Svcs	Office Svcs IV	Office Svcs III	Office Svcs II	TOTAL HOURS	TOTAL LABOR	TOTAL DIRECT COSTS	TOTAL TASK AMOUNT
A. Delinense Void and Woody Debris at Boring SWB-10C			48	30	60	134						1	3	3	276	\$35,770	\$22,726.00	\$58,496
B. I-wall Replacement			34			90						1			125	\$16,950		\$16,950
C. Settlement Mitigation at Winchester Avenue			34			90						1			125	\$16,950		\$16,950
D. Settlement Mitigation at US 101 Bridge over Schofield Creek			34			90						1			125	\$16,950		\$16,950
E. Mitigation for Underseepage between Stations 3+40 and 4+30			20			50						1			71	\$9,640		\$9,640
F. Meeting with USACE Portland District			10			12						1		8	31	\$3,800		\$3,800
G. Geotechnical Design Report			30	12	20	100						1	8	8	177	\$23,860		\$23,860
<b>TOTALS</b>																		
TOTAL HOURS	24	6	220	42	20	566	60					7	19					
AVERAGE HOURLY RATES	\$223	\$210	\$195	\$150	\$135	\$125	\$115	\$105	\$95	\$70	\$50	\$80	\$70					
TOTAL LABOR ESTIMATE	\$5,400	\$1,260	\$36,300	\$6,300	\$2,700	\$70,750	\$6,300				\$630	\$1,330			964	\$130,970	\$22,726	\$153,696

DIRECT COSTS (ODC) BY TASK	A	B	C	D	E	F	G	H	TOTAL
Travel: Vehicles & Per Diem	1,530.00								1,530.00
Office: Reproduction & Software Usage/ies	17,871.00								17,871.00
Printing									
Field: Airlocks, Traffic Control & Utility Check	260.00								260.00
Field: Equipment Rentals	3,050.00								3,050.00
Laboratory: Testing									
<b>Total</b>	22,726.00								22,726.00



Date: June 30, 2017  
To: John Wells, PE  
Anderson Perry & Associates, Inc.

## **IMPORTANT INFORMATION ABOUT YOUR GEOTECHNICAL/ENVIRONMENTAL PROPOSAL**

More construction problems are caused by site subsurface conditions than any other factor. The following suggestions and observations are offered to help you manage your risks.

### **HAVE REALISTIC EXPECTATIONS.**

If you have never before dealt with geotechnical or environmental issues, you should recognize that site exploration identifies actual subsurface conditions at those points where samples are taken, at the time they are taken. The data derived are extrapolated by the consultant, who then applies judgment to render an opinion about overall subsurface conditions; their reaction to construction activity; appropriate design of foundations, slopes, impoundments, and recovery wells; and other construction and/or remediation elements. Even under optimal circumstances, actual conditions may differ from those inferred to exist, because no consultant, no matter how qualified, and no subsurface program, no matter how comprehensive, can reveal what is hidden by earth, rock, and time.

### **DEVELOP THE SUBSURFACE EXPLORATION PLAN WITH CARE.**

The nature of subsurface explorations—the types, quantities, and locations of procedures used—in large measure determines the effectiveness of the geotechnical/environmental report and the design based upon it. The more comprehensive a subsurface exploration and testing program, the more information it provides to the consultant, helping to reduce the risk of unanticipated conditions and the attendant risk of costly delays and disputes. Even the cost of subsurface construction may be lowered.

Developing a proper subsurface exploration plan is a basic element of geotechnical/environmental design, which should be accomplished jointly by the consultant and the client (or designated professional representatives). This helps the parties involved recognize mutual concerns and makes the client aware of the technical options available. Clients who develop a subsurface exploration plan without the involvement and concurrence of a consultant may be required to assume responsibility and liability for the plan's adequacy.

### **READ GENERAL CONDITIONS CAREFULLY.**

Most consultants include standard general contract conditions in their proposals. One of the general conditions most commonly employed is to limit the consulting firm's liability. Known as a "risk allocation" or "limitation of liability," this approach helps prevent problems at the beginning and establishes a fair and reasonable framework for handling them, should they arise.

Various other elements of general conditions delineate your consultant's responsibilities. These are used to help eliminate confusion and misunderstandings, thereby helping all parties recognize who is responsible for different tasks. In all cases, read your consultant's general conditions carefully and ask any questions you may have.

### **HAVE YOUR CONSULTANT WORK WITH OTHER DESIGN PROFESSIONALS.**

Costly problems can occur when other design professionals develop their plans based on misinterpretations of a consultant's report. To help avoid misinterpretations, retain your consultant to work with other project design professionals who are affected by the geotechnical/environmental report. This allows a consultant to explain report implications to design professionals affected by them, and to review their plans and specifications so that issues can be dealt with adequately. Although some other design professionals may be familiar with geotechnical/environmental concerns, none knows as much about them as a competent consultant.

## **OBTAIN CONSTRUCTION MONITORING SERVICES.**

Most experienced clients also retain their consultant to serve during the construction phase of their projects. Involvement during the construction phase is particularly important because this permits the consultant to be on hand quickly to evaluate unanticipated conditions, to conduct additional tests if required, and when necessary, to recommend alternative solutions to problems. The consultant can also monitor the geotechnical/environmental work performed by contractors. It is essential to recognize that the construction recommendations included in a report are preliminary, because they must be based on the assumption that conditions revealed through selective exploratory sampling are indicative of actual conditions throughout a site.

Because actual subsurface conditions can be discerned only during earthwork and/or drilling, design consultants need to observe those conditions in order to provide their recommendations. Only the consultant who prepares the report is fully familiar with the background information needed to determine whether or not the report's recommendations are valid. The consultant submitting the report cannot assume responsibility or liability for the adequacy of preliminary recommendations if another party is retained to observe construction.

## **REALIZE THAT ENVIRONMENTAL ISSUES MAY NOT HAVE BEEN ADDRESSED.**

If you have requested only a geotechnical engineering proposal, it will not include services needed to evaluate the likelihood of contamination by hazardous materials or other pollutants. Given the liabilities involved, it is prudent practice to always have a site reviewed from an environmental viewpoint. A consultant cannot be responsible for failing to detect contaminants when the services needed to perform that function are not being provided.

## **ONE OF THE OBLIGATIONS OF YOUR CONSULTANT IS TO PROTECT THE SAFETY, PROPERTY, AND WELFARE OF THE PUBLIC.**

A geotechnical/environmental investigation will sometimes disclose the existence of conditions that may endanger the safety, health, property, or welfare of the public. Your consultant may be obligated under rules of professional conduct, or statutory or common law, to notify you and others of these conditions.

## **RELY ON YOUR CONSULTANT FOR ADDITIONAL ASSISTANCE.**

Your consulting firm is familiar with several techniques and approaches that can be used to help reduce risk exposure for all parties to a construction project, from design through construction. Ask your consultant, not only about geotechnical and environmental issues, but others as well, to learn about approaches that may be of genuine benefit.

The preceding paragraphs are based on information provided by the  
ASFE/Association of Engineering Firms Practicing in the Geosciences, Silver Spring, Maryland

## KARNOWSKI Mari \* BIZ

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**From:** Jonathan Wright <jwright@cityofreedsport.org>  
**Sent:** Wednesday, October 25, 2017 2:55 PM  
**To:** Regional InfrastructureFund \* BIZ  
**Subject:** Reedsport Project  
**Attachments:** Request for Information Form Regional Solutions (Full Application).pdf

Let me know when you receive this.

Thanks

*Jonathan Wright*  
City Manager  
451 Winchester Ave  
Reedsport OR 97467  
541-271-3603 Ext 9

*A Personal Commitment to a Positive Result*