

## MADRAS MRC-CITY COUNCIL MEETING

Tuesday, May 14, 2024 at 5:30 PM

City Council Chambers, 125 SW "E" Street, Madras, OR 97741

Telephone (541) 475-2344 [www.ci.madras.or.us](http://www.ci.madras.or.us)

This meeting is open to the public. Audio/Video of the meeting will be available on our website within 24 hours following the meeting. This agenda includes a list of the principal subjects anticipated to be considered at the meeting. However, the agenda does not limit the ability of the Council to consider additional subjects. Meetings may be canceled without notice. The chat feature in Zoom is only available during Public Comments portions of the meeting. Zoom participants should use the "raise your hand" feature during these times to alert the moderator that they would like to speak.

### Join via Zoom:

<https://us02web.zoom.us/j/2912614668?pwd=MIJ3Zzh0YzgzOTZ0REgrWTFYdz09>

Passcode: **5414752344**

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### Join via teleconference:

From a cell phone: **971-247-1195**

From a land line phone: **1-877-853-5257**

Meeting ID: **291 261 4668#**

Participant ID: **#**

Passcode: **541 475 2344#**

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## MADRAS REDEVELOPMENT COMMISSION AGENDA

- I. **Call Commission Meeting to Order**
- II. **Pledge of Allegiance and Prayer**
- III. **Roll Call**
- IV. **Public Comments (please limit to 3 minutes)**  
*The Commission reserves the right to limit the number of speakers pertaining to the same topic in the interest of meeting efficiency and expediency.*
- V. **Amend or Accept MRC Agenda**
- VI. **Regular Agenda**
  1. US 97: Streetscape  
*Jeff Hurd, Public Works Director*
- VII. **Additional Discussion**
- VIII. **Adjourn Commission Meeting**

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## CITY COUNCIL AGENDA

- I. **Call Meeting to Order**
- II. **Roll Call**
- III. **Public Comments (please limit to 3 minutes)**  
*The Council reserves the right to limit the number of speakers pertaining to the same topic in the interest of meeting efficiency and expediency.*
- IV. **Amend or Accept Regular Agenda**
- V. **Visitor Presentation(s)/Proclamations**
  1. Community Grant Presentation by Applicants

2. Update from Cascades East Transit

**VI. Regular Agenda**

1. Report on 2024 Legislative Session Senate Bill 1530 grant funding  
*Nicholas Snead, Community Development Director*
2. Authorization of City Matching Funds for Industrial Site Readiness Plan Update  
*Nicholas Snead, Community Development Director*
3. Resolution No. 07-2024  
*Jeff Hurd, Public Works Director*
4. Resolution 08-2024  
*Jeff Hurd, Public Works Director*
5. City Sewer Easement Agreement - Morrow  
*Jeff Hurd, Public Works Director*
6. 10th Street Paving Project - Construction Contract  
*Jeff Hurd, Public Works Director*

**VII. Department Reports / Committee Updates**

**VIII. Adjourn Council Meeting**

**MADRAS URBAN RENEWAL AGENCY**  
**Request for Commission Action**

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**Meeting Date:** May 14, 2024  
**To:** Madras Redevelopment Commissioners  
**From:** Jeff Hurd, Public Works Director  
**Through:** Will Ibershof, City Administrator  
**Subject:** US 97: Earl to Colfax  
Streetscape

**TYPE OF ACTION REQUESTED:**

Approve

**MOTION(S) FOR CONSIDERATION:**

Madras Redevelopment Commission approve funding up to \$635,296.00 for design and construction of streetscape elements as part of the US 97: Earl Street to Colfax Lane project.

**OVERVIEW:**

Continued discussion on adding in streetscape elements to the highway project proposed in 2026.

**STAFF ANALYSIS:**

At the March 26 MRC meeting, MRC discussed the topic of paying for streetscape elements as part of the upcoming ODOT project. At that meeting, the Public Works Director reported that ODOT was NOT installing sidewalks along that section and that was incorrect. ODOT is planning on installing sidewalks with a planter strip with round rock throughout the project limits. Most areas have a 6-foot walk with a 4-foot planter strip, but in areas with limited ROW the planter strip was narrowed or eliminated altogether. Knowing this information, the public works director asked ODOT to put together a cost to 1) install conduits in all areas a sidewalk is to be installed for future electrical and irrigation needs; 2) add sidewalks in areas where there currently wasn't a sidewalk proposed; and 3) utilize taffy rock (tan rock in front of Taco Bell) as the preferred rock in the planter strip.

The estimated cost for this work is \$635,296 which includes design cost to date of \$60,000 plus additional design costs of \$74,905 to incorporate these elements. The estimated construction cost is \$500,391 which includes a 40% contingency. ODOT will be requesting a deposit for the design work this month and the construction cost deposit in the fall of 2025.

**FISCAL INFORMATION:**

Madras Redevelopment Commission to contribute \$635,296.00. \$500,000 was appropriated in the 2024-25 upcoming budget and approved by budget committee but has yet to be adopted. Since ODOT does not need the construction dollars until fall of 2025 (which is the 2025-26 budget cycle) we do not need to modify the budget at this time.

**SUPPORTING DOCUMENTATION:**

- Updated plan sheets showing proposed streetscape work to be funded by MRC.
- Streetscape Estimate provided by ODOT's engineer of record.

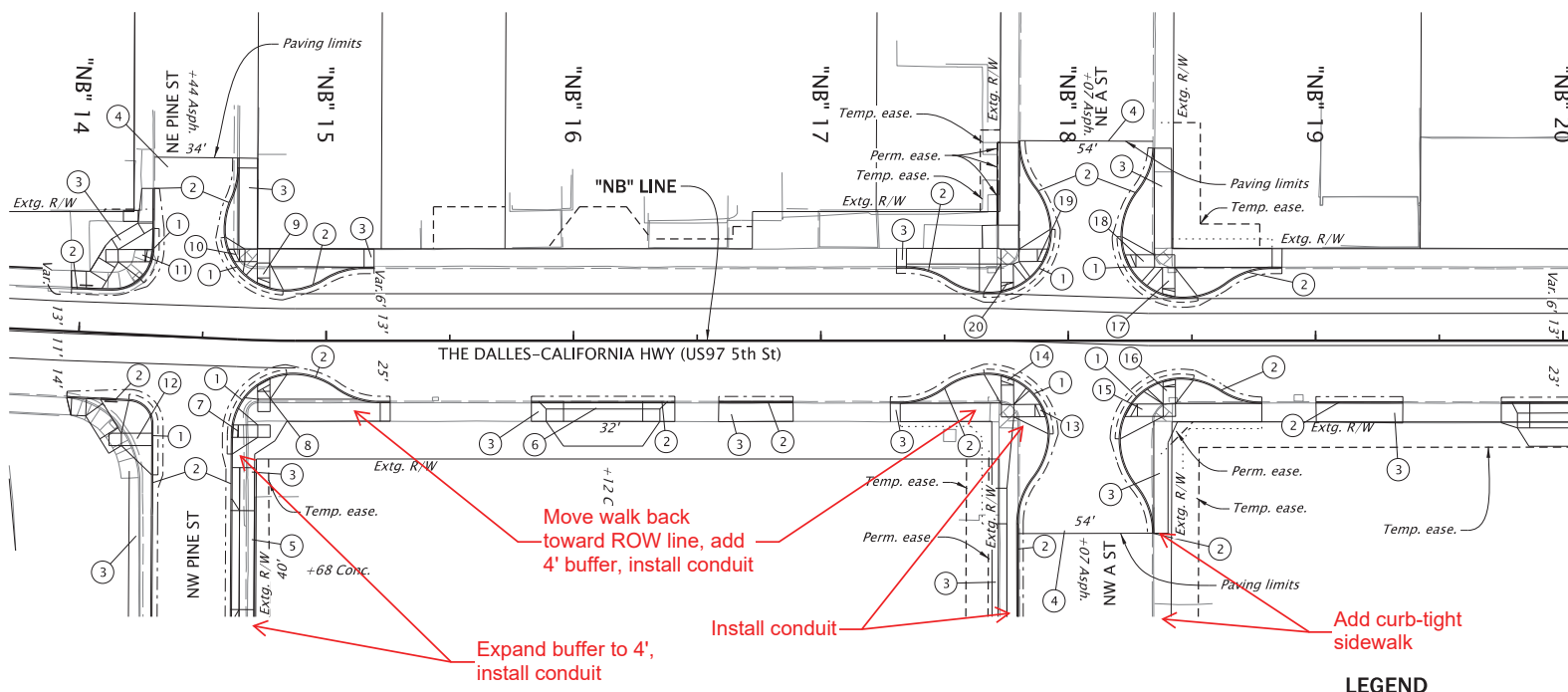
- Pictures of 5th Street without the trees and lights

Sec. 01, T.11S., R.13E., W.M.  
 Sec. 02, T.11S., R.13E., W.M.

??V-???

**CONSTRUCTION NOTES**

- ① Const. curb and gutter - 24"
- ② Const. standard curb
- ③ Const. PCC sidewalk
- ④ Const. street connection - 4
- ⑤ Const. PCC dwy., option H - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD02)  
(See dwg. no. RD740)
- ⑥ Const. PCC dwy., option F - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD02)  
(See dwg. no. RD735)
- ⑦ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 2-1 - SY  
(For sht. nos., see sht. AB07)
- ⑧ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 2-2 - SU  
(For sht. nos., see sht. AB07)
- ⑨ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-1 - SU  
(For sht. nos., see sht. AB07)
- ⑩ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-2 - SY  
(For sht. nos., see sht. AB07)
- ⑪ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SY  
(For sht. nos., see sht. AB07)



**LEGEND**

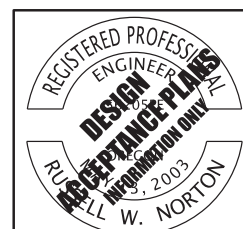
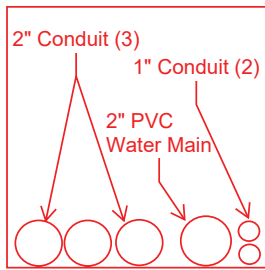
- - - Sawcut line
- - - Easement
- ..... Fill Slope
- - - Cut Slope

City Streetscape Revisions - based on discussion 4/15/2024 with Jeff Hurd

Remove:  
 Tree Wells, Street Trees, Grates  
 Irrigation  
 GFCI Outlets  
 Patterned Concrete  
 Pedestrian scale lighting

Add:  
 Conduit package (4x2", 2x1")  
 "Aspen Taffy Rock" in all street buffers  
 and areas of softscape that will NOT be seeded

**Conduit configuration:**



RENEWS: 12-31-2024



US97: EARL ST. - COLFAX LN. (MADRAS) SEC.  
 THE DALLES-CALIFORNIA HIGHWAY  
 AND WARM SPRINGS HIGHWAY  
 JEFFERSON COUNTY

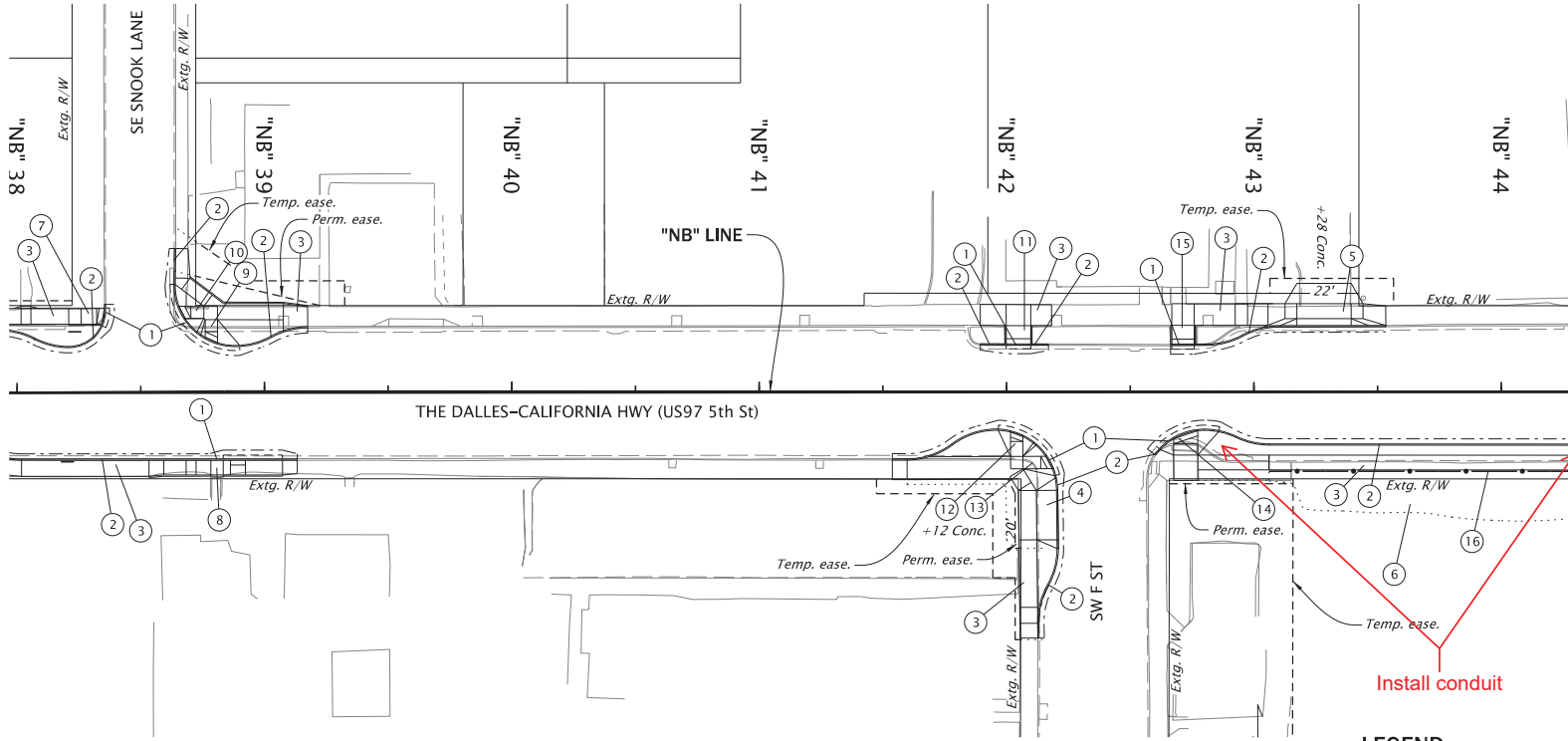
Designer: David Covey  
 Drafter: Bob Maechler  
 Reviewer: Russ Norton  
 Checker: Chris Link

GENERAL CONSTRUCTION

SHEET NO.  
 C18A

Sec. 11, T.11S., R.13E., W.M.  
 Sec. 12, T.11S., R.13E., W.M.

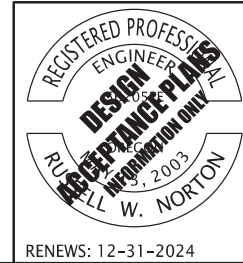
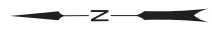
??V-???



- CONSTRUCTION NOTES**
- 1 Const. curb and gutter - 24"
  - 2 Const. standard curb
  - 3 Const. PCC sidewalk
  - 4 Const. PCC dwy., option H - xx sq. ft. Const. asph. conc. connection (For details, see sht. BD05)
  - 5 Const. PCC dwy., option E - xx sq. ft. Const. asph. conc. connection (For details, see sht. BD05)
  - 6 Const. embankment fill slope (For details, see sht. BBXX)
  - 7 Const. curb ramp, perpendicular Inst. radial natural patina cast iron truncated domes on new surface - 12 sq. ft. PCC surfacing, snow zone Ramp 4-1 - SU (For sht. nos., see sht. AB09)
  - 8 Const. curb ramp, perpendicular Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 2-1 - SU (For sht. nos., see sht. AB09)
  - 9 Const. curb ramp, perpendicular Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 3-1 - SU (For sht. nos., see sht. AB09)
  - 10 Const. curb ramp, perpendicular Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 3-2 - SY (For sht. nos., see sht. AB09)
  - 11 Const. curb ramp, perpendicular Inst. natural patina cast iron truncated domes on new surface - 20 sq. ft. PCC surfacing, snow zone Ramp 4-1 - SU (For sht. nos., see sht. AB09)
  - 12 Const. curb ramp, perpendicular Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 1-1 - SU (For sht. nos., see sht. AB09)

**LEGEND**

- Sawcut line
- - - Easement
- ..... Fill Slope
- Cut Slope
- Handrail



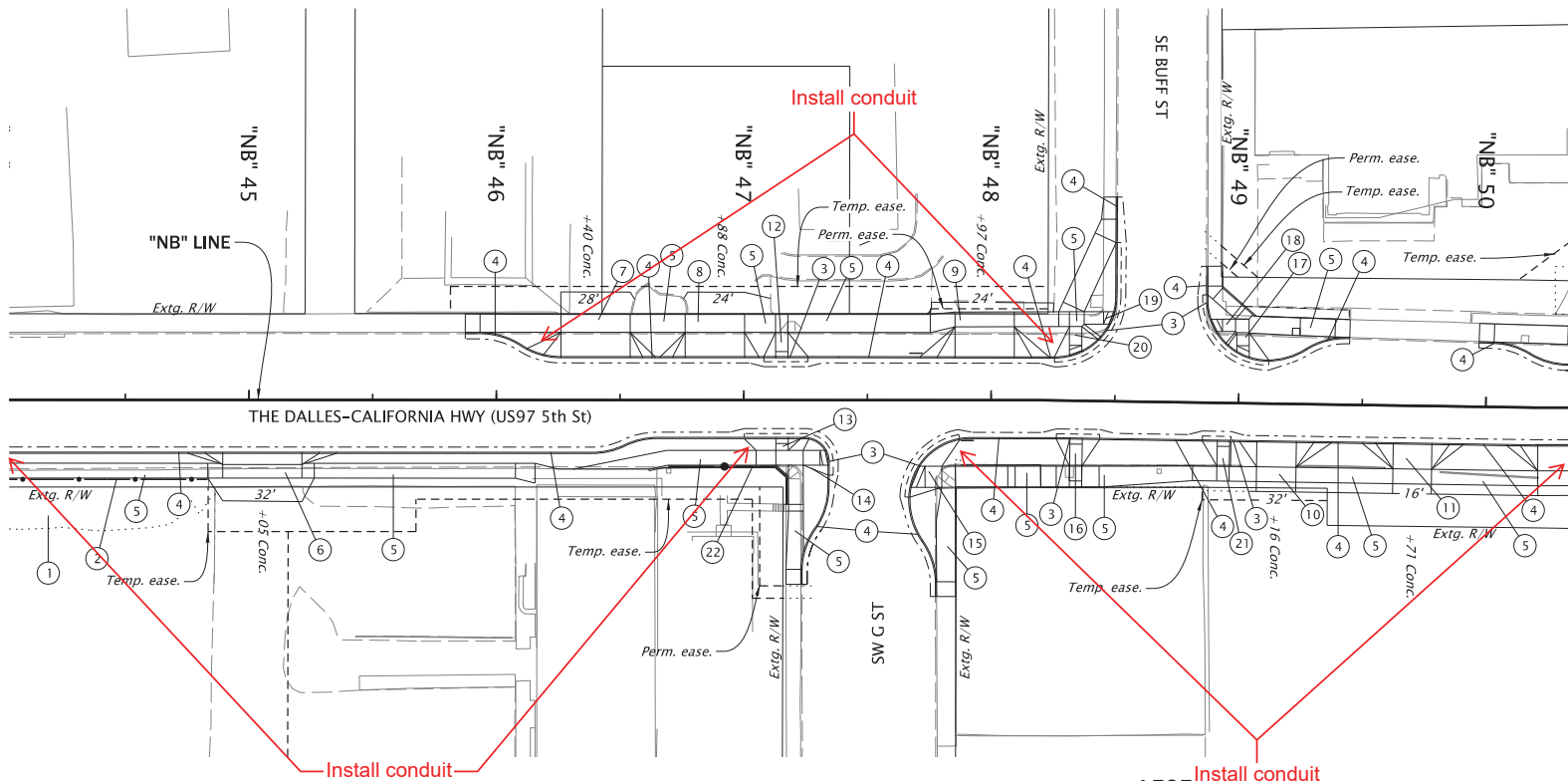
**US97: EARL ST. - COLFAX LN. (MADRAS) SEC.**  
 THE DALLES-CALIFORNIA HIGHWAY  
 AND WARM SPRINGS HIGHWAY  
 JEFFERSON COUNTY

Designer: David Covey      Reviewer: Russ Norton  
 Drafter: Bob Maechler      Checker: Chris Link

**GENERAL CONSTRUCTION**      SHEET NO. C22A

Sec. 11, T.11S., R.13E., W.M.  
 Sec. 12, T.11S., R.13E., W.M.

??V-???

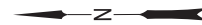


**CONSTRUCTION NOTES**

- 1 See sht. C22A, note 6  
Const. embankment slope
- 2 See sht. C22A, note 16  
Const. metal handrail, 3 rails - XX'
- 3 Const. curb and gutter - 24"
- 4 Const. standard curb
- 5 Const. PCC sidewalk
- 6 Const. PCC dwy., option X X - 6
- 7 Const. PCC dwy., option B - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD05)
- 8 Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD06)
- 9 Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD06)
- 10 Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD06)
- 11 Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD07)
- 12 Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SU  
(For sht. nos., see sht. AB10)
- 13 Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-1 - SU  
(For sht. nos., see sht. AB10)
- 14 Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-2 - SY  
(For sht. nos., see sht. AB10)

**LEGEND**

- Sawcut line
- Easement
- ..... Fill Slope
- Cut Slope
- Handrail



RENEWS: 12-31-2024



**US97: EARL ST. - COLFAX LN. (MADRAS) SEC.**  
 THE DALLES-CALIFORNIA HIGHWAY  
 AND WARM SPRINGS HIGHWAY  
 JEFFERSON COUNTY

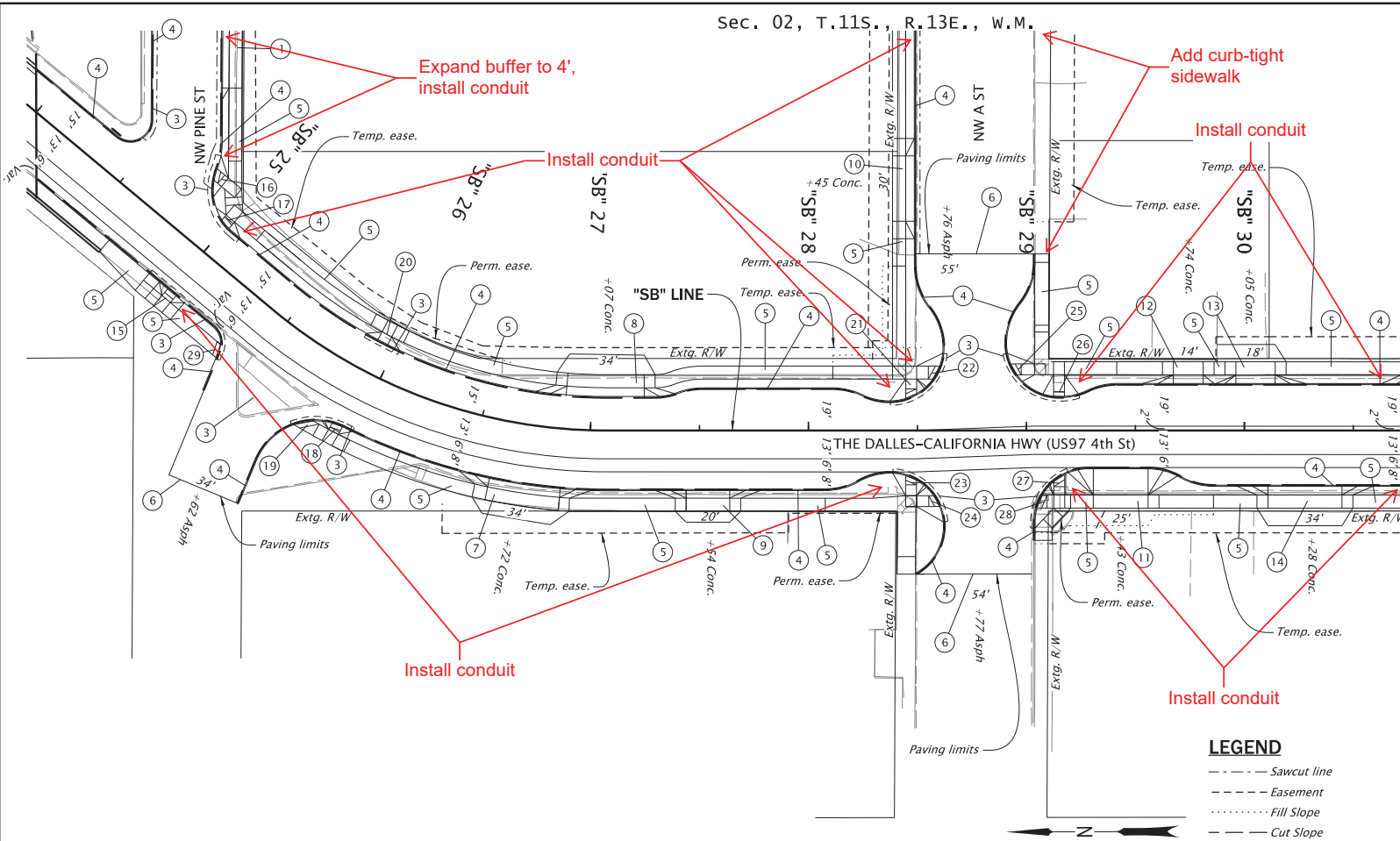
Designer: David Covey      Reviewer: Russ Norton  
 Drafter: Bob Maechler      Checker: Chris Link

**GENERAL CONSTRUCTION**

SHEET NO.  
C23A

Sec. 02, T.11S., R.13E., W.M.

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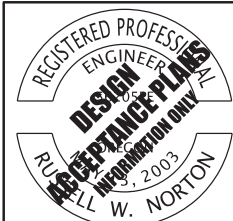


**CONSTRUCTION NOTES**

- 1 See sht. 18A, note 5  
Const. PCC dwy, option H
- 2 Remove extg. curb ramp, walk, curb, and surfacing - 194 sq. yd.
- 3 Const. curb and gutter - 24"
- 4 Const. standard curb
- 5 Const. PCC sidewalk
- 6 Const. street connection - 3
- 7 Const. PCC dwy., option C - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD08)
- 8 Const. PCC dwy., option C - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD08)
- 9 Const. PCC dwy., option C - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD08)
- 10 Const. PCC dwy., option H - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD07)
- 11 Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD08)
- 12 Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD09)
- 13 Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD09)
- 14 Const. PCC dwy., option C - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD08)
- 15 Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 2-1 - SU  
(For sht. nos., see sht. AB07)

**LEGEND**

- Sawcut line
- Easement
- ..... Fill Slope
- - - - - Cut Slope



**US97: EARL ST. - COLFAX LN. (MADRAS) SEC.**  
THE DALLES-CALIFORNIA HIGHWAY  
AND WARM SPRINGS HIGHWAY  
JEFFERSON COUNTY

Designer: David Covey      Reviewer: Russ Norton  
Drafter: Bob Maechler      Checker: Chris Link

RENEWS: 12-31-2024

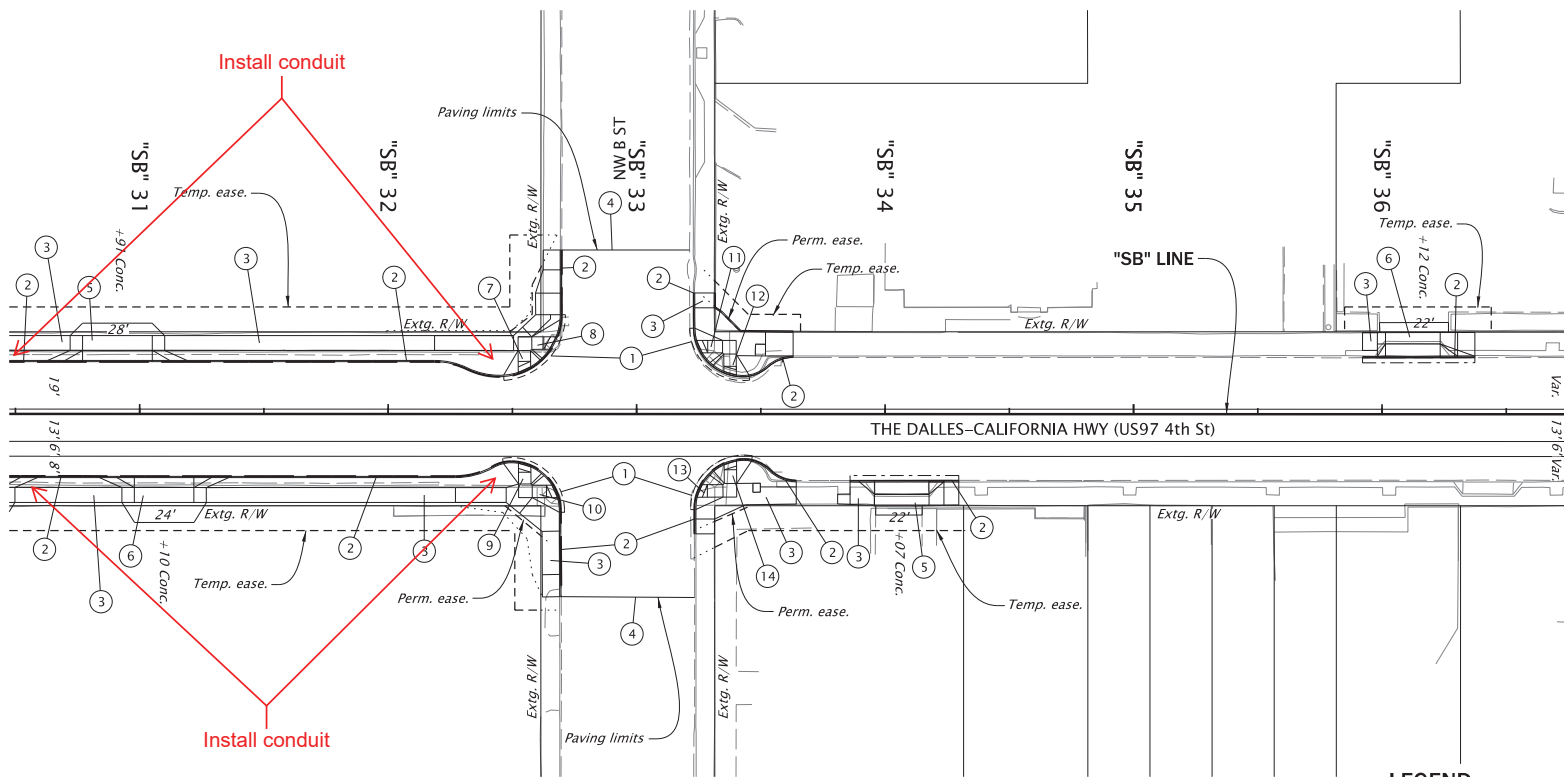
**GENERAL CONSTRUCTION**

SHEET NO.  
C27A



Sec. 02, T.11S., R.13E., W.M.  
 Sec. 12, T.11S., R.13E., W.M.

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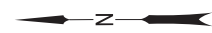
**CONSTRUCTION NOTES**

- ① Const. curb and gutter - 24"
- ② Const. standard curb
- ③ Const. PCC sidewalk
- ④ Const. street connection -2
- ⑤ Const. PCC dwy., option C - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD09)
- ⑥ Const. PCC dwy., option C - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD09)
- ⑦ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-2 - SU  
(For sht. nos., see sht. AB07)
- ⑧ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SU  
(For sht. nos., see sht. AB07)
- ⑨ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-1 - SU  
(For sht. nos., see sht. AB07)
- ⑩ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-2 - SU  
(For sht. nos., see sht. AB07)
- ⑪ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-2 - SU  
(For sht. nos., see sht. AB07)
- ⑫ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-1 - SU  
(For sht. nos., see sht. AB07)

- ⑬ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 2-1 - SU  
(For sht. nos., see sht. AB07)
- ⑭ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 2-2 - SU  
(For sht. nos., see sht. AB07)

**LEGEND**

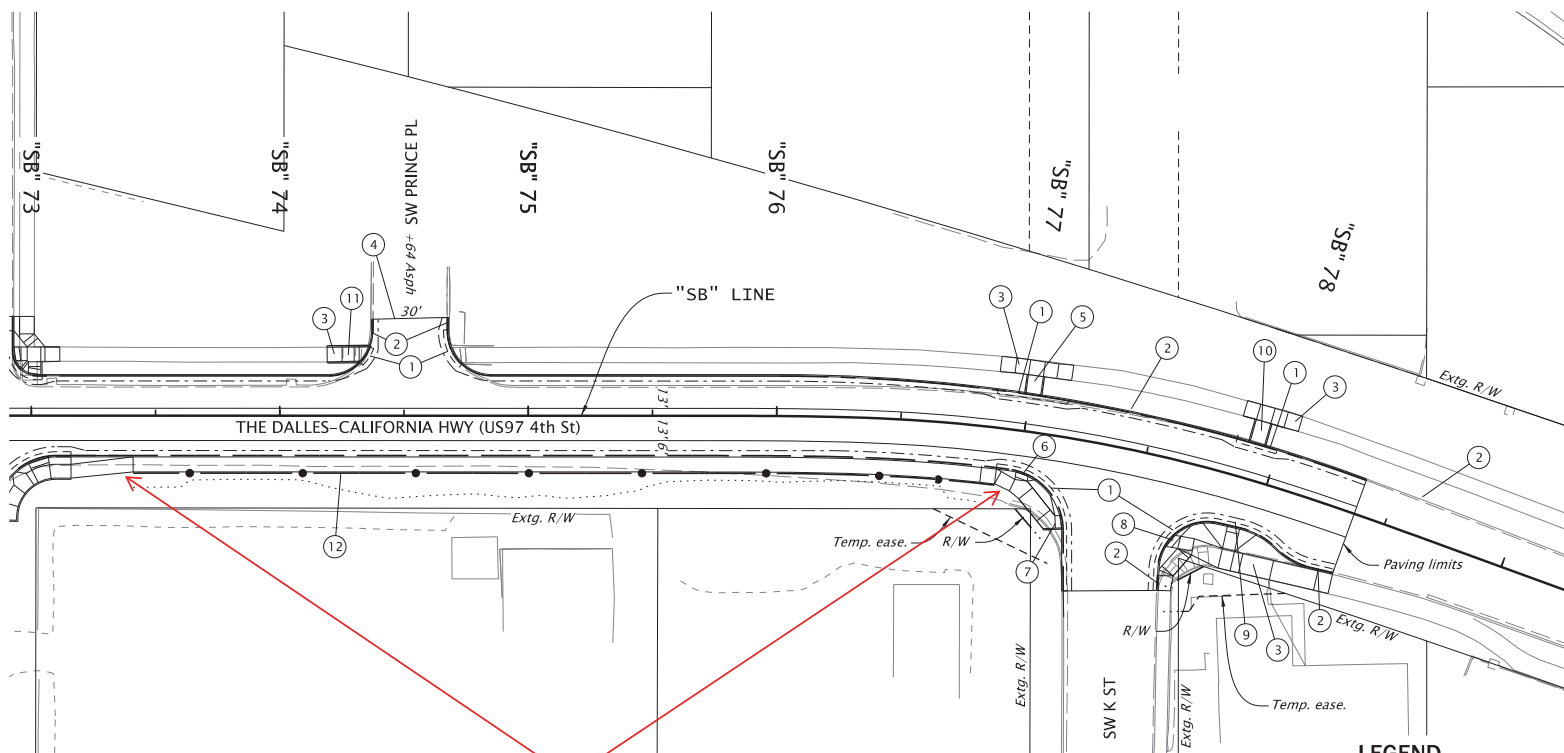
- Sawcut line
- Easement
- ..... Fill Slope
- - - Cut Slope



REGISTERED PROFESSIONAL  
 ENGINEER  
**DESIGN**  
 ACCEPTANCE PLANS  
 INFORMATION ONLY  
 2003  
 W. NORTON

RENEWS: 12-31-2024

<b>US97: EARL ST. - COLFAX LN. (MADRAS) SEC.</b> THE DALLES-CALIFORNIA HIGHWAY AND WARM SPRINGS HIGHWAY JEFFERSON COUNTY		
Designer: David Covey	Reviewer: Russ Norton	
Drafter: Bob Maechler	Checker: Chris Link	
<b>GENERAL CONSTRUCTION</b>		SHEET NO. C28A

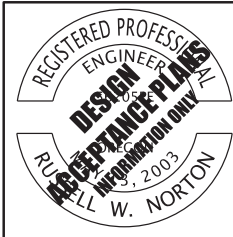
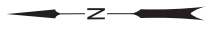


- CONSTRUCTION NOTES**
- ① Const. curb and gutter - 24"
  - ② Const. standard curb
  - ③ Const. PCC sidewalk
  - ④ Const. street connection
  - ⑤ Const. curb ramp, combination  
Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 4-1 - SU (For sht. nos., see sht. AB11)
  - ⑥ Const. curb ramp, combination  
Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 1-1 - SU (For sht. nos., see sht. AB03)
  - ⑦ Const. curb ramp, combination  
Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 1-2 - SY (For sht. nos., see sht. AB11)
  - ⑧ Const. curb ramp, combination  
Inst. radial natural patina cast iron truncated domes on new surface - 11 sq. ft. PCC surfacing, snow zone Ramp 2-1 - SY (For sht. nos., see sht. AB11)
  - ⑨ Const. curb ramp, combination  
Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 2-2 - SU (For sht. nos., see sht. AB11)
  - ⑩ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes on new surface - 10 sq. ft. PCC surfacing, snow zone Ramp 3-1 - SU (For sht. nos., see sht. AB11)
  - ⑪ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes on new surface - 11 sq. ft. PCC surfacing, snow zone Ramp 1 - SU (For sht. nos., see sht. AB11)

**LEGEND**

- Sawcut line
- Easement
- ..... Fill Slope
- - - - - Cut Slope
- Handrail

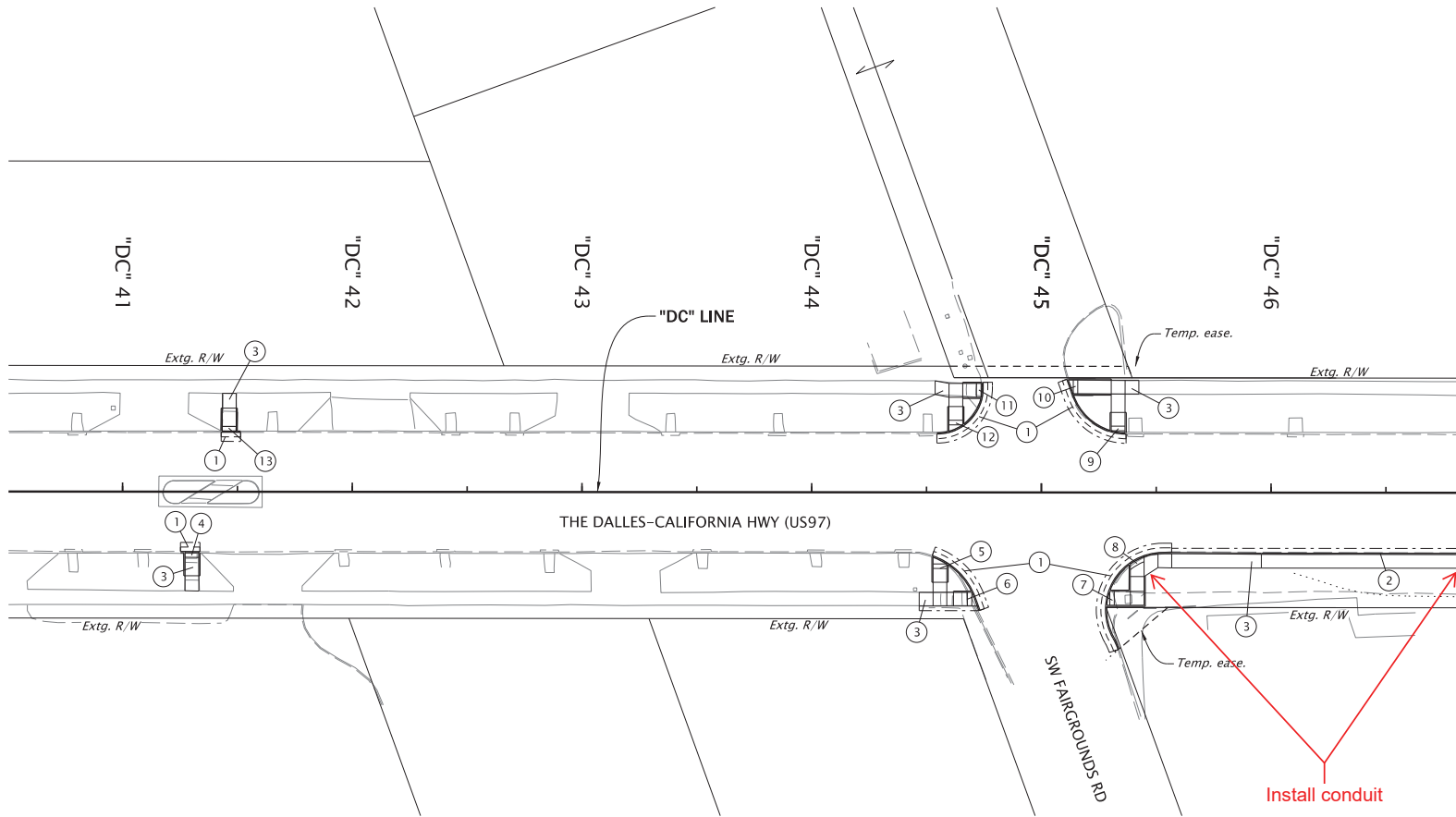
⑫ Sta. "SB" 73+41 to "SB" 76+91  
Const. metal handrail, 3 rails - 347'  
(For details, see sht. BBXX)



RENEWS: 12-31-2024

<b>US97: EARL ST. - COLFAX LN. (MADRAS) SEC.</b> THE DALLES-CALIFORNIA HIGHWAY AND WARM SPRINGS HIGHWAY JEFFERSON COUNTY		
Designer: David Covey	Reviewer: Russ Norton	SHEET NO. <b>C35A</b>
Drafter: Bob Maechler	Checker: Chris Link	
<b>GENERAL CONSTRUCTION</b>		

Sec. 14, T.11S., R.13E., W.M.



CONSTRUCTION NOTES ??V-???

- ① Const. curb and gutter - 24"
- ② Const. standard curb
- ③ Const. PCC sidewalk
- ④ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-1 - SU  
(For sht. nos., see sht. AB13)
- ⑤ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-1 - SU  
(For sht. nos., see sht. AB13)
- ⑥ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-2 - SY  
(For sht. nos., see sht. AB13)
- ⑦ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 2-1 - SY  
(For sht. nos., see sht. AB13)
- ⑧ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 14 sq. ft.  
PCC surfacing, snow zone  
Ramp 2-2 - SU  
(For sht. nos., see sht. AB13)
- ⑨ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-1 - SU  
(For sht. nos., see sht. AB13)
- ⑩ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-2 - SY  
(For sht. nos., see sht. AB13)
- ⑪ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SY  
(For sht. nos., see sht. AB13)

- ⑫ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-2 - SU  
(For sht. nos., see sht. AB13)
- ⑬ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SU  
(For sht. nos., see sht. AB13)



REGISTERED PROFESSIONAL ENGINEER  
DESIGN  
PLANS  
FOR CONSTRUCTION ONLY  
W. NORTON  
2003  
RENEWALS: 12-31-2024

**consor**

US97: EARL ST. - COLFAX LN. (MADRAS) SEC.  
THE DALLES-CALIFORNIA HIGHWAY  
AND WARM SPRINGS HIGHWAY  
JEFFERSON COUNTY

Designer: David Covey      Reviewer: Russ Norton  
Drafter: Bob Maechler      Checker: Chris Link

GENERAL CONSTRUCTION

SHEET NO. C39A

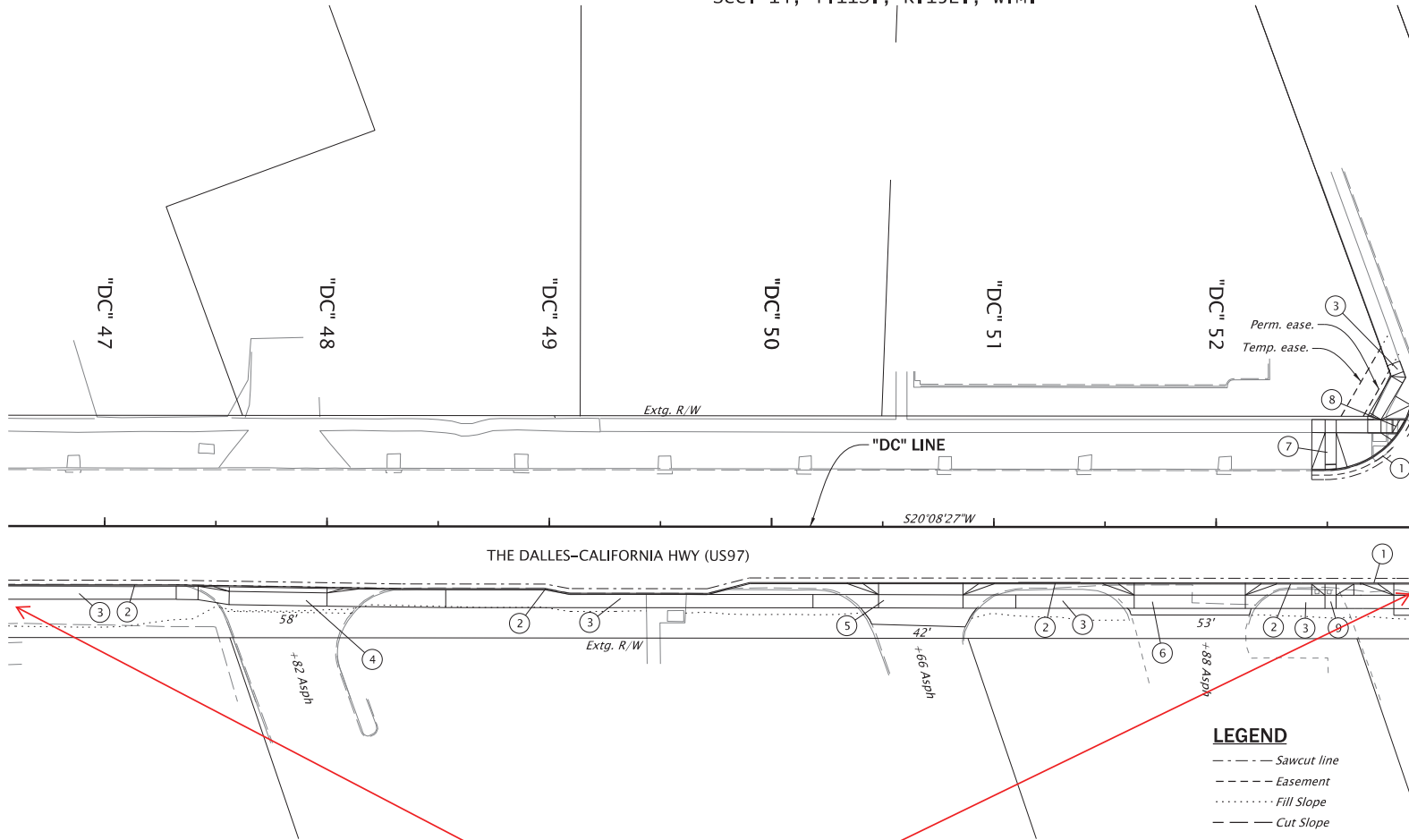
FINAL ELECTRONIC DOCUMENT  
AVAILABLE UPON REQUEST

Sec. 14, T.11S., R.13E., W.M.

??V-???

**CONSTRUCTION NOTES**

- ① Const. curb and gutter - 24"
- ② Const. standard curb
- ③ Const. PCC sidewalk
- ④ Const. PCC dwy., option E - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD14)
- ⑤ Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD14)
- ⑥ Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD14)
- ⑦ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 10 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-2 - SY  
(For sht. nos., see sht. AB14)
- ⑧ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SU  
(For sht. nos., see sht. AB14)
- ⑨ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 1 - SU  
(For sht. nos., see sht. AB14)



**LEGEND**

- Sawcut line
- Easement
- ..... Fill Slope
- Cut Slope

Install conduit



RENEWS: 12-31-2024



US97: EARL ST. - COLFAX LN. (MADRAS) SEC.  
THE DALLES-CALIFORNIA HIGHWAY  
AND WARM SPRINGS HIGHWAY  
JEFFERSON COUNTY

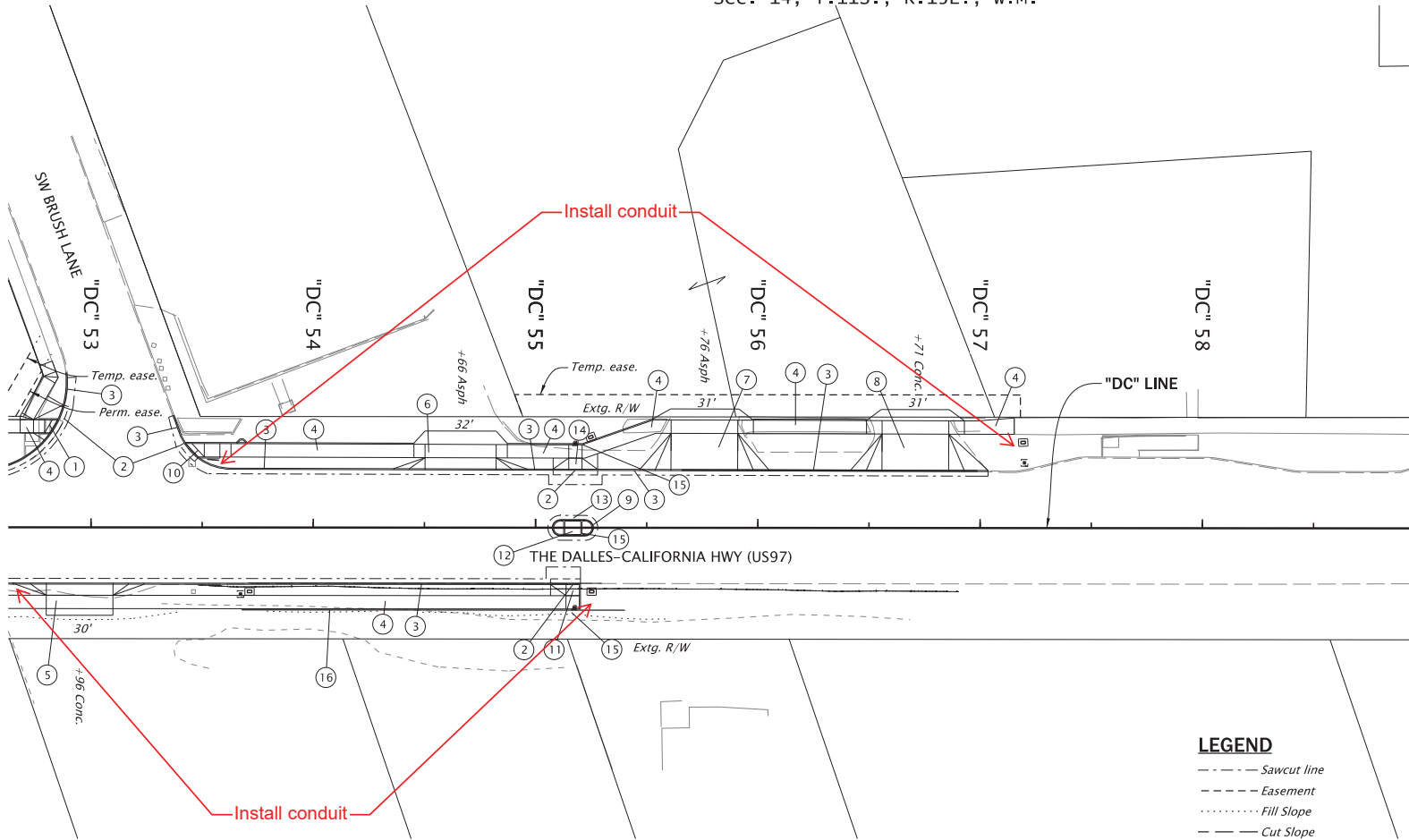
Designer: David Covey      Reviewer: Russ Norton  
Drafter: Bob Maechler      Checker: Chris Link

GENERAL CONSTRUCTION

SHEET NO.  
C40A

Sec. 14, T.11S., R.13E., W.M.

??V-???



- CONSTRUCTION NOTES**
- ① See sht. C040A, note 8  
Const. curb ramp, perpendicular
  - ② Const. curb and gutter - 24"
  - ③ Const. standard curb
  - ④ Const. PCC sidewalk
  - ⑤ Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD14)
  - ⑥ Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD15)
  - ⑦ Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD15)
  - ⑧ Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD15)
  - ⑨ Const. Type A conc. island (Non-Mountable)  
(Cut through design)  
(For details, see sht. BBxx)
  - ⑩ Const. curb ramp, Perpendicular  
Inst. radial natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-1 - SY  
(For sht. nos., see sht. AB14)
  - ⑪ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-1 - SU  
(For sht. nos., see sht. AB14)
  - ⑫ Const. curb ramp, cut-through  
Inst. natural patina cast iron truncated domes  
on new surface - 14.5 sq. ft.  
PCC surfacing, snow zone  
Ramp 1A-1 - MB  
(For sht. nos., see sht. AB14)
  - ⑬ Const. curb ramp, cut-through  
Inst. natural patina cast iron truncated domes  
on new surface - 14.5 sq. ft.  
PCC surfacing, snow zone  
Ramp 1A-2 - MB  
(For sht. nos., see sht. AB14)

- LEGEND**
- - - - - Sawcut line
  - - - - - Easement
  - ..... Fill Slope
  - - - - - Cut Slope

- ⑭ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SU  
(For sht. nos., see sht. AB14)
- ⑮ Inst. flashing beacon  
(For sht. nos., see sht. A02, Signals)
- ⑯ Sta. "DC" 53+68 to Sta. "DC" 55+40, Rt.  
Const. Retaining Wall "B"  
(For details, see sht. GB01)



REGISTERED PROFESSIONAL ENGINEER  
DESIGN  
ACCEPTANCE PLANS  
RUSSELL W. NORTON  
EXPIRES 12/31/2023

**consor**

US97: EARL ST. - COLFAX LN. (MADRAS) SEC.  
THE DALLES-CALIFORNIA HIGHWAY  
AND WARM SPRINGS HIGHWAY  
JEFFERSON COUNTY

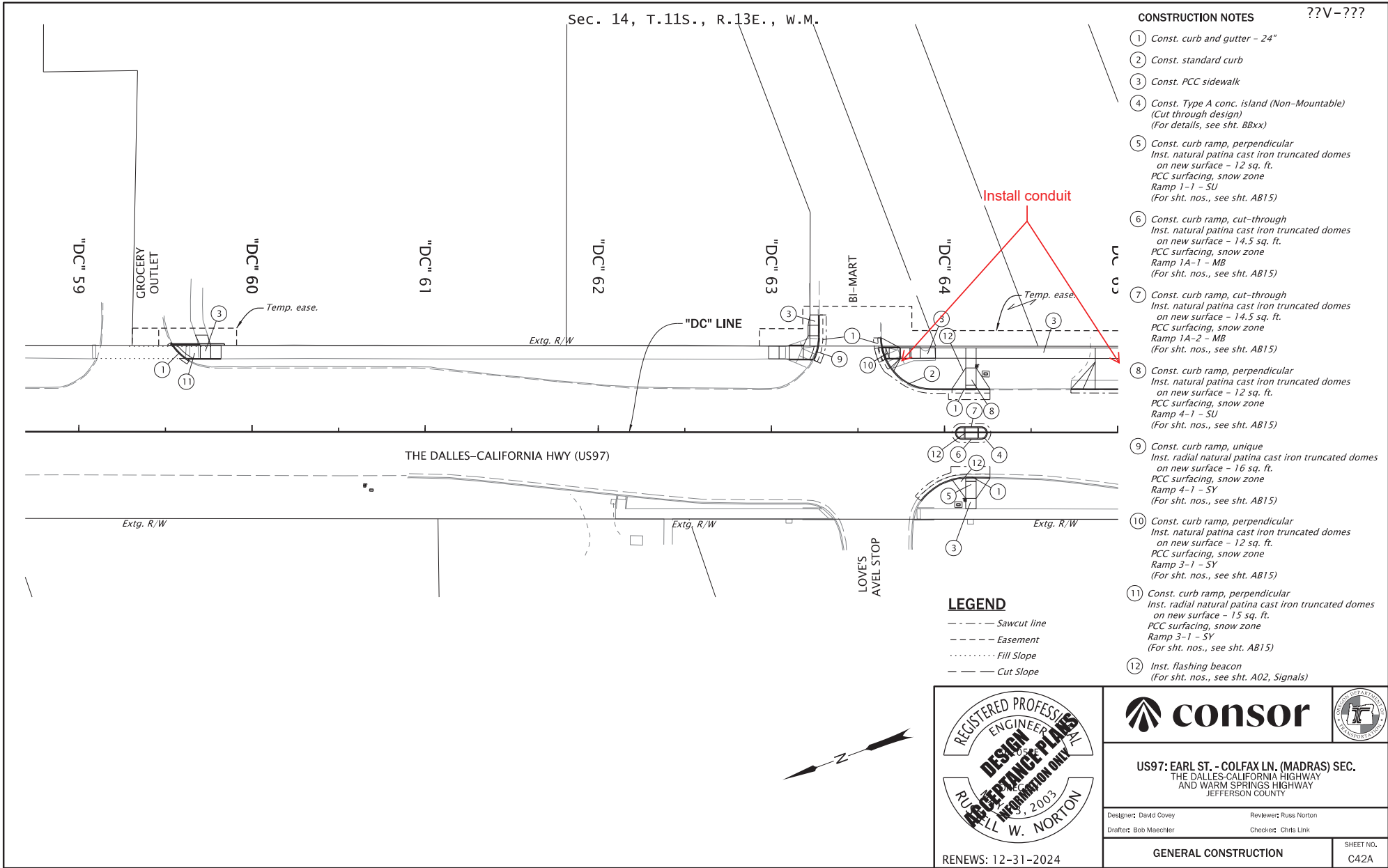
Designer: David Covey      Reviewer: Russ Norton  
Drafter: Bob Maechler      Checker: Chris Link

GENERAL CONSTRUCTION

SHEET NO. C41A

RENEWS: 12-31-2024

FINAL ELECTRONIC DOCUMENT  
AVAILABLE UPON REQUEST



**CONSTRUCTION NOTES**      ??V-???

- ① Const. curb and gutter - 24"
- ② Const. standard curb
- ③ Const. PCC sidewalk
- ④ Const. Type A conc. island (Non-Mountable) (Cut through design) (For details, see sht. BBxx)
- ⑤ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 1-1 - SU  
(For sht. nos., see sht. AB15)
- ⑥ Const. curb ramp, cut-through  
Inst. natural patina cast iron truncated domes on new surface - 14.5 sq. ft.  
PCC surfacing, snow zone  
Ramp 1A-1 - MB  
(For sht. nos., see sht. AB15)
- ⑦ Const. curb ramp, cut-through  
Inst. natural patina cast iron truncated domes on new surface - 14.5 sq. ft.  
PCC surfacing, snow zone  
Ramp 1A-2 - MB  
(For sht. nos., see sht. AB15)
- ⑧ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SU  
(For sht. nos., see sht. AB15)
- ⑨ Const. curb ramp, unique  
Inst. radial natural patina cast iron truncated domes on new surface - 16 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SY  
(For sht. nos., see sht. AB15)
- ⑩ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-1 - SY  
(For sht. nos., see sht. AB15)
- ⑪ Const. curb ramp, perpendicular  
Inst. radial natural patina cast iron truncated domes on new surface - 15 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-1 - SY  
(For sht. nos., see sht. AB15)
- ⑫ Inst. flashing beacon  
(For sht. nos., see sht. A02, Signals)

**LEGEND**

- Sawcut line
- - - Easement
- ..... Fill Slope
- - - Cut Slope

REGISTERED PROFESSIONAL ENGINEER  
**DESIGN**  
PLANS  
FOR CONSTRUCTION  
RUSSELL W. NORTON  
2003  
RENEWALS: 12-31-2024

**consor**

**US97: EARL ST. - COLFAX LN. (MADRAS) SEC.**  
THE DALLES-CALIFORNIA HIGHWAY  
AND WARM SPRINGS HIGHWAY  
JEFFERSON COUNTY

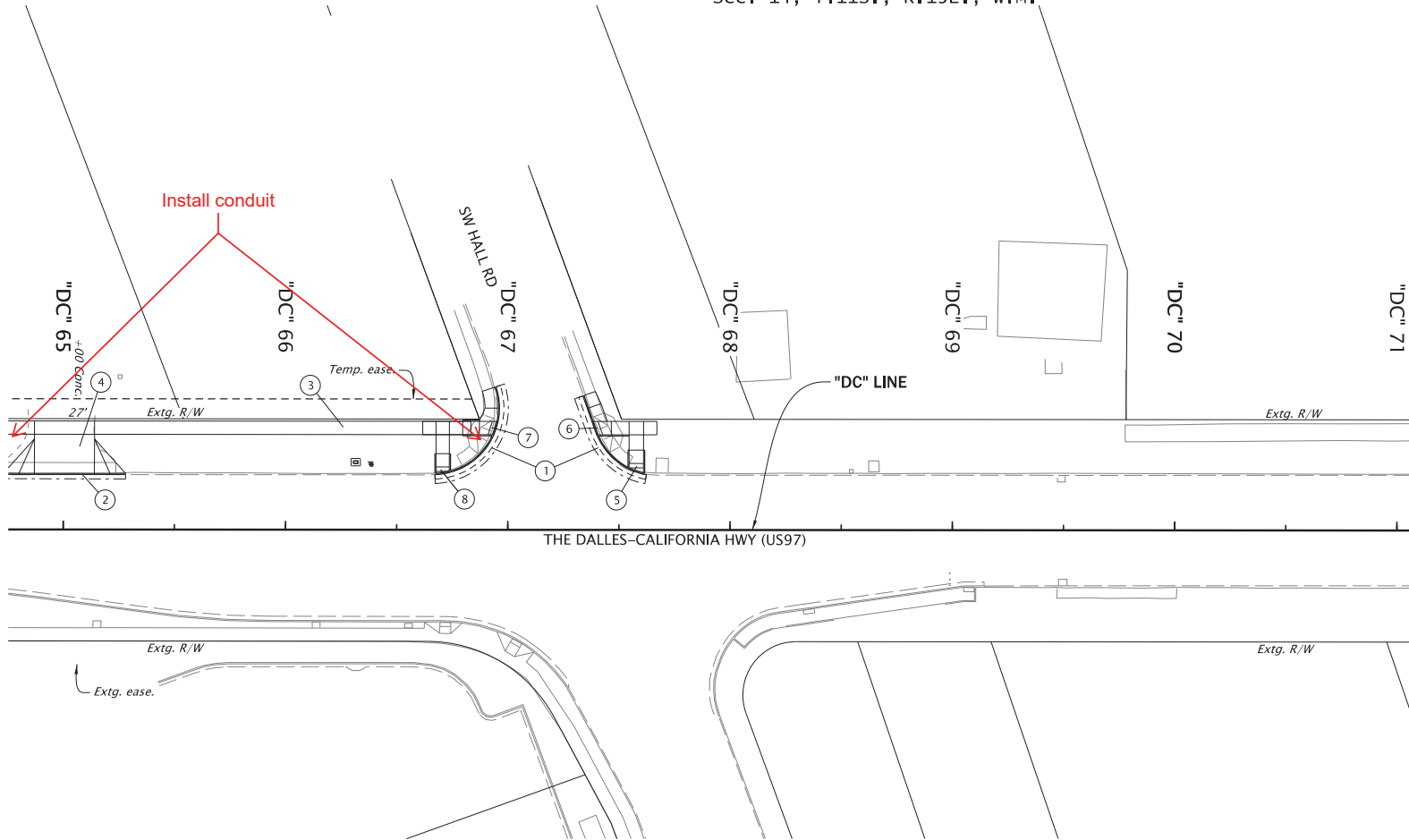
Designer: David Covey	Reviewer: Russ Norton
Drafter: Bob Maechler	Checker: Chris Link
<b>GENERAL CONSTRUCTION</b>	
SHEET NO. C42A	

Sec. 14, T.11S., R.13E., W.M.

??V-???

CONSTRUCTION NOTES

- ① Const. curb and gutter
- ② Const. standard curb
- ③ Const. PCC sidewalk
- ④ Const. PCC dwy., option A - xx sq. ft.  
Const. asph. conc. connection  
(For details, see sht. BD15)
- ⑤ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 13 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-1 - SU  
(For sht. nos., see sht. AB15)
- ⑥ Const. curb ramp, unique  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 3-2 - SY  
(For sht. nos., see sht. AB15)
- ⑦ Const. curb ramp, unique  
Inst. radial natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-1 - SU  
(For sht. nos., see sht. AB15)
- ⑧ Const. curb ramp, perpendicular  
Inst. natural patina cast iron truncated domes  
on new surface - 12 sq. ft.  
PCC surfacing, snow zone  
Ramp 4-2 - SU  
(For sht. nos., see sht. AB15)



REGISTERED PROFESSIONAL ENGINEER  
DESIGN  
ACCEPTANCE PLANS  
RU  
W. NORTON  
2003  
RENEWS: 12-31-2024



US97: EARL ST. - COLFAX LN. (MADRAS) SEC.  
THE DALLES-CALIFORNIA HIGHWAY  
AND WARM SPRINGS HIGHWAY  
JEFFERSON COUNTY

Designer: David Covey Reviewer: Russ Norton  
Drafter: Bob Maechler Checker: Chris Link

GENERAL CONSTRUCTION

SHEET NO.  
C43A





Sidewalks with 4' buffer with decorative rock is included in the project



**CITY OF MADRAS**  
**Request for Council Action**

---

**Meeting Date:** May 14, 2024

**To:** Mayor and City Council Members

**From:** Kate Knop, Finance Director

**Through:** Will Ibershof, City Administrator

**Subject:** **COMMUNITY GRANT PRESENTATIONS**  
Presentation of Community Grant Applications for Fiscal Year 2024-2025.

**TYPE OF ACTION REQUESTED:**

Approve  
Discuss

**MOTION(S) FOR CONSIDERATION:**

Motion to approve community grant applications.

**OVERVIEW:**

The Budget Committee approved \$80,000 for the fiscal year 2024-25 budget for community grants. The funds are appropriated from the Tourism and Economic Development (TED) Fund.

For the fiscal year 2024-25, the Council decided to be the governing body to hear the presentations and approve the grants for the various community groups.

The staff has organized the enclosed presentation packet to help the council.

**STAFF ANALYSIS:**

The staff is providing the table below as a reference point to assist the Council with its decision-making process.

Social	\$	119,273.00
Economic	\$	29,450.00
	\$	<u>148,723.00</u>
Chamber	\$	76,500.00
Air Show	\$	18,500.00
	\$	<u><u>243,723.00</u></u>

The staff is also noting the following items for your consideration.

1. The packet includes the community grant applications in the order they were received, and the presentations will be in the same order.

2. The grant summary page includes the applicant's original request, annual report, and 501(c)(3) status as of the date the agenda packet was prepared.
3. The Jefferson County Chamber withdrew its capital outlay of \$40,000.
4. During the Council's meeting, The Jefferson County Chamber and Airshow of the Cascades presentations are scheduled for June 11, 2024.

**FISCAL INFORMATION:**

The Budget Committee has approved \$80,000 in appropriations for community grant applications. We expect a modest increase in TED funds for the 2024-25 budget.

**SUPPORTING DOCUMENTATION:**

**STRATEGIC GOAL:**

Goals related to economic and community development.



**Community Project Grants  
Budget Year 2024-2025**

Organization	Original Request	2023-2024 Report Received	Active 501(c)(3)	Award
Garden of Eatin	\$ 700.00		No	
Veterans	\$ 5,000.00	Yes	Yes	
Veterans Auxillary	\$ 1,000.00		Yes	
Ronald McDonald House- Bend	\$ 5,500.00	Yes	Yes - PDX	
Madras Downtown Association	\$ 18,950.00		Yes	
Madras Rock and Gem Show	\$ 5,000.00		No	
LINC	\$ 6,000.00	Yes	Yes	
High Desert Community Theatre	\$ 2,000.00	N/A	Yes	
Jefferson County Youth Soccer Association	\$ 20,000.00	N/A	Yes	
Heart of Oregon	\$ 1,823.00		Yes - Bend	
WAK-9 Service Dogs	\$ 1,000.00	N/A	Yes	
Kids Club	\$ 10,000.00		Yes	
Latino Association	\$ 5,000.00		Yes	
Chamber of Commerce (ADA Remodel)	\$ -			
JC Little League	\$ 15,000.00		Not Active	
JCFG-FamilyPrograms	\$ 10,000.00	N/A	No	
JCFG-Fence	\$ 12,000.00	N/A	No	
JCFG-COWDEO	\$ 5,000.00		No	
JCFG-Security	\$ 5,000.00		No	
Operation Rudolph-Kiwanis Madras	\$ 2,500.00		Yes	
Madras Community Food Pantry	\$ 11,000.00	NA	Yes	
JC Law Enforcement Banquet, 2021-2026	\$ 750.00			\$ 750.00
Jefferson County Little League(expired)				\$ -
Madras Kiwanis(expired)				\$ -
Madras Sparklers, 2021-2026	\$ 500.00			\$ 500.00
Jefferson County Fairgrounds show barn, 3 of 9	\$ 5,000.00	NA		\$ 5,000.00
Sub-total	\$ 148,723.00			\$ 6,250.00
Chamber of Commerce (presenation on 6/11/24)	\$ 76,500.00		501(c)(6)	
Air Show of the Cascades (presentation on 6/11/24)	\$ 18,500.00		Yes	
Sub-total	\$ 95,000.00			\$ -
Total Awards	\$ 243,723.00			\$ 6,250.00



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

---

**Primary Applicant Contact Name:** DALE HECKATHORN  
**Organization/Club Name (if applicable):** MARGRET DEMENT GARDEN OF EATIN'  
**Phone:** 541-556-0026      **Email:** DALE.HECATHORN@YAHOO.COM  
**Address:** 395 SE C STREET  
**City:** MADRAS      **State:** OR      **Zip Code:** 97741-1771  
**Tax ID (if applicable):** 93-0706888      **Non-profit:** Yes       No   
**Proposed Funding Request:**      \$ 700.00  
**Total Program/Project Cost:**      \$ 965.00      *(tied to budget below)*  
**Check one:**      **Supports Economic Development**        
                          **Supports Social Activity**     

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Our primary goal is to provide our community with a safe and inviting environment to grow and/or harvest fresh fruits and vegetables for their families. A secondary goal is to provide gardening education to interested community members and youth groups. Research has shown community gardens increase property values, beautify urban neighborhoods, decrease crime, and give rise to a range of processes, including civic engagement, community development, mutual trust and collective decision making.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

This community garden makes produce available to many members of our community through a range of distribution points: Jefferson County Food Bank, United Methodist Food Pantry and Community Kitchen, Senior Citizens of Jefferson County, Madras Gospel Mission, self-harvesting by community members and distribution by members of the Lutheran Church of the Good Shepherd + St. Mark's Episcopal Church to the elderly and home bound.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

We serve an ever-growing number of homeless and under-served lower income members of our community who leave messages of gratitude for this very important source of fresh, nutritious produce to supplement their current food sources. Economic impact, though indirect, is certainly valid, by providing healthy food, increasing physical activity, improved mental health and community pride and involvement. These factors are very helpful in promoting social health, community cohesion and a more economically productive community in general.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

The Margaret Dement Garden of Eatin' is managed by the Lutheran Church.

**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

The Margaret Dement Garden of Eatin' receives monetary contributions from community and church members throughout the year. Additionally, we generally have in excess of 400 hours of in-kind donated time from the community to maintain and manage the garden, which would equate to well in excess of \$5,000.00 in value. Additionally we have support from numerous businesses in our community through donated and/or donated supplies, such as: City of Madras, Phil's Ace Hardware, Platt Electric, Brightwood Corporation, Central Oregon Organix and Madras Garden Depot.

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

We are currently supporting a Girl Scout Troop and a Latino church group that will be assisting and learning in the garden



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

We encourage everyone that utilizes the garden to document, on sheets provided, both time spent working in the garden and produce harvested. We never ask for personal information, we merely want to track our success and glean information from patrons as to what they like or dislike about the garden and suggestions for improvement. We get dozens of pages of comments each year.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

The Margaret Dement Garden of Eat'n' is an ever expanding endeavor, supported by interested community members and members of the Lutheran Church of the Good Shepherd + St. Mark's Episcopal Church. We have a "Garden Team", comprised of both community and church members. We meet on the first Wednesday of each month at 10:00 AM at the church. We encourage all interested people from the community to attend and participate.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

Please check that the following apply & are understood:

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

<i>Dale Heckathorn</i>	
------------------------	--

**Signature**

**Date**

**Dale Heckathorn**

Digitally signed by Dale Heckathorn  
Date: 2024.03.04 15:18:59 -08'00'

**Printed Name**

<i>For office use only:</i>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed:                    207-207-520-1217	
_____ Un-programmed:                207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

---

Project/Program Name:

Requested Amount: \$

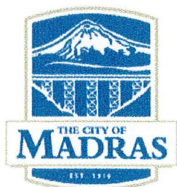
**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		700.00
Community and Church contributions	350.00	
<b>TOTAL</b>	350.00	700.00

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies	200.00	
Rent		
Utilities	765.00	700.00
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>	965.00	700.00

Comments/Other information to consider:



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

---

**Primary Applicant Contact Name:** Leonard Hellwig

**Organization/Club Name (if applicable):** VFW Post 12141

**Phone:** 541-777-1453

**Email:** lenjudy2005@yahoo.com

**Address:** 380 Sw 5th. St. PMB 340

**City:** Madras

**State:** Or.

**Zip Code:** 97741

**Tax ID (if applicable):** 30-0838150

**Non-profit:** Yes  No

**Proposed Funding Request:** \$5,000

**Total Program/Project Cost:** \$5,000

*(tied to budget below)*

**Check one:**  **Supports Economic Development**

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Funds raised support our annual Scholarship program for Middle School and High School students. Also we support the Teacher of the Year program.  
We also hope to improve the memorial area at Mt. Jefferson Cemetery and County Fairgrounds as far as flag pole upgrade to both sites and concrete pad and additional memorial upgrade at Mt. Jefferson. Future installation of electric source and lighting of flag poles.



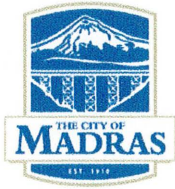
**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Immediate benefit would be to Madras, but all local communities would benefit as well with these upgrades.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Currently these sites look tired. We are hoping to achieve a more pleasing visual effect for our local residents as well as visitors to our area. Our goal is to have flags 24/7 at Mt. Jefferson and a better display for the fairgrounds.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Funding received is managed by our Post Quartermaster-Richard Lohman, contact

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

No other funding sources at this time.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Coordinating with Jefferson County commissioners and will contact Fairgrounds manager.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

Benefits to all residents of Jefferson County

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Upgrades to these sites should last for many years only as weather may take a toll.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

<i>Leonard Hellwig</i>	11 March 2024
------------------------	---------------

**Signature**

**Date**

LEONARD HELLWIG
-----------------

**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: VFW Post 12141

Requested Amount: \$ 5,000

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		\$5,000
<b>TOTAL</b>		\$5,000

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel	\$45.00	\$45.00
Professional Development		
Equipment		
Supplies	\$50.00	\$50.00
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>	\$95.00	\$95.00

Comments/Other information to consider:





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Judy Hellwig

**Organization/Club Name (if applicable):** VFW Auxiliary Post 12141, Madras

**Phone:** 541-646-4881

**Email:** judithhellwig63@gmail.com

**Address:** 1030 NE Meadowlark Ln

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID (if applicable):** 81-5052814

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ 1,000

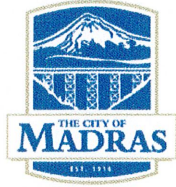
**Total Program/Project Cost:** \$\$1,500 (tied to budget below)

**Check one:** Supports Economic Development

Supports Social Activity

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

We support our veterans, and the Madras community, through donations, scholarships, and social events throughout the year.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

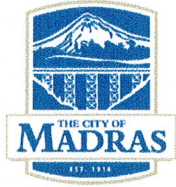
**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

We serve the residents of Jefferson county, including Madras, Warm Springs, Metolius, and Culver.

---

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

We offer scholarships to Jr and Senior High School students. We have helped out with the annual Christmas party at the Community center for the children of this area.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

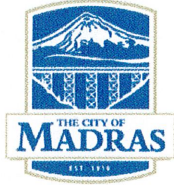
Our funds are managed by our Auxiliary, with all expenditures voted on at our mont

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

We have not applied for, or received and other additional funding.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

We partner with the local VFW here in Madras.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

We awarded \$1,000 in scholarships to local Junior and Senior High students in the Madras area.  
We purchased toys for Veterans Christmas party, totaling \$194.00  
We spent \$ \$497 for new clothing, and Christmas goodies, for Roseberg Veterans Home.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

We will continue to support our veterans, thru donations and help with their functions through the year.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

<b>Signature</b>	<b>Date</b>

<b>Printed Name</b>

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: VFW Auxiliary

Requested Amount: \$ 1,000

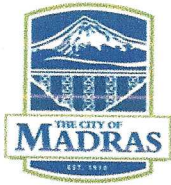
**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application	#2,372-	#1,000-
<b>TOTAL</b>	#2,372-	#1,000-

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		80-
Travel		
Professional Development		550-
Equipment		
Supplies		51-
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify) <i>Donations &amp; Scholarships</i>	#1,000-	#1,691-
<b>TOTAL</b>	#1,000-	#2,372-

Comments/Other information to consider:



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** M. Lauren Olander, Chief Development Officer

**Organization/Club Name (if applicable):** Ronald McDonald House Charities of Oregon

**Phone:** 541-318-4950

**Email:** lauren.olander@rmhcoregon.org

**Address:** 1700 NE Purcell Blvd

**City:** Bend

**State:** OR

**Zip Code:** 97701

**Tax ID (if applicable):** 93-0806912

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ \$5,500

**Total Program/Project Cost:** \$ (tied to budget below)

**Check one:** Supports Economic Development

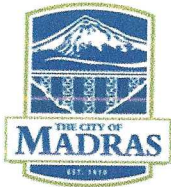
<input checked="" type="checkbox"/>
<input type="checkbox"/>

Supports Social Activity

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

The Emergency Medical Housing and Respite program by Ronald McDonald House Charities (RMHC) provides a vital lifeline to families from Jefferson County, including the City of Madras, who are navigating the daunting challenge of caring for a seriously ill or injured child far from their home community. In 2023, RMHC served over 58 families from Jefferson County, offering them more than 812 free night stays and directly supporting 96 children in need of critical medical care, just from Jefferson County.

Funding this program not only sustains a direct support mechanism for these families but also fosters economic development within the City of Madras. By alleviating the full financial and emotional strain on families from Jefferson County, we empower them to maintain economic stability during their child's medical crisis. The support for lodging, meals, and respite services significantly reduces the financial burden on these families, 89% of whom were on Medicaid in 2023. This stability allows families to focus on their child's health without the added stress of economic hardship, indirectly contributing to the economic well-being of our community by preserving workforce participation and reducing healthcare-related debts that can lead to broader economic instability.



## City of Madras Community Project Grant Application Fiscal Year 2024-2025

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

The Emergency Medical Housing and Respite program benefits a broad and diverse community within Jefferson County, including the City of Madras. Our program directly serves families with seriously ill or injured children, encompassing a wide age range of pediatric patients from infants to young adults under 21. For these families, finding lodging close to their hospitalized children brings relief and a sense of hope during a time of disruption and pain. Approximately 72% of the families served by the Bend Ronald McDonald House have specifically traveled from the surrounding rural communities such as Deschutes, Crook, Jefferson and Harney County.

Geographically, this program supports residents from the entire Jefferson County, focusing on those who must travel long distances to access specialized pediatric care. Demographically, the program is inclusive, serving families regardless of socioeconomic status, although it's noteworthy that a significant majority (89%) of the beneficiary families were on Medicaid in 2023, indicating a high level of support for economically disadvantaged populations. Our “community” is defined not just by geography but by shared experience and need, encompassing families facing the universal challenge of a child's severe health crisis.

In 2023, RMHC served over 58 families from Jefferson County, offering them more than 812 free night stays and directly supporting 96 children in need of critical medical care.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

RMHC provides essential community services to pediatric patient families seeking lifesaving medical care for their children. In 2023, approximately 56% of the families who stayed with RMHC are on or below the poverty line before medical bills start piling up. The combination of low household incomes and extensive medical expense makes it nearly impossible for these families to afford lodging. Without RMHC, these families would be forced to commute to and from the hospital, or sleep in the hospital lobby or their car.

The economic impact of the Emergency Medical Housing and Respite program on the City of Madras and its residents is multifaceted. First, by providing crucial support to families during medical crises, the program helps to mitigate potential economic downturns that can result from extended medical care, such as loss of income or employment and increased medical debt. This stabilization is vital for maintaining the economic health of the community.

Additionally, the program indirectly supports local businesses and healthcare providers by ensuring that families remain financially solvent and capable of participating in the local economy. By reducing the financial stress on families, we enable them to contribute to the economic vibrancy of Madras, whether through patronizing local businesses or sustaining employment.

Based on the increased cost of lodging, food, gasoline, and everything a family needs while staying far from home, we anticipate RMHC's costs to run our programs will increase accordingly. We estimate the value of food, lodging, our programs, and services provided to families from Jefferson County costs approximately \$203,000.00 to RMHC (\$250/night). Because of support like yours, we can continue to run our programs at NO COST to our families.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

We use a restricted fund tracker to itemize all funding used to support this program. <sup>+</sup>

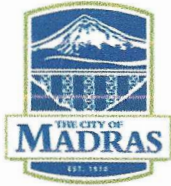
**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

Sources of funding to support our Emergency Medical Housing and Respite Program:

1. Central Oregon Open Golf Tournament- anticipated revenue in 2024- 100K
2. Funding from McDonald's Local Owner/Operators- expected revenue 92K
3. Individual Donors and Corporate Giving- 112K
4. Grant Support-
  - a. St. Charles Foundation
  - b. Bean Foundation
  - c. Roundhouse Foundation
  - d. Les Schwab Tire Centers
  - e. Maybelle Clark Macdonald
  - f. Oregon Community Foundation
  - g. First Interstate Bank

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

This is a program that will be run "in-house" by staff, along with volunteer support throughout the year. We have volunteers who spend their days in the house helping clean for the families, do laundry, cook meals, take care of the Ronald McDonald House so it is fully stocked for families to meet all their needs during their time with us. The RMHC staff and volunteer meal groups will be preparing and assembling meals for the families and using supplies from our pantry and freezer to prepare meals. We have a handful of volunteer who come in and cook multiples times a month and have for years. These volunteers will continue to serve meals as often as they are able.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

The success of the Emergency Medical Housing and Respite program will be measured through several key indicators:

- The number of families from Jefferson County served annually.
- The total number of free night stays provided to these families.
- Feedback and satisfaction surveys from beneficiary families.
- The percentage of families from the program who were able to maintain their economic stability during their child's medical treatment.

It costs RMHC approximately \$250.00 per day for a family to stay at the Ronald McDonald House, providing them a comfortable room, meals and snacks, transportation, laundry, entertainment, personal toiletries, and amenities- all at NO COST to vulnerable pediatric patient families in need.

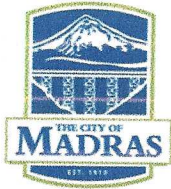
Generous community support helps to underwrite the Emergency Medical Housing and Respite Program costs. With the financial support of our community, thousands of volunteer hours and our amazing Guest Services staff, we are able to provide emergency medical housing to all families in need, especially those from Jefferson County.

Reporting will be conducted annually, with findings shared with the City of Madras officials, stakeholders, and the community through reports, presentations, and updates on our website. This transparent sharing of outcomes will ensure accountability and continuous improvement of the program.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

The majority of our funding will always be from individual philanthropy, grants and events. We will continue to invest our time and energy in our communities that support RMHC through philanthropic giving, whether through individual donations or grants. We will continue to provide mission delivery and community engagement opportunities to introduce more and more potential donors to RMHC and ask for their support.

A grant of \$5,500 from the City of Madras in 2024 will help to cover the costs to provide overnight stays to families from Jefferson County in need so that they are able to focus their energy and attention on what matters most- the treatment and healing of their children.

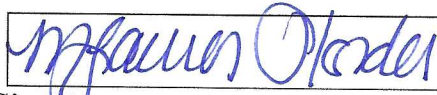
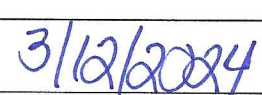


**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

Please check that the following apply & are understood:

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| • Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • I understand that we are required to present to the City’s budget committee as part of the application process  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • If awarded the funding, I understand that we will be notified via email of our award.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	
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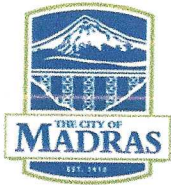
**Signature**

**Date**


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**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: Emergency Medical Housing and Respite

Requested Amount: \$ 5,500

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		5,500
St. Charles Foundation	5,000	
Private Donation	20,000	80,000
Cambia Health Foundation	10,000	
First Interstate Bank	10,000	
<b>TOTAL</b>	45,000	85,500

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)	5,500	\$250/night- lodging, security, housekeeping, laundry, support staff
<b>TOTAL</b>		

Comments/Other information to consider:

RMHC is so grateful for your support of families from Jefferson County who make the Ronald McDonald House their "home away from home" at the most difficult time in their lives. We serve many wonderful families from your community who allow us to be part of their journey and we are truly blessed and honored. Thank you again for your years of support of these families.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:**

**Organization/Club Name** *(if applicable):*

**Phone:**

**Email:**

**Address:**

**City:**

**State:**

**Zip Code:**

**Tax ID** *(if applicable):*

**Non-profit:** Yes

No

**Proposed Funding Request:** \$

**Total Program/Project Cost:** \$ *(tied to budget below)*

**Check one:**      **Supports Economic Development** \_\_\_\_\_  
                         **Supports Social Activity** \_\_\_\_\_

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | <b>Yes</b>               | <b>No</b>                |
|---|--------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

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**Signature**

**Date**

--

**Printed Name**

<b><i>For office use only:</i></b>	
<i>Date application received:</i> _____	<i>Amount awarded:</i> _____
<i>Date application awarded:</i> _____	<i>Award entered into tracking sheet:</i> _____
_____ <i>Programmed:</i> 207-207-520-1217	
_____ <i>Un-programmed:</i> 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

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Project/Program Name:

Requested Amount: \$

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		
<b>TOTAL</b>		

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>		

Comments/Other information to consider:



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Anthony L Mitchell

**Organization/Club Name** *(if applicable)*: Jefferson County Faith Based Network

**Phone:** (541) 604-2745

**Email:** anthony@jcfnb.org

**Address:** PO Box 416

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID** *(if applicable)*: 46-1018517

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ 6,000.00

**Total Program/Project Cost:** \$ 15,000.00 *(tied to budget below)*

**Check one:** **Supports Economic Development**

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

We are seeking funds for the distribution of rent and utility assistance.

LINC Madras is a community resource center that serves those in our community who are struggling with financial instability and are at risk of becoming homeless. Among our services are rent and utility assistance, distribution of propane, and job coaching. Prior to providing assistance, we conduct an interview with the client to assess their needs and determine the level of assistance we can provide. This helps us both maximize our resources and our impact.

Homelessness causes an economic strain on the city and our community at large. By providing, rent and utility assistance we are preventing people from ending up on the streets. As people receive help and become stable, they are able to stay in the area and continue to spend their money at local businesses, boosting the economic development in the City of Madras.

Additionally, our utility assistance program is a critical front-line resource for keeping people safe and warm in their residences.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Men, women, and children who are low income and/or at risk of experiencing homelessness, as well as individuals and families experiencing homelessness. We serve people of all races, identities, and ages in Jefferson County.

Our clients include underrepresented groups such as Latinx, Native American, African American and Asian/Pacific Islander. Primarily, LINC serves extremely low to low-income residents in the City of Madras, and Jefferson County.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

We are continuing to see low vacancy rates and unaffordable housing in the Madras/Jefferson County area. With Madras' poverty rate at 18.1% (nearly 7% higher than the national average), we are continuing to see people struggling to feed their families and remain in housing. JCFBN is only one of a limited number of organizations in Central Oregon that are in a position to support rent or utility needs.

One of our primary objectives at LINC is to keep people off the streets and in housing, which in turn brings relief to our local hospital, police department, and businesses.

We have been moved to compassion after hearing countless stories of people and families falling on hard times and in desperate need of a small, selfless kindness. Most of our clients are desperately seeking financial assistance to get food on the table, gas in the tank, and keep a roof overhead. We offer what we can with the goal that they find stable income and transcend the difficulties of their present situation.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Anthony Mitchell: anthony@jcfbn.org (541) 604-2745

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

Currently, there is no other committed funding for the upcoming City of Madras grant period beginning July 1, 2024. However, JCFBN will continue to identify additional sources of support for the rent/utility assistance program.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Salvation Army  
Family Access Network  
Best Care Treatment Services  
Living Hope Christian Center  
Juniper Community Church  
New Life Christian Fellowship  
Cornerstone Baptist Church  
City of Madras (for client referrals)



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

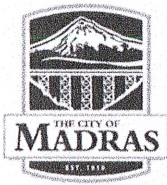
**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

In 2023, 266 individuals were served at LINC. A total of \$13,354.71 was distributed for rent and utility assistance. In 2024, we estimate that 30 people will access our services to receive rent/utility assistance, and we will spend \$15,000.00 to meet those needs.

The \$6,000.00 we are asking from the City of Madras will assist 15-20 people.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

JCFBN is constantly working on fundraising to support our programs through a network of funding sources. We rely on donations as well as grant seeking. Providing rent and utility assistance in our LINC Madras program is one of the most important things we do, and we make it a priority to have funds to support our community in this way.




**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	3/13/24
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**Signature**

**Date**

ANTHONY L. MITCHELL

**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
Programmed: 207-207-520-1217	
Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: LINC Rent/Utility Assistance

Requested Amount: \$ 6,000.00

**Sources of Support**

<b>Revenue Categories</b>	<b>Committed Funds</b>	<b>Pending/ Requested Funds</b>
Community Project Grant application		\$6,000.00
<b>TOTAL</b>		\$6,000.00

**Expenses**

<b>Expense Categories</b>	<b>Amount Requested</b>	<b>Total Expenses</b>
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent	\$2,000.00	
Utilities	\$4,000.00	
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>	\$6,000.00	

Comments/Other information to consider:

LINC is a front-line resource for very low and extremely low income residents of Madras and Jefferson County. The City of Madras' support of rent and utility assistance is helping to sustain a vital safety net for those in precarious situations in our midst.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Teri Drew & Marsha Casey

**Organization/Club Name (if applicable):** High Desert Community Theater

**Phone:** 541.419.8097      **Email:** Teri2Drew@hotmail.com

**Address:** 155 SE J St

**City:** Madras      **State:** OR      **Zip Code:** 97741

**Tax ID (if applicable):**      **Non-profit:** Yes  No

**Proposed Funding Request:** \$ 2,000

**Total Program/Project Cost:** \$ 5,500      *(tied to budget below)*

**Check one:**

<b>Supports Economic Development</b>	<input checked="" type="checkbox"/>
<b>Supports Social Activity</b>	<input type="checkbox"/>

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Madras does not currently have many free offerings to encourage an evening out for our community members — High Desert Community Theater showings provide just that. By providing free entertainment for the community, we increase social connections and inspire our audience to “make an evening of it”. We also draw audience members from as far as the valley; they come and stay in our hotels and visit our stores and restaurants.

Additionally, we advertise for and encourage support of our sponsors as well as purchase production supplies locally whenever possible and pay venue rental fees to the Madras Performing Arts Center.

If awarded, these funds will be used for PAC rental fees which is our single largest expense.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

High Desert Community Theater shows are actively advertised throughout Central Oregon and beyond; we have regular patrons who make special trips from the valley.

With the belief that theater should be accessible to all, we never charge admission (although donations are always welcome). Until this guild started, many in our community had never seen live theater as travel distance and cost were often prohibitive; we have removed those barriers.

We also only present comedies that are appropriate for all ages.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Economic Impacts:

- hotel stays for out-of-town audience members
- dining out for patrons
- PAC rental fees
- Storage rental fees
- Prop & costume purchases (purchased in town whenever possible)
- Set building materials

High Desert Community Theater offers its audience an opportunity to get out of the house and join family and friends, old and new, for a fun evening out. By allowing our community members and guests to stay local for free entertainment, we afford economic opportunities for our local businesses in hosting guests, receiving advertising, and the funds we spend (PAC rental, storage, prop and costume purchases, set building materials, etc.) to put on these shows.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

The High Desert Community Theater has a very active board of directors who direct

**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

The High Desert Community Theater has amazing sponsors who help funds and in-kind donations. We also collect donations from the audience at each show.

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Madras Performing Arts Center, Madras-Jefferson County Chamber of Commerce, Culver City Hall, The Madras Pioneer, Hummingbird Junction, Central Oregon Pave & Seal (COPS), Bruce & Jan Hoyt, Bright Wood Corporation, Terry Fuller Salon, Color Salon, Metolius Mobile Manor, Mid Oregon Credit Union, Dave & Judy Pokorney, and Aaron's



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

We measure success by attendance, laughter, and applause. Total attendance for our Fall '23 show was 626 patrons.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

High Desert Community Theater will continue on with one or two shows a year thanks to the generosity of our sponsors and patrons.

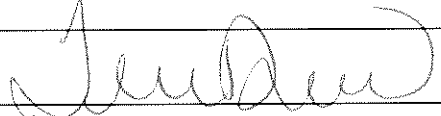


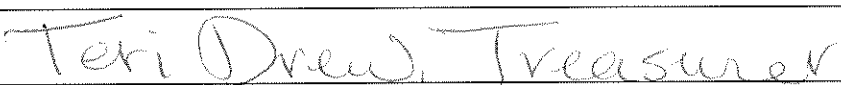
**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| • Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • I understand that we are required to present to the City’s budget committee as part of the application process  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • If awarded the funding, I understand that we will be notified via email of our award.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	3/14/24
<b>Signature</b>	<b>Date</b>


<b>Printed Name</b>

<i>For office use only:</i>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: High Desert Community Theater

Requested Amount: \$2000.00

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		2,000.00
<b>TOTAL</b>		2,000.00

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		2,000.00
Rent	2,000.00	3,500.00
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>	2,000.00	5,500.00

Comments/Other information to consider:

Granted funds will stay within Madras covering rental fees for the Madras Performing Arts Center.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Imer Gutierrez

**Organization/Club Name (if applicable):** JCYSA (Jefferson County Youth Soccer Association)

**Phone:** 5417777193

**Email:** imer@dreamsrealtygrp.com

**Address:** 218 NE Jefferson Street

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID (if applicable):** 94-3195496

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ 20,000.00

**Total Program/Project Cost:** \$ (tied to budget below)

**Check one:**

<b>Supports Economic Development</b>	<input checked="" type="checkbox"/>
<b>Supports Social Activity</b>	<input type="checkbox"/>

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

The program supports the economic development by expanding to an OYSA affiliate which can sanction tournaments along with hosting soccer leagues for our K-5th grade. JCYSA has recently made preliminary plans with Bend FC to start a fall league in Madras in which Bend and its youth teams will travel to Madras for a soccer league in the fall. Gas stations, convenience stores, fast food, restaurants and hotels would see an increased traffic, including inviting food trucks on site.



**City of Madras  
Community Project Grant  
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**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

JCYSA serves in the Madras area but caters to Metolious, Culver and the Warm Spring communities. We run a recreational soccer program from Pre K - 15 years old. We have diversified our soccer program not only to run a recreational soccer program but also produce a competitive U15 boys and girls team along with a u19 boys program. We strive to build cultural equity amongst the parents, children and community in Madras.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Allowing this grant will provide enough for JCYSA to keep providing a qualitative soccer program at an affordable rate that caters to our unique community by updating equipment, affording uniforms, OYSA fees, sponsoring our travelling teams, hosting our own league that will accommodate Bend FC and their league to come to Madras to compete.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

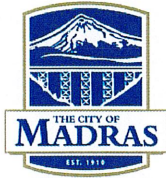
Steven Fisher

**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

We have reached out to local sponsors such as COSI, Brightwood corp, Keiths and Dreams Realty Group and Chinook Winds for donations. In 2024 we have acquired a \$500.00 donation from Brightwood Corp. OYSA has given one of our coaches; Imer Gutierrez a grant to pay for his coaching certification. We are continuously reaching out to other members of the community to help our competitive and recreational side of soccer.

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Currently working on reserving the juniper hills park for the fall, once we do we will work on getting a letter from Bend FC for our fall league.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

Our program is continuously growing year after year. 2023 was the first year we expanded from pre K - 5th grad to a middle school program. We are not only building better athletes, we are building stronger values, sense of community and morales in our youth by having them do community service in events such as First Thursday and Latino Fest. We keep our high school target group engaged by coaching and reffing the younger childrens games. We estimate to have Pre K to 5th grade age group, 350 children. Middle school age group to reach about 120 children and 20 High school athletes.

In the fall we are hoping to project those number to 900 children.

We would like to run an indoor soccer league in the winter, gym space permitting. If we can acquire the space, we anticipate about 500 children as well.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

The program has been self sufficient for decades as of now but that has placed a glass ceiling over our head. We are projecting with this assistance, that we can break through that cap and keep expanding and affiliate with other leagues.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | <b>Yes</b>                          | <b>No</b>                |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

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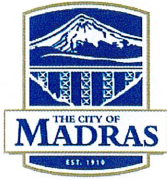
**Signature**

**Date**

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**Printed Name**

<b><i>For office use only:</i></b>	
<i>Date application received:</i> _____	<i>Amount awarded:</i> _____
<i>Date application awarded:</i> _____	<i>Award entered into tracking sheet:</i> _____
_____ <i>Programmed:</i> 207-207-520-1217	
_____ <i>Un-programmed:</i> 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

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Project/Program Name: JCYSA

Requested Amount: \$20,000.00

**Sources of Support**

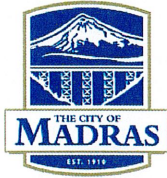
Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		
<b>TOTAL</b>		

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>		

Comments/Other information to consider:

We can provide an in depth Budget plan that does not fit into this criteria. Please contact Imer Gutierrez at 541-777-7193 or email [imer@dreamsrealtygrp.com](mailto:imer@dreamsrealtygrp.com)



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Laura Handy

**Organization/Club Name (if applicable):** Heart of Oregon Corps

**Phone:** 541-475-7599

**Email:** cathy.mandeville@heartoforegon.org

**Address:** 59 SE 5th St.

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID (if applicable):** 93-1303879

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ 1,823

**Total Program/Project Cost:** \$ 201,456 *(tied to budget below)*

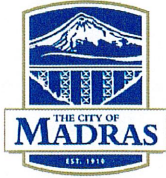
**Check one:**      **Supports Economic Development**        
                          **Supports Social Activity**                             

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Heart of Oregon Corps (HOC) creates pathways out of poverty for local youth and their families. HOC's "work, earn, learn" model invests in "opportunity youth" ages 16-24, most of whom come from underserved backgrounds, to prepare them for the workforce and encourage their self-reliance. We run 6 job skills and education programs across Central Oregon region, including a Thrift Store in the heart of downtown Madras. The Thrift Store provides youth with job skills training; retail, working at the cash register, and customer service.

Initially tailored to youth with disabilities, our Thrift Store program has expanded to include all young people seeking retail job training opportunities. As a result, we've included youth without disabilities. During the summer months, the store employs 8-10 youth, providing them with valuable work experience and training while paying them a wage of \$15.00/hour. This initiative not only benefits the youth of Madras but also contributes to their personal and professional development.

In collaboration with the Youth Transition Program (YTP) at Madras High School, we offer students a glimpse into the workforce, promoting community engagement and service. This investment in Madras youth reflects our commitment to supporting local families and nurturing a brighter future for all.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Students at HOC’s Thrift Store are part of a school-to-work volunteer program with the 509J Jefferson County School District. Our program serves youth with disabilities, and other challenges or barriers, by preparing them for employment in their communities.

The following is a demographic breakdown of the 14 Jefferson County Students most recently served; 57% white, 21.5% Latinx, and 21.5% Native American. 64% percent of the students had Individualized Educational Programs (IEPs) with physical, mental, developmental, and/or learning disability designations.

Last year, 14 students (16-21 years old) were trained in retail/resale job skills, which helped them build confidence, leadership, and connection to their community. Nine youth remain in high school or are currently in the Youth Transition Programs through Madras High School. Two youth were placed into jobs in the local community and one was attending Central Oregon Community College. Students volunteered 419 hours at the Thrift Store so far this school year.

HOC’s Thrift Store helped 233 families and individuals in need last year through our Voucher Program, providing \$10,287 in donated merchandise.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

HOC’s Thrift Store program is a great opportunity for youth who are experiencing disabilities, or other challenges from Madras High School to earn an income, gain retail job experience and training. We work with partners in the community including LINC, Family Access Network, MountainStar Relief Nursery, and Best Care to provide clean clothing, shoes, temporary shelters (tents) and sleeping bags to children, families and the homeless in the area. We also partner with the 509J Jefferson County School District and Culver School District to assist families in need any way we can - often through donated clothing, shoes, housewares and coats. Throughout the year, we will be hiring 6-8 youth, paying them an hourly wage of \$15/hour. Heart of Oregon Corps is committed to helping improve the economic and social well-being of the Madras Community, and we believe sustaining a clean and organized Thrift Store contributes to that goal.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Funds will be managed by Laura Handy, Executive Director and the HOC Fiscal De

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

The HOC Thrift Store has committed funds from the Jefferson County School District (\$20,000), Madras Kiwanis (\$150), Central Oregon Latino Partnership Program (\$2,000), Madras Elks Lodge (\$1,000), Oregon Youth Corps OJT grant (\$30,000), and Thrift Store sales (\$72,727).

Pending funds include St. Charles Foundation (\$8,000), Samuel S. Johnson Foundation (\$10,000), City of Madras (\$1823) and future Thrift Store sales.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

HOC's Thrift Store partners with many local organizations including the Madras High School Youth Transition Program, the Jefferson County School District 509-J, COIC, Central Oregon Latino Partnership Program, Madras Kiwanis, Youth Career Connect, LINC, Family Access Network, MountainStar Relief Nursery, and Best Care. Local businesses in the City of Madras have also supported our program through job placements, in-kind donations, and event assistance. These businesses include the Madras-Jefferson County Chamber of Commerce, Madras Elks Lodge, Thriftway, Safeway, Madras Pioneer, First Interstate Bank, and Mid-Oregon Credit Union.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

HOC's Thrift Store program is structured with phases and milestones to encourage youth achievement. Performance measures include job performance reviews, work readiness certificate attainment, engagement incentives, and placement in employment. The program also aims to prevent or reduce anti-social, delinquent, or destructive behavior and recidivism for those who have been court-involved. In 2024, we estimate 14 students will be trained in retail/resale job skills, building self-esteem, leadership skills, and value to their community. We aim to have at least six youth placed into employment or Post-Secondary Education upon exit of the program, and we are currently on track to meet these goals. Additionally, we plan on hiring 8-10 youth throughout the year, paying \$15/hour.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Heart of Oregon Corps (HOC), founded in 2000, has consistently demonstrated a sustained commitment to investing in the development and empowerment of Central Oregon youth. At present, HOC is more financially stable now more than ever. Our multifaceted programs are designed to effect transformations in the lives of young people through educational and job skills training. Our overarching aim is to cultivate economic self-sufficiency, independence, and holistic accountability among program participants. The HOC Thrift Store serves as a pivotal component in fostering a transformative program culture deeply rooted in the long-term career goals and financial success of our young people. Acknowledging the evolving landscape of opportunities for young people, the HOC Thrift Store provides impactful efforts aimed at equipping underserved youth with the essential skills needed for navigating pathways to self-sufficiency and independence.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

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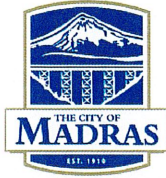
**Signature**

**Date**

<b>Laura M Handy</b>	Digitally signed by Laura M Handy Date: 2024.03.15 08:28:12 -07'00'
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**Printed Name**

<i>For office use only:</i>	
<i>Date application received:</i> _____	<i>Amount awarded:</i> _____
<i>Date application awarded:</i> _____	<i>Award entered into tracking sheet:</i> _____
_____ <i>Programmed:</i> 207-207-520-1217	
_____ <i>Un-programmed:</i> 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: Heart of Oregon Thrift Store

Requested Amount: \$ 1823

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		\$1823
509J-Jefferson County School District	\$20,000	
Thrift Store Sales		\$72,727
Oregon Youth Corps-OJT Grant	\$30,000	
Misc income and other funders	\$3,150	\$18,000
<b>TOTAL</b>	<b>\$53,150</b>	<b>\$92,549</b>

**Expenses**

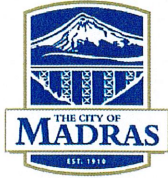
Expense Categories	Amount Requested	Total Expenses
Personnel		\$149,791
Fringe/Benefits		\$26,177
Consultants and Professional Fees		\$257
Travel		\$560
Professional Development		
Equipment	\$1404	
Supplies	\$253	\$8364
Rent		
Utilities		\$11,575
Postage		\$30
Printing and copying		\$956
Telephone		
Other (specify)	\$166 (10% indirect cost)	\$3746
<b>TOTAL</b>	<b>\$1823</b>	<b>\$201,456</b>

Comments/Other information to consider:

The following is the budget detail:

Equipment - 2 exterior security cameras, AED defibrillator

Supplies - Wall cabinet to store AED, AED placard (signage), metal lid lock for dumpster



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** William O'Daniel

**Organization/Club Name (if applicable):** WAK-9 Service Dogs

**Phone:** 9286996905

**Email:** wak9servicedogs@gmail.com

**Address:** 1323 NE Brown Drive

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID (if applicable):** 93-4912240

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ 1,000

**Total Program/Project Cost:** \$ \$1,000 *(tied to budget below)*

**Check one:**

**Supports Economic Development**

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Thank you for your consideration of our application. WAK-9 Service Dogs is working on building a new training facility here in Madras attached to the current WAK-9 property. This facility will be owned by WAK-9 Service Dogs. Currently, we have about half of our recommended budget (\$25,000) and will need roughly \$25,000 more to build the facility to train service dogs. Any amount helps contribute to the project.

WAK-9 Service Dogs' mission is "A New Leash on Life", assisting clients in our community with disabilities to get service dogs who can help them with their care needs. Helping our local community with service dogs helps them get out to have fun in Madras and surrounding communities, be able to contribute to society, and be able to enjoy what our beautiful town has to offer. Our goal initially is to build the facility so we can then branch out and purchase the service dogs (free of charge to applicants) so they can be trained here on our current WAK-9 Training lot.



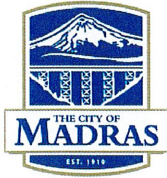
**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

The communities that will benefit will be primarily Madras, but the goal is to serve Central Oregon residents as well. We will be open to outside cities and states applying to the WAK-9 Service Dogs program, however our goal is to service clients here in our local area who have disabilities and cannot afford a service dog which can cost upwards of \$20,000-\$50,000 trained.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Our goal as WAK-9 Service Dogs is to "Create a New Leash on Life". Helping our clients manage their disabilities through a trained service dog helps them get out into our growing and thriving community, to spend time at our parks, restaurants, and other businesses. Helping our clients means they can live their life to their fullest right here in our town.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Funding will be managed by the Non-Profit WAK-9 Service dogs which is comprised

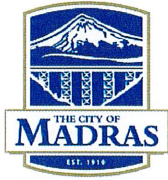
**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

Please see above. We have raised nearly \$25,000 for our building project, but we do need about double that amount to build.

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Rock n EZ Rescue Ranch

4H Dog Training-The Bulldozers



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

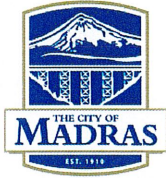
**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

Our goal will be to provide updates to the city of Madras and via our monthly WAK-9 Service Dog board meetings which are held the 18th of each month at 3 PM at 1323 NE Brown Drive, Madras, OR 97741.

Our goal is to use this facility as a hub of training in Madras, OR. Only a few service dogs will be trained per year to use this facility. However, our goal is to lease out the facility to other agencies for use, training, or other activities. The overall amount of people this will affect is unknown at this time, but currently those that would likely be using the facility regularly are around 10+ people.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Our goal after the project is completed is to continue to fundraise for the building and service dogs. We have had many donations from the community of Madras and beyond, and we will continue to need donations for our projects as the service dog program grows. However, any amount will contribute towards the initial building which is our biggest hurdle to starting the program.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as "Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base".</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City's budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

<i>William O'Daniel</i>	3/18/2024
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**Signature**

**Date**

William O'Daniel
------------------

**Printed Name**

<i>For office use only:</i>	
<i>Date application received:</i> _____	<i>Amount awarded:</i> _____
<i>Date application awarded:</i> _____	<i>Award entered into tracking sheet:</i> _____
_____ <i>Programmed:</i> 207-207-520-1217	
_____ <i>Un-programmed:</i> 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

---

Project/Program Name:

Requested Amount: \$

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		
<b>TOTAL</b>		

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>		

Comments/Other information to consider:





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

---

**Primary Applicant Contact Name:** Caren Pilkington

**Organization/Club Name (if applicable):** Jefferson County Youth Organization – Kids Club

**Phone:** 541-475-7028

**Email:** kidsclub@509j.net

**Address:** PO BOX 571

**City:** Madras

**State:** Or

**Zip Code:** 97741

**Tax ID (if applicable):** 26-1377894

**Non-profit:** Yes  No

**Proposed Funding Request:** \$10,000

**Total Program/Project Cost:** \$239,000 *(tied to budget below)*

**Check one:**  
**Supports Economic Development**   
**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Our mission is to provide enrichment activities and opportunities for kids, especially those who need us most, to learn important skills, in a safe environment, that will enable them to reach their full potential. The Kids Club meets kids essential needs: a safe, positive environment; fun, relevant programming; supportive relationships; opportunities and expectations; recognition; and nutrition. We are serving 75 diverse school-aged kids per day, and 200 annually. Before the pandemic, we served 100 diverse school-aged kids per day and 400 annually.

Every day our kids are provided balanced, healthy meals. Our robust program creates a strong academic success rate within our community, promotes healthy kids, and helps kids build character and citizenship. With 25% of our revenue from membership fees and a 35% reduction in the number of kids served at the club, we rely on City of Madras funds to support our ongoing programs. Kids Club is also limited by the number of kids we can serve given our current hiring challenges. Your grant will support supplies and equipment for physical fitness, the game room, arts and crafts, the homework program, and other programs.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Kids Club serves the multi-ethnic community of Madras and Jefferson County, where 20.9% of the population lives below the poverty level and 75% of the school children qualify for free or reduced-price lunch. The high-school completion rate is 85%, and college enrollment rates lag behind the state average. Every day, our kids face the problems that attend to the persistent poverty in Jefferson County, and many also face language barriers.

Approximately 38% of our kids are Caucasian, 48% are Latino, and 14% are other ethnicities. The Kids Club staff and board represent the diversity in our community. We work hard to engage all sectors of the community in our work. We host family nights and programs to ensure that all our members and their families have engagement opportunities. Our staff is also bilingual.

Your grant helps us remove another barrier for low-income kids and their families by providing them with access to our projects and programs. Through a continuum of services, we provide children and teens with a platform for success by equipping them with the life, academic, and career-related skills necessary to thrive in Madras and in a 21st-century global society.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Kids Club directly benefits the City of Madras, its residents, and our families. Our families are employed in businesses throughout the community, from large employers like the Bright Wood Corporation and the St. Charles Medical Center to local manufacturing and agriculture businesses. Many of our kids’ parents work multiple jobs to sustain their families. We provide the enriching child care they need to continue working and contributing to the Madras economy.

We also continue to be humbled by the pride and commitment of our families. Historically, our families have not requested any financial support for membership. Unfortunately, some of our families are now asking for scholarships to help pay their membership dues. Our kids and families are one of the most vulnerable populations impacted by the pandemic.

Every day our kids face the problems that persist in poverty. Often their parents work multiple jobs to sustain their families. The opportunities we provide are critical for our students academic success. Being able to afford quality childcare continues to be one of the largest financial burdens facing working families; moreover, childcare has proven to be cost prohibitive for many. There is an undeniable link between childcare and a strong workforce.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Sharon C- 541-410-0428. Board reviews and approves the financial documents

**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

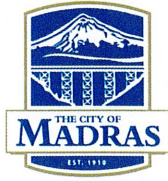
The 2023-2024 budget for the Kids Club is \$239,000. Our income includes 25% membership dues, 65% grants, 3% donations, programs and fundraising, and 7% administrative and in-kind. Funding from foundations, public-sector partners, and corporations has helped us cover the up to \$15,000 per month deficit we are incurring. The deficit is a direct result of the number of kids we are serving which is limited by staffing. The board will continue to use our operating reserve to cover any projected deficits.

We are pursuing every public and private sector funding opportunity that is available to us. The board does not support increasing the membership fees (\$100 per month) for our families due to the challenges they already face, including persistent poverty, language barriers, unemployment, and the pandemic.

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Kids Club has a long history of collaborating with numerous community partners to deliver our programs and summer camps. We are the only program in Jefferson County providing these services. Our leadership quickly pivoted during the pandemic and developed a strategy to continue providing services during the pandemic.

Examples of our community partners include Jefferson County and Culver school districts, OSU extension service, Central Oregon Community College Madras Campus, the Madras Aquatic Center, Caldera, Juntos, Better Ideas, Ethos, Better Together, and Jefferson County Education Coalition. We are fortunate to have amazing support from both the public and private sector in our community. For example, Jefferson County School District 509J allows us to use part of its Westside Elementary School. Another example is the Bright Wood Corporation, which not only provides corporate donations, but also designs ads and purchases advertising opportunities to support Kids Club.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

The project goal is to provide our kids with the tools needed for positive youth development in three core areas: character and citizenship, healthy lifestyles, and academic success.

Our programs will continue to be monitored and evaluated by Kids Club staff and board. We will measure the results through surveys and informal feedback from the kids and their families.

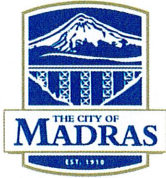
Outcomes:

- Provide a safe place for 75+ kids each day and 200 kids annually.
- Expand the academic success of underserved kids.
- Ensure our kids have the opportunities to participate in programs and activities like their peers.
- Support our kids education through staffing and services in our homework program.
- Promote a healthy lifestyle and reduce childhood obesity for up to 200 kids annually.
- Foster solid social and emotional skills for Kids Club kids – qualities that make good citizens.
- Strengthen cross-ethnic interactions and friendships for Kids Club kids and their families through expanded opportunities for engagement.
- Build and sustain partnerships with other community organizations.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Grant funding is critical to our sustainability. We do not have any extra funds to support our programs and transportation needs. Kids Club has operated a sustainable organization in our community for over 17 years, and we plan to continue to do so. The board makes sure that all families have access to the Kids Club and that fees are not a barrier to participation. We will always rely on grants and local donations to support our programs. This commitment is clearly demonstrated during the pandemic.

The best case scenario is that Kids Club secures the funding needed to support our operations. This funding will ensure that we can keep our fees at the same rate and hire the additional staff needed to support more kids. The worst case scenario will be if the board must continue to use funds out of our operating reserve to sustain daily operations and not have the resources to hire additional staff needed to serve more kids. Regardless of the challenges the board faces over the next year, they will remain flexible and continue to operate a sustainable organization.

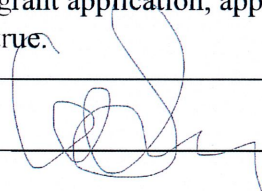


**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

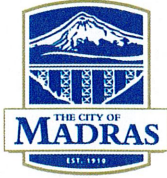
By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	<p style="font-size: 2em; font-family: cursive;">3.19.24</p>
<b>Signature</b>	<b>Date</b>

Caron P. King

**Printed Name**

<i>For office use only:</i>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: Jefferson County Youth Organization – Kids Club of Jefferson County

Requested Amount: \$10,000

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		10,000
<b>TOTAL</b>		<b>10,000</b>

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies	10,000	10,000
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>	<b>10,000</b>	<b>10,000</b>

Comments/Other information to consider:

Your grant will provide the funding to support all the supplies and equipment needed for our ongoing programs in 2024/25. Our programs include physical fitness, the game room, arts and crafts, the homework program, and camps. Having the flexibility to use your grant to meet the needs of our programs and kids throughout the year is critical to our success. Thank you very much for your support.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Lucia Barragan Rodriguez

**Organization/Club Name (if applicable):** The Latino Community Association

**Phone:** 541.615.1996

**Email:** lucia@latca.org

**Address:** 231 SE 6th Street

**City:** Madras

**State:** OR

**Zip Code:** 977401

**Tax ID (if applicable):** 93-1260288

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ 5,000

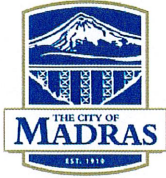
**Total Program/Project Cost:** \$ \$27,050.00 *(tied to budget below)*

**Check one:**

<b>Supports Economic Development</b>	<input checked="" type="checkbox"/>
<b>Supports Social Activity</b>	<input checked="" type="checkbox"/>

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

The Latino Community Association (LCA) seeks \$5,000 in backing for the 2024 Latino Fest, slated for September 14th at Madras's Sahalee Park. This event serves as a spirited celebration for Hispanic Heritage Month, aiming to foster community cohesion through education, community sharing, and partnership, while honoring the contributions of Latine immigrants in Jefferson County and across Central Oregon. Following the triumph of our 2023 gathering, which drew an estimated 2,500 attendees and boasted 120 participating non-profits, vendors, and businesses, we're confident in the event's capacity to spur interest, tourism, and economic prospects for Madras and Jefferson County. In 2023, we garnered a record-breaking \$30,000 in sponsorships and received glowing feedback from community members and partners. Building upon this success, the 2024 festival promises to further spotlight the rich cultural tapestry of Jefferson County, Madras, and Central Oregon, while providing vital economic support to the community.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Latino Fest, held in Madras, embraces inclusivity across the entire Central Oregon tri-county region, extending a warm invitation to people of all backgrounds and identities. Its primary aim is to honor and celebrate the vibrant heritage of the Latine community in Madras and Jefferson County, which boasts a notably higher percentage of Latine and immigrant residents compared to other parts of Central Oregon. With the Latine community constituting over 20% of Jefferson County's population, the festival serves as a beacon of cultural appreciation and unity.

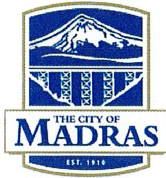
The Latino Community Association (LCA), operating since 2013 with an office in Madras, diligently serves Latine families throughout Central Oregon. Our multifaceted programs encompass Workforce Education & Training, Family Empowerment, Healthy Families, Cultural Enrichment, Immigration & Advocacy and Youth Rising, fostering a supportive environment for community growth and empowerment.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

The economic impact of the Latino Fest on Madras is substantial. In 2023, the event significantly boosted the local economy by drawing in a considerable influx of visitors, particularly benefiting downtown businesses. Notably, the concurrent timing of the festival with the local farmers market amplified sales for vendors, capitalizing on the large crowd of over 2,000 Latino Fest attendees. Local business owners, showcasing a diverse array of goods ranging from food to artisan works, reaped the rewards of this heightened foot traffic.

Furthermore, the visibility garnered by the event contributes to the recognition of the Latino Community Association (LCA), thereby enhancing our organizational profile and the impact of our initiatives within the Jefferson County community. This increased recognition not only bolsters our efforts but also amplifies our ability to serve families across the region effectively.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

501c3, ED Daniel Altamirano Hernandez; daniel@latca.org, 541-788-3375

**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

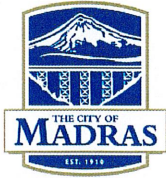
City of Madras - \$5,000 (pending)  
Jefferson County Board of Commissioners - \$2,500 (secured)  
Les Schwab Tires - \$2,500 (pending)  
OHDC - \$2,500 (plans to submit)  
St Charles Health Systems - \$2,500 (pending)  
TDS (formerly BendBroadband) - \$2,500 (pending)  
T-Mobile - \$1,000 (plans to submit)  
Brightwood Industries - \$500 (plans to submit)  
Central Oregon Seeds - \$500 (plans to submit)  
Madras Vision Source - \$500 (plans to submit)  
Total pending/planned requests: \$7,050 with other sponsors under consideration

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Driven by the Latino Community Association (LCA), Latino Fest builds upon 24 years of fostering robust alliances and partnerships within the region. Presently, our network comprises 30+ community partners, many of whom actively participated in the event by hosting booths. Notable supporters include NeighborImpact, Jefferson County EMS, Volunteers in Medicine, and Worksource, among many others.

Since 2019, LCA has collaborated with the City of Madras, Jefferson County Board of Commissioners, Madras High School Key Club, and Madras Farmers Market vendors, all of which remain steadfast allies. Looking ahead to 2024, we anticipate continued support and collaboration from the City of Madras and Jefferson County, recognizing that our collective partnerships strengthen the community.

Additionally, we're grateful for regional support from Les Schwab, St. Charles Health Systems, and TDS. As preparations for the 2024 event unfold, we eagerly anticipate further collaboration and the possibility of cultivating new partnerships within the community.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

Success will be gauged through the achievement of the following benchmarks:

1. Meeting our budget targets for sponsorship acquisition and event revenue.
2. Heightened engagement from organizations, businesses, and regional partners, including a rise in the number of local businesses actively participating in the event.
3. Event funding will ensure ongoing sustainability, facilitating connections among Latine families in Madras and Jefferson County.
4. Enhanced cultural awareness and acceptance, along with sustained exposure to and expansion of cultural diversity, indicative of continued progress and inclusivity.

In 2023, the following people/groups benefited from the event, and we hope to have similar numbers this year:

- 2,500 guest
- 46 non-profits
- 20 street vendors
- 14 food vendors
- 10 cultural booths
- 17 fiscal sponsors
- 7 cultural performers
- 7 in-kind donors
- 9 service providers (paid)

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Latino Fest stands as an annual cornerstone event in Madras with the potential for ongoing growth and sustainability, anchored by prudent expenditure management and steadfast local business backing. Last year, our sponsorship acquisition amounted to \$32,000, effectively covering event costs and providing operational support for Madras. The unwavering dedication of the community planning team underscores a positive trajectory.

The essence of Latino Fest lies in fostering cultural awareness and advancing principles of inclusion and equity on local, regional, statewide, and national levels. Our Development Manager is committed to cultivating new partnerships and engaging supporters. As our donor network expands, so does our fundraising capacity, empowering the Latino Community Association (LCA) to continue its vital work in supporting the Latine community and other immigrants, facilitating their prosperity and well-being. Ultimately, this event epitomizes a mutually beneficial endeavor for LCA and the City of Madras.

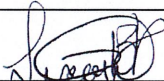


**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	3/22/2024
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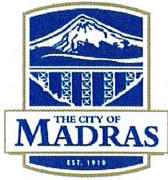
**Signature**

**Date**

Lucia Barragan Rodriguez
--------------------------

**Printed Name**

<i>For office use only:</i>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

---

Project/Program Name: Latino Fest

Requested Amount: \$ 5,000

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		
PLEASE SEE ATTACHED		
LATINO FEST		
BUDGET		
<b>TOTAL</b>		

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>		

Comments/Other information to consider:

**Latino Community Association's  
 Latino Fest  
 Sahalee Park - Madras Oregon  
 September 14, 2024**

<b><u>Latino Fest 2024</u></b>	<b><u>2024 Event Budget</u></b>
<b><u>Income</u></b>	
Sponsorships	25,000
Vendor Fees	910
<b>SubTotal</b>	<b>\$25,910.00</b>
<b><u>In-kind Donations</u></b>	
STBX Coffee	40
Pinatas	300
Vol lunches	600
Bouncy Houses	350
<b>SubTotal</b>	<b>1,290.00</b>
<b>Total</b>	<b>27,200.00</b>
<b><u>Expenses</u></b>	
Staffing/ coordination	10,000.00
Contractor services	5,000.00
Face Painting	250
Photographer	500
Videography – Thank you for sponsors	500
Entertainment – dancers / performing artists	2,000.00
Musicians (dance band and & high school mariachi band)	2,800.00
T-shirts	500
PR/ graphics/ printing	1000
Rentals/ tents/ chairs etc	3,000.00
Volunteer food	500
DJ/ Sound & tech	500
Decorations/ supplies, etc.	500
<b>Total</b>	<b>\$27,050.00</b>



# Sponsorship Opportunities

Support **Latino Community Association's mission**  
to empower Latinx families to thrive

**Dear Community Partner,**

We are excited to announce plans for our 2024 Annual Latino Fest. This vibrant annual event is a critical component of our strategic fundraising plan aimed at galvanizing community support and passion for our mission:

***To empower our Latino families to thrive by creating opportunities  
for advancement and building bridges that unite and strengthen our communities.***

Our programs help create equity for all Central Oregon families by increasing access to resources and opportunities that help them thrive. With a history of serving our Latinx families since 2000, we have built a network of community organizations, businesses, and volunteers who support our work in providing innovative solutions to our clients' highest priority needs and aspirations. Our efforts positively impact the lives of roughly 15,000 people every year.

## EVENT DETAILS

**Date:** Saturday, September 14, 2024

**Location:** Sahalee Park, Madras OR

**Agenda:** We start our different activities with a parade and then we continue through out the day with a variety of activities including folkloric dances, live music, kids games, and much more. Attendees can enjoy the hand crafted items that street vendors display, a broad of Latin American food, and a resource fair that our participant organizations provide.

10:00 am - Parade starts  
11:00 am - Welcome  
11:15 am - Cultural participants recognition  
12:00 pm - Sponsors recognition & Piñatas  
2:00 pm Sponsors recognition & Piñatas  
4:00 pm Sponsors recognition & Piñatas  
5:00 pm - Closing

**Help us transform the lives of Central Oregon's immigrant families.** We invite you to join us as a sponsor of this vital fundraising event! Your generous support and participation ensures that every dollar raised goes directly to support our life-changing services.

**Please include us in your 2024 budget!** Sponsorship payments can be made today or pledged to be paid up until September 1, 2024. Sponsor benefit details are outlined on the following page. The success of this event is a critical fundraising priority, and we are committed to making it the best possible experience for our sponsors.

With great respect and gratitude,

Mary Murphy // Interim Deputy Director of Development, Programming & Operations

 [mary@latca.org](mailto:mary@latca.org)  541.325.9407  [LCA Latino Fest](http://LCA Latino Fest)  Latino Fest Madras



# Sponsorship Opportunities

Support Latino Community Association's mission  
to empower Latinx families to thrive

**BENEFITS TO SUPPORTING  
LATINO FEST**

**ADVOCATE  
\$500**

**FAMILY  
\$1,000**

**MISSION  
\$2,500**

**CHAMPION  
\$5,000**

**PRESENTING  
\$10,000**

Social media promotion

Listing on official Latino Fest webpage, including a link to your business

Logo included in day-of-event print material/programming

A display table at the event with your corporate materials

Acknowledgement in LCA Monthly Newsletter

Public acknowledgement from the stage during the event

Print promotion in the Source – pre-event

Social media posts pre-event (Aug - Sep) including LIVE Facebook feeds

Radio and print promotion pre-event (KPOV, Combined Communications, The Source)

Multiple public acknowledgements from the stage during the event

Corporate banner displayed

✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

---

Primary Applicant Contact Name: Kathy Dominguez  
 Organization/Club Name (if applicable): Jefferson County Little League  
 Phone: 541-977-4030 Email: jeffcolittleleagueor@gmail.com  
 Address: P.O. Box 804  
 City: Madras State: OR Zip Code: 97741  
 Tax ID (if applicable): 77-0611443 Non-profit: Yes  No   
 Proposed Funding Request: \$ 15,000.00  
 Total Program/Project Cost: \$ 15,000.00 (tied to budget below)  
 Check one: Supports Economic Development   
 Supports Social Activity

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Jefferson County Little League Board is committed to serve the Community: Culver, Metolius, Madras, Warm Springs, Ashwood etc. Juniper Hills Park has limited baseball and softball fields, (4-softball, 3-baseball). Currently these fields have been neglected over the years, causing severe hazards on the dirt fields; IE: large rocks, burms, that currenly the League is not able to host tournaments, nor will Travel ball or Adult leagues use our fields.

With the monies requested we will be able to clean up and maintain the fields, recruit and host tournaments which in turn will economically benefit the Jefferson County Communities.

With the goal of expansion of the Park, will intend to partner with other local Foundations. This too, will provide economic benefits to the Jefferson County Communitites.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Jefferson County Little plan on expanding the Juniper Hills Softball/Baseball park. We serve players (children) from 4 years of age on up to 14 years of age. Will encourage players/families to participate regardless of ethnic, race, religion, abilities etc.

The Park serves the Jefferson County including but not limited too: Culver, Metolius, Madras, Warm Springs, Ashwood. etc. All surrounding communities will benefit, not only from the current Park but also the expansion.

1. Sense of community during the Season and beyond. Building relationships with others who may reside in a neighboring community.
2. Financial gain for business owners.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

The Mission and Goal of the Jefferson Count Little League Board and the benefits the Park will have on the community are listed below:

1. By hosting tournaments: (not just LL tournaments), adult tournaments, travel ball tournaments.
2. Hotels, lodging, RV parks will benefit
3. Restaurants, food carts will benefit
4. Grocery stores will benefit
5. Local Mom and Pop shops down town will benefit
6. Increase tourism and financially benefit the surrounding communities.
7. Jefferson County Little League will benefit



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

The Treasurer and President of the League will earmark the funds specifically for th

**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

Funding to support the project: Current balance as of this date in the JCLL account: 56,000.00

Additional funding projected:

1. City of Madras Grant Award :)
2. Tournament Fees
3. Continued Sponsorships at different levels of sponsorship
4. Registration Fees
5. In-Kind donations: 1,000. per field (Maintenance)
6. Continued volunteers
7. Additional Grant Fund writing.

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

1. County Maintenance
2. Bean Foundadion (meeting to be determined)
3. Future Grants: T-Mobile and MLB (Grant requests in process)



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

Measuring success:

1. Increase in participation during Little League Season: Current Participation: 193 player, goal over the next 5-years is 500 players
2. Increase in Field Capacity
3. Increase in tournament play
4. Increase in sustainable revenue due to Tournament play (Travel Ball, Adult Tournaments)
5. Increase in Jefferson County Business Sponsorships

Overall, Jefferson County will benefit from the project.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

This is not a one and done. This project will continue to need field maintenance through out the 9-month (excluding winter) involving grooming, and screening for rocks.

With the potential of additional fields:

1. 2- t-ball
2. 1-minor 1-major BB field
3. 1-junior BB field (Currently using the High School field which poses a challenge)
4. Additional parking.
5. Adding electricity for the 2-batting cages.

As you can see, with the partnering of community leaders/businesses the potential for Juniper Park Hills' growth will benefit all communities within Jefferson County.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as "Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base".</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City's budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

Signature

Date

Printed Name

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
Programmed: 207-207-520-1217	
Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name:

Requested Amount:           \$

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application	15,000.00	
<b>TOTAL</b>		

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees	3000.00	
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)	12000.00	Field Maintenance
<b>TOTAL</b>		

Comments/Other information to consider:

The Jefferson County Little League Board is committed to the above project outline for the next 5-years, we hope you will Partner with us and Award the Grant Funds. There is so much potential for the Community.

Thank you for your consideration.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Bart Platt

**Organization/Club Name (if applicable):** Jefferson County Fairgrounds

**Phone:** 541 325 5050

**Email:** bart.platt@jeffersoncountyor.gov

**Address:** 430 SW Fairgrounds Rd

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID (if applicable):**

**Non-profit:** Yes

No

**Proposed Funding Request:** \$ 10,000

**Total Program/Project Cost:** \$ 10,000 *(tied to budget below)*

**Check one:** **Supports Economic Development**

<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

The Jefferson County Fairgrounds will be launching two new FREE Family Fun programs this summer for our community.

The first will be a 3 week concert series in June. The series will feature local and regional music acts. There will be food carts and beverages available as well as additional family friendly activities.

The second will be a 3 week movie series in August. The series will feature family friendly movies with themes like Grease with an accompanying car show, Top Gun going into the week of the Air Show, etc...This series also will feature food carts and beverages available as well as additional family friendly activities.

We will advertise both of these programs throughout the region pulling people from both Portland & Central Oregon markets.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

The music series will feature 3 different genre of music (Rock, Pop & Country). The different kinds of music will provide entertainment options for ALL populations of people throughout Jefferson County and beyond!

We will accomplish the same diversity with our movie program as we will select films to target ALL populations throughout our area.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Many of our out-of-area attendees will stay in local hotels and/or RV parks (TOT), purchase gas at local stations as well as experience our beautiful community. As we know, the more people visit here, the more people move here!



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Bart Platt, Fair Complex Manager, Jefferson County 541 325 5050

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

We collect sponsorships from local companies, as well as collecting money from the food carts and beverage sales.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

We will feature different local non-profits at each of these events raising awareness of what they do for our community. We also work with businesses within the county. We will work with the Madras Chamber of Commerce to market these events as well as partner with the Madras Library for the movie program.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

We are planning on between 100 - 300 people per event. As we don't charge admission to any of these events, we are confident through our marketing efforts we will hit these numbers. When we do, we will have a pretty good idea on where each series can go from there. We plan to upgrade the music series/program to start bring national acts as soon as 2025!

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

These moneys (\$5,000 for each series/program) will help get these series/programs up and running. We will perpetuate their growth through sponsorships from local/regional businesses.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

**Yes    No**

- Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.
- I understand that we are required to present to the City’s budget committee as part of the application process
- If awarded the funding, I understand that we will be notified via email of our award.
- The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	3/22/24
---	---------

**Signature**

**Date**

Bart Blatt

**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed:                    207-207-520-1217	
_____ Un-programmed:                207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

---

Project/Program Name:

Requested Amount: \$

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		10,000
Sponsorships		6,000
Beverage Sales		3,500
Food Carts		500
<b>TOTAL</b>		20,000

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		8000
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		6000
Supplies		2000
Rent		
Utilities		
Postage		
Printing and copying		1000
Telephone		
Other (specify)		3000
<b>TOTAL</b>		20,000

Comments/Other information to consider:

With your support we can get both of these series up and running this year and start growing these programs for our community!



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

---

**Primary Applicant Contact Name:** Bart Platt

**Organization/Club Name (if applicable):** Jefferson County Fairgrounds

**Phone:** 541 325 5050

**Email:** bart.platt@jeffersoncountyor.gov

**Address:** 430 sw Fairgrounds Rd

**City:** Madras

**State:** Or

**Zip Code:** 97741

**Tax ID (if applicable):**

**Non-profit:** Yes

No

**Proposed Funding Request:** \$ 12,000

**Total Program/Project Cost:** \$ 12,000 *(tied to budget below)*

**Check one:** **Supports Economic Development**

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

We are constructing a new fence line in an effort to create a more secure venue for all our events we hold throughout the year. In addition to better security, this new fence line will also allow for better/safer access to the City of Madras Trail system and a safer space for the fishing pond.

This fence line will allow for better/safer access to the outdoor riding arena that is utilize throughout Spring/Summer/Fall.

This new system will provide a safer experience for people and the animals alike.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

The Jefferson County Fairgrounds provides safe family entertainment and education throughout the year for ALL Jefferson County and beyond residents.

The fairgrounds offers several events on a year round basis, hosting over 80,000 people each year, and using the fairgrounds for approximately 200+ events.

We also have events that are specifically designed for all ages of the Latino & Native American communities alike.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

As a destination location, we see the primary impacts to be on Hotel and RV park occupancy and increased business at local restaurants and retail businesses. Our events make a big difference on the small businesses in Madras. The local McDonald's has stated that their business surges during fair week and times where we host other events like the Rock & Gem Show or the Pacific Northwest International Livestock Expo.

The Pacific Northwest International Livestock Expo held annually each year in May brings over 800 people to the event. Their Board said that 80% of their patrons are from out of the area and stay in hotels/rv parks!



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Bart Platt, Fair Complex Manager, Jefferson County 541 325 5050

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

Additional funding would come from the Fairgrounds General Budget.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

The fence line project will be completed by a local company. Project management will be supported by the Jefferson County Buildings and Grounds department and Fairgrounds management.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

By continuing to ensure the security of our venue, we will be able to eliminate a lot of our maintenance issues. We spend a great deal of time and money repairing items that get damaged on the fairgrounds due to people driving throughout our facility unchecked.

With our new fence line, we will secure that side of the fairgrounds from public access.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Fairgrounds and JC Buildings and Grounds staff will perform regular maintenance to assure longevity.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

**Yes No**

- Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.
- I understand that we are required to present to the City’s budget committee as part of the application process
- If awarded the funding, I understand that we will be notified via email of our award.
- The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	3/22/24
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**Signature**

**Date**

Bert Platt
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**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name:

Requested Amount: \$

**Sources of Support**

<b>Revenue Categories</b>	<b>Committed Funds</b>	<b>Pending/ Requested Funds</b>
Community Project Grant application		12,000
<b>TOTAL</b>		12,000

**Expenses**

<b>Expense Categories</b>	<b>Amount Requested</b>	<b>Total Expenses</b>
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>		

Comments/Other information to consider:

There will be additional expenses covered by Jefferson County for staff and equipment needs to complete this necessary project.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Bart Platt

**Organization/Club Name (if applicable):** Jefferson County Fairgrounds

**Phone:** 541 325 5050

**Email:** bart.platt@jeffersoncountyor.gov

**Address:** 430 SW Fairgrounds Rd

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID (if applicable):**

**Non-profit:** Yes

No

**Proposed Funding Request:** \$ 3000

**Total Program/Project Cost:** \$ 10000

*(tied to budget below)*

**Check one:**      **Supports Economic Development**

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Cowdeo is a long standing Madras tradition. It started a long time ago as a fundraiser for the Catholic Church, but has become a beloved family event for those kids that might not have the means to participate in rodeoing full time. It also gives those kids a fair chance at winning a buckle or saddle! We have participants that come from outside the county to participate and they bring their family and friends who might not otherwise visit Madras.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Cowdeo is for kids 5-14 to compete in, plus we have a couple of events for the little, little guys! We keep the entry fees low to allow families that might not have a lot of money, the opportunity to participate and win!

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Travelers that have come to participate or cheer on their family and friends will be visiting local shops, grocery stores, and gas stations. Local kids that would like to participate in the sport of rodeo but don't have the equipment or money are welcome and encouraged to participate.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Bart Platt, Fair Complex Manager, Jefferson County 541 325 5050

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

We collect nominal entry fees that are divided and paid out to the winning contestants. We collect sponsorships from local companies, and most of the staff and stock are volunteer or donated.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

We work with the Rotary Club of Jefferson County, local farmers and ranchers, and businesses within the county.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

In 2023, we had 130+ participant that were registered to participate in the Cowdeo, I am not certain how many little guys came to race stick horses or catch a critter in the Critter Scramble. We will measure the success with that many or more participants in the 2024 Cowdeo.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Cowdeo has been going for a long time and the fair board and fairgrounds intend to continue the tradition for as long as law allows. We have amazing support from the community and I believe that tradition will carry on.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | <b>Yes</b>                          | <b>No</b>                |
|---|-------------------------------------|--------------------------|
| • Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • I understand that we are required to present to the City’s budget committee as part of the application process  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • If awarded the funding, I understand that we will be notified via email of our award.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	
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**Signature**

**Date**


--

**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

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Project/Program Name:

Requested Amount: \$

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		3000
Sponsorships		5000
Entrance Fees		1000
Gate		2000
<b>TOTAL</b>		11000

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		300
Travel		
Professional Development		
Equipment		6500
Supplies		3200
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		1000
<b>TOTAL</b>		11000

Comments/Other information to consider:

With your support we can continue to offer this long standing tradition to our community!



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Bart Platt

**Organization/Club Name (if applicable):** Jefferson County Fairgrounds

**Phone:** 541 325 5050

**Email:** bart.platt@jeffersoncountyor.gov

**Address:** 430 sw Fairgrounds Rd

**City:** Madras

**State:** or

**Zip Code:** 97741

**Tax ID (if applicable):**

**Non-profit:** Yes  No

**Proposed Funding Request:** \$5,000

**Total Program/Project Cost:** \$5,000 (tied to budget below)

**Check one:**  **Supports Economic Development**

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

The Jefferson County Fair and Rodeo is an annual tradition that brings the community together and allows them to show their talents. It also brings visitors from outside the county. They come to town and stay in hotels, buy groceries, gas, and frequent restaurants. As the attendance at fair grows, more people are discovering the amazing area. After having an active shooter situation at the 2022 fair, we have dedicated ourselves to increasing security, but need additional help to do so. Our primary goal is keeping our community safe with additional security officers, security cameras, reduced entrance points, and more lighting. We will be employing the parking company again this year to ensure traffic moves smoothly, and keeps the roads clear in case of an emergency. We have been working with our local law enforcement and emergency responders to reduce the risk of serious incidents happening.





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Fair is for everyone! The kids come for the exciting carnival games and rides, 4-H and FFA Projects, animals, and to hang out with their friends. Grand parents come to support their grandkids, and maybe share a part of what they experienced growing up. We have a rodeo, food, games, music, vendors, Open Class exhibits, and entertainers; something for young and young at heart! I've been working to incorporate more Warm Springs Tribal and Latino traditions and culture to include that part of the community as well.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

Our attendance was estimated at 43,000 in 2023. The people attending are not all locals. This directly relates hotels rooms/RV reservations, buying gas and food throughout our community. They are also supporting our youth by buying animals from the auction.

Our events make a big difference on the small businesses in Madras. The local McDonald's has stated that their business surges during fair week each year!



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Bart Platt, Fair Complex Manager, Jefferson County 541 325 5050

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

Fair makes money with food and beverage sales, carnival ticket sales, and rodeo gate. We also collect sponsorships from different organizations around the community.

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

4-H and FFA are huge partners in fair. We also work with Rotary of Jefferson County, Jefferson County Library, Historical Society, Madras Saddle & Gaming Club, Jefferson County Livestock Association, and many other businesses and individuals around the county.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

Success will be measured with attendance, carnival ticket sales, food and beverage sales, high auction sales, and as few issues with security as possible. If everything goes well, the number of people benefiting from the fair will be over 40,000 and those people will be happy and safe!

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

This is the annual fair so we will keep holding fair for as long as we can. Thanks to amazing partners in the community, we will continue to grow and thrive.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | <b>Yes</b>                          | <b>No</b>                |
|---|-------------------------------------|--------------------------|
| • Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • I understand that we are required to present to the City’s budget committee as part of the application process  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • If awarded the funding, I understand that we will be notified via email of our award.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

	
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**Signature**

**Date**


---

**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed: 207-207-520-1217	
_____ Un-programmed: 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

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Project/Program Name:

Requested Amount: \$

**Sources of Support**

<b>Revenue Categories</b>	<b>Committed Funds</b>	<b>Pending/ Requested Funds</b>
Community Project Grant application		5,000
<b>TOTAL</b>		5,000

**Expenses**

<b>Expense Categories</b>	<b>Amount Requested</b>	<b>Total Expenses</b>
Personnel		20,868
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)		
<b>TOTAL</b>		20,868

Comments/Other information to consider:



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Kim Schmith and Kristine Gipe

**Organization/Club Name (if applicable):** Kiwanis Madras

**Phone:** 5033188347

**Email:** gipe97220@yahoo.com

**Address:** PO Box 65

**City:** Madras

**State:** OR

**Zip Code:** 97741

**Tax ID (if applicable):** 93-1321825

**Non-profit:** Yes

No

**Proposed Funding Request:** \$2500

**Total Program/Project Cost:** \$55000

*(tied to budget below)*

**Check one:** **Supports Economic Development**

**Supports Social Activity**

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

Operation Rudolph is Madras' largest volunteer program for at-risk youth who live in poverty within Jefferson County. We provide Christmas presents to children who would otherwise go without. In 2023, we served 715 youths.

We also provide our high school students the opportunity to step into a leadership role for their community. These kids logged more volunteer hours than any other group last year. By encouraging our youth to give back, we believe this will carry over to their adult years which will help build a stronger community.

The residents of Madras are also very invested in this program which is shown by not only the amount of money they donate but also by the level of volunteer support they give. For many, this is a way for parents to teach their children about giving back to their community.



## City of Madras Community Project Grant Application Fiscal Year 2024-2025

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

Operation Rudolph has 3 primary areas of benefit:

- 1) The youngest, age 0-18, most economically disadvantaged members of our community receive a Christmas of joy. Statistically speaking, programs such as Operation Rudolph can equalize these children to high school graduation rates of the middle class.
- 2) High School student leaders are given responsibility in several areas and their level of leadership maturity from program beginning to end is inspiring. In 2023, MHS volunteered over 800 hours.
- 3) Community members, including families, 4H groups, school groups and programs, along with several adult service groups, donate hundreds of hours and repeatedly ask for more ways to be involved in this program as they love the opportunity to give back to the community.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

A new area of Operation Rudolph is the Gift Giving Trees. 2023 was our first year and 21 small, local businesses joined. The program's focus is to encourage community members to purchase gifts locally then to donate to Operation Rudolph. The point is for people to understand how many local businesses can and do provide wonderful gift items. And it worked...hundreds of gifts were brought in with this program.

Over 200 families were able to enjoy the Christmas season in 2023 knowing that a program such as Operation Rudolph is available. By supporting this program, you are offering these families the opportunity to focus on rent and food while we take care of their children's Christmas presents. 71 bikes, scooters and skateboards were donated last year. Many of them are directed to high school students to allow them a means to get to work, school, after school activities, theater and leadership.

Finally, social stabilizing programs like Operation Rudolph are the types of programs that help the community take care of each other. Both businesses and families moving into the area look to see if we do indeed work together as a community.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

501c3 and our 9 person Board of Directors including Kim Schmith

**Other Funding Sources** (*if applicable*): Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

Current Funding:  
Kiwanis Madras \$7,000

Pending Requests:  
Bean Foundation - \$6,000  
First Interstate Bank Grant - \$5,000

Future Cash Requests:  
Jefferson County - \$3,000  
Bright Wood Corp - \$1,500  
Walmart Grant - \$5,000  
Kiwanis International Grant - \$7,500

Future In-kind Requests:  
Les Schwab - \$1,000 Toys  
Blackbird Tea & Tales - \$2,000 Books  
Community Residents - \$5,000 Wrapping paper, toys, basic need items  
St. Charles - \$2,000 Bicycle helmets  
Toys4Tots - \$20,000 Toys

**Project/Program Partners** (*if applicable*): Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

The 2023 Operation Rudolph Thank You advertisement is attached. The list of sponsors showing community support on the ad is tremendous. The City of Madras is on the list and was a leader in our endeavor to make sure the middle and high school students had hygiene kits along with warm blankets and/or socks.

Our primary partners are the MHS Key Club, Toys4Tots and the Oregon Department of Human Development.





## City of Madras Community Project Grant Application Fiscal Year 2024-2025

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

Success of this program is primarily measured by every child who is registered with DHS receiving a gift by Christmas. We estimate that we will serve close to 780 children in 2024 which is a 10% increase from 2023.

We also measure the program's success based on community involvement. We continue to see the number of youth groups, service groups and families who participate in Operation Rudolph grow. In 2023, we logged over 2,500 volunteer hours.

The annual stats of number served and volunteer hours are included in a thank you letter and called out in a Thank You advertisement with the Pioneer. A financial report is distributed to the appropriate donors in January.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

Kiwanis has supported Operation Rudolph for over 30 years. As our community grows in families, we have worked to find additional funding, as well as ways to make donations stretch further.

This past year our needs (children's numbers) grew by 12%, the previous year over 30%. While still adjusting to the large increase from 2022 (post COVID bump) we expect future need increases to be at or below 10%. Community support continues to grow. This program is volunteer driven which substantially reduces costs. We are currently striving to find additional funding outside of the local community.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

- |   | <b>Yes</b>                          | <b>No</b>                |
|---|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>I understand that we are required to present to the City’s budget committee as part of the application process</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>If awarded the funding, I understand that we will be notified via email of our award.</li> </ul>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.</li> </ul>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

<i>Kristine Gipe</i>	
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**Signature**

**Date**

Kristine Gipe
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**Printed Name**

<b><i>For office use only:</i></b>	
<i>Date application received:</i> _____	<i>Amount awarded:</i> _____
<i>Date application awarded:</i> _____	<i>Award entered into tracking sheet:</i> _____
_____ <i>Programmed:</i> 207-207-520-1217	
_____ <i>Un-programmed:</i> 207-207-520-1218	



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

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Project/Program Name: OPERATION RUDOLPH/Kiwanis Madras

Requested Amount: \$ 2500

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		2500
Kiwanis - Madras	7,000	
Bean Foundation		6000
Jefferson County		3000
Bright Wood Corp		2000
<b>TOTAL</b>	7000	14000

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		0
Fringe/Benefits		0
Consultants and Professional Fees		0
Travel		0
Professional Development		0
Equipment		0
Supplies		2,000
Rent		900
Utilities		0
Postage		150
Printing and copying		300
Telephone		0
Other (specify)		23,000
<b>TOTAL</b>		26,350

Comments/Other information to consider:

The Operation Rudolph budget is unusual, our administrative costs focus on storage and items needed to wrap gifts as all personnel are volunteers. The largest part of our budget is purchasing items that are not typically donated yet are needed in large numbers. These include: hats/gloves/socks/blankets, hygiene products such as shaving kits/deodorant/shampoo, balls, arts and craft items and board games.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION**

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**Primary Applicant Contact Name:** Kathleen May

**Organization/Club Name (if applicable):** Madras Community Food Pantry

**Phone:** 541-953-4259

**Email:** mcfp.volunteer@outlook.com

**Address:** PO Box 646

**City:** Madras

**State:** Ore

**Zip Code:** 97741

**Tax ID (if applicable):** 83-1106063

**Non-profit:** Yes  No

**Proposed Funding Request:** \$ 11,000

**Total Program/Project Cost:** \$ 14,625 *(tied to budget below)*

**Check one:**

Supports Economic Development	<input checked="" type="checkbox"/>
Supports Social Activity	<input checked="" type="checkbox"/>

**Program/Project Description:** Please explain the project/program and how the funding supports economic development in the City of Madras (200 words or less):

This program is sponsored by Madras Community Food Pantry (MCFP). 2024 will be the 4th year of providing a traditional Thanksgiving dinner box to families in need. We provide everything needed for a Thanksgiving dinner, from the turkey to whipping cream. We buy the groceries locally and our volunteers pick them up, assemble them in boxes, and distribute them on a first come, first serve basis. It's a week long process that requires many volunteers to orchestrate. The response to this program has been overwhelming. We started in 2021 by distributing 100 dinners. Demand has increased yearly and in 2023 we turned away 75 families or more. This program supports economic development and improves the quality of life for many residents of Madras and Jefferson County by relieving the extra expense of a holiday dinner and by purchasing our food locally.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Community(ies) being served:** Please describe the communities that will benefit from the proposed program/project (Ex – geographic, demographic, age, or any other way of defining ‘community’ – 200 words or less):

MCFP serves Jefferson County, however the majority of our clients (62%) reside in the City of Madras. The remainder come from Warm Springs, Culver, and Metolius.

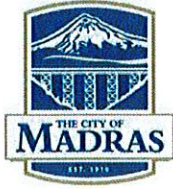
The demographics of our clients are diverse: In 2023, 31% were Hispanic, 16% were Native, and the remainder were white or unknown.

In 2023 we served an average of 510 families/month and 13.75% of our clients were 65yrs or older. Our Thanksgiving Dinner program is open to anyone experiencing financial difficulties during the holiday season.

**Impact:** Please describe how this project will have an economic impact that benefits the City of Madras and its residents (200 words or less):

The 225 families that receive a Thanksgiving dinner box will be able to direct their resources to other expenses. The \$14,625 that this program costs will go back into the community to help these families with living expenses or discretionary purchases, thus improving their quality of life.

In addition, we purchase all of our groceries locally.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Fiscal Sponsor or Financial Accountability Contact:** Please explain how the funding will be managed and provide contact information for the point of contact (i.e. 501c3 fiscal sponsor, public organization):

Project managed by Exe Dir, Kathleen May. Oversight by our Board of Directors.

**Other Funding Sources (if applicable):** Please list the sources and dollar amounts of any funding you've already received or made efforts to receive for this project. Please also include your plans to secure additional funding (cash and/or in-kind) if your project will require more than this funding request (200 words or less):

We are asking the City of Madras to fund 75% of the cost for 225 dinners. We plan to fundraise for the remaining \$3,625. Our fundraising for this event will be a mail campaign to our donors and posters placed in businesses around town with envelopes to mail in. We will also run a newspaper ad to remind the community of our program.

We have estimated the cost for each dinner at \$65.

**Project/Program Partners (if applicable):** Please list any program/project partner organizations or people who will work with you on the project (attach letters of support if you have them):

Last year we had volunteer help from community members, service organizations, and faith based partners who attend our Community Meetings. MCFP began these Community Meetings in 2023 in an effort to identify barriers to access of food resources in Jefferson County and to implement improvements. We also had in-kind donations of groceries.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Measuring Success:** Describe how you will measure and report on your program's success. How many people do you estimate will benefit from this project? (200 words or less):

We plan to distribute Thanksgiving Dinner boxes to 225 families in 2024, which could impact up to 1,000 adults and children, depending on family size.

We will measure and report on our programs success by tracking the number of adults and children in each family. We will also track how well we stay within our projected budget.

**Sustainability:** Describe how your project/program will continue after the grant. If this is a one-time project, please explain why it will not continue in the future (200 words or less):

This project is scheduled for once/year for the foreseeable future. We will continue to grant write and fundraise to support our expenses.



**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**Please check that the following apply & are understood:**

**Yes    No**

- Proposed project/program promotes/encourages economic growth in the City of Madras. The Budget Committee has defined economic growth as “Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or returning and supporting or growing incomes and the tax base”.
  
- I understand that we are required to present to the City’s budget committee as part of the application process
  
- If awarded the funding, I understand that we will be notified via email of our award.
  
- The report (template below) must be returned to the City no later than March 1, 2021. Failure to submit a report may impact future funding applications.

By signing this grant application, applicant certifies that everything contained in the application is accurate and true.

<i>Kathleen May</i>	3-29-24
---------------------	---------

**Signature** **Date**

<i>Kathleen May</i>
---------------------

**Printed Name**

<b>For office use only:</b>	
Date application received: _____	Amount awarded: _____
Date application awarded: _____	Award entered into tracking sheet: _____
_____ Programmed:                      207-207-520-1217	
_____ Un-programmed:                    207-207-520-1218	





**City of Madras  
Community Project Grant  
Application Fiscal Year 2024-2025**

**APPLICATION: BUDGET**

Project/Program Name: 2024 Thanksgiving Dinner Box Distribution

Requested Amount: \$ 11,000.00

**Sources of Support**

Revenue Categories	Committed Funds	Pending/ Requested Funds
Community Project Grant application		\$11,000.00
Donations		\$3,625.00
<b>TOTAL</b>		\$14,625.00

**Expenses**

Expense Categories	Amount Requested	Total Expenses
Personnel		
Fringe/Benefits		
Consultants and Professional Fees		
Travel		
Professional Development		
Equipment		
Supplies		
Rent		
Utilities		
Postage		
Printing and copying		
Telephone		
Other (specify)	\$11,000.00	\$14,625.00
<b>TOTAL</b>	\$11,000.00	\$14,625.00

Comments/Other information to consider:

All expenses are for the purchase of food for this project. We have estimated our cost at \$65/box for 2024. Last year's cost was \$59.00/box.

**From:** kathleenmay7@gmail.com  
**Sent:** Friday, March 29, 2024 11:01 AM  
**To:** [mcfp.volunteer@outlook.com](mailto:mcfp.volunteer@outlook.com)





Sent from my iPhone

Creating connections.

cet

# Spectrum of transportation services

ADA Paratransit  
Rural Dial A Ride  
Fixed Route Services  
Community Connectors  
Recreational Transportation  
Employer Vanpools  
Non-Emergency Medical Transport  
Veteran Transportation

## CET Divisions

Dispatchers

Customer Service Representatives

Vehicle Operators

Mechanics

Maintenance Workers

Supervisors/Managers

Administrative Staff



cascades east transit  
Where vision meets destination.

COIC

## How Are We Funded?

Federal 5310 Funds – Rural Transportation Services

Federal 5311 Funds – Elderly and Disabled Transportation

Federal 5307 Funds – Urban Area Transportation

Statewide Transportation Improvement Funds

Discretionary and Capital Grants

Additional new round trip on RT 22 departing Redmond Hub to Madras Mon - Fri

- 10:45am

MONDAY - FRIDAY	NORTHBOUND					SOUTHBOUND				
	REDMOND HUB	TERREBONNE	CULVER E ST. AT 1ST AVE.	METOLIUS	MADRAS DMV	MADRAS DMV	METOLIUS	CULVER E ST. AT 1ST AVE.	TERREBONNE	REDMOND HUB
	5:38	-	6:03	6:11	6:18	6:28	6:35	6:43	7:00	7:10
	-	-	-	-	-	-	-	-	-	-
	7:18	-	7:43	7:51	7:58	8:08	8:15	8:23	8:40	8:50
AM ↑	9:00	-	9:25	9:33	9:40	9:50	9:57	10:05	10:22	10:32
PM ↓	2:30	2:39	2:56	3:04	3:11	3:21	3:28	3:36	-	4:02
	4:12	4:21	4:38	4:46	4:53	5:03	5:10	5:18	-	5:44
	5:54	6:03	6:20	6:28	6:35	6:45	6:52	7:00	-	7:26

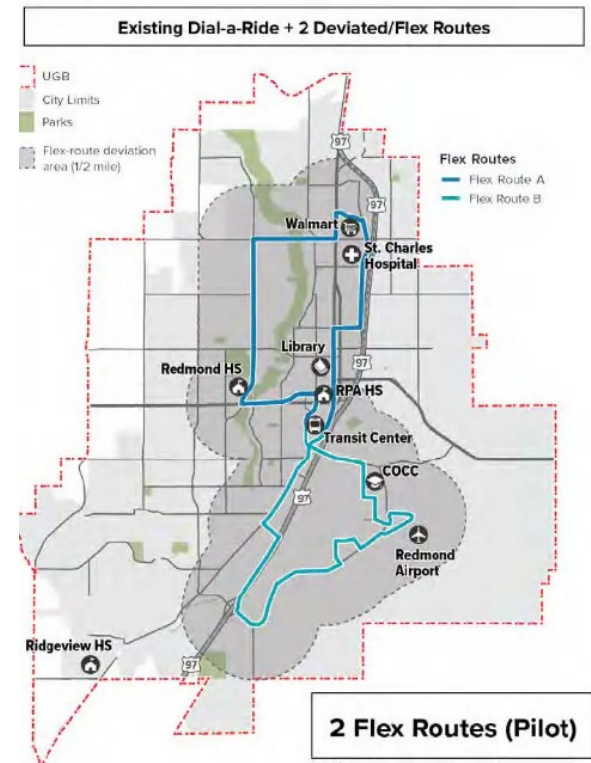
- New stop at Madras Shelter added April 1<sup>st</sup> 2024 on RT 20
- Security services at Safeway and DMV





## EXPANDED SERVICES COMING TO REDMOND AREA JUNE 2024

- Two new city routes in Redmond
- Two routes Northwest route to major shopping destinations
- Monday through Friday 7:30am – 5:30pm
- Additional Rural Veterans Funding coming to Central Oregon June 1<sup>st</sup> 2024



**CITY OF MADRAS**  
**Request for Council Action**

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**Meeting Date:** May 14, 2024

**To:** Mayor and City Council Members

**From:** Nicholas Snead, Community Development Director

**Through:** Will Ibershof, City Administrator

**Subject:** **REPORT ON 2024 LEGISLATIVE SESSION SENATE BILL 1530 GRANT FUNDING**

**TYPE OF ACTION REQUESTED:**

Discuss

**MOTION(S) FOR CONSIDERATION:**

No action is requested.

**OVERVIEW:**

In the 2024 Legislative session, the Legislature passed a funding for housing developments to assist with the construction of needed housing across the state. Senate Bill (SB) 1530 included a significant amount of such funding and has been signed by Governor Kotek. This Bill appropriated funding to various state agencies and entities from the General Fund for infrastructure projects to support the development of housing. In particular, Section 9 (21) of the Bill identifies that \$1,425,000 to the City of Madras for stormwater infrastructure for The Heights at Yarrow Apartments and Belmont Lane Apartments. It is understood by state staff and the City's Central Oregon Cities Organization (COCO) Lobbyist that this funding can be used for streets, sewers, water, etc. even though the Bill identifies that the funding is to be used for "stormwater".

Moving forward, city staff will be working state agency staff and our Lobbyist to prepare the appropriate grant agreement between the State and the City. Staff expects such agreement to be finalized and ready for Council approval in the next 2-6 months. After the City Council approves the agreement, staff will then prepare Development Agreements with the developers of The Heights at Yarrow Apartments and Belmont Lane Apartments. The Development Agreement will have similar provisions as the Development Agreements that the MRC has executed with several housing developers.

**STAFF ANALYSIS:**

N/A

**FISCAL INFORMATION:**

Fiscal Impact: \$1,425,000 grant

Funding Source: The funds will be put into one of the City's infrastructure funds. This is to be determined.

**SUPPORTING DOCUMENTATION:**

Senate Bill 1530

**STRATEGIC GOAL:**

N/A

# Enrolled Senate Bill 1530

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with presession filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Senate Interim Committee on Housing and Development)

CHAPTER .....

AN ACT

Relating to state financial administration; and declaring an emergency.

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

**SECTION 1.** In addition to and not in lieu of any other appropriation, there is appropriated to the Housing and Community Services Department, for the biennium ending June 30, 2025, out of the General Fund, the following amounts:

- (1) \$65,000,000 for the operations, services and administration of emergency shelters, Project Turnkey sites and navigation centers.
- (2) \$34,000,000 for homelessness prevention services, including those delivered through the Oregon Eviction Diversion and Prevention and Eviction Prevention Rapid Response Programs, as well as services administered by culturally responsive organizations, as defined in ORS 456.005.
- (3) \$7,000,000 for distribution to Urban League of Portland for homelessness prevention services.
- (4) \$5,000,000 to provide matching funds for deposits into individual development accounts under ORS 458.675 to 458.700.
- (5) \$1,000,000 for distribution to Seeding Justice for tenant education and to provide support for residents whose housing may be withdrawn from publicly supported housing or is within a manufactured dwelling park being sold or closed.

**SECTION 2.** In addition to and not in lieu of any other appropriation, there is appropriated to the Oregon Department of Administrative Services, for the biennium ending June 30, 2025, out of the General Fund, the following amounts:

- (1) \$1,000,000 for distribution to Community Warehouse to support donation of reused household goods and furnishings to low-income residents across this state.
- (2) \$25,000,000 for distribution to Albina Vision Trust for the purchase and redevelopment of property on North Dixon Street in Portland for development of affordable housing.
- (3) \$1,250,000 for distribution to Center for African Immigrants and Refugees Organization for the purchase of property on Southeast Stark Street for development of affordable housing.
- (4) \$3,000,000 for distribution to Center for Intercultural Organizing (DBA Unite Oregon) for the purchase of property on East Burnside Street in Portland for development of affordable housing.

**SECTION 3.** In addition to and not in lieu of any other appropriation, there is appropriated to the Oregon Health Authority, for the biennium ending June 30, 2025, out of the General Fund, the following amounts:

- (1) \$15,000,000 for deposit into the Healthy Homes Repair Fund under ORS 431A.402.
- (2) \$3,500,000 to provide air conditioners and air filters under ORS 431A.430.

**SECTION 4.** In addition to and not in lieu of any other appropriation, there is appropriated to the State Department of Energy, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$4,000,000 for deposit into the Residential Heat Pump Fund under section 21, chapter 86, Oregon Laws 2022.

**SECTION 5.** In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Human Services, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$2,000,000, to provide support for warming or cooling emergency shelters or facilities as described in ORS 431A.410.

**SECTION 6.** Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (5), chapter 591, Oregon Laws 2023, for the biennium ending June 30, 2025, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, tobacco tax receipts, marijuana tax receipts, beer and wine tax receipts, provider taxes and Medicare receipts, but excluding lottery funds and federal funds not described in section 2, chapter 591, Oregon Laws 2023, collected or received by the Oregon Health Authority, for public health, is increased by \$15,000,000, for expenditure of moneys deposited in the Healthy Homes Repair Fund under ORS 431A.402.

**SECTION 7.** Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2, chapter 451, Oregon Laws 2023, for the biennium ending June 30, 2025, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the State Department of Energy, is increased by \$4,000,000, for residential heat pump program expenditures.

**SECTION 8.** In addition to and not in lieu of any other appropriation, there is appropriated to the Oregon Health Authority, for the biennium ending June 30, 2025, out of the General Fund, the following amounts, for distribution as grants to the following entities, for the following purposes:

- (1) \$700,000 to 4D Recovery, Inc. for young adult recovery housing development.
- (2) \$700,000 to 4D Recovery, Inc. for LGBTQ+ recovery housing development.
- (3) \$250,000 to Bay Area First Step, Inc. for Ko-Kwell House operational support.
- (4) \$180,000 to Bay Area First Step, Inc. for Koosbay House recovery housing conversion.
- (5) \$220,000 to Bay Area First Step, Inc. for Sheridan House operational support.
- (6) \$260,000 to Bay Area First Step, Inc. for Bayview House operational support.
- (7) \$1,555,275 to Bridges to Change, Inc. for Clackamas County scattered housing, down payment and operational support.
- (8) \$1,555,274 to Bridges to Change, Inc. for Multnomah County scattered housing, down payment and operational support.
- (9) \$600,000 to Bridges to Change, Inc. for Wasco County scattered housing, down payment and operational support.
- (10) \$1,555,274 to Bridges to Change, Inc. for Washington County scattered housing, down payment and operational support.
- (11) \$850,000 to Free on the Outside, Inc. for Deschutes County re-entry men's home purchase.
- (12) \$750,000 to Free on the Outside, Inc. for Washington County justice-involved men's home purchase.
- (13) \$720,000 to Free on the Outside, Inc. for Clackamas County reentry men's home purchase.

- (14) \$750,000 to Iron Tribe Network for Multnomah County self-pay home purchase.
- (15) \$750,000 to Iron Tribe Network for Columbia County self-pay home purchase.
- (16) \$260,000 to Iron Tribe Network for Clackamas County subsidy/peer option operational cost subsidy.
- (17) \$650,000 to Iron Tribe Network for Marion County self-pay home purchase.
- (18) \$500,000 to Juntos NW, Inc. for transitional housing program.
- (19) \$211,000 to The Lasko Refuge, LLC for Lasko Refuge housing expansion.
- (20) \$500,000 to Miracles Club MLK Limited Partnership for purchase of sober housing.
- (21) \$500,000 to Miracles Club MLK Limited Partnership for purchase of stabilization housing.
- (22) \$700,000 to Painted Horse Recovery, Inc. for recovery housing purchase.
- (23) \$915,177 to Transcending Hope for next steps rapid rehousing expansion.
- (24) \$1,020,000 to Transcending Hope for Familias Transcendiendo down payment and operational support.
- (25) \$350,000 to Transcending Hope for Above and Beyond down payment and operational support for recovery housing.
- (26) \$900,000 to Tillamook Family Counseling Center, Inc. for Tillamook transitional recovery housing purchase.
- (27) \$98,000 to West Coast Sober Housing, Inc. for women's housing operational costs support.

**SECTION 9.** In addition to and not in lieu of any other appropriation, there is appropriated to the Oregon Business Development Department, for the biennium ending June 30, 2025, out of the General Fund, the following amounts for distribution to the following entities for the following infrastructure projects to support the development of housing:

- (1) \$2,100,000 to the City of Albany for extension of water and sewer infrastructure.
- (2) \$3,000,000 to the City of Beaverton for the Kemmer Booster Pump Station to provide drinking water supply to new neighborhoods in Cooper Mountain Community Plan Area.
- (3) \$1,500,000 to the City of Butte Falls for wastewater treatment plant and lift station upgrades.
- (4) \$1,186,000 to the City of Chiloquin for water, sewer and stormwater improvements for Street/King Kong Housing Development and Valley Street/Mountain Street.
- (5) \$3,000,000 to the City of Cottage Grove to install water, sewer and stormwater infrastructure for a 35-acre parcel the city owns for housing development.
- (6) \$1,000,000 to the City of Creswell for wastewater treatment facility upgrades and connections to a regional treatment facility.
- (7) \$1,300,000 to the City of Culver for mainline sewer reroute to provide sewer to residential development.
- (8) \$1,000,000 to the City of Dallas for sewer and stormwater infrastructure upgrades for La Creole Node master plan.
- (9) \$6,000,000 to the City of Eugene for water and sewer infrastructure improvements along Crow Road.
- (10) \$1,900,000 to the City of Florence for water, sewer and wastewater infrastructure for four blocks of city-owned property to be developed.
- (11) \$1,000,000 to the City of Gold Hill for replacement of water distribution main line and improvements and upgrades to water treatment facilities.
- (12) \$3,000,000 to the City of Gresham for water, sewer and stormwater improvements for the redevelopment of former Kmart property in Civic Neighborhood at NW Eastman Parkway and NW Burnside Road.
- (13) \$2,438,595 to the City of Hood River for water, sewer and stormwater site improvements for 7.1 acres of city-owned land for housing development.
- (14) \$1,100,000 to the City of Hubbard for upgrades to a wastewater lift station, water system improvements and wastewater system improvements.

- (15) \$500,000 to the City of Independence for sewer infrastructure for Polk Community Development Corporation on Gun Club Road.
- (16) \$1,705,000 to the City of Irrigon for water and sewer infrastructure for the Tumbleweed development and the Molly development.
- (17) \$100,000 to the City of Klamath Falls for a new sewer lift station for housing development.
- (18) \$250,000 to the Klamath Housing Authority for a new sewer lift station for housing development.
- (19) \$1,753,185 to the City of Lake Oswego for water, sewer and stormwater infrastructure improvements for Habitat for Humanity development.
- (20) \$3,000,000 to the City of Lincoln City for a booster pump station for Spring Lake housing development.
- (21) \$1,425,000 to the City of Madras for stormwater infrastructure for The Heights at Yarrow Apartments and Belmont Lane Apartments.
- (22) \$2,709,000 to the City of Manzanita for water and stormwater infrastructure for residential housing development.
- (23) \$195,094 to the City of McMinnville for water, stormwater and sewer infrastructure gap funding for housing development.
- (24) \$945,000 to the City of Medford to construct a regional stormwater facility to serve the New Spirit development.
- (25) \$1,200,000 to the City of Monmouth for water, sewer and stormwater improvements for Riddle Road development.
- (26) \$900,000 to the City of North Bend for stormwater and sewer collection system upgrades for Gloria Dei site development and water, sewer and stormwater infrastructure improvements for Maple Leaf development.
- (27) \$3,000,000 to the Oak Lodge Water Services Authority for wastewater treatment facility upgrades.
- (28) \$1,650,000 to the City of Phoenix for water, sewer and stormwater infrastructure improvements to extend water line to service developable property.
- (29) \$2,000,000 to the City of Prineville for water, sewer and stormwater infrastructure for multifamily development.
- (30) \$2,500,000 to the City of Redmond for water, sewer and stormwater infrastructure for Northpoint Vista development.
- (31) \$1,500,000 to the City of Shady Cove for development of the city drinking water system.
- (32) \$3,000,000 to the City of Siletz for wastewater treatment plant upgrades.
- (33) \$3,000,000 to the City of Springfield for sewer infrastructure improvements for Glenwood Riverfront area development.
- (34) \$3,000,000 to the City of Stayton for sewer infrastructure improvements along Ida Street and Marion from Evergreen to 4th.
- (35) \$2,865,000 to the City of Sutherlin for water, sewer and stormwater infrastructure improvements for Oak Terrace Village housing development.
- (36) \$300,000 to the City of Talent for water and sewer system development charges for infrastructure and water, sewer and stormwater infrastructure improvements for housing development.
- (37) \$274,057 to the City of Tillamook for improvements for Jones-Knudson Apartments.
- (38) \$1,566,000 to the City of Tigard for sewer and stormwater infrastructure improvements for housing development.
- (39) \$3,000,000 to the Tualatin Valley Water District for upgrades to the pump station on SW 189th Avenue in Beaverton.
- (40) \$6,000,000 to Prosper Portland for the extension of NW Johnson Street and associated water and sewer utilities to support the construction of new affordable housing units.

(41) \$6,000,000 to Prosper Portland for the construction of a new SW Water Avenue and associated water and sewer utilities to support new affordable housing units as a part of the OMSI District Master Plan.

(42) \$4,000,000 to the Warm Springs Housing Authority for interior and exterior rehabilitation of two-, three- and four-bedroom houses used as rental units on the Warm Springs Reservation.

(43) \$635,000 to the Linn-Benton Housing Authority for infrastructure and site utility costs for the Valor Place Apartments in Albany.

(44) \$300,000 to the City of Salem for an affordable veterans housing development in West Salem.

**SECTION 10.** In addition to and not in lieu of any other appropriation, there is appropriated to the Oregon Business Development Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$575,496 for administration of infrastructure projects established under section 9 of this 2024 Act.

**SECTION 11.** In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$4,000,000, for distribution to the City of Pendleton for construction of an arterial road needed to open land for housing development.

**SECTION 12.** In addition to and not in lieu of any other appropriation, there is appropriated to the Water Resources Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$1,500,000, for deposit in the Water Supply Development Account established in ORS 541.656, to issue a grant to the City of Riddle for a new water storage reservoir to support Habitat for Humanity homes.

**SECTION 13.** Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 3 (4), chapter 460, Oregon Laws 2023, for the biennium ending June 30, 2025, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts and including federal funds received under cooperative agreements with or contracts from the Bureau of Reclamation of the United States Department of the Interior, the United States Army Corps of Engineers, the United States Geological Survey, the Bonneville Power Administration and the National Fish and Wildlife Foundation, but excluding lottery funds and federal funds not described in section 3, chapter 460, Oregon Laws 2023, collected or received by the Water Resources Department, for technical services, is increased by \$1,500,000, for paying costs from the Water Supply Development Account established in ORS 541.656 for the City of Riddle for a new water storage reservoir to support Habitat for Humanity homes.

**SECTION 14.** This 2024 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2024 Act takes effect on its passage.

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**Passed by Senate February 29, 2024**

.....  
Obadiah Rutledge, Secretary of Senate

.....  
Rob Wagner, President of Senate

**Passed by House March 4, 2024**

.....  
Dan Rayfield, Speaker of House

**Received by Governor:**

.....M,....., 2024

**Approved:**

.....M,....., 2024

.....  
Tina Kotek, Governor

**Filed in Office of Secretary of State:**

.....M,....., 2024

.....  
LaVonne Griffin-Valade, Secretary of State

**CITY OF MADRAS**  
**Request for Council Action**

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**Meeting Date:** May 14, 2024

**To:** Mayor and City Council Members

**From:** Nicholas Snead, Community Development Director

**Through:** Will Ibershof, City Administrator

**Subject:** [Authorization of City Matching Funds for Industrial Site Readiness Plan Update.](#)

**TYPE OF ACTION REQUESTED:**

Approve

**MOTION(S) FOR CONSIDERATION:**

I move that the City Council authorizes \$20,000 from the Tourism/Economic Development Fund in FY 24-25 as matching funds for the Industrial Site Readiness Plan update.

**OVERVIEW:**

In 2017 the City established the Industrial Site Readiness Plan to identify needed infrastructure to serve future development in the Industrial (I) zone and on the Madras Airport property. Since the plan was established, there is a new need to put vacant land into production with development and leases so that the City can enjoy the benefits of additional property tax revenue, lease revenue, job creation, and other economic benefits.

The current plan does not consider future development or how to accommodate large power and water users for advanced manufacturing, data centers, and other industrial uses. It's for this reason, the Plan needs to be updated so that the City can articulate what and when improvements need to be constructed to developers much more precisely to serve desired development.

Attached is the 2017 Industrial Site Readiness Plan and the Scope of Work for the Plan update. The City has been preliminarily awarded a \$60,000 grant from Business Oregon to update the Plan. However, staff estimates the cost to update the Industrial Site Readiness Plan to be \$100,000.

The City needs to raise an additional \$40,000. Jefferson County has committed \$20,000 towards the project. Staff is requesting that the City Council authorize \$20,000 from the Tourism/Economic Development Fund in FY 24-25.

If the Council authorizes such funding, staff anticipate that the City will solicit proposals from consultants in the summer of 2025 and would anticipate that the project will be completed in 2025.

**STAFF ANALYSIS:**

N/A

**FISCAL INFORMATION:**

\$20,000, Tourism/Economic Development Fund (207).

**SUPPORTING DOCUMENTATION:**

See attached.

**STRATEGIC GOAL:**

N/A.

# CITY OF MADRAS

## REQUEST FOR PROPOSALS Consulting Services for Industrial Site Readiness Plan Update

### I. PURPOSE OF RFP

The City of Madras is seeking the services of a qualified consulting firm to update the [Industrial Site Readiness Plan](#) that was completed in 2017. The update is to consider future land uses, development, the needed infrastructure to serve future land uses, strategic phasing plan, and a funding plan. The study area for the Plan comprises publicly and privately owned land that includes the Madras Municipal Airport, the City of Madras North Wastewater Treatment Plan, a Union Pacific Railroad and spurs operated by BNSF Railroad, and large tracts of publicly owned land located in the city limits that is available for development without infrastructure. The City intends to retain a consultant to prepare an update to the Industrial Site Readiness Plan update (ISRP) to improve the likelihood of developing underutilized lands greater economic development benefit to the community.

This document is intended to provide interested consultants with sufficient information to prepare and submit a proposal for consideration by the City of Madras.

### II. Scope of Work

In general, the update to the City's ISRP needs to confirm existing infrastructure in the project area, add a land use element to the plan so that needed infrastructure improvements can accommodate desired development, allow the City to leverage the plan for public and private investments in development and infrastructure improvements, establish a funding plan, and create a GIS database of existing infrastructure to allow the City and external stakeholders to quickly access and assess the proximity and availability of existing infrastructure to sites within the project area. This will be accomplished through 10 tasks and deliverables by the consultant and City.

#### ***Task 1. Project Kick-Off Meeting***

Consultant is to organize and facilitate a kick-off meeting with City staff and the consultant. The kick-off meeting will review the Scope of Work for the project, project timelines, discuss any concerns, clarifications, and otherwise. Consultant is to identify any needed information, data, or otherwise needed from the City to complete the project.

Consultant Deliverables:

1. Consultant to organize and participate (in-person) kick-off meeting.
2. Consultant to prepare a memo to City identifying any changes or clarifications discussed at the kick-off meeting.

City Deliverables:

1. City to provide any information, data, or otherwise that the City holds to the consultant.

Meetings:

- Consultant to facilitate one (1) in-person meeting.

#### ***Task 2. Economic Development Guidance Meeting***

Consultant is to organize and facilitate an in-person meeting from Business Oregon, Economic Development for Central Oregon (EDCO), Business Oregon, Jefferson County, City of Madras staff.

At the meeting, City staff will provide an overview of the project and desired development within the study area. The consultant will facilitate a meeting about economic development leads and trends for new development in terms of uses, infrastructure requirements and other important factors to be considered by the project. The consultant will facilitate this meeting to better understand how the City can leverage the Plan to be responsive and capture desired development and economic development leads and further identify optimal infrastructure funding sources from state agencies.

Consultant Deliverables:

1. Memorandum to the City summarizing the Economic Development Guidance meeting.

Meetings:

- Consultant to facilitate one (1) in-person meeting.

**Task 3. Inventory of Existing Infrastructure**

Consultant is to prepare an inventory existing of dry (streets, railroad, natural gas, electrical, telecommunications) and wet (wastewater, water, and stormwater) utilities. The consultant is to also create a geodatabase (i.e. GIS files) of each infrastructure system that will be used to create maps of those systems and to be added to the City's existing GIS utility information as-built GIS. Using the 2017 ISRP as a baseline and contacting utility providers to confirm existing conditions, the consultant is to prepare an inventory of existing infrastructure within the project area. This inventory will provide the basis for the consultant to determine what infrastructure is needed to facilitate future development scenario's within the project area. Consultant is to submit a memorandum to the City providing an overview of the infrastructure inventory and maps. The City will provide comments and edits on the inventory. The Consultant will revise the inventory based on City comments.

Consultant Deliverables:

1. Memorandum to the City providing an overview of the existing infrastructure and maps.
2. GIS layers (data) with metadata of existing wet and dry infrastructure to be incorporated into the City's existing GIS utility information as-built GIS.

City Deliverables:

1. Comments and edits on the memorandum prepared by the consultant.

**Task 4. Land Use & Development Plan**

The consultant is to hold a meeting with City staff to discuss existing jurisdiction, zoning, and desired development on each vacant or redevelopable parcels within the project area. The zoning and desired development will allow the Consultant and the City to make assumptions about the infrastructure needs for each vacant or redevelopable parcel within the project area. The consultant is to review the City's Zoning map and Development Code (MMC 18) and hold a meeting with Business Oregon, Economic Development for Central Oregon (EDCO), Jefferson County, and City of Madras staff to identify desired development. Consultant is to prepare a conceptual land use and development map for the study area that includes notations about the assumptions for land use, development, infrastructure service requirements. The City is in the process of performing an environmental release in accordance with FAA under section 163. Those findings need to be incorporated into the document.

Consultant Deliverables:

1. Consultant is to a meeting with Business Oregon, Economic Development for Central Oregon (EDCO), Jefferson County, City of Madras staff to identify desired development.

2. Consultant is to prepare a conceptual land use and development map for the study area that includes notations about the assumptions for land use, development, infrastructure service requirements.

City Deliverables:

1. City is to provide consultant the City's official Zoning Map and the applicable sections of the City Development Code that would be applicable to the project area.

Meetings:

- Consultant to facilitate one (1) in-person meeting.

**Task 5. Utility Provider Coordination Meetings**

The consultant is to hold meetings with each utility provider to discuss their existing infrastructure, desired development within the project area, the necessary infrastructure improvements, phasing of improvements, timeline for construction of needed improvements, and public and private funding opportunities to ensure the desired development and each desired development scenario would have the necessary infrastructure to serve development. The consultant is to organize and facilitate at least four (4) in-person meetings with Central Oregon Electric Co-Operative, Pacific Power, Deschutes Valley Water District, Cascade Natural Gas TDS, LS Networks, Lumen, and Oregon Department of Transportation. Consultant coordination with other utility providers may occur with or without City staff and are not required to be in-person meetings.

Consultant Deliverables:

1. Consultant to meet with utility providers to discuss existing infrastructure, desired development within the project area, the necessary infrastructure improvements, phasing of improvements, timeline for construction of needed improvements, and public and private funding opportunities to ensure the desired development and each desired development scenario would have the necessary infrastructure to serve development.
2. Memorandum summarizing meetings with utility providers.

Meetings:

- Consultant to facilitate four (4) in-person meetings.

**Task 6. Desired Development Scenario Plans**

The City of Madras wants to support existing employers within the study area (e.g. Erickson Aero Tanker, Daimler Truck North America, etc.). Additionally, the City wants to plan for future land uses and development on vacant land within the project area. Specifically, the City would like to recruit High-Tech / Clean Tech Manufacturing, Agriculture related Food Processing, and other Advanced Manufacturing and Assembly businesses, and Data Center development within the project area. The consultant is to help the City and its partners create three (3) development scenarios that consider the land uses involved in each scenario, infrastructure availability, developer timeline, funding sources, and how the City may catalyze development by assisting state, county, or utility providers to advance key aspects to capture development interests (*see Table 1 below*). The consultant is to do this by facilitating two (2) meetings with Business Oregon, Economic Development for Central Oregon (EDCO), Jefferson County, City of Madras staff and any representatives from key utility providers as necessary.

Table 1. Desired Development Scenario Factors

Desired Land Uses/Development	Infrastructure Availability	Info Needed (Developer)	Timeline	Funding Scale & Sources
High-Tech / Clean Tech Manufacturing includes electronics manufacturing, advanced recycling, clean energy, renewable energy product manufacturing, etc. Similar businesses in Central Oregon include Microchip, BasX or SisTech.	<ul style="list-style-type: none"> <li>Existing infrastructure able serve desired development.</li> <li>Extension of existing services to development site required.</li> </ul>	<ul style="list-style-type: none"> <li>Building sizes (sq. ft) &amp; Uses.</li> <li>Daily wastewater volume &amp; strength.</li> <li>Domestic water volume (gpd)</li> <li>Vehicle trip generation (ATD).</li> <li>Power (MW)</li> </ul>	Short term (0-5 years)	<ul style="list-style-type: none"> <li>Scale: Typical</li> <li>Sources: Developer</li> </ul>
Advanced Manufacturing and Assembly includes the following in transportation equipment manufacturing, metals manufacturing, wood products manufacturing, machinery, etc. Existing businesses in Madras include Keith Manufacturing, Bright Wood Corp., Erickson Aero Tanker. Daimler Truck North America.	<ul style="list-style-type: none"> <li>Existing <b>not</b> able to serve desired development.</li> <li>Extension of existing services to development site required.</li> <li>Off-site infrastructure improvements required (e.g. wastewater treatment plant, water, power, transportation).</li> </ul>	<ul style="list-style-type: none"> <li>Natural Gas (Therms).</li> <li>Broadband speed (mbps)</li> <li>Rail service needs.</li> </ul>	Mid term (5-10 years)	<ul style="list-style-type: none"> <li>Scale: Significant</li> <li>Sources: Developer, City, State.</li> </ul>
Data centers are facilities where companies house computers that are connected to the internet and store large amounts of data. Similar businesses in Central Oregon include Meta (Facebook) and Apple, both in Prineville, as well as smaller data centers in Bend.			Long term (10+ years)	

Consultant Deliverables:

- Two meetings with Business Oregon, Economic Development for Central Oregon (EDCO), Jefferson County, City of Madras, and key utility providers to identify the three (3) different development scenarios.
- Memorandum that includes analytical information (maps, data, tables, etc.) and overview of each development scenario that includes the assumptions made land uses involved in each scenario, infrastructure availability, developer timeline, and funding sources.

Meetings:

- Consultant to facilitate two in-person meetings.

**Task 7. Needed Infrastructure Improvements**

Consultant is to identify needed infrastructure improvements for dry (streets, railroad, natural gas, electrical, telecommunications) and wet (wastewater, water, and stormwater) utilities by evaluating improvement alternatives based on planned development identified in Tasks 4 & 6 provide recommendations for alternative improvements to accommodate development. This is to include conceptual layouts of the proposed infrastructure improvements and an estimate probable construction costs for the recommended improvements. The City will distribute the draft infrastructure improvements to Business Oregon, EDCO, County, and utility providers for comments. The City will collect comments and provide them to the contractor for revisions.

Consultant Deliverables:

1. Memorandum identifying the needed infrastructure improvements. This deliverable is part of deliverable for Task 8.

City Deliverables:

1. City will provide comments to contractor from Business Oregon, EDCO, County, for revisions.

### ***Task 8. Funding Plan***

The consultant is to prepare a funding plan for the needed infrastructure improvements identified in Task 7. The funding plan is to evaluate what infrastructure improvements may be funded by developers, the City, Jefferson County, and state and federal agencies. The City will distribute the draft funding plan to Business Oregon, EDCO, County, and utility providers for comments. The City will collect comments and provide them to the contractor for revisions.

Consultant Deliverables:

1. Memorandum to the City identifying the needed infrastructure improvements and funding plan as identified in Tasks 7 and 8.

City Deliverables:

1. City will provide comments to contractor from Business Oregon, EDCO, County, for revisions.

### ***Task 9. Preparation of County and City Transportation System Plan Amendment***

The consultant is to prepare the necessary amendments to the Jefferson County and City of Madras Transportation System Plans for formal adoption, if necessary. This includes amending text, figures, or otherwise that are in an adoption ready format for an adopting ordinance.

Consultant Deliverables:

1. Jefferson County and City of Madras Transportation System Plans for formal adoption, if necessary. This includes amending text, figures, or otherwise that are in an adoption ready format for an adopting ordinance.

City Deliverables:

2. City will provide current City and County Transportation System Plans for the consultant.

### ***Task 9. Open House & Presentation to City & County Elected Officials***

provide an overview of the project to the Jefferson County Board of Commissioners and City Council at a joint City and County meeting. Consultant is to solicit feedback for from the elected officials to determine if any changes to the updated Plan are needed. Consultant is to attend this meeting in-person.

Consultant Deliverables: A.

1. Consultant provides project overview on the draft updated Plan to the Jefferson County Board of Commissioners and City Council at a joint City and County meeting and solicits feedback from elected officials.
2. Revise draft updated Plan based on feedback from elected officials at joint City/County meeting.

City Deliverables:



1. City is to schedule this meeting with City and County staff.

Meetings:

- Consultant to facilitate one (1) in-person meeting.

**Task 10. Final Plan**

The consultant is to prepare a final draft of the updated ISRP for the City to provide comments prior to the Plan being finalized. The City will distribute the draft Plan to Business Oregon, EDCO, County, and utility providers for comments. The City will collect comments and provide them to the contractor for revisions.

Consultant Deliverables:

2. Six (6) copies of the draft updated ISRP for City review.
3. Fifteen (15) hard copies of the finalized ISRP.
4. Electronic (PDF) copy of the finalized ISRP.

City Deliverables:

3. City will provide comments to contractor from Business Oregon, EDCO, County, and utility providers to revise and finalize Plan.

**V. Project Milestones**

Dates indicated are dates the City desires to meet or exceed. However, the firm is strongly encouraged to realistically consider its ability to meet each of these milestones and to submit a schedule that it is confident it can meet.

- A. Request for Proposals – July 1, 2024.
- B. Proposal Submittal Deadline– August 5, 2024.
- C. Notice of Intent to Award – September 10, 2024.
- D. Contract Execution and Notice to Proceed – September 25, 2024.
- E. Tentative project schedule of tasks is identified in Table 2. below. Proposers will propose their own project schedule as noted in Section VIII of this document.

Table 2. Tentative project schedule of tasks.

Task	Description	2024			2025												
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1	Kick Off Meeting	X															
2	Economic Development Guidance Meeting		X														
3	Inventory of Existing Infrastructure						X										
4	Land Use and Development Planning		X														
5	Utility Provider Coordination Meetings							X									
6	Desired Development Scenario Plans				X												
7	Needed Infrastructure Improvements									X							
8	Funding Plan												X				
9	Open House & Presentation to City & County Elected Officials													X			
10	Final Plan																X

**VI. Insurance Requirements**

Consultants shall carry the following types and minimum coverage of insurance. **Consultants, who do not carry the required insurance, will be disqualified.**

- A. Employer Liability Insurance with limits of not less than \$500,000 per occurrence and \$500,000 in the aggregate;
- B. Commercial General Liability Insurance covering bodily injury and property damage in a form and with coverage’s that are satisfactory to City, including personal injury liability, products and completed operations, and contractual liability coverage for the indemnity provided under this Contract. Combined single limit per occurrence shall not be less than \$1,000,000, with an annual aggregate limit of not less than \$2,000,000.
- C. Automobile Liability Insurance with limits of not less than \$500,000 combined single limit or split limits of \$250,000 per person, \$500,000 per occurrence and \$250,000 property damage; and
- D. Professional Liability Insurance with limits of not less than \$1,000,000 per occurrence and \$2,000,000 aggregate coverage.

These minimum insurance limits may be provided by use of an excess or umbrella policy.

**VII. Proposal Format**

The proposal shall contain the following:

- A. A cover letter affirming your firm's interest in performing these services and confirming your primary contact person for this project (with his/her phone number and email address) and stating whether your firm's insurance policies meet the specified requirements.
- B. A project scope and understanding section describing what your firm understands the requirements for the project to be, identifying the major issues specific to this project, and giving explanations of the major tasks that will be performed by your firm.
- C. A section identifying the individuals that will be assigned to the project and their roles. Include experience and qualifications of the primary person(s) assigned to the project in performing similar work; demonstrated abilities in the individuals' assigned roles, education, training, and credentials.
- D. Descriptions of not less than three and not more than five projects of similar size (service population of 7,500 – 20,000) and scope from the northwest geographical region (Oregon, Washington, and Idaho) that have been completed within the last ten years. These documents should also contain contact information of person(s) you would use as reference(s) for each project.
- E. A study schedule section consisting of a complete schedule, incorporating all tasks under the Scope of Work. The dates indicated in section V reflect the schedule the City desires to meet. However, the consultant should submit a schedule that he/she can meet.

Proposals must be clear, succinct and shall not exceed eighteen (18) pages including cover letter, printed double-sided on recycled paper with a minimum font size of eleven (11) points. Proposers who submit more than the pages indicated may not have the additional pages of the proposal read or considered. Each double-sided 8-1/2" X 11" sheet and each side of an 11" X 17" sheet will be counted as two pages each. Blank pages and covers do not count in the overall page count of the proposal. Proposals shall be stapled.

### **VIII. Proposal Submittal**

Please submit your proposal to Nicholas Snead, Director of Community Development at 125 SW "E" Street, Madras, OR 97741 no later than 4:00 p.m. on DAY, MONTH #, 2024. Please submit three complete hard copies of the proposal and one electronic copy in a PDF format of all proposal materials. Emailed, faxed or otherwise digitally transmitted proposals will not be accepted.

### **X. Questions and Protests**

Substantive questions regarding this RFP must be submitted in writing to Nicholas Snead, Director of Community Development Director at the address above or at Nicholas Snead [nsnead@ci.madras.or.us](mailto:nsnead@ci.madras.or.us) not less than seven (7) days prior to the deadline for submitting proposals. Protests of this solicitation, if any, must be submitted in writing not later than ten days prior to the deadline for submitting Proposals and shall be administered in accordance with the Municipal Code. Protests of award of this contract must be submitted no later than seven days following award and shall be administered in accordance with the Municipal Code.

### **XI. Proposal Review**

Selection will be based on the following criteria:

- A. Cover Letter – Pass or Fail
- B. Project Understanding and Approach – 40%

Apparent understanding of the tasks required to complete the Scope of Work and the skills and expertise across various disciplines needed to perform those tasks and fully meet the project requirements. Also, include the proposer's understanding and foresight on any critical issues and challenges involved in the project.

C. Team Qualification and Experience – 20%

Experience and qualifications of the primary person(s) assigned to the project in performing similar work; demonstrated abilities in the individuals' assigned roles, education, training, and credentials.

D. Level of Effort – 20%

The ability and expressed commitment of the proposing firm to meet or exceed the Project Milestones indicated in Section V.

E. Other Factors – 20%

Reputation of the firm, familiarity with the City of Madras infrastructure and wastewater system, reviewer's past experience with the firm, positive and/or negative reports from references, availability/responsiveness, quality/accuracy of proposal and other factors that the reviewer considers relevant.

The City reserves the right to seek clarifications of the proposed project approach or the assignment of resources, the right to negotiate a final contract which is in the best interest of the City, and the right to reject any or all proposals.



Harper  
Houf Peterson  
Righellis Inc.

# City of Madras

MAD-06

## Industrial Site Readiness Plan

### Prepared For:

City of Madras  
Public Works Department  
125 SW "E" Street  
Madras, OR 97741  
P: 541-475-2344

November 2017

### Prepared By:

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ENGINEERS ♦ PLANNERS  
LANDSCAPE ARCHITECTS ♦ SURVEYORS

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A. Rail Feasibility Study Madras Airport Industrial Area
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# EXECUTIVE SUMMARY

## S.1 INTRODUCTION

**General.** The Industrial Park that lies within the City of Madras Airport and Industrial Center is a critical part of the City's economy and continued development of the Park is a priority for the community. This area is partially developed and those portions of the Park with developments are currently served by a multi-modal transportation system, as well as infrastructure for potable water, sewer and dry utilities services. The purpose of this Industrial Site Readiness Plan (ISRP) is to address the infrastructure improvements needed to support the further development of the Industrial Park.

**Probable Costs.** We have developed preliminary estimates of probable costs for this ISRP from information available at the time the study was prepared. These probable costs are planning-level estimates and their accuracy is anticipated to be within +35% to -20% of the actual cost. Allowances for contractor overhead and profit, mobilization/demobilization, and construction contingencies are included to provide conservative estimates. Actual costs will depend on the scope identified during project development and conditions at the time bids are solicited for each project.

## S.2 RAIL SERVICE, ROADWAYS, AND STORMWATER MANAGEMENT

### S.2.1 *Rail Service*

**Feasibility Study.** A Rail Feasibility Study was conducted as part of this ISRP to evaluate way to improve local rail service (see Appendix A). That study reviewed existing service, evaluated potential improvements, and presented a concept plan for implementing proposed improvements.

**Existing Service.** The Industrial Park includes a rail spur system that connects directly to the main rail line running through Madras. A rail siding also extends along the main rail line within the Park to serve the site occupied by Cenex grain. The Burlington Northern Santa Fe Railroad (BNSF) operates over the main line and provides service to the spur system.

Key limitations to the existing spur system with regard to rail service are summarized below.

- Portions of the rail spur system are in deteriorated condition and in need of remedial work.
- The spur system does not provide the pull-through service preferred by railroads, but instead requires forward-and-back service that is more time consuming and less efficient.
- The connection of the spur system to the main line is not a full wye and only provides access from the south.
- BNSF reports that main-line rail service combined with local service creates congestion.

**BNSF Plan for Local Rail Improvements.** BNSF is planning to perform work on trackage in the Industrial-Park area. Improvements BNSF is considering are summarized below.

- Full Wye – BNSF plans to install an additional connecting track between the main line and lead spur to provide spur access from the north.
- Double Track Main Line – BNSF is considering the addition of a second track from the north side of the Willow Creek trestle to NE Cherry Lane, east of the Industrial Park. This new BNSF siding would be divided into two segments with a universal crossover.

**Potential Long-Term Improvements for Service Expansions.** Potential expansions to rail service would be focused on supporting bulk freight service through a reload facility for larger scale users than current spur customers. Such improvements to expand service would generally entail either a dedicated, Industrial-Park siding along the main line or a new, looped spur system. Both options would support pull-through service.

The siding would require less space and be less complex to implement. But each option has potential benefits and either option is technically feasible. To be conservative, the Feasibility Study identified the costs of a looped spur system for expanded service.

**Improvements to Existing Spur System.** The Rail Feasibility Study proposed two upgrades to the existing spur system in addition to the full-wye improvement being planned by BNSF. The first upgrade would be to rehabilitate the existing spur tracks according to the recommendations of the 2011 report prepared by West Rail Construction Company.

The second upgrade would be to extend the two existing tracks at the north end of the spur system to extend service to future industrial developments on currently vacant land. An alternate concept for extending rail spurs has also been developed by the Harris Group as part of a siting study for a potential user.

**Summary of Proposed Rail Service Improvements.** Table ES-1 lists the rail system improvements identified to support industrial site readiness and lists the concept-level estimates of probable costs.

<b>Table ES-1 Proposed Rail Improvements (Costs in December 2016 Dollars)</b>	
<b>Project Description</b>	<b>Probable Project Cost</b>
<b>Phase 1 Improvements</b>	<b>\$15,800,000</b>
BNSF Siding South Segment	
Madras Spur System Wye	
Spur Extensions/Exist Rail Rehabilitation	
<b>Phase 2 Improvements</b>	<b>\$21,600,000</b>
BNSF Siding North Segment	
Loop Track C	
BNSF Universal Crossover	

The projects listed under Phase 1 would more directly impact the current Industrial Park rail service and are considered a higher priority for planning purposes. Actual project priorities need to be coordinated with BNSF. Also, projects will need to be reevaluated when the City receives development proposals and an Industrial Park expansion is planned. Projects that improve rail service could be eligible for funding under the *ConnectOregon* program.

S.2.2 Roadways

Improved street access and connectivity will be necessary to support industrial site readiness and maintain a safe transportation network as development occurs. Table ES-2 (following page) summarizes the proposed roadway improvements according to priority and lists the concept-level estimates of probable costs.

<b>Table ES-2 Proposed Roadway Improvements (Costs in December 2016 Dollars)</b>	
<b>Project Description</b>	<b>Probable Project Cost</b>
<b>Category 1 Improvements – Higher Priority</b>	<b>\$1,250,000</b>
U.S. 26/Cherry Lane Intersection Realignment U.S. 26/Earl Street Intersection Realignment	
<b>Category 2 Improvements – Medium Priority</b>	<b>\$10,720,000</b>
U.S. 26/Depot Road Intersection Realignment U.S. 26/Future Industrial Connector Intersection Demers Drive & Paul Jasa Way Extensions Jersey Lane & Other North Area Extensions East-West Industrial Connector – Berg Drive to U.S. 26	
<b>Category 3 Improvements – Lower Priority</b>	<b>\$17,430,000</b>
U.S. 26/Dogwood Lane Intersection Realignment Earl Street, Frontage Road and Other Connectors Northward Extensions of Berg and Andrews Drives Daimler Road Extension to Dogwood Lane	

Actual project priorities will depend on growth rate and patterns of development. The estimates of probable costs have been obtained from the draft update to the City’s Transportation Service Plan being prepared by Kittleson and Associates.

*S.2.3 Stormwater Management*

There is a limited system of existing storm drains and retention ponds serving developed portions of the Industrial Park. An expansion of the existing piping network to serve future developments is not recommended due to geographical and regulatory constraints.

The Industrial Park is relatively flat and no receiving stream or drainage channel is available for a discharge. Therefore, future developments will need to install on-site stormwater control systems according to current regulations and City Standards.

Projects for stormwater facilities will be part of each development project. The scope and schedule of the stormwater project will need to be developed based on actual development plans. Costs for on-site stormwater improvements and any offsite conveyance systems that may be required will be borne by the industrial site developer(s) and/or user(s).

**S.3 DRY UTILITIES AND WATER SERVICES**

*S.3.1 Electrical and Natural Gas Services*

Pacific Power provides electrical service and Cascade Natural Gas Corporation (CNGC) provides natural gas service to Industrial Park users. These utilities generally must offer service to new customers, unless the proposed demand by a prospective user exceeds available and planned capacity.

The existing electrical distribution grid and gas piping network will need to be extended to serve undeveloped areas of the Industrial Park. Prospective industries would need to provide service demand information to the utilities and request their services. The utilities would then work out service plans and associated charges for delivering electricity and natural gas to the proposed development.

The Industrial Park is on the boundary of the Pacific Power service area and the Central Electric Cooperative, Inc. (CEC) provides power service to the City's North Wastewater Treatment Plant. There is the potential that either Pacific Power or CEC could extend electrical service to land located to the northwest and northeast of the airport when developments occur in those areas.

### *S.3.2 Telecommunications*

The Oregon Broadband Mapping Project (Broadband Mapping) documents that developed parts of the Industrial Park contain telecommunications infrastructure supporting fiber optic, DSL, and fixed wireless services. The following companies provide dedicated voice and/or broadband services to the area.

- BendBroadband
- CenturyLink
- Quantum Communications

The costs of telecommunications services are user specific.

### *S.3.3 Water Service*

**General.** Deschutes Valley Water District (DVWD) provides potable water service to Industrial Park users through a network of water transmission and distribution piping. Existing DVWD supply, storage and transmission facilities provide surplus capacity for industrial growth. The district periodically updates its system Master Plan to identify projected needs and has an ongoing capital improvements program.

**Potential Water Line Improvements.** Based on input from DVWD, we have identified three potential waterline projects to expand and enhance the existing Industrial Park distribution system. These potential improvements and the planning-level estimates of probable project costs are listed below.

- An 8-inch waterline extension along the Demers Drive right of way (\$675,000).
- A 12-inch waterline loop along Berg Drive, the west side of Highway 26, and a proposed east-west roadway near the northern Urban Growth Boundary (\$3,545,000).
- An 8-inch waterline loop around the airport, along Dogwood Lane, and on the west side of Highway 26 (\$6,075,000).

## **S.4 WASTEWATER FACILITIES**

### *S.4.1 General*

The 2017 Wastewater Master Plan Update (WWMP) evaluated the City's wastewater (WW) facilities under existing and projected conditions, including those facilities serving the Industrial Park. Chapter 4 of this ISRP presents the results of those evaluations and the proposed improvements identified in the 2017 WWMP as they pertain to the Industrial Park.

#### S.4.2 Existing Facilities

The City provides sewer service to most of the developed areas in the Industrial Park, as well as the airport and a nearby residential area along the north side of Birch Lane. The existing WW facilities needed to provide this service are listed below.

- An Industrial Park Collection System that consists of gravity sewers, manholes, two pump stations and pressure sewers (force mains).
- The North Wastewater Treatment Plant, which includes a lagoon system, clarifier, disinfection system, pumping equipment, sludge drying beds, and associated components.
- A lined, effluent storage pond located at the treatment plant site.
- Effluent distribution pump and piping for conveyance to irrigation sites.
- Irrigation components for effluent recycling on the municipal golf course and nearby farm fields owned by the City.

A small portion of the developed land in the Industrial Park does not receive sewer service and these users must rely on septic tanks with onsite disposal wells and/or drainfields.

#### S.4.3 Collection System Evaluation

**Existing Conditions.** Current flows into the gravity sewers are quite low and most of the sewer capacity remains available for developments. The main pump station (PS) serving the collection system, the Demers PS, will also have surplus capacity, even after full development of the planned Willowbrook subdivision, between Birch and Adler Street.

**Future Conditions.** Projections for future industrial developments are not available and the City has not received proposals for developments that would contribute large WW flows to the Industrial Park sewers. The Industrial Park sewers would have enough capacity to handle an increase in WW flows that is proportional to projected City-wide increases in residential flows.

**Sewer Extensions.** Two extensions of existing gravity sewers along Mill Street and Hess Street are proposed to serve potential in-fill developments near these existing roadways. These two sewer extensions are recommended as mid-term projects to support industrial site readiness.

**Potential Major WW Flow Contributors.** Large-scale industrial developments may contribute high-enough flows to require larger sewer lines and a higher capacity at the Demers PS. To support industrial site readiness, an analysis was conducted to identify the potential improvements needed to serve major developments in either of 3 large undeveloped areas (a North, South and East Area). The analysis assumed an average WW flow of 1.0 MGD would be added with a peaking factor.

A new parallel sewer and a major expansion of the Demers PS would be needed to serve a major WW contributor in each alternative area. Either the North Area, east of Berg Drive, or the South Area, east of Demers Dive, would be preferred sites for major users based on our estimates of probable costs for collection system improvements. The East Area across Highway 26 would cost more to serve.

**Demers PS.** Given the age and condition of the Demers PS, the City should plan to renovate the facility over the next 3 to 5 years as part of an ongoing major maintenance and repair program. The City should also plan to replace the PS either in 16-20 years or when additional capacity is needed to serve industrial development, whichever occurs first.

The replacement facility should be designed to accommodate phased expansions. This design approach would support industrial site readiness for developments with differing WW flow contributions. Future expansions of the Demers PS will also necessitate an increase in the size of the PS force main to accommodate the higher pumping rate.

**Golf Course PS.** This second PS serves a residential area outside the Industrial Park. However, the facility pumps flows into the sewer system that serves the Industrial Park and is tributary to the Demers PS. A replacement Golf Course PS with increased capacity is planned to handle flows from the future Willowbrook residential development. The sewers in the Industrial Park and the Demers PS have sufficient capacity to handle flows from the replacement Golf Course PS. Therefore, the PS replacement is not projected to significantly impact industrial site readiness.

**Sewer Service to Undeveloped Airport Area.** Due to local topography, a separate collection system with a new PS and force main would be required to serve land to the northwest of the airport. It may also be feasible to extend gravity sewer service from this separate northwest collection system to the land immediately northeast of the airport. Alternatively, the land northeast of the airport may require another new PS and force main for WW service.

#### S.4.4 North Wastewater Treatment Plant (NWWTP)

The NWWTP treats all WW flows from the Industrial Park Collection System and currently treats a portion of the flows from the City's Main Collection System. The rest of the Main Collection System flows are treated at the City's South WWTP. The 2017 WWMP recommends the City maintain both the North and South plants in service, partly because they are both strategically located to serve proposed and potential developments.

To address deficiencies and maintain industrial site readiness, the 2017 WWMP recommends phased improvements to the NWWTP. The proposed improvements would provide reliable service at the plant's current capacity for another 20 years and accommodate potential expansions to serve future industrial growth.

The recommended plan for the NWWTP would consist of the following proposed/potential phases:

- **Phase 1a Retrofit (Complete within 3 to 5 years, maintain existing capacity):**

Replace the clarifier, disinfection system, pumps, and related components.

*Alternate Phase 1a: The City may implement a scaled-back upgrade intended solely to provide weather protection for the clarifier and pumps and thereby allow their operation throughout the entire year.*

- **Phase 1b Retrofit (Complete in 11-15 years, maintain existing capacity):**

Construct headworks for preliminary treatment; convert half of the existing lagoons into a higher-rate, lagoon system; and add an aerobic digester tank for biosolids treatment.

Purchase additional farmland and expand irrigation capabilities to offset the loss of farmland in the airport area due to development.

- **Phase 2 Retrofit/Expansion (Timing and scope dependent on development):**

Convert the other half of the existing lagoons to a parallel, higher-rate lagoon system and expand other treatment processes to provide a total 1.0-MGD capacity.

Double the effluent storage volume, purchase additional farmland, and install additional irrigation systems to expand effluent recycling capacity.

- **Phase 3 Expansion (Timing and scope dependent on development):**

Construct a separate 0.5-MGD lagoon system and other treatment processes on adjacent land to expand total treatment capacity to 1.5 MGD.

Add effluent storage volume, purchase additional farmland, and install additional irrigation systems to expand effluent recycling capacity.

S.4.5 *Summary of Proposed/Potential WW Improvements*

Table ES-3 summarizes the WW facilities improvements proposed to support industrial site readiness for potential developments and lists planning-level estimates of probable project costs.

<b>Table ES-3 Proposed WW Facilities Improvements (Costs in December 2016 Dollars)</b>	
<b>Project Description</b>	<b>Probable Project Cost</b>
<b>Industrial Park Sewer Extensions (6-10 years)</b> 8” Sewers in Hess and Mill Streets	<b>\$629,000</b>
<b>Potential Sewer for Major Users – North Area Alternative <sup>(1)</sup></b> 18” Berg Drive Parallel Sewer (development dependent)	<b>\$907,000</b>
<b>Industrial Park PS and Force Main Improvements</b> Demers PS Renovation – No Expansion (within 5 years) Demers PS Replacement – Expanded Capacity <sup>(2)</sup> (16-20 years) Demers Force Main Replacement – 8” Pressure Pipe	<b>\$3,470,000</b>
<b>Northwest Area PS and Force Main <sup>(3)</sup></b> New separate PS with force main extending to NWWTP Timing, scope and locations are development dependent Assume same capacity as replacement Demers PS for planning purposes	<b>\$2,270,000</b>
<b>North WWTP Renovation &amp; Effluent Recycling Improvements</b> Phase 1a – Replace clarifier, disinfection system, pumps, etc. Phase 1b – Retrofit to Maintain 0.5 MGD Capacity Farmland Acquisition, Effluent Transmission Line & Irrigation System	<b>\$11,810,000</b>
<b>North WWTP &amp; Effluent Recycling Expansions</b> Phase 2 – Retrofit and Expansion to 1.0 MGD <sup>(4)</sup> Phase 3 – Construct 0.5-MGD Module; Expand Capacity to 1.5 MGD <sup>(4)</sup>	<b>\$56,485,000</b>

**Notes:**

- (1) Potential North Area alternative shown for industrial site readiness planning; project timing and alignment would depend on when and where developments for major users occur.
- (2) Demers PS expansion and actual capacity would be development dependent.
- (3) Actual project scope and capacity would depend on development patterns and growth rates in area northwest of airport.
- (3) Alternate Phase 1a with reduced scope may be implemented instead of full Phase 1a.
- (4) Probable costs include treatment capacity, storage ponds, additional farmland, irrigation systems, and effluent transmission line to farmland.

# CHAPTER 1

## INTRODUCTION

### 1.1 BACKGROUND

The City of Madras Airport and Industrial Center is located at the north end of the City and contains 780 acres of land zoned for airport and industrial uses. The industrial lands within the Center, referred to in this study as the Industrial Park, are a critical part of the City's economy and the ongoing development of the Park is a priority for the community.

The Industrial Park is partially developed and those portions of the Park with developments are currently served by a multi-modal transportation system that provides direct highway, rail and airport access. These developed areas also include centralized infrastructure for potable water, sewer and dry utilities services.

### 1.2 REPORT PURPOSE AND SCOPE

The Infrastructure Finance Authority (IFA) awarded a grant to the City that requires the preparation of an Industrial Site Readiness Report, or Plan (ISRP). The purpose of the ISRP is to address the infrastructure improvements needed to support the further development of the Industrial Park.

The scope of this ISRP generally consists of the following main tasks.

1. Prepare a rail feasibility study to develop service concept alternatives including spur extensions and other track options to route rail cars through an expanded industrial park. Evaluate phased implementation of rail improvements.
2. Develop a concept plan for roadway service and access requirements in coordination with City's Transportation System Plan Update.
3. Address requirements for stormwater management planning.
4. Contact dry utilities and water supplier to identify their current Industrial Park infrastructure and their requirements for serving future site developments and expansions.
5. Address sewer, pump station, and wastewater (WW) treatment requirements for potential industrial site developments and identify the recommended WW improvements according to the recent master planning effort.
6. Prepare ISRP to address the requirements for infrastructure improvements with opinions of probable project costs.

The preparation of this ISRP was approved and authorized by the Madras City Council on December 9, 2014.

### 1.3 PROBABLE PROJECT COSTS

We have developed preliminary estimates of probable costs for this ISRP from information available at the time the study was prepared. The cost information used to generate the estimates has been updated to December 2016 using the Engineering News-Record Construction Cost Index of 10,530.

The probable construction costs developed for this study are planning-level estimates and their level of detail falls within Estimate Class 4 as defined by the Association for the Advancement of Cost Engineering International (Recommended Practice #18R-97, Rev. March 2016). Consistent with this estimate class, the accuracy is anticipated to be within +35% to -20% of the actual cost.



Allowances for contractor overhead and profit, mobilization/demobilization, and construction contingencies are included to provide conservative estimates. A nonconstruction cost factor was also applied to each project to include an allowance for planning, engineering, and administrative costs. Because the estimates are planning level, we used a 25% factor for construction contingences and a 35% factor for nonconstruction costs.

Actual project costs will depend on the scope identified during project development. Actual construction costs will also be affected by labor and material costs and competitive market conditions at the time bids are solicited, as well as by specific site conditions and other factors. Consequently, the final construction costs will vary from our estimates.

## CHAPTER 2

### RAILROAD, ROADWAY AND STORMWATER SERVICES

#### 2.1 RAILROAD SERVICE

##### 2.1.1 *Rail Feasibility Study*

A Rail Feasibility Study was conducted as part of this ISRP to evaluate methods for improving access to rail service in the Industrial Park. The study reviewed existing rail service, evaluated potential improvements, and presented an implementation plan for the proposed improvements. This section summarizes the conclusions of the Rail Feasibility Study and Appendix A presents the full report that resulted from the study.

An evaluation of the existing rail spurs was not in the scope of either the ISRP or the Rail Feasibility Study. West Rail Construction (WRC) Company previously inspected the lead rail spurs in October 2011 and proposed upgrades to rehabilitate the existing trackage. These previous proposals and the associated estimates of probable construction costs were assumed to be reliable and therefore, were incorporated into the feasibility study. A copy of the study by WRC Company is included as an appendix to the Rail Feasibility Study described above.

##### 2.1.2 *Existing Railroad Service*

The Industrial Park includes a rail spur that branches into a series of tracks serving multiple sites that connects directly to the main rail line running through Madras. This spur system consists of approximately 3.2 miles of track. A 0.4-mile, rail siding also extends along the east side of the main rail line within the Industrial Park to serve the site occupied by the Cenex grain facility. The main line is single track through Madras except for a 0.5-mile siding within the Industrial Park that does not directly serve any local site(s). Figure 2-1 presents a map showing the Industrial Park rail lines, as well as the main line.

The Burlington Northern Santa Fe Railroad (BNSF) provides freight service on the main line, spur system and Cenex siding. However, rail customers (users) in the Park also have access to the Union Pacific Railroad (UP) network through trackage rights.

The right of way (R-O-W) for the main line through Madras, commonly referred to as the Oregon Trunk Line, is actually owned by the UP. However, the line is operated by the BNSF as a result of a 1910 agreement between the predecessor railroad companies. The primary spur through the industrial park is owned by UP and the short spurs off that main track are owned by individual industries, except that the spur to Wilbur-Ellis is owned by the City of Madras.

##### 2.1.3 *Existing System Limitations*

Key limitations to the existing spur system with regard to local and through rail service are summarized below.

- Portions of the rail spur system are in deteriorated condition and in need of remedial work.
- The spur system does not provide the pull-through service preferred by railroads, but instead requires forward-and-back service that is more time consuming and less efficient.
- The connection of the spur system to the main line is not a full wye and only provides access from the south.
- BNSF reports that main-line rail service combined with local service creates congestion through Madras.

The limitations of the existing spur system are important factors in addressing industrial site readiness and were the main consideration in conducting the Rail Feasibility Study.

#### 2.1.4 *BNSF Plans for Local Rail Improvements*

As part of the feasibility study, input was obtained from BNSF regarding rail service in Madras. BNSF reported that the company has plans to perform work on trackage in the Industrial-Park area. The improvements BNSF is considering are described below and shown in Figure 2-2A. BNSF had not established a schedule for the improvements at the time the feasibility study was prepared.

**Spur Wye Connection.** BNSF would like to produce a full wye junction between the spur and the main line by installing a connecting track to provide spur access from the north. The curvature of the wye concept shown in Figure 2-2A has a tighter radius than is allowed under current railroad standards. Therefore, it is very likely BNSF and UP would require a longer radius (wider curve) that would involve a different wye-track layout than shown.

**Double Track Main Line.** BNSF's regional and national planning departments are considering the construction of a section of double track about 3.1 miles long in the area of the Industrial Park. This new track would extend from the north side of the Willow Creek trestle to NE Cherry Lane, east of the Industrial Park, and would generally serve as a passing track for through trains. This siding could also expedite through-traffic while BNSF provides local freight-car delivery and pickup service.

The double-track improvement under consideration by BNSF would be divided into a North Siding and South Siding. A universal crossover would be installed where these two segments would meet (approximately 1,000 feet north of the overpass for U.S. Highway 26 – see Figure 2-2A). Due to space constraints in the main-line R-O-W, the south double-track siding may impact both the existing spur connection to the main line and the nearby rail bridge over the canal. A respacing of the main line tracks and the existing Cenex siding appears feasible as a way to reduce or avoid impacts on the spur connection.

#### 2.1.5 *Industrial Park Rail Service Improvements*

**General.** The Rail Feasibility Study identified and evaluated the following two main approaches to improving and expanding rail service in the Industrial Park.

- Construct a dedicated, Industrial-Park siding along the main line.
- Construct a looped spur system.

The intent of each approach would be to develop a system that would conform to current railroad standards and attract rail-served distribution centers and/or bulk commodity customers. To support this goal, the preferred system layout would accommodate a reload facility in which freight could be transferred from truck to rail service and vice versa.

The following subsections describe each of these options, plus a third potential approach involving extensions of the existing spur tracks.

**Industrial-Park Siding.** A siding that parallels the main line would be less difficult to implement for direct service and/or a reload facility than a dead-end spur or a looped spur. This would be particularly true if BNSF constructs the planned double-track upgrade described above.

It might also be feasible to reconnect the existing spur to an Industrial-Park siding and allow local train service to spot cars without entering the main line. This could ease congestion on the main line and make providing local service more attractive to BNSF.

The main portion of a siding for local service would likely be located outside the UP/BNSF main line R-O-W. However, the existing R-O-W in the Madras area is adequate for both the double-track main line BNSF is contemplating and a separate Industrial-Park siding.

A limitation to a parallel siding is direct service would only be available to parcels adjacent to the main line. Therefore, the development of a reload facility along the siding would be crucial to the expansion of rail service to other parcels in the Industrial Park that are remote from the main line.

**Looped Spur System.** A looped spur system would provide pull-through service to improve efficiency and could extend direct rail service to parcels of land not located adjacent to the main line. This configuration would allow high-volume users to engage the railroad for the transport of commodities from origin to destination.

Key constraints in the development of a loop configuration are listed below:

- The need to enough space to meet railroad standards for a minimum radius of curvature (764 feet);
- The need for sufficiently mild slopes over the site to support local rail service; and
- The need to coordinate the spur layout with the layout of collector streets and potential development parcels.

The feasibility study evaluated the potential for constructing a looped spur entirely within the current UGB as a northern extension of the existing spur system. This rail loop does not appear to be feasible and is not a recommended option due to the following disadvantages.

- Overall space constraints between the airport and U.S. Highway 26 would limit the length of the loop. This means that any spur tracks within the main loop could not meet the minimum curvature standard. The limitation of loop length would also restrict the length of any unit train that a bulk shipper could use making it less attractive to potential users.
- The spur loop would be about a mile from the main line, at the end of the existing spur system. As a result, improvements to the existing spur trackage would be required and, even with such improvements, service to the loop would be time consuming for BNSF.
- It would be difficult to coordinate the loop layout with the layout of collector streets and potential development parcels. The current plan for collector streets at the north end of the Industrial Park would need to be substantially revised to accommodate the spur loop.

The feasibility study identified other potential locations for a spur loop east of Highway 26 and north of the main rail line. Figure 2-2A shows the preferred, conceptual loop layout identified in the feasibility study for this east area (Alternative Loop Track C). The main advantages to this layout relative to other alternatives identified in the study is the loop track would be relatively close to the main line and the lengthwise orientation of the loop generally follows existing topography.

A potential spur loop system east of Highway 26 would be almost entirely outside the existing Urban Growth Boundary (UGB) on County land that is zoned for Exclusive Farm Use (EFU). A rail loop would probably be extended into this area only after it has been brought within the UGB and rezoned as Industrial land.

Rail track and appurtenant facilities proposed for EFU land would require an Administrative Review permit. The proposal would also need to comply with the State Transportation Planning Rule as it pertains to rural-zoned lands.

**Spur Extensions and System Rehabilitation.** Figure 2-2A shows two potential rail spur extensions (in solid red) that can be installed in conjunction with the spur system upgrades identified in the 2011 WRC Study. These extensions would begin at the northern ends of the existing primary Industrial Park spur and the Wilbur Ellis spur. Such northerly spur extensions would be a viable approach to serving future north-end industrial development and would cost less than the looped spur concept presented above.

**Alternate Spur-Extension Concept.** Harris Group Inc. has also developed a concept for track extensions at the north end of the spur system on behalf of a potential industrial park user. This alternative spur concept from Harris Group was developed separately from the Rail Feasibility Study and is reproduced in Figure 2-2B.

In addition to potential spur extensions, the Harris Group concept also shows a potential future looped spur that would extend beyond the current UGB at the north end of the Industrial Park. Although the loop shown in Figure 2-2B would meet the minimum curvature standard, the other disadvantages previously described for a north end loop would apply to this concept (distance from the main line and development/infrastructure siting constraints).

#### 2.1.6 *Summary of Proposed Rail Service Improvements*

Table 2-1 (following page) summarizes the rail system improvements identified to support industrial site readiness and lists the planning-level estimates of probable costs. The general basis for the development of the estimates is described in Chapter One of this report and breakdowns of the estimates are presented in the Rail Feasibility Study (Appendix A).

The estimate of probable cost for Project 3 under Phase 1 is based on the spur-extension concept shown in Figure 2-2A and costs would differ for the alternative concept shown in Figure 2-2B. Phase 1, Project 3, also includes the estimated probable costs for rehabilitating the existing spur tracks identified in the 2011 WRC Study.

The Phase 1 projects listed in Table 2-1 would more directly impact current Industrial Park rail service and are considered a higher priority for planning purposes. The actual priorities assigned to the proposed work are subject to future discussions between BNSF and the City.

The identified rail projects will also need to be reevaluated when actual proposals for developments are submitted to the City and when an Industrial Park expansion is planned. Projects that improve rail service could be eligible for funding under the *ConnectOregon* program.

The two phases of the BNSF double-track siding are listed in Table 2-1 as recommended improvements because they would potentially benefit rail service to the Industrial Park, including future expansions of the Park to the east-northeast. The BNSF siding would benefit Industrial Park service by allowing BNSF to route through trains around any local train service that must switch to and from the main track. This would improve operating efficiencies.

<b>Table 2-1</b>	
<b>Summary of Proposed Rail Improvements for Industrial Park (Costs in December 2016 Dollars)</b>	
<b><u>Phase 1 Improvements</u></b>	
<b>Project Description</b>	<b>Probable Project Cost <sup>(1)</sup></b>
1. BNSF Siding South Segment <sup>(2)</sup>	\$10,000,000
2. Madras Spur System Wye	\$1,700,000
3. Spur Extensions/Exist Rail Rehabilitation	\$4,100,000
<b>Total – Phase 1 Probable Project Costs</b>	<b>\$15,800,000</b>
<b><u>Phase 2 Improvements</u></b>	
<b>Project Description</b>	<b>Probable Project Cost <sup>(1)</sup></b>
1. BNSF Siding North Segment <sup>(2)</sup>	\$13,400,000
2. Loop Track C <sup>(3)</sup>	\$6,100,000
3. BNSF Universal Crossover <sup>(2)</sup>	\$2,100,000
<b>Total – Phase 2 Probable Project Costs</b>	<b>\$21,600,000</b>

- (1) Project cost includes a 25% construction contingency and a 35% allowance for nonconstruction costs (engineering and administrative).
- (2) BNSF project that supports more efficient Industrial Park rail service. BNSF to determine schedule and scope.
- (3) Potential improvements shown for planning bulk rail service to support industrial site readiness.
- (4) Timing would depend on when developments for major users occur.

## **2.2 ROADWAY ACCESS AND CONNECTIVITY**

### *2.2.1 Existing Roadways*

The partially-developed areas in the Industrial Park are served by a limited network of minor collector streets and local industrial roadways. U.S. Highway 26 bisects the Industrial Park and provides direct access to and from this network. Figure 2-3 shows the existing roadway network, with the exception of Depot Road, which is a short connector located immediately to the south of the area shown and to the east of the BNSF main line railroad.

The existing roads lie almost entirely on the west side of Highway 26, with only Cherry Lane extending to the east. Direct Highway 26 access is currently provided by four intersections (Cherry Lane, Hess Street, Earl Street, and Depot Road).

The existing road network generally provides adequate connectivity to serve current developments within the Industrial Park. However, many of the roads and intersections do not meet current City or ODOT standards. The City plans to require improvements to existing roadways that do not meet City standards as part of in-fill developments that occur along these rights of way. These improvements to existing industrial roadways that are driven by City development standards are not covered in this report.

### 2.2.2 Descriptions of Proposed Roadway Improvements

**General.** Improved street access and connectivity will be necessary to support industrial site readiness and maintain a safe transportation network as development occurs. Intersection improvements along Highway 26 and new connectors will be needed in the Park to provide suitable user access for both shippers and employees. Roadway extensions and additions will also be necessary to serve Industrial Park developments beyond the current roadway network.

**Estimates of Probable Costs.** Table 2-2 (following page) lists the proposed roadway improvements and summarizes the planning-level estimates of probable project costs. We generated this list of improvements in coordination with the City and Kittleson & Associates, the consultant currently preparing an update to the Madras Transportation System Plan (TSP). The cost estimates were obtained from a draft of the TSP update provided by Kittleson & Associates. The general basis for the development of the estimates is described in Chapter One of this report.

The proposed improvements fall into three categories as described below.

1. Category 1 includes projects of higher priority that will enhance accessibility and safety under both current and future conditions. These proposed projects should be implemented as funding becomes available independent of development proposals.
2. Category 2 involves projects intended to support improved connectivity as future development occurs within the current Industrial Park. These projects are dependent on future development proposals and are considered medium priority.
3. Category 3 consists of projects identified to improve access and connectivity for the following areas:
  - the segment of the Industrial Park east of Highway 26, and
  - land adjacent to the airport, north and west of the UGB.

These projects are also dependent on future development proposals and are likely to be of lower priority than projects in Categories 1 and 2. The projects north and west of the UGB would only be City projects once an UGB expansion occurred.

The following paragraphs briefly describe the intersection and roadway projects. Figure 2-3 identifies their currently proposed/planned locations.

#### U.S. Highway 26 Intersections.

- **Project 1 (Category 1) – U.S. 26/Cherry Lane Realignment.** This project will eliminate the intersection skew by adjusting the alignment of Cherry Lane on the east side of Highway 26. The result will be a straight-through orientation for Cherry Lane, perpendicular to Highway 26 on both sides.

The City limits and UGB currently extend along the south side of Cherry Lane, east of Highway 26. Therefore, an adjustment of these boundaries would be necessary for this improvement to be a City project.

- **Project 2 (Category 1) – U.S. 26/Earl Street Realignment.** This project will shift the alignment of Earl Street on the west side of Highway 26 to provide a “T” intersection with Earl Street perpendicular to Highway 26 according to ODOT standards. An east leg would be added to this intersection as part of the easterly Earl Street extension (Project 11).

- **Project 3 (Category 2) – U.S. 26/Depot Road Realignment.** This project will upgrade the existing intersection and the adjacent frontage roads. The improvement will likely be driven by adjacent, future industrial development on the east side of Highway or redevelopment of land to the west, between Depot Road and the railroad main line.

<b>Table 2-2</b>		
<b>Summary of Proposed Roadway Improvements for Industrial Park (Costs in December 2016 Dollars)</b>		
<b><u>Category 1 Improvements</u></b> <sup>(2)</sup>		
Project No.	Project Description	Probable Project Cost <sup>(1)</sup>
1.	U.S. 26/Cherry Lane Intersection Realignment	\$500,000
2.	U.S. 26/Earl Street Intersection Realignment	\$750,000
<b>Total – Category 1 Probable Project Costs</b>		<b>\$1,250,000</b>
<b><u>Category 2 Improvements</u></b> <sup>(2)</sup>		
Project No.	Project Description	Probable Project Cost <sup>(1)</sup>
3.	U.S. 26/Depot Road Intersection Realignment	\$500,000
4.	U.S. 26/Future Industrial Connector Intersection	\$750,000
6.	Demers Drive Extension	\$2,090,000
7.	Paul Jasa Way Extension	\$1,060,000
8.	Jersey Lane Extension	\$1,240,000
9.	Other North Area Extensions	\$3,570,000
10.	Berg Drive/U.S. 26 Industrial Connector	\$1,510,000
<b>Total – Category 2 Probable Project Costs</b>		<b>\$10,720,000</b>
<b><u>Category 3 Improvements</u></b> <sup>(2)</sup>		
Project No.	Project Description	Probable Project Cost <sup>(1)</sup>
5.	U.S. 26/Dogwood Lane Intersection Realignment	\$1,000,000
11.	Earl Street Eastside Extension	\$2,240,000
12.	Eastside Frontage Road	\$1,580,000
13.	Other Eastside Connector(s)	\$730,000
14.	Extensions of Berg and Andrews Drives	\$3,880,000
15.	Daimler Road Extension to Dogwood	\$8,000,000
<b>Total – Category 3 Probable Project Costs</b>		<b>\$17,430,000</b>

(1) Project cost includes a 25% construction contingency and a 35% allowance for nonconstruction costs (engineering and administrative).

(2) Categories 1, 2, and 3 generally represent higher, medium and lower project priorities, respectively. Project timing depends on growth rate and patterns of development. Therefore, priorities may shift.



- **Project 4 (Category 2) – U.S. 26/Future Industrial Connector.** This improvement would be constructed in conjunction with the connector proposed between Berg Drive and Highway 26 (Project 10). The intersection work is identified as a separate project because it is located in the ODOT right of way.

Construction of the connector and Highway 26 intersection will be driven by future industrial development in the north area of the Park. The proposed roadway alignment is immediately inside the north UGB boundary, since this offers the greatest flexibility in land development within the UGB, between the airport and Highway 26.

- **Project 5 (Category 3) – U.S. 26/Dogwood Lane Realignment.** This project will adjust the alignment of Dogwood Lane on both sides of Highway 26 to eliminate the intersection skew. The result will be a perpendicular orientation for Dogwood Lane at Highway 26.

#### **Local Streets (Industrial Roadways, Collectors and other streets).**

- **Project 6 (Category 2) – Demers Drive Extension (2,720 LF).** This project will construct a new industrial connector in the existing right of way from Cherry Lane south to Adler Street. The existing Demers wastewater pump station (PS) is apparently located near the middle of the existing right of way. Therefore, either the road right of way would need to be adjusted in the area of the PS or the existing PS would need to be replaced with an adjacent facility. A PS replacement is proposed in 16-20 years (see Chapter 4).
- **Project 7 (Category 2) – Paul Jasa Way Extension (1,380 LF).** This project will construct an industrial connector west from Mill Street to the future Demers Drive (Project 6). A portion of the right-of-way exists for this extension adjacent to Mill Street. However, a new right of way would need to be dedicated for most of the extension. Paul Jasa Way currently extends for a short distance east from Mill Street, but that street is not aligned with the right of way on the west side of Mill Street.
- **Project 8 (Category 2) – Jersey Lane Extension (1,610 LF).** This project will construct a new industrial connector in a new right of way between Mill Street and Berg Drive.
- **Project 9 (Category 2) – Other North Area Extensions (4,650 LF).** This project would involve northward extensions of both Mill Street and Andrews Drive, plus another connector from Andrews to Berg Drive. Mill Street would terminate at Andrews Drive and Andrews would extend to the future connector included as Project 10.

Dedicated rights of way have been established for most of these roadway extensions; however the actual locations of these roads would depend on development patterns and may differ substantially from what is shown in Figure 2-3. The estimated probable project cost for the extensions are based on the current right-of-way alignments.

- **Project 10 (Category 2) – Berg Drive/U.S. 26 Industrial Connector (1,960 LF).** This project would extend an east-west roadway in a new right of way from Berg Drive to Highway 26 to improve connectivity at the north end of the Industrial Park. The project includes a short extension of Berg Drive to the north to reach the assumed east-west alignment.

The proposed roadway alignment is immediately south of the UGB to offer the greatest flexibility in developing land inside the UGB, between the airport and Highway 26. This project is proposed in conjunction with Project 4 described above.

- **Projects 11, 12 & 13 (Category 3) – Earl Street, Frontage Road and Other Eastside Connectors (5,270 LF).** These projects would involve the construction of new industrial roadways in new rights of way east of Highway 26 and within the current UGB. The alignments shown in Figure 2-3 were developed for the purposes of initial planning and cost estimating. Actual locations of these roads would depend on development patterns and may differ substantially from what is shown.

Currently, the UGB along Cherry Lane, east of Highway 26, is to the south of the right of way and Cherry Lane is a county road. Therefore, intersections with Cherry Lane would be in the county right of way unless the UGB were adjusted.

- **Project 14 (Category 3) – Extensions of Berg and Andrews Drives (4,500 LF).** These northerly extensions would improve connectivity to existing Dogwood Lane. This project would improve access for both the Industrial Park and future airport developments.
- **Project 15 (Category 3) – Daimler Road Extension (9,300 LF).** This project would extend a new street in a new right of way from the end of the existing Daimler access road to Dogwood Lane. The intent of this project is to provide connectivity for developments on the northwest side of the airport. The actual road alignment would depend on future development patterns and may differ significantly from what is shown in Figure 2-3.

## 2.3 STORMWATER MANAGEMENT

### 2.3.1 *General*

Existing storm drains in the Industrial Park range from 12 inches to 24 inches in diameter and are shown in Figure 2-4. An outfall is located at the northeast corner of Desert Peaks Golf Course where stormwater discharges to an open field and infiltrates into the ground or evaporates.

The Industrial Park is relatively flat and no receiving stream or drainage channel is available for a discharge. Therefore, future developments will need to install on-site stormwater control systems according to Best Management Practices (BMPs), current City Standards, and the City's current Storm Water Pollution Control Plan for the airport.

### 2.3.2 *On-Site Stormwater Control/Treatment Systems*

BMPs must be designed to provide stormwater flow controls and either pollution source reduction or treatment of polluted stormwater. BMPs include constructed facilities, maintenance procedures, activity schedules, prohibitions on certain practices, and administrative practices that prevent adverse impacts to the environment.

Flow controls are generally implemented using constructed infiltration, detention or evaporation facilities designed to limit discharge rates and volumes or to eliminate discharge to receiving streams. Since land development and redevelopment tend to increase stormwater runoff, flow control BMPs are usually necessary to comply with design criteria regarding stormwater discharges. Flow control BMPs may also function as treatment facilities.

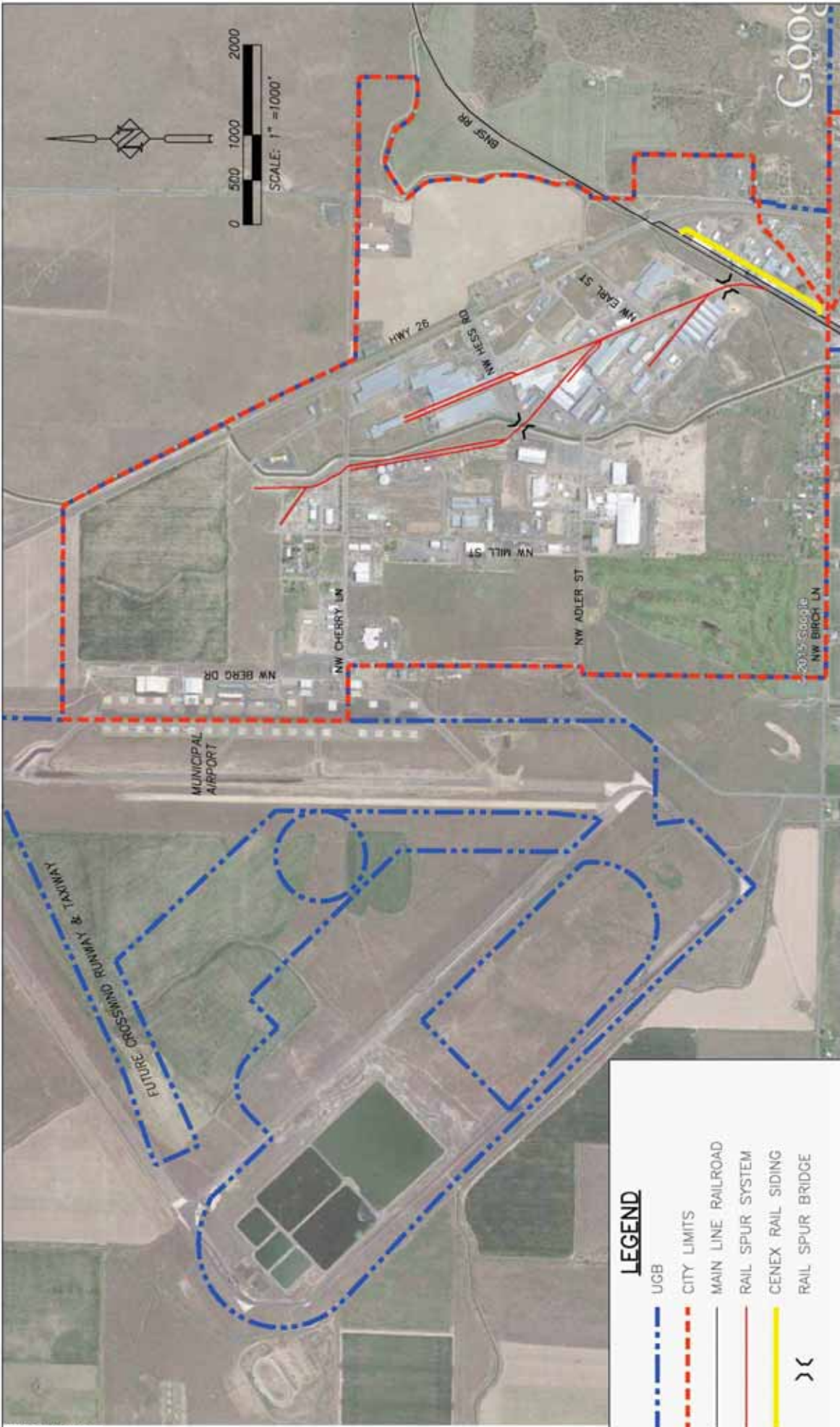
Source reduction BMPs are aimed to reduce the amount of pollution exposed or introduced to stormwater at sites where potential pollutants are present in significant amounts. In developing BMPs, regulators have recognized the importance of source control as a means for protecting water quality. Thus, an emphasis has been placed on preventing pollutants from getting into stormwater and limiting the amount of runoff that is discharged from sites that handle or store potential contaminants.

Separate stormwater treatment facilities should be provided to augment flow control and source reduction BMPs that are not adequate to maintain compliance with applicable water quality standards. At this time separate treatment facilities will generally only be applicable at a construction or industrial site that must comply with an NPDES permit issued by the Oregon Department of Environmental Quality.

### 2.3.3 *Stormwater Control Project Costs*

Projects for stormwater facilities will be a segment of each development project. The scope and schedule of the stormwater project will need to be developed based on actual development plans. Each site specific stormwater improvement will include a stormwater management plan, design development of the proposed BMPs, installation, continuing facility maintenance and stormwater control practices, and associated project administration.

Costs will be borne by the industrial site developer(s) and/or user(s) for on-site stormwater improvements and any offsite conveyance systems that may be required.



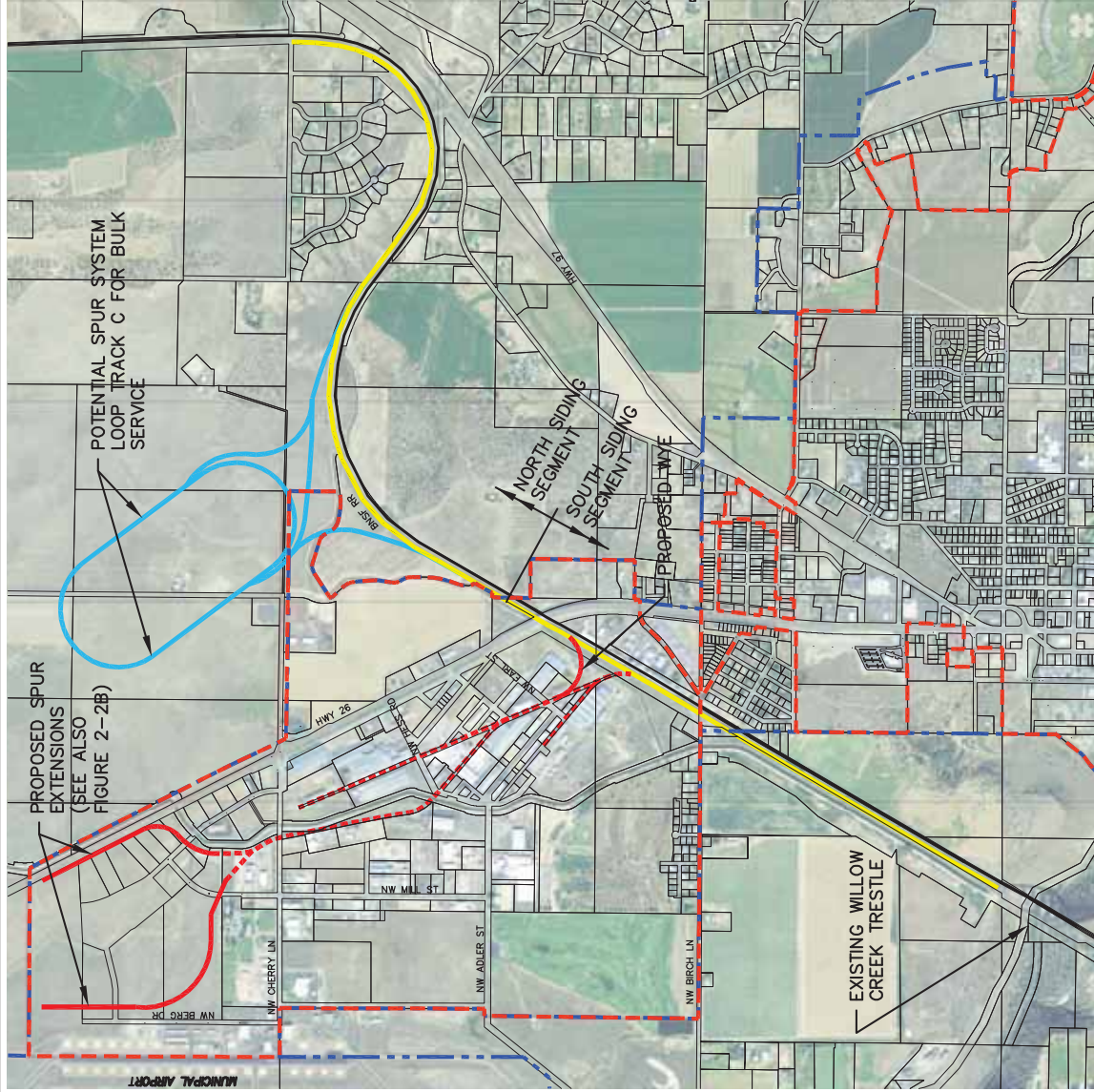
**LEGEND**

- UGB
- CITY LIMITS
- MAIN LINE RAILROAD
- RAIL SPUR SYSTEM
- CENEX RAIL SIDING
- RAIL SPUR BRIDGE


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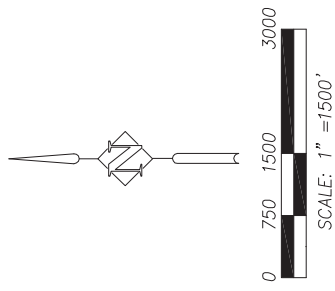
**EXISTING INDUSTRIAL PARK RAILROAD**  
**INDUSTRIAL SITE READINESS PLAN**  
 CITY OF MADRAS, OR

**FIG 2-1**  
 DATE: 11/15/17  
 DRAWN: MDO-06



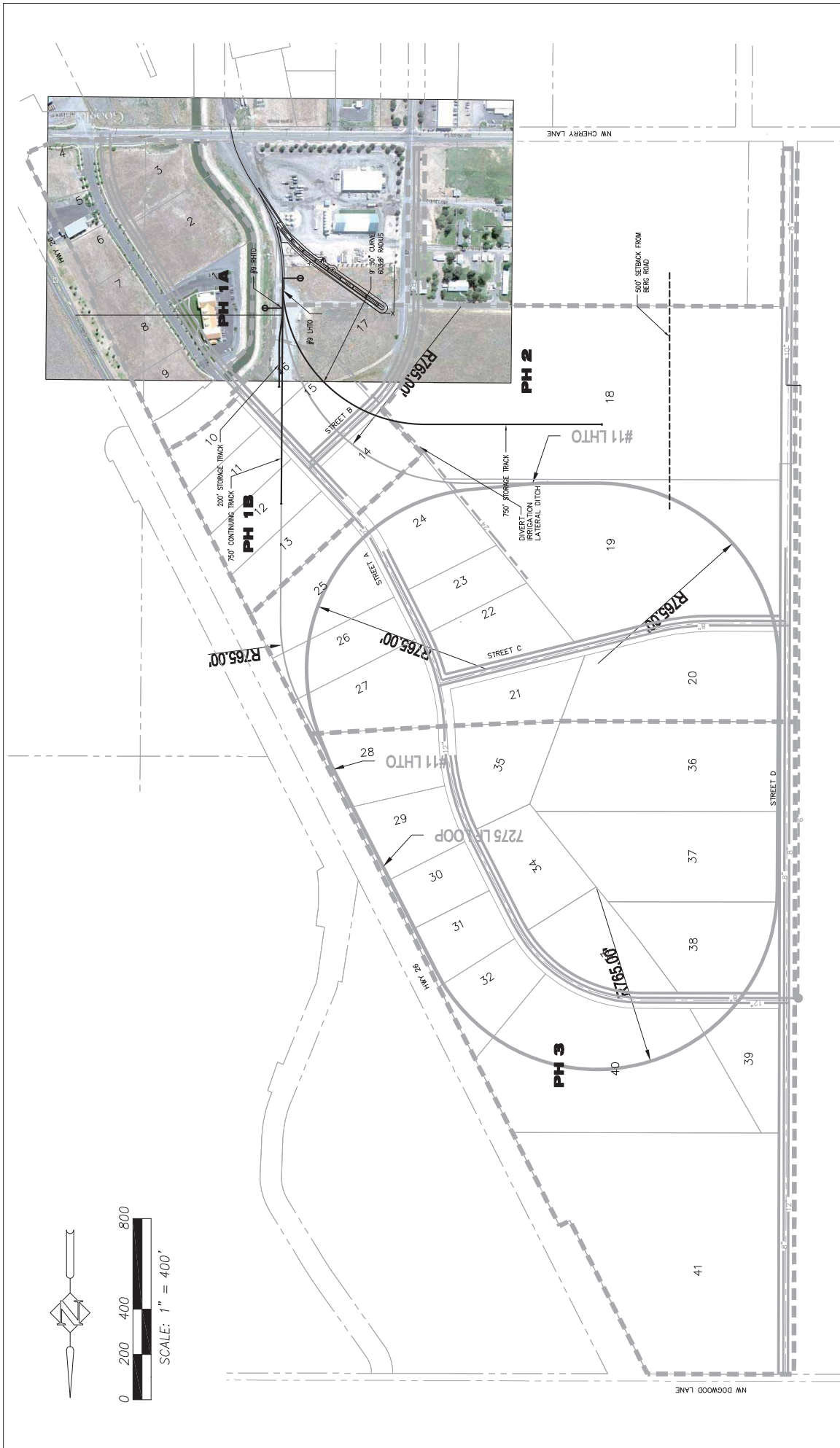
**LEGEND**

- +—+—+— UGB
- +—+—+— CITY LIMITS
- EXISTING BNSF MAINLINE RAILROAD
- +—+—+— INDUSTRIAL PARK SPUR SYSTEM (EXISTING & PROPOSED)
- +—+—+— POTENTIAL FUTURE LOOPED SPUR SYSTEM
- +—+—+— POTENTIAL BNSF SIDING (DOUBLE TRACK FOR PASSING)



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PROPOSED/POTENTIAL RAILROAD IMPROVEMENTS  
 INDUSTRIAL SITE READINESS PLAN  
 CITY OF MADRAS, OR

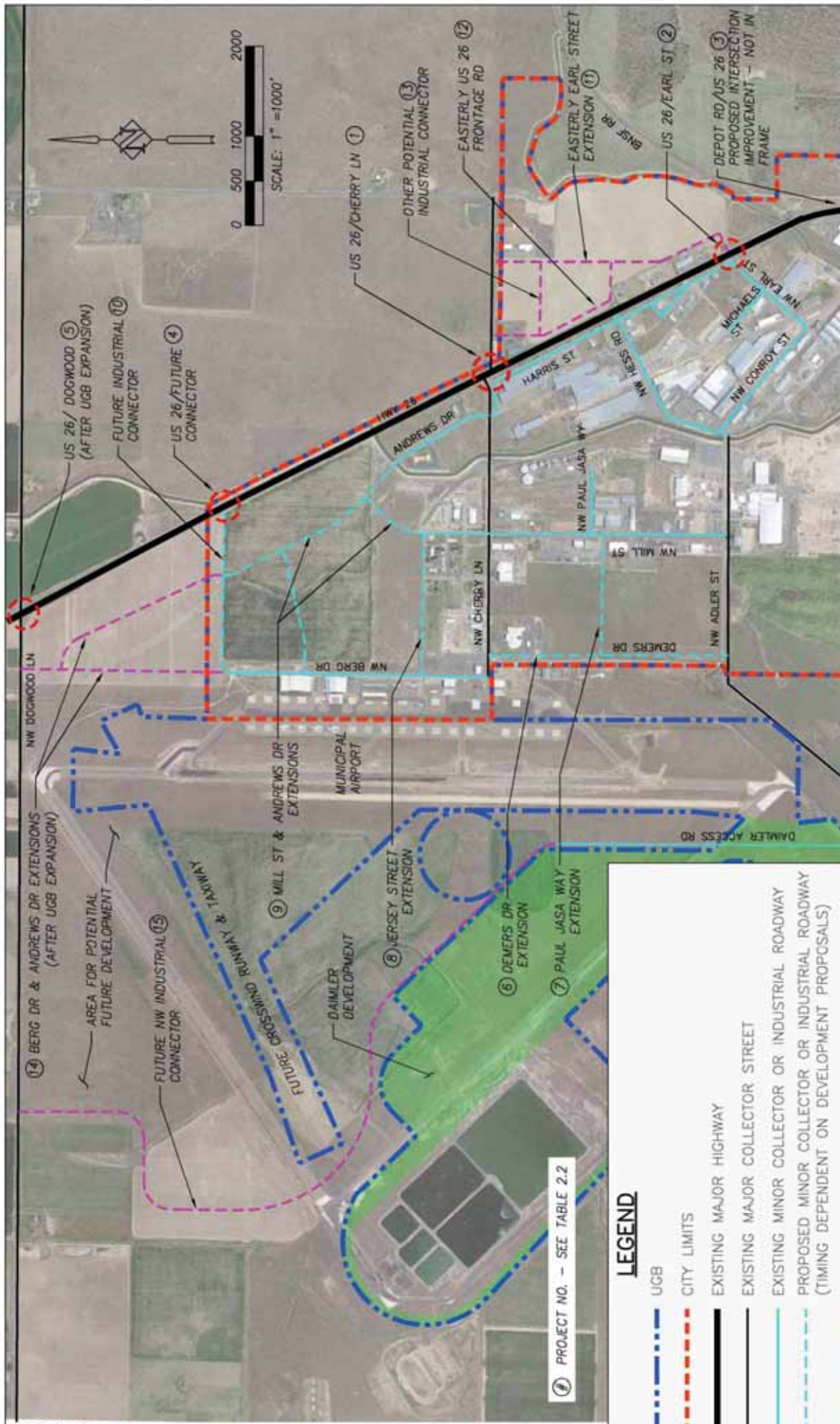


SHEET NO. **FIG 2-2B**  
 JOB NO. **MAD-06**

**ALTERNATE SPUR CONCEPT FROM HARRIS GROUP  
 INDUSTRIAL SITE READINESS PLAN  
 CITY OF MADRAS, OR**

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**FIG 2-3**

**INDUSTRIAL PARK STREET SYSTEM  
INDUSTRIAL SITE READINESS PLAN**

CITY OF MADRAS, OR

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PROJECT NO. - SEE TABLE 2.2

**LEGEND**

- UGB
- - - CITY LIMITS
- EXISTING MAJOR HIGHWAY
- EXISTING MAJOR COLLECTOR STREET
- EXISTING MINOR COLLECTOR OR INDUSTRIAL ROADWAY
- - - PROPOSED MINOR COLLECTOR OR INDUSTRIAL ROADWAY (TIMING DEPENDENT ON DEVELOPMENT PROPOSALS)
- - - POTENTIAL FUTURE STREET (CLASSIFICATION, LOCATION & TIMING DEPENDENT ON DEVELOPMENT PROPOSALS)
- PROPOSED INTERSECTION IMPROVEMENTS



**LEGEND**

- UGB
- - - CITY LIMITS
- CITY STORM SEWER LINE WITH PIPE SIZE
- STORM RETENTION POND

**FIG 2-4**  
INDUSTRIAL PARK EXISTING STORM DRAINS  
INDUSTRIAL SITE READINESS PLAN  
CITY OF MADRAS, OR

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MO-06



## CHAPTER 3 DRY UTILITIES AND WATER SERVICE PLANS

### 3.1 DRY UTILITIES SERVICES

#### 3.1.1 *Natural Gas*

Cascade Natural Gas Corporation (CNGC) provides natural gas service to Industrial Park users through the buried distribution network shown in Figure 3-1. Currently this piping network is adequate to serve the partially-developed areas of the Park. Pipeline extensions will be required to provide service to undeveloped area. Prospective commercial/industrial users would need to submit a request for gas service along with any available demand information and CNGC would then work out a service plan.

Industrial service is available to customers engaged in a process, which creates or changes raw or unfinished materials into another form or product. CNGC offers natural gas service to industrial users in either of the following two customer categories.

- Core Market Customers who purchase bundled gas services from Cascade under one tariff that includes gas supply, distribution services, and pipeline transportation services.
- Non-Core Market Customers who purchase unbundled gas services that involve the separate purchase of distribution services and gas supply/pipeline transportation services.

CNGC offers “bundled” services to most customers that combine the cost of transportation, distribution, and the natural gas itself into one price. Prospective industries will need to provide their projected demands to CNGC with a request for services. Then CNGC will work out a plan to extend and/or upgrade the existing natural gas distribution system to meet the prospective customer demands. Charges and fees to industries will be based on their usage and capacity demands.

#### 3.1.2 *Electrical*

Pacific Power provides electrical service to Industrial Park users through the power distribution system shown in Figure 3-2. Currently all users within the Park are adequately served and the existing power grid could serve additional in-fill developments. However, power lines will need to be extended to serve undeveloped land in the Industrial Park and surrounding the airport.

Power utilities generally must extend service to new customers, unless the magnitude of the demand by a prospective user exceeds available or planned capacity. Service would be provided either from the existing distribution system in developed areas or by extending power lines to undeveloped areas. Pacific Power recently extended new service to the Daimler Proving Grounds on airport land west of the Industrial Park.

The Industrial Park is currently located on the westerly boundary of the Pacific Power service area in the Madras vicinity. The Central Electric Cooperative, Inc. (CEC) provides service to the City’s North Wastewater Treatment Plant and surrounding rural areas from overhead power lines. As a result, either Pacific Power or CEC could potentially extend electrical service to developments that occur to the northwest and northeast of the airport (see Figure 3-1).

Prospective commercial/industrial users would need to submit a request for electrical service along with demand information to Pacific Power or, if appropriate, CEC. The utility would then work out a service plan and establish the charges for delivering electricity to the development.



Quantum is a local exchange carrier based in Redmond, Oregon and is owned by LS Networks of Portland, Oregon. Quantum provides a range of voice and high-speed data services to large-scale enterprises and other businesses, including services via fiber optic networks. LS Networks has reported that it will deploy a high-density, fiber-optic broadband network and will offer broadband plans at speeds of 1 Gbps in selected rural Oregon communities. However, currently Broadband Mapping does not show LS Networks service extending to the entire Industrial Park.

The costs of telecommunications services would depend on the types of services the user obtains and on the service provider the user selects.

## 3.2 WATER SERVICE

### 3.2.1 *Existing Water System*

Deschutes Valley Water District (DVWD) provides potable water service to Industrial Park users through a network of water transmission and distribution piping. DVWD is a regional water supplier with a service area that extends along the east side of the Deschutes River Valley. The water supply, Opal Springs, is near the Crooked River and a system of water transmission mains bring the water to the Industrial Park and airport.

Figure 3-3 shows the existing water transmission and distribution lines in the Industrial Park. A 20-inch transmission main conveys water into the Industrial from the south. Distribution pipe sizes range from 6 inches to 14 inches in diameter. The Metolius Storage Tanks maintain water pressure in the Industrial Park at approximately 130 pounds per square inch (psi). Due to the magnitude of this supply pressure, water services typically include pressure reducing devices.

Existing DVWD supply, storage and transmission facilities provide surplus capacity for industrial growth. The district periodically updates its system Master Plan to identify projected needs and has an ongoing capital improvements program. Over the last 20 years, DVWD has expanded its supply and transmission capacities to meet projected demands.

### 3.2.2 *Potential Water Line Extensions and Looping*

Based on input from DVWD, we have identified three potential waterline projects that would improve and expand the Industrial Park distribution system to serve prospective customers. These new lines are shown in Figure 3-3 and described below.

- **Demers Drive Extension.** A water main loop can be provided by installing approximately 2,000 feet of pipe in the Demers Drive right of way. The new pipe would extend north from the existing 10-inch main along Adler Street to the stub end of an existing 8-inch main about 500 feet south of Cherry Lane. For planning purposes, we have assumed this waterline extension would be 8 inches due to the sizes of the existing pipes at each end.
- **Berg Drive/Highway 26 Extension.** A new waterline loop could be extended along Berg Drive, Highway 26 and a planned east-west roadway to serve future developments in the north area of the Park. The new mains would connect to an existing 10-inch pipe in Berg Drive and an existing 20-inch stub along the west side of Highway 26. For planning purposes, we have assumed this waterline would be 12 inches, which is the minimum pipe size required by the City for areas zoned for commercial/industrial development.

- **Northwest/Dogwood Lane/Highway 26 Extensions.** New waterlines could be extended along Highway 26, Dogwood Lane, and a planned extension of Daimler Road to serve future developments northwest and northeast of the airport. The northwest extension around the airport would connect to an existing 8-inch pipe at the end of Daimler Road. The Highway 26 extension would connect to the proposed 12-inch loop described above. For planning purposes, we have assumed this waterline would be 8 inches based on the size of the existing main in Daimler Road.

Additional water main extensions will need to be constructed as growth occurs in undeveloped areas on the east side at Highway 26. More water lines will also be needed in the areas to the northwest and northeast of the airport as development occurs. The proposed pipe sizes, locations and lengths in these future areas will depend on specific development proposals.

### 3.2.3 *Probable Project Costs for Water Line Extensions/Looping*

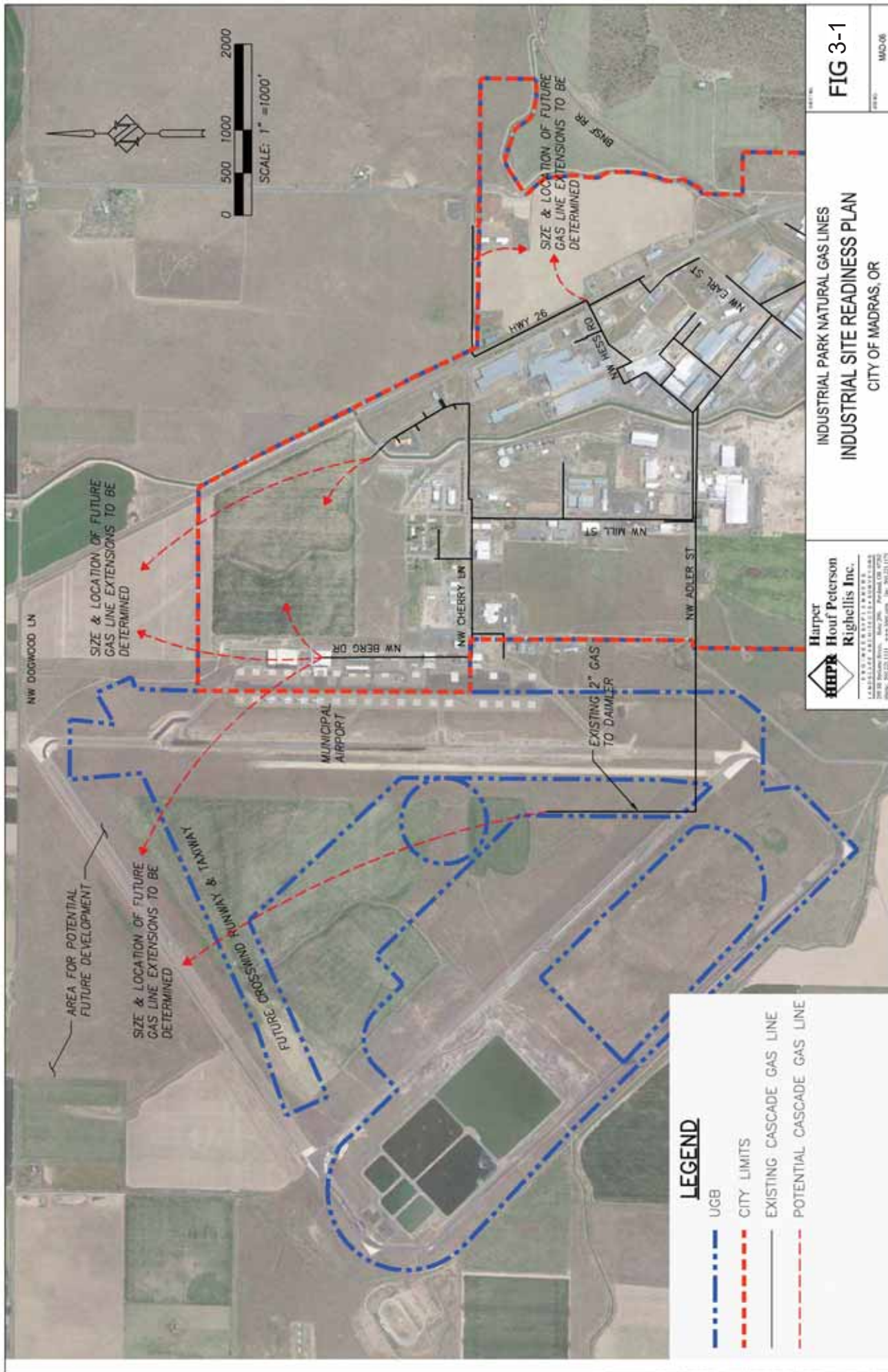
Table 3-1 on the following page summarizes our planning-level estimates of probable project costs for the potential waterline projects identified above. The general basis for the development of the estimates is described in Chapter One of this report. The timing of these improvements will depend on when and where industrial developments are proposed and the required water demand.

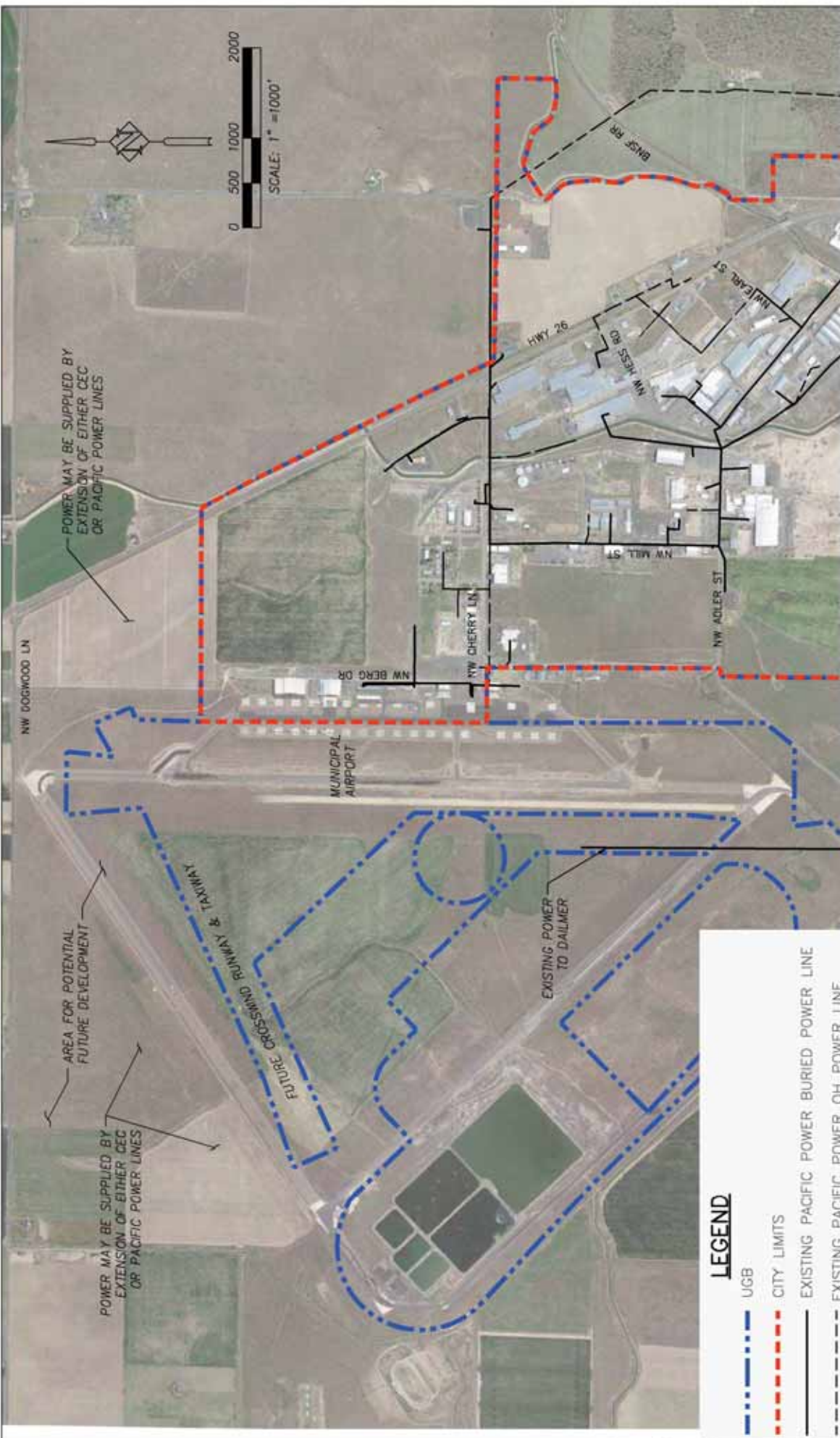
**Table 3-1**  
**Potential Waterline Improvements for**  
**Industrial Park and Airport Area (Costs in December 2016 Dollars) <sup>(1)</sup>**

<b>Project Description</b>	<b>Pipe Size (inches)</b>	<b>Estimated Length (ft.)</b>	<b>Estimated Base Unit Cost (ft.)</b>	<b>Probable Construction Cost <sup>(2)</sup></b>	<b>Probable Project Cost <sup>(3)</sup></b>
1. Demers Drive Extension	8	2,000	\$200	\$500,000	\$675,000
2. Berg Dr./East-West Connector/Highway 26 Loop	12	7,000	\$300	\$2,625,000	\$3,545,000
3. NW Area/Dogwood Lane/Highway 26 Loop	8	18,000	\$200	\$4,500,000	\$6,075,000
<b>Total – Industrial Park/Airport Waterline Projects</b>					<b>\$10,295,000</b>

**Notes:**

- (1) Potential improvements are shown for planning industrial site readiness. Timing dependent on developments for major users. Required waterline projects must be reevaluated based on actual development proposals.
- (2) Construction cost includes a 25% construction contingency.
- (3) Project cost includes a 35% allowance for nonconstruction costs (engineering and administrative).

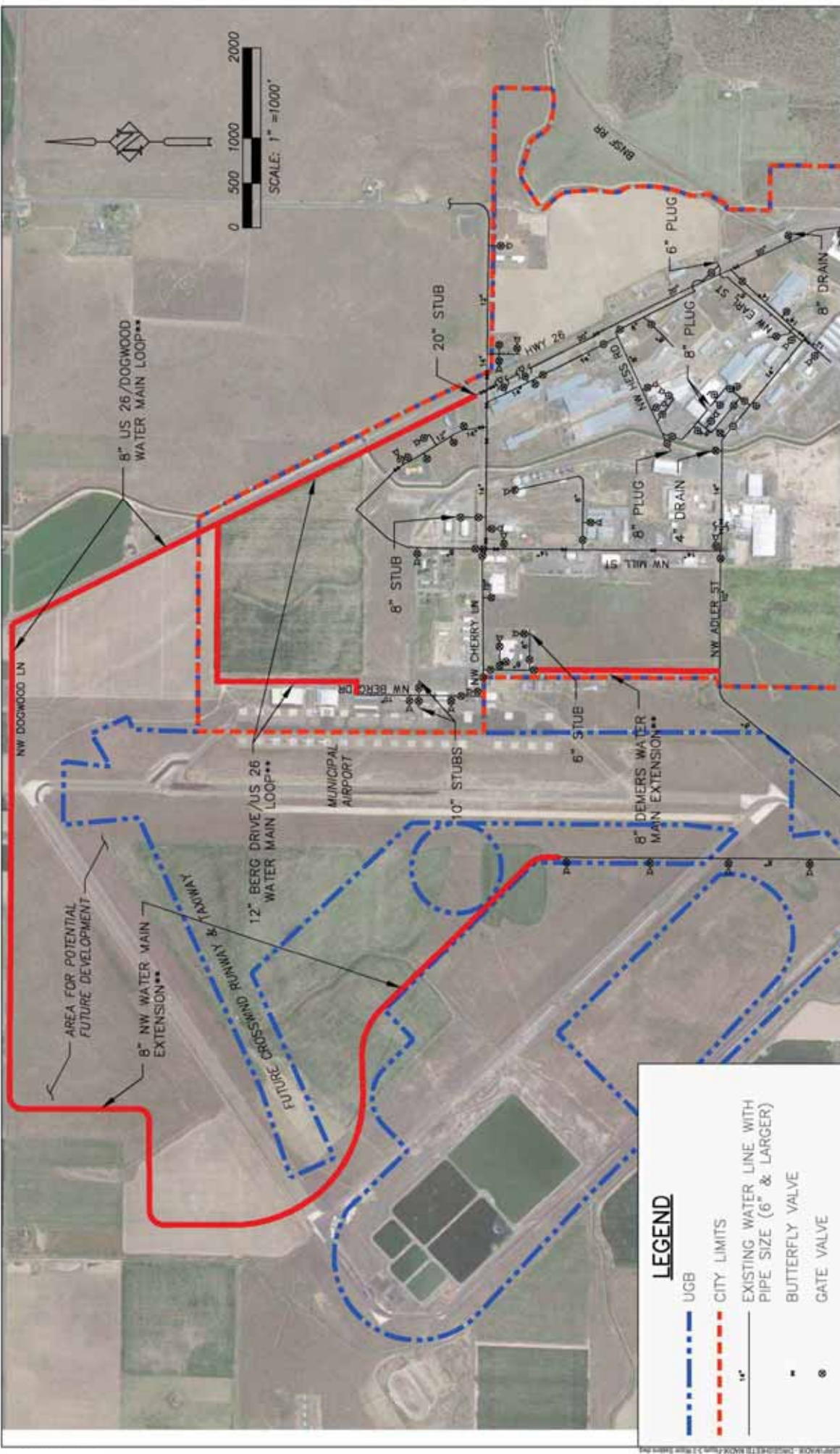





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**INDUSTRIAL PARK POWER DISTRIBUTION SYSTEM**  
**INDUSTRIAL SITE READINESS PLAN**  
 CITY OF MADRAS, OR

**FIG 3-2**  
DATE: 04-10-08  
MO-08



NOV 2017

FIG 3-3

INDUSTRIAL PARK WATER SYSTEM  
 INDUSTRIAL SITE READINESS PLAN  
 CITY OF MADRAS, OR

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MO-06

**LEGEND**

- UGB
- - - CITY LIMITS
- EXISTING WATER LINE WITH PIPE SIZE (6" & LARGER)
- 1" — BUTTERFLY VALVE
- " — GATE VALVE
- ⊗ — FIRE HYDRANT ASSY W/ VALVE
- ⊕ — PROPOSED WATER MAIN
- PIPE SIZE MAY DIFFER BASED ON ACTUAL DEVELOPMENT PROPOSALS



# CHAPTER 4

## WASTEWATER SERVICE

### 4.1 EXISTING WASTEWATER FACILITIES

#### 4.1.1 *General*

The City of Madras currently provides sanitary sewer service to most of the developed areas in the Industrial Park. The existing wastewater (WW) facilities needed to provide this service generally consist of the following components:

- a collection system with gravity sewers, manholes, two pump stations and force mains;
- a Wastewater Treatment Plant (WWTP) with an effluent storage pond;
- effluent distribution piping; and
- irrigation components for effluent recycling.

The following subsections provide descriptions and Figure 4-1 presents a map of these facilities. Chapter Two of the 2017 Wastewater Master Plan Update (WWMP) presents additional information on the existing wastewater facilities serving the Industrial Park.

#### 4.1.2 *Collection System*

The Industrial Park Collection System is separate from the City's Main Collection System and serves only the north end of the City. This collection system provides service to the Industrial Park, Municipal Airport, Desert Peaks Golf Course, and a nearby residential area.

The gravity sewer network for the Industrial Park includes 24,330 linear feet of 8-inch, 10-inch and 12-inch pipes. These sewers are divided into two drainage basins, a larger network serving the Industrial Park, airport and golf course, as well as a smaller sub-basin serving a residential area along the north side of Birch Lane.

The larger sewer basin has three central interceptor sewers that extend along Demers Drive, Cherry Lane and Berg Drive. These sewers convey Industrial-Park WW flows to the Demers Pump Station (PS) located in the Demers Drive right of way, on the south side of Cherry Lane. From there, the WW is pumped to the North WWTP (NWWTP) for treatment, storage and recycling.

These pumped flows are conveyed through dual 4-inch force mains to a 10-inch force main that extends to the NWWTP. The 10-inch force also conveys WW to the NWWTP from the "B" Street North PS located within the City's Main Collection System.

A second PS, the Golf Course PS, serves the smaller sewer sub-basin along Birch Lane and pumps residential flows north, through a 4-inch force main, to a manhole (MH) south of Adler St. The sewers downstream of this MH are tributary to the Demers Drive interceptor.

#### 4.1.3 *Wastewater Treatment*

The City's NWWTP treats all flows from the Industrial Park Collection System and part of the flows from the Main Collection System. The plant is located along the southwest side of the Municipal Airport. It was originally constructed in 1973 and remained the City's sole treatment plant until 2001 when the City's South WWTP was constructed. Upgrades to the NWWTP were implemented in 1993 and 1998.

The average design capacity of the NWWTP is 0.5 million gallons per day (MGD), although current flows to the plant are about half that amount. The NWWTP includes the following treatment processes:

- a five-cell lagoon system,
- mechanical clarification equipment with chemical addition,
- disinfection equipment that adds sodium hypochlorite and a chlorine contact basin,
- an effluent storage pond,
- in-plant liquid-stream and sludge pumps,
- PLC-based controls for the process equipment,
- a sludge pond to store solids generated by the clarification equipment, and
- sludge drying beds.

The influent WW flows by gravity through the lagoon system for biological treatment and is then pumped either to the clarifier and disinfection process or to the effluent storage pond. The clarifier operates during the growing season and produces Class B effluent suitable for recycling.

The effluent storage pond receives partially-treated WW from the lagoons during cold weather. The stored lagoon effluent is sent through the clarifier and disinfection process for further treatment during warmer weather and recycled.

The 2017 WWMP reports overall condition of the NWWTP is adequate, but there are significant deficiencies. Some equipment is in good condition due to recent replacements or repairs; but other equipment is either close to 20 years old or older. The original components still remaining at the plant are close to 40 years old.

#### 4.1.4 *Effluent Recycling*

The NWWTP is a zero-discharge facility and all Class B effluent is used for irrigation on nearby farmland and the Desert Peaks Municipal Golf Course. The City can only irrigate during the growing season, which is typically between April 1 and October 31.

Irrigation practices follow an approved Effluent Reuse (Recycled Water Use) Plan. The City currently owns the lands that receive recycled water and follows the access, exposure, and notification requirements established by the State for Class B treated effluent. The farmland is leased to growers with the understanding the crops will be irrigated with recycled water and the objective is to use all effluent by the end of each growing season.

#### 4.1.5 *Biosolids Handling*

The sludge-drying beds receive both the sludge that is removed from the sludge pond and biosolids trucked from the City's South WWTP. The solids are left on the drying beds until they are adequately dewatered for land application as Class B biosolids on nearby City-owned farmland.

#### 4.1.6 *Onsite Sewage Disposal*

A small proportion of the developed land in the Industrial Park does not receive sewer service. These developments must rely on septic tanks with onsite disposal wells and/or drainfields for the WW they generate.

## 4.2 COLLECTION SYSTEM SEWER EVALUATIONS

### 4.2.1 *General*

Analyses of the Industrial Park Collection System were completed under both existing and future conditions as part of the 2017 WWMP. The analysis of existing flow conditions found no capacity deficiencies in either the sewers or the pump stations.

Currently there are no formal proposals for major Industrial Park developments and no separate industrial growth forecasts to use as a basis for estimating future WW contributions. As a result, flow projections for the Industrial Park over the next 20 years are based on industrial growth being proportional to population growth.

Using this approach, the existing system was modeled under a future condition assuming full development of the Industrial Park with users who would contribute flows at the same per-acre rate as existing users. This analysis showed the existing sewers are adequate to handle this level of development.

In addition to the above analyses, the WWMP further evaluated industrial site readiness through the completion of the following steps.

- The existing collection system was analyzed to identify the available capacities in the main interceptor sewers under estimated, current-flow conditions.
- The impacts of major industrial developments were then evaluated by applying an assumed peak flow rate from a hypothetical large-scale user (or users) at potential upstream development sites. This evaluation identified the potential, alternative system improvement that would be needed to serve such major developments at each site.

The following subsections describe the results of the above-described analyses.

### 4.2.2 *Analysis of Existing Collection System*

**Existing Interceptor Capacities.** We established the limiting hydraulic capacity of each existing interceptor by identifying the segment(s) with the mildest slope and calculating the capacity of these sewer reaches. An estimate of the available capacity was then identified by subtracting the estimated, existing peak flow from the calculated capacity. Table 4-1 presents the results of this capacity analysis.

<b>Existing Interceptor</b>	<b>Pipe Size (inches)</b>	<b>Min. Slope (%)</b>	<b>Design Depth (d/D) <sup>(1)</sup></b>	<b>Pipe Capacity (MGD)</b>	<b>Available Peak Flow Capacity (MGD) <sup>(2)</sup></b>
Berg Drive	10	0.25	0.90	0.75	0.73
Cherry Lane	8	0.40	0.90	0.79	0.77
Demers Drive	10	0.29	0.90	0.80	0.74

(1) d/D = allowed ratio of flow depth (d) to pipe diameter (D) per City Standards.

(2) Available capacity = calculated capacity minus estimated existing peak flow.

Since flows in the Industrial Park are currently quite low, most of the interceptor capacity remains available for developments. Each of the three interceptors can accept additional peak flows of about 0.70 to 0.75 MGD at their upstream end without surcharging. This translates to average design flows of 0.23 to 0.25 MGD, if a design peaking factor of 3.0 is used.

#### 4.2.3 *Evaluation of Major Flow Contributions*

**Major Industrial Flow Contributions.** An additional analysis was performed to address the impacts of major industrial developments on the collection system. This analysis applied a conservative flow at upstream manholes in the system to model flows from large-scale contributors and adjacent developments. For planning purposes, we applied a 1.0 MGD average flow with a peaking factor of 3.5 to model these combined future flows from major users and adjacent developments.

The locations chosen for applying the WW flow were selected where adjacent areas have large parcels of land available that could support major developments. These sites, labeled as the North, South and East Industrial Areas, are shown in Figure 4-2.

The North Area would be tributary to the Berg Drive sewer and the South Area would be tributary to the Demers Drive sewer, or directly to the Demers PS. We investigated alternative alignments for serving the East Area as described below.

As Table 4-1 indicates, the existing sewers do not have available capacities sufficient to convey the future peak industrial flow we applied to model the impacts of major users. Therefore, the modeling effort evaluated alternative sizes of parallel sewers that would serve the potential development areas. The analysis did not model replacement sewers for the existing interceptors since the existing pipes are less than 30 years old and should continue to provide reliable service for over 20 years.

**North and South Industrial Areas.** Modeling results show an 18-inch parallel sewer would be needed to supplement the existing capacity of either the Berg Drive or Demers Drive interceptors to handle an average-flow increase of 1.0 MGD. To be conservative, our analysis assumed the Demers Drive parallel sewer would extend south to Adler Street. However, the proximity of the Demers PS to the South Area might allow the Demers parallel sewer to be shorter than we assumed.

**East Industrial Area.** Two alternative alignments were evaluated for serving major developments in the East Area, a parallel sewer along Cherry Lane and a south route along Hess St., Adler St. and Demers Dr. The route along Cherry Lane is recommended because it would be shorter than the south route and a 15-inch pipe would be adequate to handle an average-flow increase of 1.0 MGD. The south route would require an 18-inch pipe.

Another consideration for the East Area is the topography. This area generally slopes down to the east. Therefore, developments on the east side of this area, closer to the railroad, would probably require a PS to lift the wastewater up to the Industrial Park Collection System. This requirement could potentially increase the cost of wastewater service for most of the East Area.

#### 4.2.4 *Sewer Extensions*

Two 8-inch sewer extensions are planned in the Industrial Park Collection System. One line would extend along Mill Street, north of Adler, and the other would extend along Hesse Street and across U.S. Highway 26 (see Figure 4-2). These extensions would provide service to a small number of developments that currently use onsite disposal systems and would also support infill development within these parts of the Industrial Park.

#### 4.2.5 *Undeveloped Airport Property*

Land along the northwest side of the airport is identified in the 2010 Airport Master Plan Update as a future redevelopment area. Similarly, plans call for future commercial/industrial development of the land immediately to the northeast of the airport and south of Dogwood Lane. Because the airport property generally slopes toward the northwest, potential developments in these areas could not be served by gravity sewers tributary to the Industrial Park Collection System. Therefore, at least one new PS would be required.

Figure 4-2 illustrates a general layout for a potential WW collection system that would serve the northwest airport property. Since the PS force main shown in Figure 4-2 would extend directly to the NWWTP, development of this area would not impact the existing gravity sewers. The layout and sizing of the gravity sewers serving the area would depend on the actual patterns and service needs of the developments that occur.

It may be feasible to serve the land immediately northeast of the airport with a gravity sewer extending west and southwest to the potential PS the site shown in Figure 4-2. If gravity service to a PS on the northwest side is not feasible, another PS would be needed for the northeast area. Regardless, it would be more costly to serve this northeast parcel than the northwest property.

### 4.3 **COLLECTION SYSTEM PUMP STATIONS**

#### 4.3.1 *Demers Pump Station*

The existing capacity of the Demers PS is 0.42 MGD and the net available capacity for future developments is estimated to be 0.14 MGD after full development of the Willowbrook Subdivision. The collection system analysis shows the Demers PS is adequate for the development of the Industrial Park with future users that contribute similar WW flows as the existing users.

Recommended improvements to support industrial site readiness are described below.

- Given the age and condition of the PS, the City should plan to renovate the facility in 3 to 5 years with new pumps, valves and electrical components. The wet well lid and pump retrieval assemblies also need to be replaced due to damage from corrosion.
- The City should plan to replace the PS either in 16-20 years or when additional capacity is needed to serve industrial development, whichever occurs first. The replacement facility should be designed with space for an additional pump, as well as for larger pumps, to accommodate phased expansions. This design approach would support industrial site preparedness for developments of different sizes with differing wastewater flow contributions.

Future expansions of the Demers PS will necessitate an increase in the size of the PS force main to accommodate the higher pumping rate. We have included a future replacement of the Demers force-main with an 8-inch pipe as a recommended PS improvement project. A second 8-inch pipe could be installed parallel to this replacement pipe when a further PS expansion is required.

The timing of the future PS expansions, force main replacement and second, parallel force main would depend on the pace of industrial development and their actual WW contributions.

#### 4.3.2 *Golf Course Pump Station*

The Golf Course PS will need to be replaced and expanded when the Willowbrook residential development proceeds. Because the replacement PS will not serve Industrial Park users, the project is not part of the planning effort for industrial site readiness.

The existing capacities of the downstream Industrial Park sewers and Demers PS are adequate for the planned PS capacity. Although the expanded PS will slightly reduce available system capacity for industrial developments, the project should not significantly impact industrial site readiness.

#### 4.3.3 *Northwest Area Pump Station*

As described in Section 4.2.5 and illustrated in Figure 4-2, a separate PS and force main would be needed to extend service to land along the northwest side of the airport. The actual sizing and location of the PS would depend on the service needs of the future users who locate to the area. Another key consideration in siting the PS is the shallow depth to rock in the airport area. A more detailed study into the most cost effective way to extend sewer service to undeveloped airport property will be required during the early stages of site development.

### 4.4 **NORTH WASTEWATER TREATMENT PLANT**

#### 4.4.1 *Recommended Treatment Scenario*

The 2017 WWMP recommends the City maintain both the NWWTP and SWWTP in service, in part because both WWTPs are strategically located to serve proposed and potential developments. The NWWTP's proximity to the Industrial Park and the importance of maintaining industrial site readiness make the plant site an important asset.

Since industrial WW service needs can vary widely, planning efforts for site readiness need to incorporate flexibility. The existing NWWTP location supports the development and implementation of a cost effective and suitably flexible plan for phased expansions to serve industrial developments.

#### 4.4.2 *Recommended NWWTP Improvements*

The 2017 WWMP recommends phased improvements and expansions to the NWWTP to address existing deficiencies and maintain industrial site readiness. The phased expansions would also require expansions of effluent storage capacity and effluent recycling/irrigation systems. Additional farmland must be procured to provide the required irrigation system expansions.

Table 4-2 (following page) summarizes the recommended plan for the NWWTP and Figure 4-3 illustrates the plan. The proposal would provide reliable service at the current capacity for another 20 years and also accommodate potential expansions to serve future industrial growth. The phasing, sizing of incremental expansions, or other aspects of the recommended plan could differ depending on the timing and service needs of proposed developments. The recommended plan would be implemented in coordination with phased expansions of the SWWTP to also meet service needs for the Main Collection System.

### 4.5 **SUMMARY OF RECOMMENDED IMPROVEMENTS**

Tables 4-3, 4-4 and 4-5 (Pages 4-8 thru 4-10) summarize the recommended WW projects and list the planning-level estimates of probable project costs. The general basis for the development of the estimates is described in Chapter One of this report.

The probable project cost for installing a separate PS and force main to serve the area on the northwest side of the airport are based on providing a future PS capacity similar to the potential replacement project for the Demers PS.

<b>Table 4-2 Summary of Recommended NWWTP Improvements</b>
<p><b>Phase 1a Retrofit – Maintain 0.5-MGD Capacity (Complete within 5 years) <sup>(1)</sup></b></p> <ul style="list-style-type: none"> <li>• Replace clarifier, disinfection system, pumps, and related components.</li> <li>• Maintain existing lagoon system and associated piping in service.</li> <li>• Maintain existing effluent storage pond and associated piping in service.</li> <li>• Maintain existing sludge drying beds in service <sup>(2)</sup></li> </ul>
<p><b>Phase 1b Retrofit – Maintain 0.5-MGD Capacity (Complete in 11-15 years) <sup>(1)</sup></b></p> <ul style="list-style-type: none"> <li>• Construct headworks with mechanical screen and low-energy, vortex grit chamber.</li> <li>• Retrofit half of the existing lagoons to convert to an aerated lagoon system as the new secondary treatment process. Abandon remaining portion of existing lagoons.</li> <li>• Construct an aerobic digester/holding tank for biosolids.</li> <li>• Maintain existing effluent storage pond and associated piping in service.</li> <li>• Maintain existing sludge drying beds in service <sup>(2)</sup></li> <li>• Identify/procure additional farmlands for effluent recycling and land application of sludge.</li> </ul>
<p><b>Phase 2 Retrofit – Expand NWWTP to 1.0-MGD Capacity to Serve Industrial Growth <sup>(3)</sup></b></p> <ul style="list-style-type: none"> <li>• Convert abandoned existing lagoons to a 0.5-MGD, parallel, aerated lagoon system.</li> <li>• Expand influent screening and grit removal processes at headworks.</li> <li>• Construct additional clarification and disinfection process capacity.</li> <li>• Expand pumping capacity and other plant components.</li> <li>• Expand effluent storage capacity by constructing nearby ponds.</li> <li>• Construct additional sludge drying beds.</li> <li>• Identify/procure additional farmlands for effluent recycling and land application of sludge.</li> </ul>
<p><b>Phase 3 Expansion – Construct Adjacent Treatment Module for Further Expansion <sup>(3)</sup></b></p> <ul style="list-style-type: none"> <li>• Construct adjacent 0.5-MGD treatment module with aerated lagoon system, clarification and disinfection processes, and associated components.</li> <li>• Expand headworks, effluent storage capacity, and sludge drying beds similar to Phase 2 retrofit described above.</li> <li>• Identify/procure additional farmlands for effluent recycling and land application of sludge.</li> </ul>

**Notes:**

- (1) An Alternate Phase 1a with reduced scope may be implemented due to limited availability of funds. Scope of Phase 1b would potentially change if City implements Alternate Phase 1a project.
- (2) Sludge drying beds must be expanded in conjunction with recommended SWWTP improvements.
- (3) Potential NWWTP expansions to serve industrial growth. Timing and sizes of expansions would depend on rate of growth and types of Industrial-Park developments that occur.

**Table 4-3  
Recommended and Potential Sewer Improvements for  
Industrial Park (Costs in December 2016 Dollars)**

<b>Project Description</b>	<b>Time Frame (Years)</b>	<b>Pipe Size (inches)</b>	<b>Approx. Length (ft.)</b>	<b>Probable Construction Cost (1)</b>	<b>Probable Project Cost (2)</b>
<b>A. Industrial Park Collection System Sewer Extensions</b>					
1. Hess Street Sewer	6-10	8	1,670	\$251,000	\$339,000
2. Mill Street Sewer	6-10	8	1,430	\$215,000	\$290,000
<b>Total for Industrial Park Sewer Extensions</b>				<b>\$466,000</b>	<b>\$629,000</b>
<b>B. Potential Alternative Sewers for Major Users (3)</b>					
1. East Area Parallel Sewer – Cherry Ln.	--- (4)	15 (5)	4,800	\$1,200,000	\$1,620,000
2. South Area Parallel Sewer – Demers Dr.	--- (4)	18 (5)	2,400	\$720,000	\$972,000
3. North Area Parallel Sewer – Berg Drive	--- (4)	18 (5)	2,240	\$672,000	\$907,000

**Notes:**

- (1) Construction cost includes a 25% construction contingency.
- (2) Project cost includes a 35% allowance for nonconstruction costs (engineering and administrative).
- (3) Potential alternative improvements shown for industrial site readiness planning. Downstream pumping and treatment capacities assume only one of the alternative sewers for major users would be installed in the future.
- (4) Timing would depend on when developments for major users occur.
- (5) Required sewer size to serve major user(s) must be reevaluated based on actual development proposal(s).



**Table 4-4  
Recommended PS and Force Main Improvements for  
Industrial Park and Airport Area (Costs in December 2016 Dollars)**

<b>Project Description</b>	<b>Time Frame (Years)</b>	<b>Current Capacity (MGD)</b>	<b>Planned Capacity (MGD)</b>	<b>Probable Construction Cost (1)</b>	<b>Probable Project Cost (2)</b>
1. Demers PS Renovation – Major maintenance and repair	< 5	0.42	--	-----	\$200,000
2. Demers PS Replacement – Expand Capacity	16-20	0.42	1.33	\$1,285,000	\$1,735,000
3. Demers Force Main Replacement – 8” Pipe	--- (3)	--	1.33	\$1,137,000	\$1,535,000
4. Separate Northwest Area PS & Force Main	--- (3)	--	1.33	\$1,680,000	\$2,270,000
<b>Total – Pump Stations &amp; Force Mains</b>					<b>\$5,740,000</b>

**Notes:**

- (1) Construction cost includes a 25% construction contingency.
- (2) Project cost includes a 35% allowance for nonconstruction costs (engineering and administrative).
- (3) Potential improvement shown for industrial site readiness planning. Timing dependent on developments for major users. Required projects must be reevaluated based on actual development proposal(s).

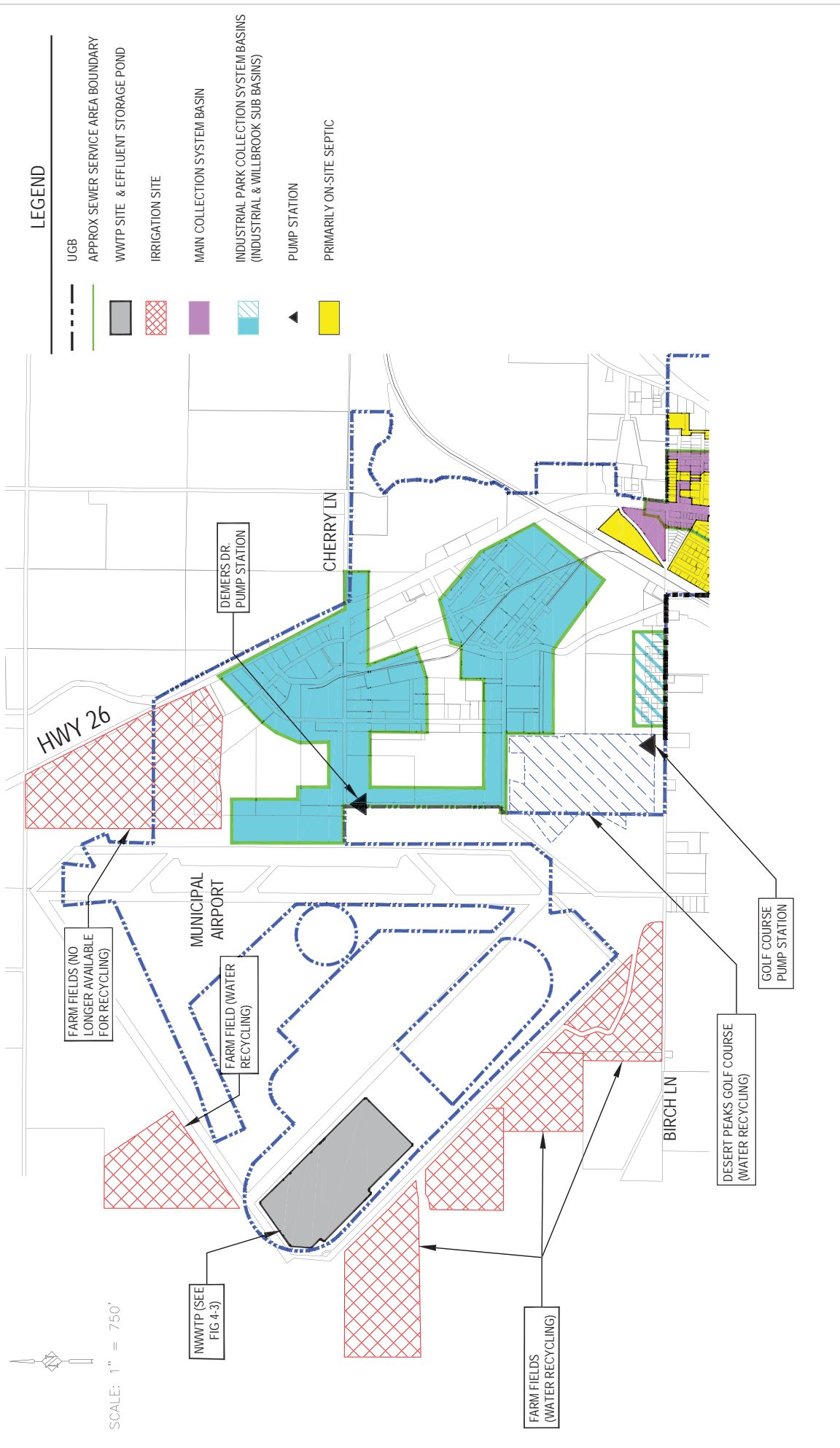
Table 4-5

**Recommended North WWTP and Effluent Recycling Improvements for  
Industrial Park and Airport Area (Costs in December 2016 Dollars)**

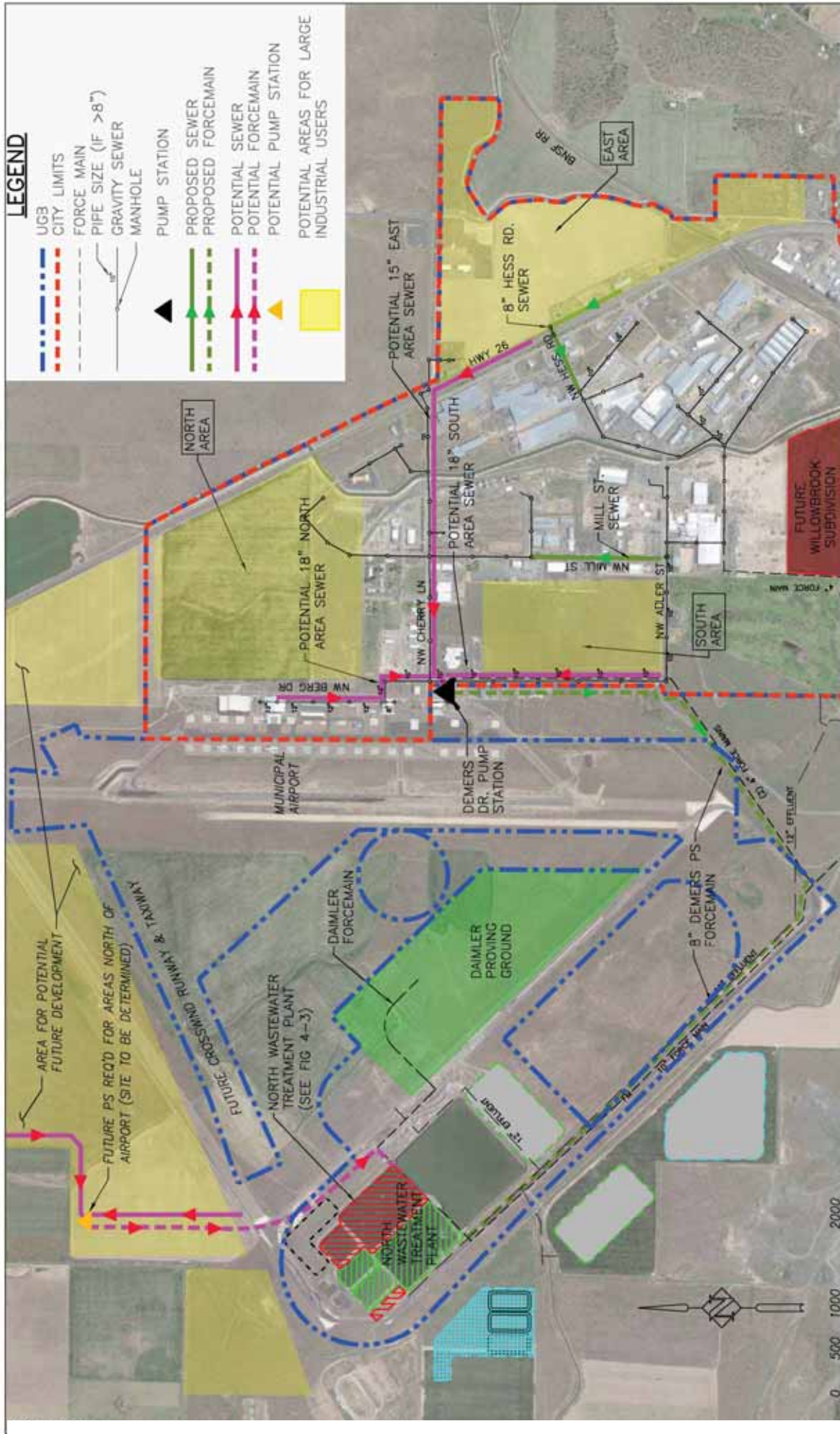
<b>Project Description</b>	<b>Time Frame (Years)</b>	<b>Current Capacity (MGD)</b>	<b>Planned Capacity (MGD)</b>	<b>Probable Construction Cost (1)</b>	<b>Probable Project Cost (2)</b>
1. Phase 1a – Replace clarifier, disinfection system, pumps, etc. <i>Alternate Phase 1a – Reduced scope (3)</i>	3-5	0.5	0.5	\$1,710,000 \$970,000	\$2,310,000 \$1,310,000
2. Phase 1b – Retrofit Lagoons to Maintain Capacity	11-15	0.5	0.5	\$5,890,000	\$7,950,000
3. Phase 1c – Farmland Acquisition & Irrigation System Expansion	11-15	0.5	0.5	\$1,148,000	\$1,550,000
4. Phase 2 Improvements	---	0.5	1.0		
a. Retrofit w/Aerated Lagoon Treatment System				\$7,665,000	\$10,350,000
b. Effluent Storage Pond Expansion				\$8,993,000	\$12,140,000
c. Farmland Acquisition & Irrigation System Expansion				\$3,368,000	\$4,550,000
5. Phase 3 Improvements	---	--	1.5		
a. Phase 3 – Construct 0.5-MGD Module (Expand to 1.5 MGD)				\$8,961,000	\$12,100,000
b. Effluent Storage Pond Expansion				\$8,993,000	\$12,140,000
c. Farmland Acquisition & Irrigation System Expansion				\$3,855,000	\$5,205,000
<b>Total for North WWTP Improvements</b>					<b>\$68,295,000</b>

**Notes:**

- (1) Construction cost includes a 25% construction contingency.
- (2) Project cost includes a 35% allowance for nonconstruction costs (engineering and administrative).
- (3) Alternate Phase 1a with reduced scope may be implemented instead of full Phase 1a to allow DAF clarifier to operate during winter months. Scope of Phase 1b would potentially change if City implements Alternate Phase 1a project.
- (4) Potential improvement shown for industrial site readiness planning. Timing dependent on developments. Required treatment plant projects must be reevaluated based on actual development patterns and growth rate.



P:\MAD (City of Madras)\MAD-06 (SR)\MAD-06 - DWSS\FIG 4-1 Existing WW Facilities Map.dwg



**LEGEND**

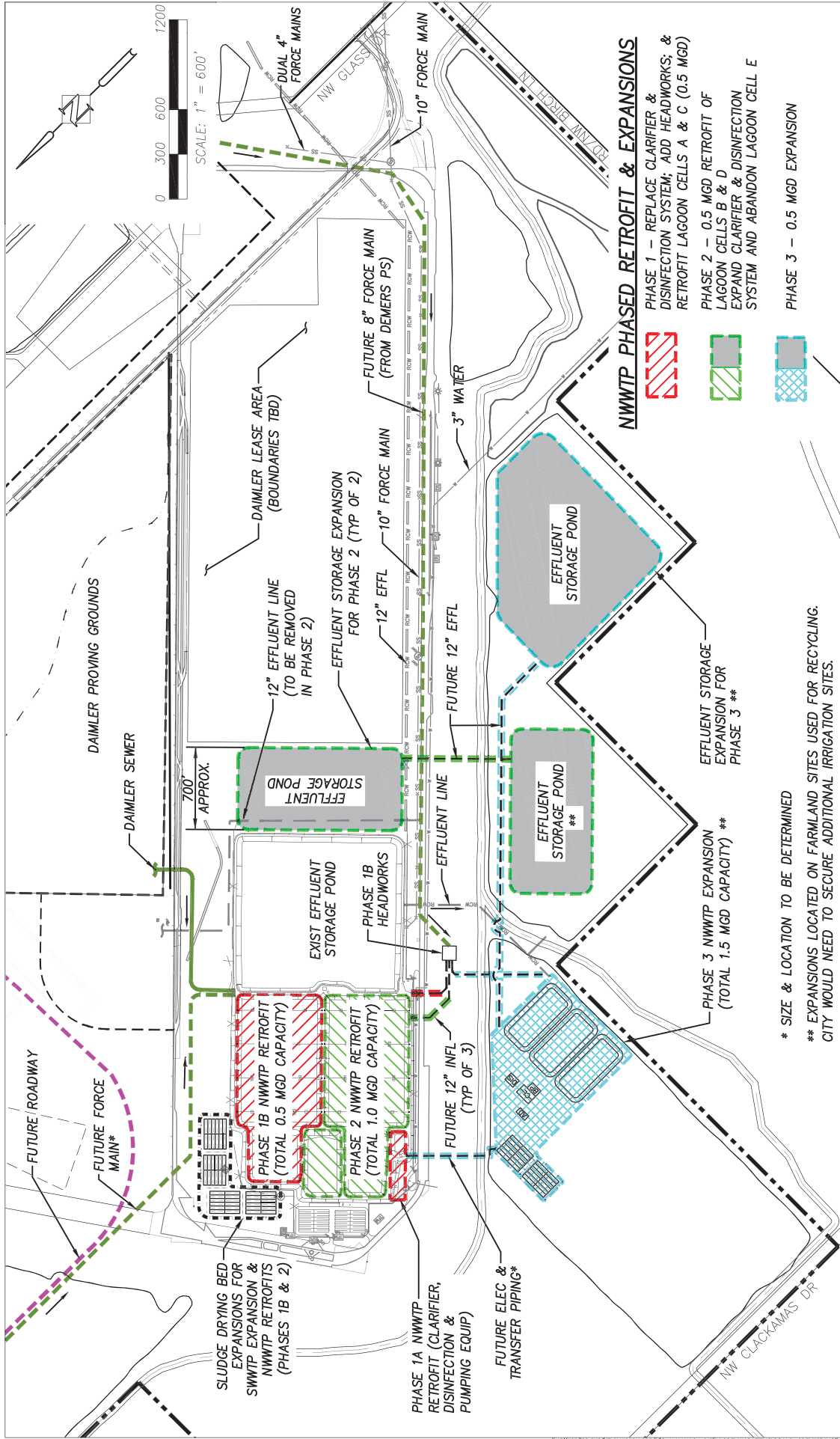
- UGB
- CITY LIMITS
- FORCE MAIN
- PIPE SIZE (IF >8")
- GRAVITY SEWER
- MANHOLE
- PUMP STATION
- PROPOSED SEWER
- PROPOSED FORCEMAIN
- POTENTIAL SEWER
- POTENTIAL FORCEMAIN
- POTENTIAL PUMP STATION
- POTENTIAL AREAS FOR LARGE INDUSTRIAL USERS



**Harper**  
**HHP** Harper Houff Peterson  
 Righellis Inc.  
 1000 S. W. 10th St., Suite 100  
 Fort Lauderdale, FL 33304  
 Phone: 954.333.1111 • Fax: 954.333.1176

**INDUSTRIAL PARK WASTEWATER FACILITIES IMPROVEMENTS**  
**INDUSTRIAL SITE READINESS PLAN**  
 CITY OF MADRAS, OR

**FIG 4-2**  
 MO-06



**NWMTW PHASED RETROFIT & EXPANSIONS**

PHASE 1 – REPLACE CLARIFIER & DISINFECTION SYSTEM; ADD HEADWORKS; & RETROFIT LAGOON CELLS A & C (0.5 MGD)

PHASE 2 – 0.5 MGD RETROFIT OF LAGOON CELLS B & D  
EXPAND CLARIFIER & DISINFECTION SYSTEM AND ABANDON LAGOON CELL E

PHASE 3 – 0.5 MGD EXPANSION

**EFFLUENT STORAGE EXPANSION FOR PHASE 3 \*\***

**PHASE 3 NWMTW EXPANSION (TOTAL 1.5 MGD CAPACITY) \*\***

**PHASED NWMTW UPGRADE - RETROFIT TO EXPAND CAPACITY INDUSTRIAL SITE READINESS PLAN**

CITY OF MADRAS, OR

**Harper Houff Peterson Righellis Inc.**  
LANDSIDE ARCHITECTS & ENGINEERS  
205 SE Spokane Street, Suite 300, Portland, OR 97202  
Phone: 503.231.1131 www.hhp.com Inc: 503.231.1171

**FIG 4-3**

SHEET NO. MAD-06

\* SIZE & LOCATION TO BE DETERMINED  
\*\* EXPANSIONS LOCATED ON FARMLAND SITES USED FOR RECYCLING. CITY WOULD NEED TO SECURE ADDITIONAL IRRIGATION SITES.

**CITY OF MADRAS  
INDUSTRIAL SITE READINESS PLAN**

**APPENDIX A**

**RAIL FEASIBILITY STUDY  
MADRAS AIRPORT INDUSTRIAL AREA**

# RAIL FEASIBILITY STUDY

## MADRAS AIRPORT INDUSTRIAL AREA

### 1.0 Background

Currently, two mainline railroads, Union Pacific (UP) and Burlington Northern (BNSF) serve the Madras area. Approximately 12 to 14 freight trains each day pass through the City of Madras daily on route to destinations in California and Arizona in the south and destinations to the north, which include the Pacific Northwest and Canada. The industrial areas at the north and west end of Madras are served by a rail spur that connects the 5 to 6 rail-served shippers with the main line. BNSF's local train service delivers rail cars to these industries on a five-day per week basis.

At present, some existing and potential business and industrial users may not have adequate access to rail services in order to retain or expand business opportunities. Recognizing that all freight rail users do not require "on-site" services and that many use "reload" facilities, this study attempts to answer two questions:

- (1) Are there enhancements to the existing spur or industry tracks that would better serve businesses in the Madras industrial area (Section 3)?
- (2) Would it be feasible and beneficial to construct a siding to the UP/BNSF mainline for unit train service (Section 4)?

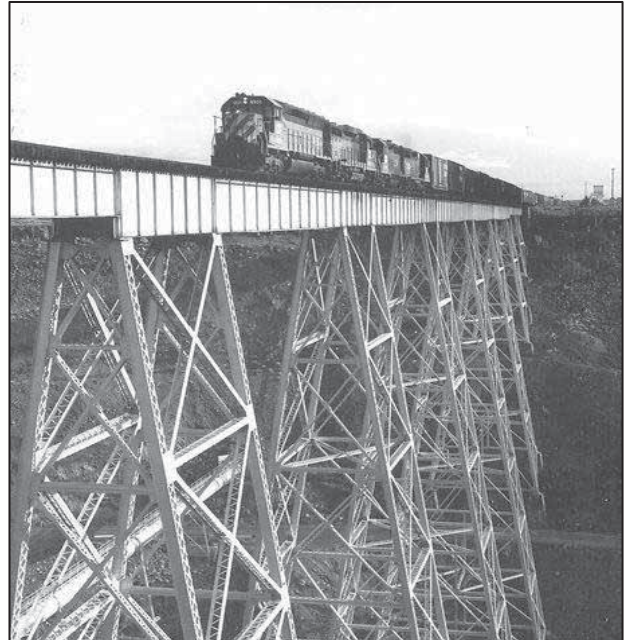
### 2.0 Work Scope

The rail siding feasibility study includes the following elements:

1. Communication with Railroad Companies and Identification of Capacity-Operational Constraints
  - a. Gather background information of the existing rail services to the industrial area.
  - b. Contact BNSF and UP to determine who has market access to the industrial track facilities.
  - c. Discuss with UP and BNSF regarding the current capacity limitations and operational constraints.
2. Preliminary Screening of Siding-Reload Facility Alternatives
  - a. Discuss with City and obtain City's input as to:
    - Specific businesses/industries needing improved services today;
    - Industries the City envisions serving as part of the industrial area expansion plan.
    - Requirements of rail services by potential future industrial users.
  - b. Meet with the City and conduct site reconnaissance to review existing rail operations and to screen and develop up to three preliminary siding and/or reload facility alternatives.
  - c. Discuss siding and/or reload facility alternatives with railroad companies.

### 3. Ranking Siding and/or Reload Facility Alternatives

- a. Prepare conceptual alignment drawings.
- b. Develop order-of-magnitude costs for each alternative. Use the previously proposed improvements to the existing rail spurs and cost estimates (not in the scope of this study) prepared by West Rail Construction Company in October 2011 to develop a total project cost.
- c. Evaluate construction and operational feasibility of each alternative.
- d. Meet with the City, businesses and economic development authorities interested in the potential project.
- e. Develop and select a preferred alternative considering inputs from various stakeholders, construction-operational constraints, and costs.
- f. Write a summary report for the feasibility study.



### 3.0 Existing Rail Services and Constraints

**3.1 Railroad Setting.** Known as the Oregon Trunk Branch, the main line trackage that passes through Madras (Map 1.0) extends north to connect with both the BNSF and UP east/west main lines located in the Columbia River Gorge. The primary connection is with BNSF which crosses the Columbia River at Celilo to access destinations in the Pacific Northwest and in Canada. South of Madras, the Oregon Trunk Branch passes through Bend and connects with the UP Valley Main at Chemult with BNSF traffic operating over UP on a trackage rights basis until reaching Klamath Falls where BNSF trains return to the BNSF network. This network extends to southern destinations that include California and Arizona.

Shippers located in Madras' industrial park benefit by the fact that they can access both railroads (BNSF and UP) under a trackage rights agreement that was signed over 100 years ago (1910). BNSF operates the local train service that serves the Madras area. Business enroute to the UP is delivered to that railroad at an agreed upon interchange location (such as Portland or Klamath Falls).

BNSF operations are headquartered locally in Bend, OR with regional headquarters located in Pasco and in Seattle. National headquarters are located in Fort Worth, TX. Typically, Madras area rail-served customers interface with both BNSF and UP national customer service centers to schedule rail car orders and billing information. Because local BNSF train crews (which are managed by the trainmaster located in Bend) and equipment operate over the trackage in the Madras area, local BNSF engineering staff routinely inspect the trackage to ensure that the spur and industry tracks meet Federal Railroad Administration (FRA) minimum safety requirements.





Map 1.0: Principle rail line operating through Madras showing connections to the north and south. BNSF's mainline to California trends to the southeast from Klamath Falls. Both UP and BNSF parallel I-84 in the Columbia River Gorge north of Madras.

**3.2 Rail-Served Industry in the Madras.** While most of the Oregon Trunk is owned and operated by BNSF, the trackage in the Madras area is actually owned by the UP. The BNSF track chart for the Madras area is included in Appendix A. The two predecessor railroads that combined to build what is now the Oregon Trunk, namely the Deschutes Railroad (owned by UP) and the Oregon Trunk Railway (owned by BNSF), originally constructed different routes through Madras. The surviving line is the route constructed by the Deschutes Railroad and consequently remains the property of the UP. The 1910 agreement stipulated how the two railroads would interact with each other throughout the Pacific Northwest including the operational provision that BNSF would serve the Madras area.

In addition to the main line trackage through Madras and within the BNSF right-of-way, BNSF has installed a 2,950-foot long siding that extends along the east side of the main line from the US-26 viaduct at the north end of the siding to a location just south of NW Depot Road. The trackage that serves the Cenex grain facility is approximately 2,030 feet in length is located east of the siding. Both tracks have turnouts located on each end.

Within the Madras Industrial Park, five or six industry are connected by about 3.2 miles of track as listed in Table 1.0 and shown in Map 2.0. Track lengths are approximate given that an on-site inspection was not performed and it appeared that some of the tracks were covered by asphalt or located inside a building.

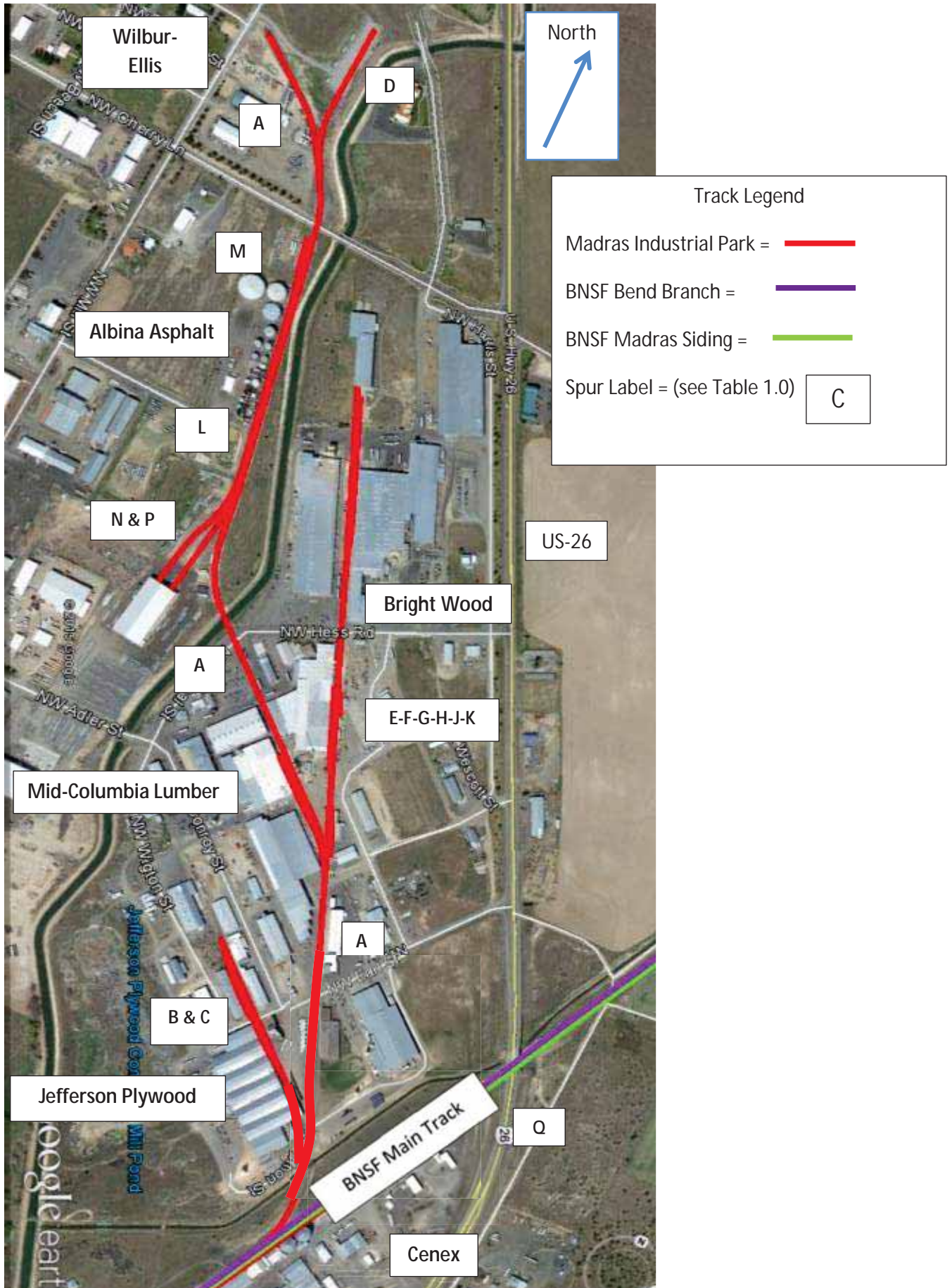
The track ownership maps created by UP are shown in Maps 2.1 through 2.3. Tracks shown in red are owned by UP and those shown in green are owned by the industry and the City as presented below.

1. Main line through the industrial park is owned by UP.
2. Spurs off that main line are owned by the following individual industries except that the spur to Wilbur-Ellis is owned by the City of Madras.
  - a. Albina
  - b. Keith Manufacturing
  - c. Ferral Gas
  - d. Bright Wood Corp.
3. Mid-Columbia Lumber does not own the track but they have a ground lease with the City that incorporates the north section of track that they use from UP.
4. All of the mainline and spurs south of the Canal are on City ROW with Easement to UP.
5. The mainline between the Canal and Cherry Lane are on Albina Fuels Property with easement to UP
6. The mainline north of Cherry is on City Legal Lot with easement to UP.

<b>Track ID *</b>	<b>Length (ft) **</b>	<b>Primary Shipper</b>	<b>Comments</b>
A	5,720	Multiple	Primary Spur Track
B	1,690	Jefferson Plywood	
C	780	Jefferson Plywood	
D	840	Wilbur-Ellis	House Track
E	2,450	Bright Wood	
F	480	Bright Wood	
G	220	Bright Wood	
H	840	Bright Wood	
J	570	Bright Wood	
K	315	Bright Wood	
L	1,550	Albina Asphalt	
M	235	Albina Asphalt	
N	620	Mid-Columbia	
P	670	Mid-Columbia	
<b>SubTotal</b>	<b>16,980</b>	<b>Industrial Park</b>	<b>Approx. 3.2 miles</b>
Q	2,030	Cenex Siding	
<b>Total</b>	<b>19,010</b>	<b>Madras area</b>	<b>Approx. 3.6 miles</b>

\* = Arbitrary name; \*\* = Approximate track lengths (source: Google Earth)

Section 3.3 describes each industry’s physical and operational requirements regarding rail service.



Map 2.0: Rail-Served Industry in the Madras, Oregon area; source = Google Earth

**EXHIBIT 'A'**  
 ATTACHED TO CONTRACT BETWEEN  
**BNSF RAILWAY COMPANY**  
 AND  
**CITY OF MADRAS**

SCALE: 1 IN. = 150 FT.  
 NORTHWEST DIV.  
 OREGON TRUNK SUBDIV. L.S. 0053  
 DATE 01/07/2015

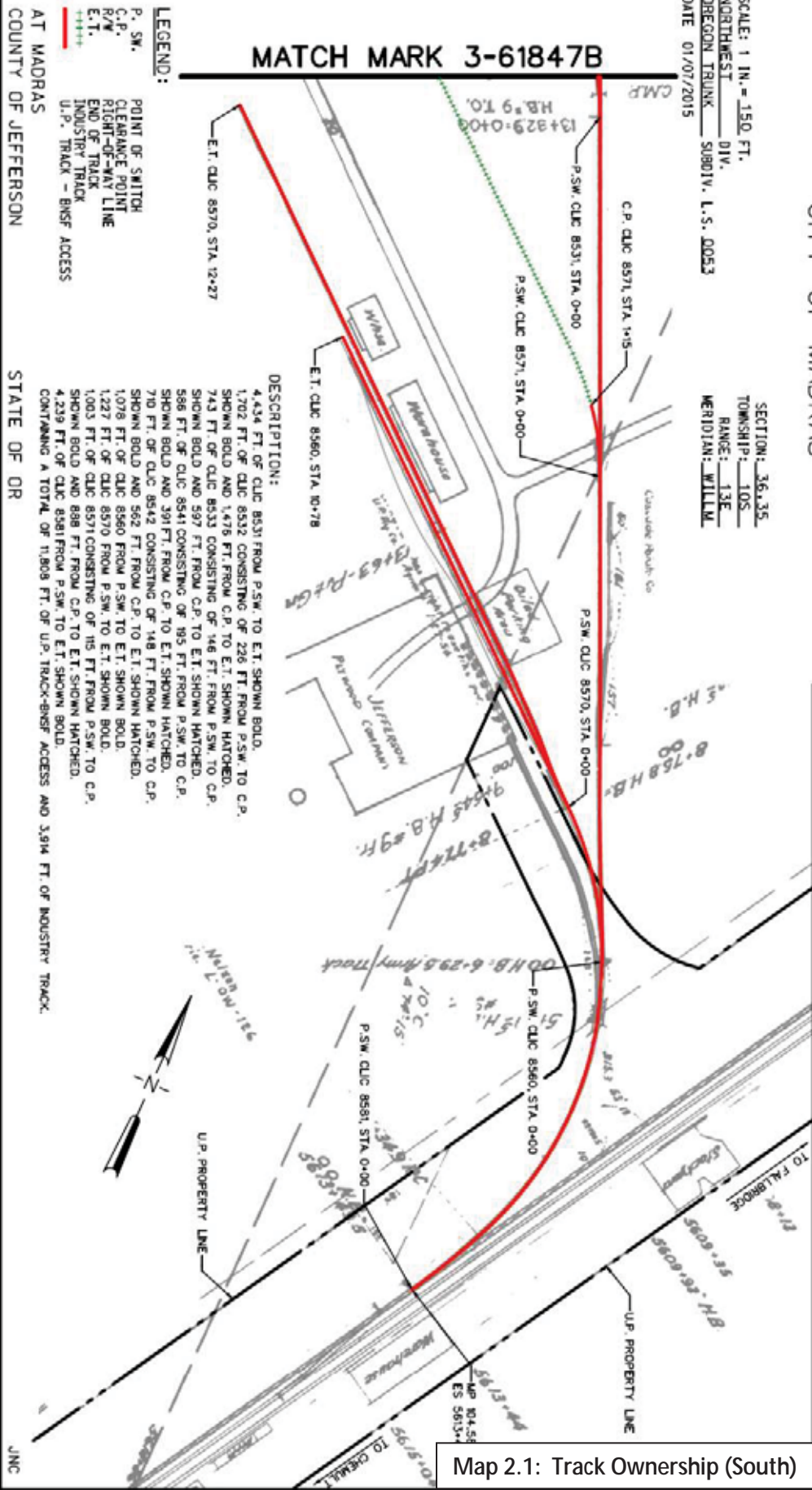
SECTION: 36.35  
 TOWNSHIP: 10S  
 RANGE: 13E  
 MERIDIAN: WILLAM

**MATCH MARK 3-61847B**

- LEGEND:**
- P.S.W. POINT OF SWITCH
  - C.P. CLEARANCE POINT
  - R/W RIGHT-OF-WAY LINE
  - E.T. END OF TRACK
  - INDUSTRY TRACK
  - U.P. TRACK - BNSF ACCESS
  - AT MADRAS
  - COUNTY OF JEFFERSON
  - STATE OF OR

**DESCRIPTION:**

4,434 FT. OF CLC 8531 FROM P.S.W. TO E.T. SHOWN BOLD.  
 1,702 FT. OF CLC 8532 CONSISTING OF 226 FT. FROM P.S.W. TO C.P.  
 SHOWN BOLD AND 1,476 FT. FROM C.P. TO E.T. SHOWN HATCHED.  
 743 FT. OF CLC 8533 CONSISTING OF 146 FT. FROM P.S.W. TO C.P.  
 SHOWN BOLD AND 597 FT. FROM C.P. TO E.T. SHOWN HATCHED.  
 588 FT. OF CLC 8541 CONSISTING OF 185 FT. FROM P.S.W. TO C.P.  
 SHOWN BOLD AND 391 FT. FROM C.P. TO E.T. SHOWN HATCHED.  
 710 FT. OF CLC 8542 CONSISTING OF 148 FT. FROM P.S.W. TO C.P.  
 SHOWN BOLD AND 562 FT. FROM C.P. TO E.T. SHOWN HATCHED.  
 1,078 FT. OF CLC 8560 FROM P.S.W. TO E.T. SHOWN BOLD.  
 1,227 FT. OF CLC 8570 FROM P.S.W. TO E.T. SHOWN BOLD.  
 1,003 FT. OF CLC 8571 CONSISTING OF 115 FT. FROM P.S.W. TO C.P.  
 SHOWN BOLD AND 888 FT. FROM C.P. TO E.T. SHOWN HATCHED.  
 4,239 FT. OF CLC 8581 FROM P.S.W. TO E.T. SHOWN BOLD.  
 CONTAINING A TOTAL OF 11,808 FT. OF U.P. TRACK-BNSF ACCESS AND 3,914 FT. OF INDUSTRY TRACK.



Map 2.1: Track Ownership (South)

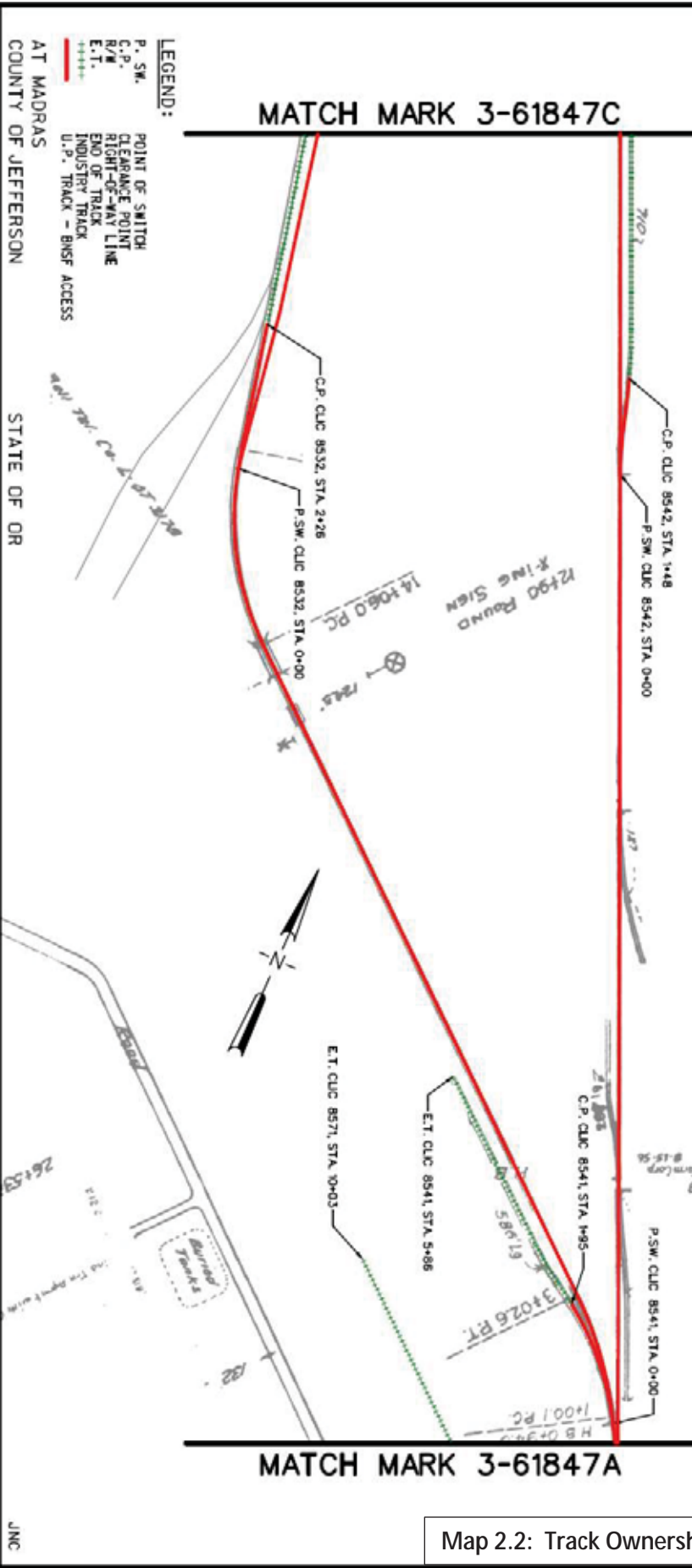
REVISION 3

DRAWING NO. 3-61847A

**EXHIBIT 'A'**  
 ATTACHED TO CONTRACT BETWEEN  
**BNSF RAILWAY COMPANY**  
 AND  
**CITY OF MADRAS**

SCALE: 1 IN. = 150 FT.  
 NORTHWEST DIV.  
 OREGON TRUNK SUBDIV. L.S. 0053  
 DATE 01/07/2015

SECTION: 35  
 TOWNSHIP: 10S  
 RANGE: 13E  
 MERIDIAN: WILLAM



- LEGEND:**
- P.S.W. POINT OF SWITCH
  - C.P. CLEARANCE POINT
  - R/W RIGHT-OF-WAY LINE
  - E.T. END OF TRACK
  - INDUSTRY TRACK
  - U.P. TRACK - BNSF ACCESS

AT MADRAS  
 COUNTY OF JEFFERSON  
 STATE OF OR

REVISION 3

DRAWING NO. 3-61847B  
 JMC

Map 2.2: Track Ownership (Central)

**EXHIBIT 'A'**  
 ATTACHED TO CONTRACT BETWEEN  
**BNSF RAILWAY COMPANY**  
 AND  
**CITY OF MADRAS**

SCALE: 1 IN. = 150 FT.  
 NORTHWEST DIV.  
 OREGON TRUNK SUBDIV. L.S. 0053  
 DATE 01/07/2015

SECTION: 35.26  
 TOWNSHIP: 10S  
 RANGE: 13E  
 MERIDIAN: WILLM

City of Madras  
& Wilbur Ellis

- LEGEND:**
- P.S.M. POINT OF SWITCH
  - C.P. CLEARANCE POINT
  - R/W RIGHT-OF-WAY LINE
  - E.T. END OF TRACK
  - INDUSTRIAL TRACK
  - U.P. TRACK - BNSF ACCESS

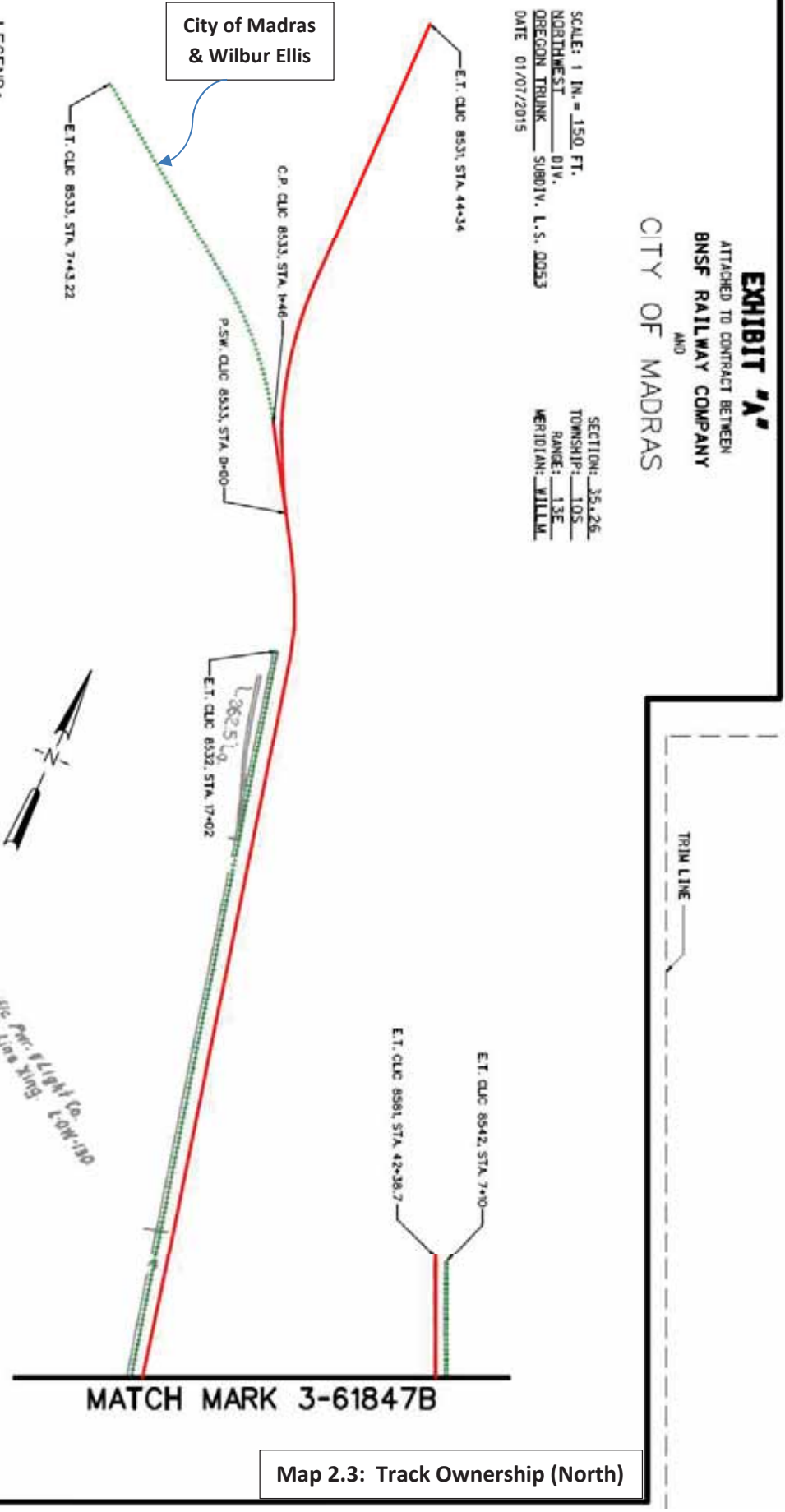
AT MADRAS  
 COUNTY OF JEFFERSON

STATE OF OR

REVISION 3

DRAWING NO. 3-61847C

JNC



Map 2.3: Track Ownership (North)

**3.3 Industry Interviews.** During the week of November 15, 2015, Burgel Rail Group, conducted telephone interviews with the industries in the Madras area currently being served by rail. Nearly all of this industry is located in an industrial park northwest of the Madras town-center with the remaining shippers located along the BNSF main line.

Each industry listed below was interviewed to determine their degree of satisfaction with rail as one of their transportation modes to either receive or ship out products.

### 3.3.1 Bright Wood Service

Contact - Chris Leidel, Bright Wood's rail traffic manager. He said that Bright Wood currently has a two-car spot. This works well under most traffic conditions. However, due to traffic flows beyond the control of Bright Wood (such as weather, rail congestion), five loaded cars often arrive simultaneously. When this occurs, Bright Wood begins to unload two of the cars but must wait until these cars are unloaded, then pulled before two of the other loaded cars can be spotted and unloaded. BNSF typically does not give the industry any relief from incurring demurrage and/or constructive placement fees. (These fees are intended to speed up the unloading process so that the railroad doesn't have too many railcars on spot or "in the system". Also, these fees are the railroad's attempt to preclude shippers from using railcars as temporary warehouse storage.) However, when the delays occur on the rail system which tends to bunch the delivery of loaded cars, the railroad may or may not assess these fees. To better control this situation, Chris would like to construct a gravel pad adjacent to one of their tracks that would allow for 2-3 more cars to be spotted and unloaded before demurrage charges kick in. Chris indicated that he would send a sketch of where these improvements could be constructed.



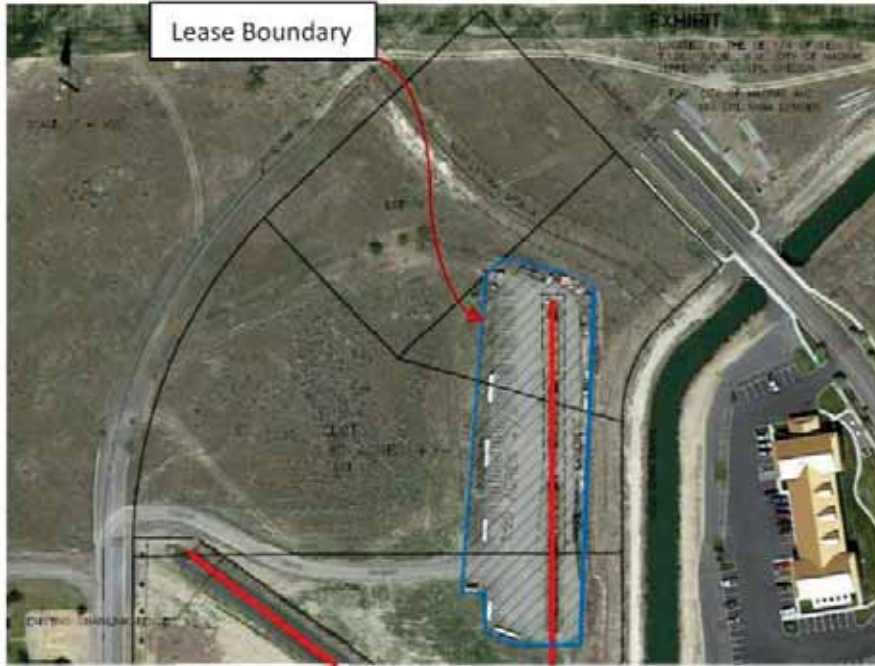
Map 3.1: Bright Wood area (light tan pattern) within Madras Industrial Park



Bright Wood Corp.  
335 Hess

Map 3.1: Bright Wood area (light tan pattern) within Madras Industrial Park

**3.3.2 Mid-Columbia Lumber.** Discussed rail traffic situation with Adam and with Candance Schultz. They stated that Mid-Columbia often receives 2- to 4 cars of product at their 4-car spot located north of N. Cherry Lane. They were satisfied with this facility. They indicated that they were planning on doubling the capacity of their 4-car spot at their Culver facility to an 8-car spot.



Map 3.2: Mid-Columbia Rail Car spot (track to the right), north of NW Cherry Lane.



Mid-Columbia Lumber  
380 Adler



### 3.3.3 Albina Asphalt

Contacted Albina Asphalt's Mike (Traffic Manager). Mike said that at the current time, he was satisfied with the rail service.



Map 3.3 Albina Asphalt (light tan pattern)



Albina Asphalt – 400 Paul Jasa Way

3.3.4 Wilbur-Ellis. Discussed rail traffic situation with Pat, Wilbur-Ellis' traffic manager. He was quite satisfied with their rail car spot.



Map 3.4 Wilbur Ellis rail facility

### 3.3.5 Cenex

According to Dean Boyle, Cenex' traffic manager, Cenex seldom uses rail as they are currently not cost-competitive. When they do use rail their volume amounts to roughly 10 cars a year which they use the rail cars for temporary local storage of grain.



Map 3.5: Cenex (light tan pattern)

### 3.3.6 Carson Oil

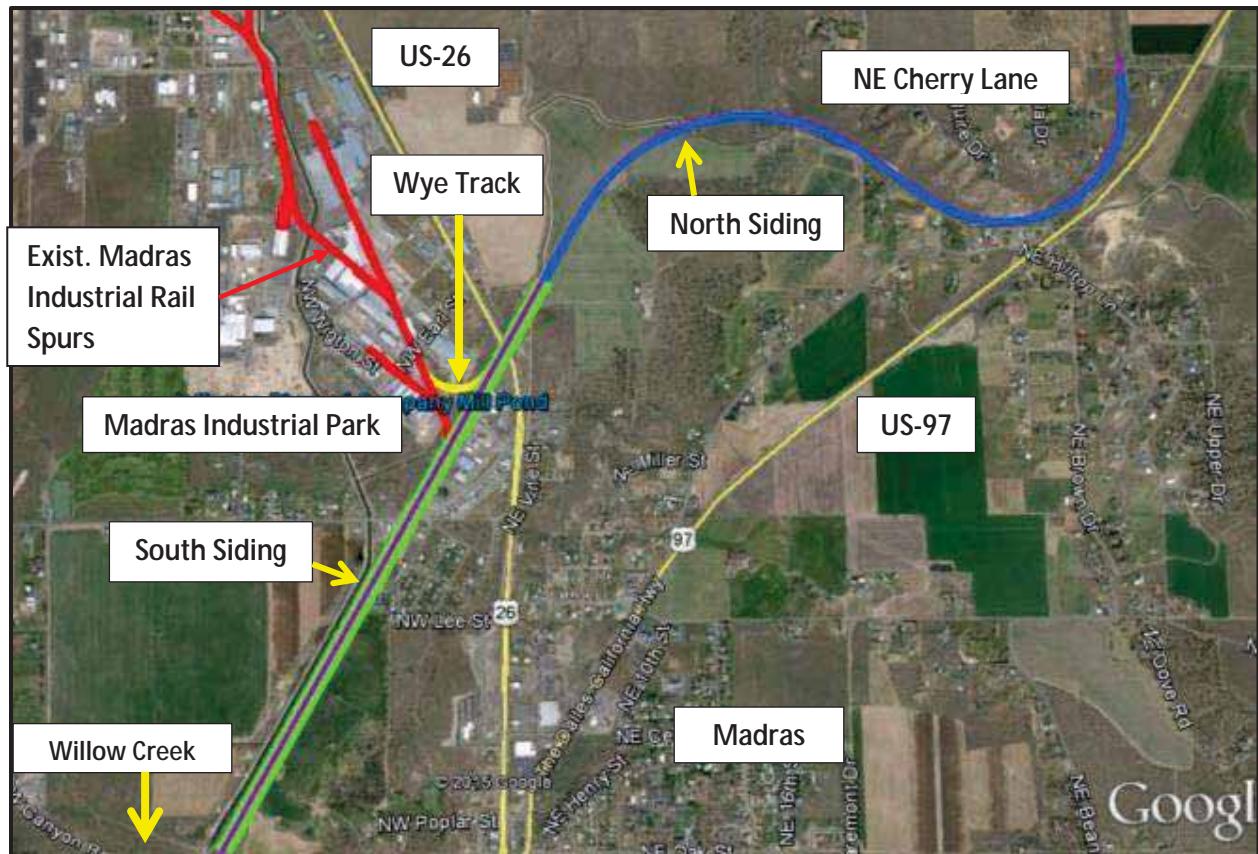
It appears that this spur track has been removed. This area could be used for a reload track as discussed in Section 4.1.



Figure 1: Screen capture of former location of Carson Oil Spur Looking south from NW Birch Lane. Purple line in background Denotes BNSF main track.

**3.3.7 BNSF.** Discussions were held with BNSF's Trainmaster Christian Johansen regarding the railroad operations in the Madras area and three main issues were identified:

- (1) BNSF is planning to perform track maintenance on trackage in the Madras Industrial Park area in the near future (December, 2015).
- (2) BNSF would like to install a wye track just to the north of the existing Madras Industrial Park spur track. An approximate location of the wye is included in the Map 3.6 (shown in yellow) The curvature of this wye is 12.5 degrees (459 foot-radius), the tightest radius allowable (under older standards). It is very likely that BNSF (and UP) would require a softer radius which may necessitate finding an alternative location nearby for the wye track.
- (3) BNSF indicated that, due to the number of through trains that now operate on the Bend Branch, considerable congestion occurs in the Madras area. One of their ideas is to construct a portion of double track that would extend from NE Cherry Lane (northeast of Madras) south to the north edge of the Willow Creek trestle, a distance of 16,500 feet (3.1 miles) . The primary purpose of this siding track would be to meet and pass main line trains. However, if industry tracks are located along this siding, it would further allow BNSF to continue to operate main line trains while one of their local trains are spotting and pulling cars from the rail-served industry.



Map 3.6 Sketch of BNSF's proposed Madras-area track improvements

The 3.1 mile-long double track under consideration by BNSF's regional and national planning departments would be broken into two sections: a North Siding (Blue Color) that would be 9,100-feet long and South Siding (Green Color) that would be 7,400-feet long. A universal crossover would be installed where these two siding meet (which is approximately 1000 feet north of the US-26 viaduct). The only at-grade road crossing that these long tracks encounter is NW Birch Lane/Straun Road (see Figure 2) located midway in the South Siding. The construction of the South Siding will require attention to the following engineering issues:

- (1) The Hwy 26 bridge appears to have about an 80' clear span with the tracks located to the southeast to accommodate a culvert under the bridge for the adjacent irrigation canal.
- (2) In addition, from Hwy 26 to Birch lane there is an existing siding, located on the east side, at what looks like a 15' spacing, with an industry siding (Cenex) further east (also at a 15' spacing). The Cenex facility is located immediately off of this siding.
- (3) The lead into the Industrial Park appears to be a No. 11 turnout to a 9 1/2 degree curve and then the bridge over the irrigation canal. There is a No. 9 turnout at the end of the curve into Jefferson Plywood.
- (4) It would appear with the location of Cenex, the Cenex siding and the BNSF siding track that the only location for the new siding with 20-25' spacing would be to the west side or a respacing of the main line and the first siding to the east.
- (5) A siding on the west side would affect the lead into the Industrial Park as well as the irrigation canal at the Hwy 26 bridge.
- (6) A respacing of the main to allow for a wider clear distance on the existing siding would seem more feasible.

Appendix B shows a diagram of UP's main line section requirements. As UP is the underlying owner, it will be necessary to use their standards (which are very similar to BNSF's).



Figure 2: View North at NW Birch Lane.

#### 4.0 Yard and Industry Track Alternatives Development

**4.1 Industry Siding and/or Unit Train Loop Track Facilities.** Maps 4.1 and 4.2 show several locations in the Madras area where it may be feasible to construct an industry spur and/or loop track arrangements in order to attract rail-served distribution centers and bulk commodity customers who may require such facilities. Most of these parcels are fairly level which is important in designing and constructing rail spurs and loop tracks. Appendix C shows the requirements for industry tracks. As UP is the underlying owner of the tracks, their specifications will need to be met.

**4.2 Siding Alternatives.** Sidings for industry and/or reload facilities would be much easier for BNSF to site and approve if the improvements described in Section 3.3.7 (above) are implemented. BNSF's (although UP is the underlying owner in the Madras area) right-of-way varies between 100 and 200 feet in the immediate Madras area. The narrower 100 foot width is more than adequate to accommodate the BNSF main line track, an additional siding track as contemplated by BNSF (North and South Sidings as displayed in Map 3.6) and potentially, an industrial-park siding. UP's standards for track centers are typically 20 feet. Therefore, within a 100-ft wide right-of-way, three tracks could be constructed (20' + 20' track centers) with another 30 feet available on either side for a right-of-way access road and/or a fence. BNSF's main line track center requirements are slightly more restrictive at 25 feet and may prevail in this area.

Reload facilities are usually sited to take advantage of a particular railroad's pricing (rates) structure. In other words, if a shipper receives better rates from UP, then they simply truck their product to a reload facility located on UP trackage. If BNSF rates are more competitive, then the shipper trucks their product to a BNSF reload track. In this sense, a reload facility gives shippers the control they need to manage railroad shipping rates. This is not an advantage in the Madras area because both railroads serve the greater Madras area due to historic agreements.

Locating a reload facility is a fairly straightforward process that depends on (1) which direction BNSF would access the track, (2) gradient, (3) truck access and (4) other geographical considerations. Because the railroad would like to retain their ROW for through-train purposes, the major portion of the reload track would probably be located just outside of their ROW. Note the example of new track installation in Figure 3 where the track parallel to UP's main line was placed just outside of the UP ROW line.



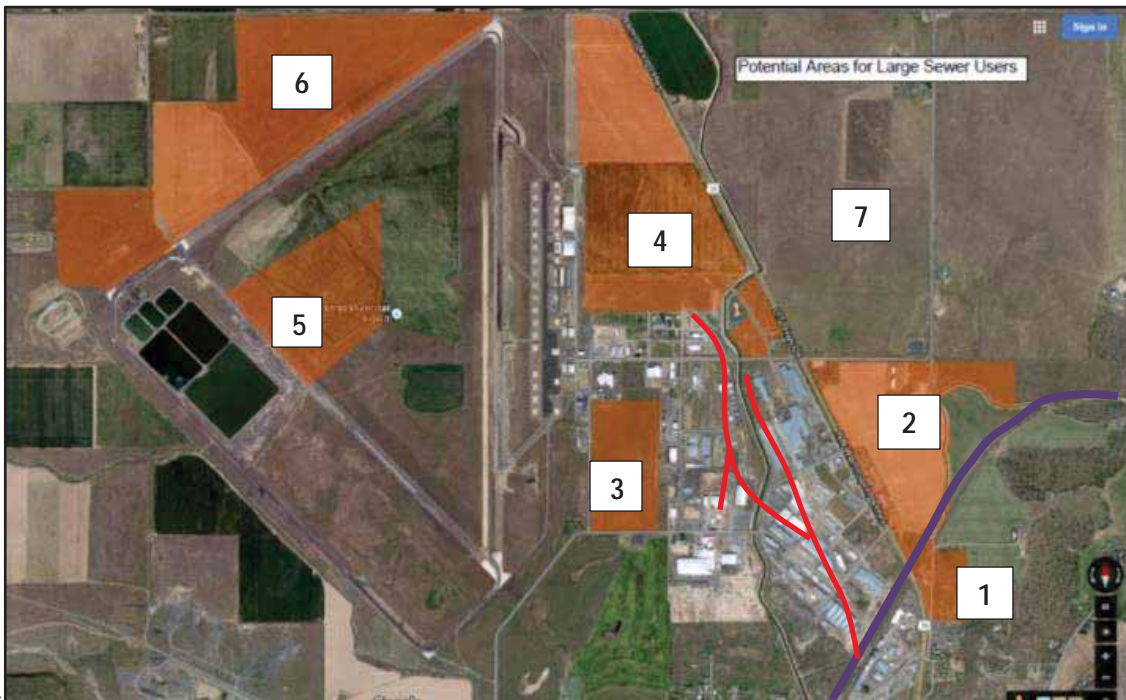
**Figure 3: Recently completed intermodal facility located just east of Boardman on Union Pacific's main line (located in extreme left hand corner). Siding was constructed just off of UP's right-of-way and was paid for using the *ConnectOregon* funding program.**

Industry sidings would be designed to meet the needs of the prospective shipper. Typically, BNSF (and UP) would prefer to access rail-served customers from a siding track that parallels their main track so they could continue to operate their main line trains without interruption while the industry was being switched. Indeed, if the spur track enters the main track directly, additional costs could be incurred as the railroad would in all likelihood insist on (1) a more expensive turnout, (2) a to-be-determined length of siding track whereby the local train service could depart and clear the main line should through-train congestion dictate that the local clear the main, (3) a double split-point derail that may be signalized, and (4) increased signal costs that in turn provide greater safety to through trains operating on the main track.

Customers that currently receive train service along the Madras Industrial Spur have avoided these costs. However, BNSF has indicated that too much time is spent negotiating this spur to serve these customers. Current rail served customers north of Cherry Lane require BNSF to operate through a maze of poorly maintained 90# industrial tracks, with insufficient clearance, with multiple crossings and paved area and through the middle of Mid-Columbia Lumber operations with fork lifts and pedestrians walking out of buildings within feet of the operating track. It is no wonder that BNSF would not be excited to expand to unit train operations (Loop Track A) north of Cherry Lane. Perhaps new rail-served customers could be located much closer to the BNSF main track thereby achieving low installation costs while meeting the needs of BNSF to minimize the switching time now required to spot and pull industry located north of NW Cherry Lane. Another possibility might be to rehabilitate the industrial trackage in the

Jefferson Plywood area to serve as a reload facility. A third possibility could be to replace the siding that was formerly located at the Carson Oil site (Section 3.3.6) very near NW Depot Street.

In designing the rail spur, various factors must be considered, such as (1) number and types of railcars expected daily, (2) spotting as well as loading/unloading requirements including necessity to access both sides of car; tie down requirements; fall-protection while loading/unloading; Inspection requirements; and hazardous material conditions, (3) track level vs building level requirements and (4) direction to be served by BNSF's local train service (i.e. which direction the turnout should face).



Map 4.1 Potential areas where large-scale industry could be sited. Purple line shows the BNSF main track and the red line, the approximate location of the Madras Industrial Spur Track. The text below describes how each numbered parcel could be connected to BNSF.

Rail access could be provided to the parcels described in Map 4.1 as follows:

- Parcel 1 could be accessed by BNSF by extending the Madras siding north from its current end underneath the US-26 viaduct to reach this parcel.
- Parcel 2 could be served by a variation of one of the rail leads described in Section 4.3.3.
- Parcel 3 could be reached by extending the Madras Industrial Rail Spur to the west just after it crosses the irrigation canal. BNSF may request that the Madras Industrial Rail Spur be upgraded to accommodate a higher track speed so that they may serve an industry located at Parcel 3.
- Parcel 4 could be accessed by extending the Madras Industrial Rail Spur north from its current termination just north of NW Cherry Lane. However, this distance is over a mile and BNSF would likely insist the spur trackage between their main track and Parcel 4 be upgraded to operate at 20 MPH so they wouldn't spend too much time moving up and

down the spur track to access Parcel 4. Parcel 4 is large enough to accommodate a loop track. Loop Track A is described in greater detail in Section 4.3.

- Parcels 5 and 6 may not be accessible by rail given the restrictions of the Airport Protection Zone. There appear to be issues with height restrictions and proximity to the runways (could an airplane land or take-off as a freight train passed by the end of the run-way?) and there could be conflicts with airport master-planning (could the runways be extended if a rail track passes near the current end of the runway?) These parcels could, however, be served by trucks and/or a reload service.
- Parcel 7 rail service is described in Section 4.3.

Accessing Parcels 3 and 4 are only recommended for rail service if an agreement with BNSF is reached to improve the Madras Industrial Rail Spur. Costs for these improvements are incorporated in the cost estimate for these options.

**4.3 Loop Track Feasibility.** Loop tracks allow shippers to engage with the railroad to transport high-volume commodities from origin to destination. These commodities include grain (corn, soy, wheat), potash, soda ash, coal, crude oil, and other bulk materials. Typically, loop tracks are placed on a fairly level parcel that is at least 1,600- to 2,000 feet in width. This width is necessary to accommodate the 7.5-degree maximum curvature (764-foot radius) stipulated by BNSF (and UP) design standards. The overall length of the loop track would be dictated by the length of train but unit train lengths are usually 7,500 to 10,000 feet long. BNSF would decide the maximum length of each loop track based upon the unit train length needed to serve the prospective new industrial tenant. Typically, this decision would be based on the curvature, gradient and length of passing sidings on the route over which each unit train would negotiate from origin to destination. Due to the numerous curves between the Columbia River and Madras, it is likely that BNSF would limit the length of each unit train operating on this segment to 7,500 feet. Given that the loop track must accommodate both the inbound train as well as the outbound train, usually 15,000- to 20,000 feet of track must be constructed. Usually, the host railroad will require a shipper to build enough track in order to hold at least half of the entire fleet of trains used to move the commodity between origin and destination. Also, a bad-order set-out track is typically specified.

The likely origins (midwest portion of USA and Canada) of most of the bulk commodities that are likely to be handled at a loop track type facility would move to the Madras area on the segment between the Columbia River and Madras. For this reason, access tracks to and from the proposed loop tracks are shown with the primary access to the north. A southern access is shown as this connection may be required by BNSF to move the locomotive set to and from a servicing facility located in Bend.

Several loop track concepts (Loops A, B, C, D) are included in Figures 4, 6, 7 and 8. All loops meet the 7,500 foot minimum train-length criteria. Doubling the loop by providing a 2nd interior loop would meet the 15,000-foot minimum in-the-clear train storage length. Also, turnouts must be located on tangent track. For this reason, wherever possible on these diagrams, tracks are extended to connect with the main line at a tangent. If it is necessary for a track to connect with a loop track, it will be necessary to design a length of tangent track in the curve in order to place the turnout on a segment of tangent track. Main line turnouts would be No. 15's and other turnouts, No. 11's.



Loop tracks are usually constructed on level grade. This is due to the fact that, during the loading or unloading process, the movement of the rail cars under the tippie is regulated by either a car-mover or a set of locomotives, the speed of which is precisely controlled. Precise movement control is necessary so that the loading/unloading equipment (that is normally operated remotely) can be easily attached or disconnected from the cargo doors. Also, uniform movement of the train under the tippie or over the unloading pit is important so that the flow of commodity to the conveyor belts is also uniform. The movement of a train on a level track helps to ensure the uniformity needed whereas if the track wasn't level, then it would be difficult to control the movement of the train resulting in an uneven flow of commodities to the conveyor belts.

#### 4.3.1 Parcel 4 –

**Alternative 1 – Loop Track A:** 6,800 foot loop track could be placed inside Parcel 4 as shown in Figure 4-1. This design just barely accommodates curves of 7.5 degrees which is the minimum curvature recommended by both BNSF and UP on trackage on which they will allow their equipment to operate. The overall length of the loop track is slightly less than the optimal length desired by BNSF. However, a second loop track could be situated just inside the loop shown to attain the requisite length. It should be remembered that tracks located inside the 7.5 degree radius curves will be slightly sharper than the railroad standard.

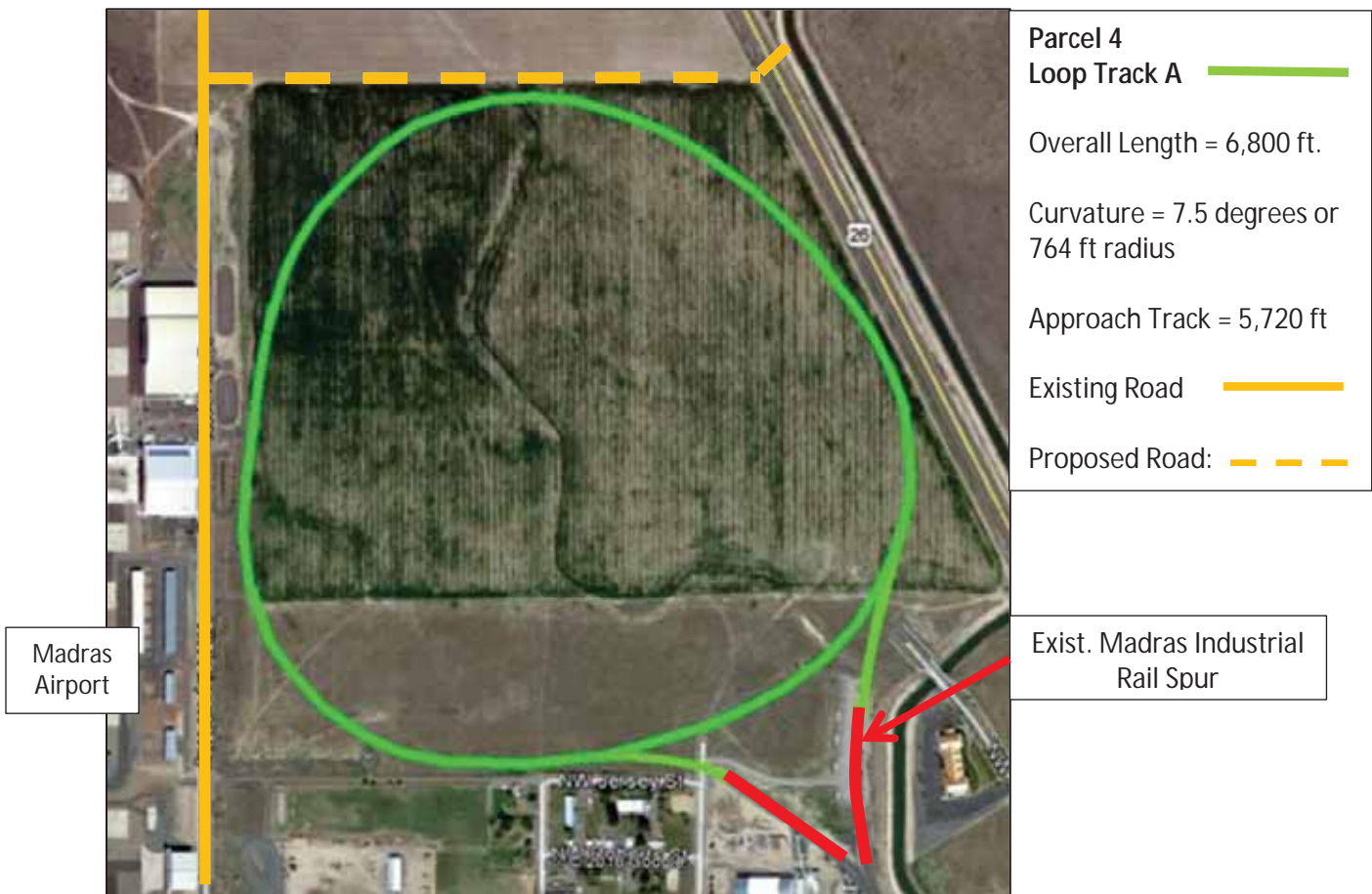


Figure 4-1: Parcel 4, Loop Track A

The disadvantage of Loop “A” is that it is located about a mile from the main track at the end of the Madras Industrial Track (which can be accessed from the south end of the loop). Because it is likely that commodities would move to the Madras area from the north (see text), a wye track (discussed in Section 3.7) should be constructed in conjunction with the installation of a loop track on Parcel 4. In addition, rehabilitation of the existing spurs might be necessary. The evaluation is not part of this study scope. To provide a total project cost, the previous cost estimates prepared by West Rail Construction Company in October 2011 (See Appendix D) are assumed and adjusted with an escalation factor. Costs to rehabilitate the existing spurs and to install the wye track have been included in the Loop Track A cost estimate (see Section 5). The City of Madras is considering an expansion of their airport, as well as the placement of a new street to access the airport directly from Hwy 26. (Dashed orange line in Figure 4.) Both of these projects might preclude the installation of Loop Track A within Parcel 4.

**Alternative 2 – Rail Spur Extensions:** Figure 4-2 shows two potential rail spur extensions (in green). These spurs would begin at the current northern end of the Madras Industrial Rail Spur. Alternative 2A will extend from the current Wilbur-Ellis spur northwesterly to serve Parcel 4; whereas Alternative 2B will extend from the current Mid-Columbia Lumber spur along the easterly boundary of the industrial park to serve Parcel 4. In order to avoid disrupting loading or unloading operations for cars spotted on the existing rail spur, it may be necessary to install a turnout to bypass under this circumstance. Alternative 2B will require re-platting of lots in the industrial park. Costs to rehabilitate the existing spurs and to install the spur extension with a turnout have been included in Section 5. Extending the existing spurs northerly presents a viable option to serve the future industrial development and would cost less than the Alternative 1 – Loop Track A above.

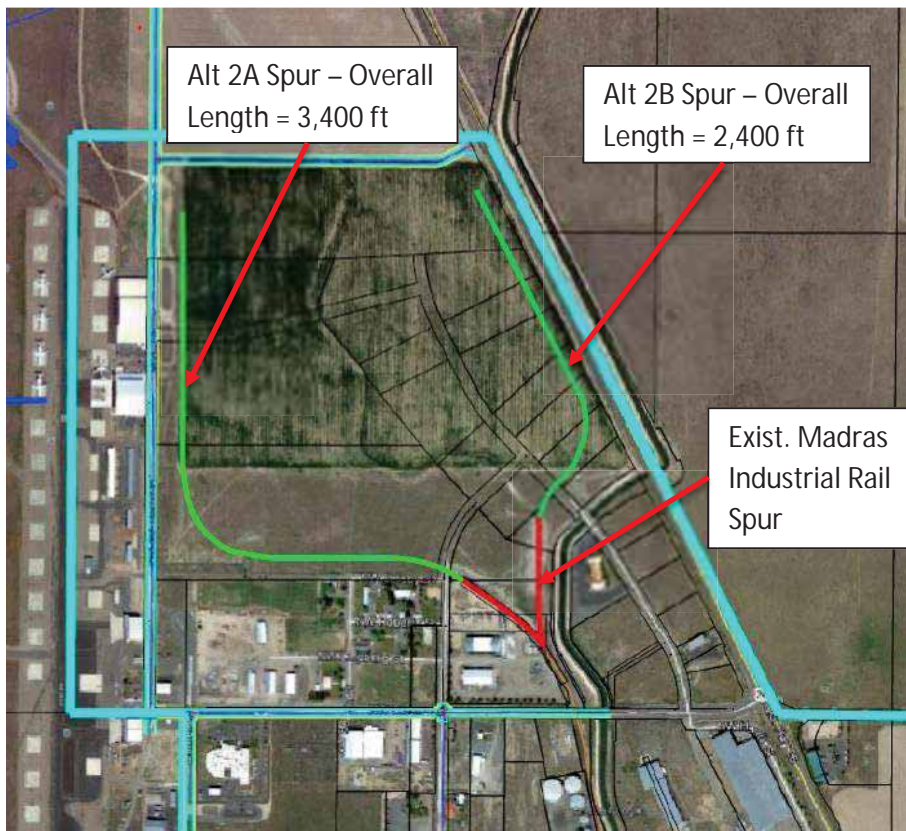


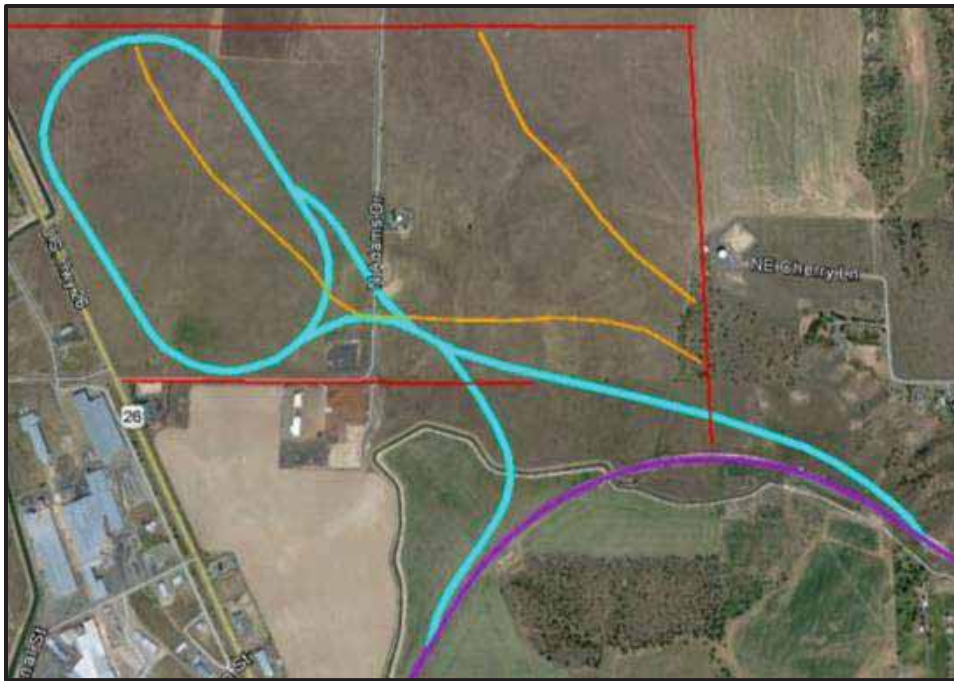
Figure 4-2: Parcel 4, Rail Spur Extensions

**4.3.2 Parcel 7.** The City of Madras suggested that a large parcel (Parcel 7) located northeast of the City and east of Hwy US-26 be considered for a potential loop track facility. This parcel has several distinct advantages including: proximity to the BNSF main track, relatively flat terrain and sufficient area in which to place a large loop track arrangement. Figure 5 shows the approximate elevations of selected points within Parcel 7. These data points indicate that a fall of over 60 feet exists between the east and western edge of this parcel. A loop track facility oriented due east/west would need considerable grading in order to develop a level grade required for a loop track.



Figure 5: Selected elevations shown in Parcel 7. These elevations range from approximately 2470 feet on the west side of the parcel to 2540 feet on the east. Thin orange lines denote approximate location of a 30 foot contour difference. For this reason, Loop Tracks B and C have been aligned with these contours in order to minimize grading costs.

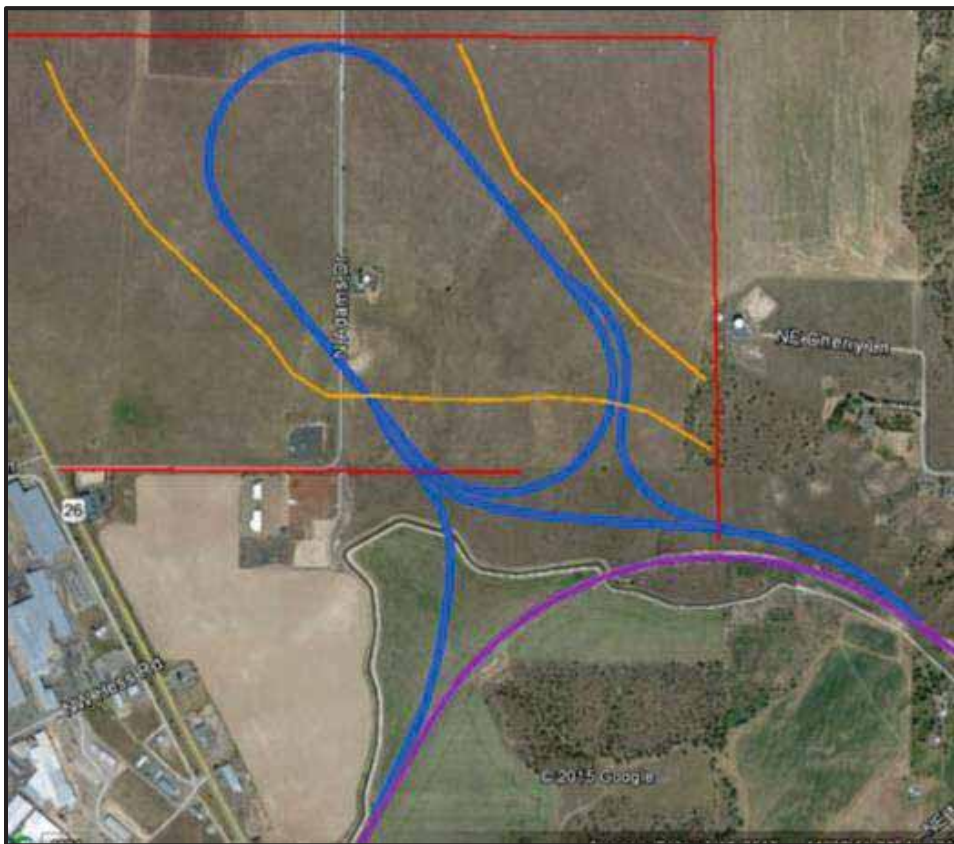
**4.3.3 Parcel 7 – Loop Track B.** This loop track configuration is 7,800 feet in length and is located on level ground adjacent to US-26. The primary disadvantage of this location is that it is just over one mile between the BNSF main track and the entrance to the loop.



**Parcel 7**  
**Loop Track B =**  
 7,800 feet with 7.5  
 degree curves.  
 Approach tracks =  
 9,400 ft

Figure 6: Loop Track B that can accommodate a 7,800 foot train operating over 7.5 degree curves.

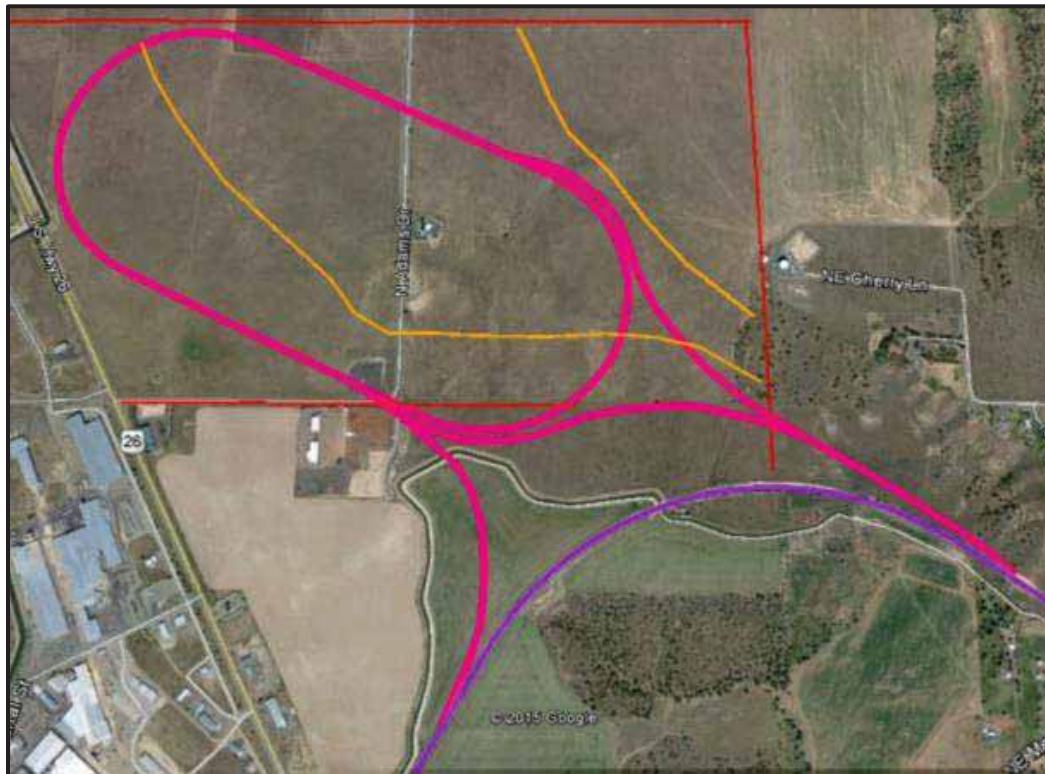
4.3.4 Parcel 7 – Loop Track C. Loop track C is located fairly close (3,700 feet) to the BNSF main track and could accommodate a train that is 8,700 feet in length. Of course, the loop could be shortened to handle a shorter train if so desired.



**Parcel 7**  
**Loop Track C =**  
 8700 feet with 7.5  
 degree curves.  
 Approach tracks =  
 8,950 feet

Figure 7: Loop Track C has its primary access to the BNSF main track to the north . Overall loop track length is 8,600 feet and is designed with 7.5 degree curves.

**4.3.5 Parcel 7 – Loop Track D.** Loop Track D has been included in this study simply to show the maximum size of a loop track located on Parcel 7. This design would certainly accommodate any length of bulk train that is now routinely operating on the nation’s rail network . Distance to the BNSF main line is approximately 4,800 feet. The primary disadvantage with this design is that there is an over 60 foot difference in elevation between the eastern and western edges of the loop track.



**Parcel 7**  
**Loop D = 11,100 feet**  
 with 5.7 degree  
 curves.  
 Approach Tracks =  
 10,500 feet

Figure 8: Loop Track D is likely to be the largest loop possible to be placed on Parcel 7. The overall length of the loop track is 11,100 feet with 5.7 degree (1,000 foot radius) curves. This diagram is only shown to display what is possible at this site. Note that the difference in elevation between the eastern and western edges of the loop is over 60 feet.

## 5.0 Concept-Level Project Costs

Recent BNSF main line construction costs average approximately \$800/track foot. Costs for the Oregon Trunk might have been slightly lower given the lower overall volume of trains likely to operate through Madras. However, recent stipulations by the Federal Railroad Administration (FRA) for the railroad industry to protect all train movements with an additional overlay safety system, known as Positive Train Control (PTC), have pushed costs up to these figures. Some of the trackage will essentially be constructed on existing track bed (for instance, roughly 2,900 feet of the proposed South Siding will use rehabilitated siding track which is essentially completely new track , rail, ties, fasteners and ballast) and this cost might be slightly less (\$600/TF). It will be necessary, however, to shift the track centers of this siding out to 25 feet. Consequently, per foot costs for main line trackage will use this \$800/track foot figure. Yard costs average \$160/TF. The probable project costs are order-of-magnitude, concept-level

estimates and include a construction contingency of 25% and an overall allowance of 35% for engineering, permitting and other non-construction costs. Further study will allow the development of more refined costs and the use of a lower contingency.

#### 5.1 Madras Industrial Park Wye (potential *ConnectOregon* project)

<i>Item</i>	<i>Unit Costs</i>	<i>Quantity</i>	<i>Costs</i>	<i>Comments</i>
Track (Yard)	\$160/TF	1,200 track ft	\$192K	
Turnouts – Hand Throw No. 15 - Signalized	\$300K each	1	\$300K	
Turnouts – Hand Throw No.11 – Yard	\$100K each	1	\$100K	
Signal and Crossings	Lump Sum	1	\$210K	
Bridge	\$5,000/ft	40 ft	\$200K	Irrigation Canal
ROW	TBD			
Approximate costs (without ROW)			\$1.00M	
Construction Contingency (25%)			\$0.25M	
Total Construction			\$1.25M	
Engineering/Permitting/Others (35%)			\$0.44M	
<b>Concept-Level Project Cost Estimate</b>			<b>\$1.69M</b>	

#### 5.2 South Siding (potential *ConnectOregon* project)

<i>Item</i>	<i>Unit Costs</i>	<i>Quantity</i>	<i>Costs</i>	<i>Comments</i>
Track (Rehab to Main Line)	\$600/TF	2,400 TF	\$1.4M	See Note
Track (Main Line)	\$800/TF	5,000 TF	\$4.0M	See Note
Turnouts – Hand Throw No. 11 Signalized	\$150K each	2	\$0.3M	Access to Cenex spur
Signal and Crossings	Lump Sum	1	\$0.2M	
Bridge	\$5,000/ft	none		
ROW	TBD			
Approximate costs (without ROW)			\$5.9M	
Construction Contingency (25%)			\$1.5M	
Total Construction			\$7.4M	
Engineering/Permitting/Others (35%)			\$2.6M	
<b>Concept-Level Project Cost Estimate</b>			<b>\$10.0M</b>	
Note: The \$600- to \$800/TF cost is nearly all inclusive in terms of grading, track, connecting turnouts, signaling, PTC. Exceptions are noted in the table.				

### 5.3 North Siding

<i>Item</i>	<i>Unit Costs</i>	<i>Quantity</i>	<i>Costs</i>	<i>Comments</i>
Track (Main Line)	\$800/TF	9,100 track ft	\$7.3M	
Crossings	\$500/ft	none		
Bridges	\$7,000/ft	2 @ 40 ft each	\$0.6M	Two Irrigation canal crossings
ROW	TBD			
Approximate costs (without ROW)			\$7.9M	
Construction Contingency (25%)			\$2.0M	
Total Construction			\$9.9M	
Engineering/Permitting/Others (35%)			\$3.5M	
<b>Concept-Level Project Cost Estimate</b>			<b>\$13.4M</b>	
Note: The \$600/TF to \$800/TF costs are nearly all inclusive in terms of grading, track, connecting turnouts, signaling, PTC. Exceptions are noted in the table.				

### 5.4 Universal Crossovers – MP 104.1

<i>Item</i>	<i>Unit Costs</i>	<i>Quantity</i>	<i>Costs</i>	<i>Comments</i>
4 - No. 15 Turnouts	\$300K/turnout	4	\$1.20M	
ROW Road	\$30/LF	2000 LF	\$60K	
Approximate costs (without ROW)			\$1.26M	
Construction Contingency (25%)			\$0.32M	
Total Construction			\$1.58M	
Engineering/Permitting/Others 35%)			\$0.55M	
<b>Concept-Level Project Cost Estimate</b>			<b>\$2.13M</b>	

### 5.5 Summary – Madras Area Track Improvements

<i>Item</i>	<i>Estimated Costs</i>	<i>Comments</i>
Madras Wye	\$1.7M	
South Siding	\$10.0M	
North Siding	\$13.4M	
Universal Crossover	\$2.1M	
<b>Approximate costs (without ROW)</b>	<b>\$27.2M</b>	

5.6 Alternative Loop Track or Spur Extension Layouts – Estimated Costs (no ROW or grading costs included herein)

Loop or Spur	Parcel	Loop or Spur Track (ft)	Loop or Spur Cost <sup>1</sup>	Approach Tracks (ft)	Approach Cost	Turnout Cost <sup>2</sup>	Rehab Cost -Exist Spurs or Mainline	Const rCost	Est. Project Cost <sup>3</sup>
Alt 1 – Loop A	4	6,800	\$1.1M	5,720	\$0.9M	Wye - \$1.5M	\$1.0M	\$4.5M	\$7.6M
Alt 2A Spur	4	3,400	\$0.6M	----	----	\$0.8M	\$1.0M	\$2.4M	\$4.1M
Alt 2B Spur	4	2,400	\$0.4M	----	----	\$0.8M	\$1.0M	\$2.2M	\$3.7M
B	7	7,800	\$1.2M	9,400	\$1.5M	\$0.8M	Part of 5.3	\$3.5M	\$5.9M
C	7	8,700	\$1.4M	8,950	\$1.4M	\$0.8M	Part of 5.3	\$3.6M	\$6.1M
D	7	11,100	\$1.8M	10,500	\$1.7M	\$0.8M	Part of 5.3	\$4.3M	\$7.3M
1. Assume unit yard-track cost of \$160/TF 2. Assume Turnout Cost of \$0.8M lump sum 3. Project costs include a construction contingency (25%) and an allowance for engineering /permitting/ other nonconstruction costs (35%)									

6.0 Recommendations and Phased Implementation of Rail Improvements

The recommended rail improvements and phased improvements with concept level project costs are summarized below:

Phase 1

Item #	Description of Improvements	Concept-Level Project Cost
1	South Siding (Section 3.3.7 & Section 5.2)	\$10.0M
2	Madras Wye (Section 3.3.7 & Section 5.1)	\$1.7M
3	Alt 2A Spur Extension/Exist Rail Rehab (Section 4.3.1 & Section 5.6)	\$4.1M
<b>Concept-Level Project Cost Estimate</b>		<b>\$15.8M</b>

Phase 2

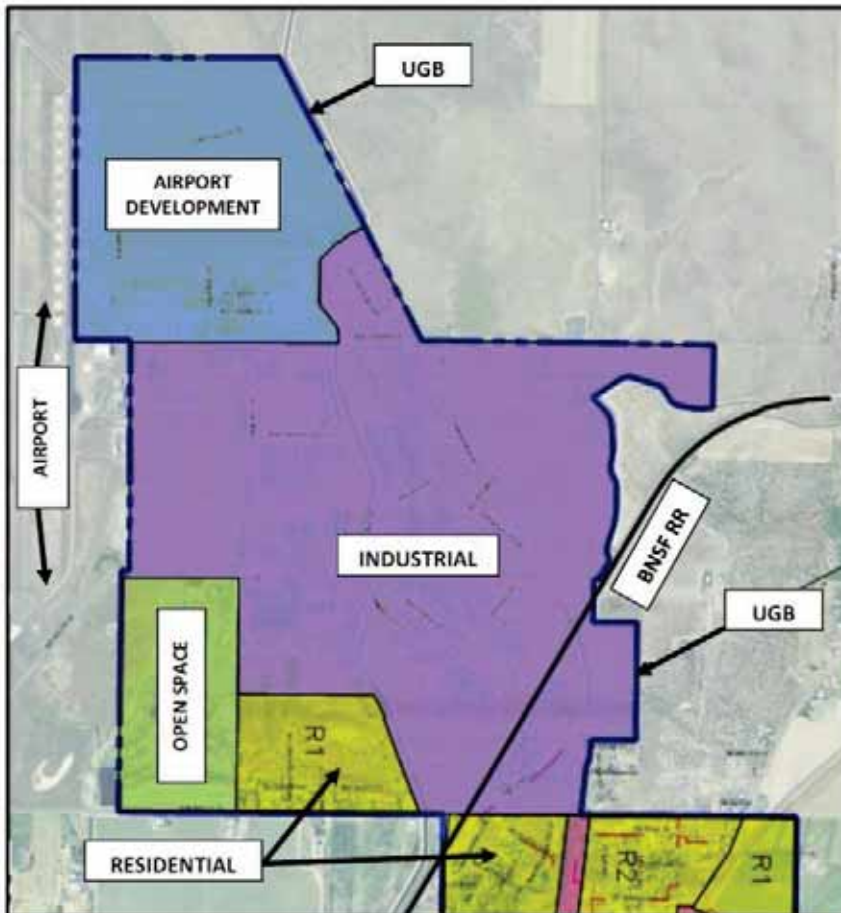
Item #	Description of Improvements	Concept-Level Project Cost
1	North Siding (Section 3.3.7 & Section 5.3)	\$13.4M
2	Loop C (Section 4.3.4 & Section 5.6)	\$6.1M
4	Universal Crossover (Section 3.3.7 & Section 5.4)	\$2.1M
<b>Concept-Level Project Cost Estimate</b>		<b>\$21.6M</b>

The priority of the work to be pursued will be subject to discussions between BNSF and the City of Madras. The installation of the South Siding and Madras Wye might be funded using the *ConnectOregon* program. This work effort would benefit the City of Madras and associated industries as BNSF would be able to route their main line trains around the local train service switching from the main track. This separation is critical since fluidity of service is important to the industries shipping with the railroad and it helps keep the operating costs of the railroad at reasonable levels.



## 7.0 Land Use Considerations

Map 7.0 shows the existing urban growth boundary (UGB) in the siding-feasibility study area and identifies current City zoning for the land lying within the UGB. Railroad facilities are an allowed use on land within the UGB zoned for Industrial or Airport Development uses. The airport is on County land outside the UGB, which is zoned for Airport Management. As discussed in Section 4.2 with regard to Land Parcels 5 and 6 (see Map 4.1), airport restrictions likely preclude the extension of a rail spur onto airport land.



Map 7.0: Urban Growth Boundary and Land-Use Zoning in Study Area

**7.1 Industrial Rail Siding.** The industrial siding described in Subsection 4.2 would be located within the existing railroad ROW. Therefore, zoning restrictions would not impact the feasibility of the siding construction. But to provide direct service to adjacent users or to provide truck access to and from a reload facility at least part of the siding must be sited on ROW within the boundaries of land zoned for industrial use. Also, planning efforts for a reload facility will be simplified if road improvements for truck access are also located within the limits of industrial land.

**7.2 Alternative Rail Loop Tracks and Spur Extensions.** Loop A shown in Figure 4-1 and spur extensions shown in Figure 4-2 lie on City land zoned for Airport Development. This zoning is intended to provide space for commercial and industrial development relating to air transportation and rail facilities are an allowed use within this zoning category.

Loops B, C and D (Figures 6,7 and 8, respectively) are shown almost entirely outside the existing UGB on County land that is zoned for Exclusive Farm Use (EFU). It is likely a rail loop would only be extended into this area (Parcel 7 on Map 4.1) after it has been brought into the urban growth area (within the UGB) and rezoned as Industrial land. If rail track and appurtenant facilities were proposed for EFU land, an Administrative Review permit would be required. The proposal would also need to comply with the State Transportation Planning Rule as it pertains to rural-zoned lands.

**7.3 Potential Parcels for Large-Scale Industry.** Parcels 1 thru 4 shown in Map 4.1 are all located on land currently zoned for industry, but a siding within the railroad ROW could only provide direct service to parts of Parcels 1 and 2. Parcel 2 could also potentially be served directly by alternative Rail Loops B, C and D described in Subsections 4.3.3 thru 4.3.5.

Rail services to Parcels 3 thru 6, and potentially to portions of Parcels 1 and 2 would only be provided via a reload facility that would accommodate truck traffic to and from these parcels. Therefore, a reload facility would also entail street extensions or improvements to support truck access.

As discussed in Subsection 7.2, Parcel 7 is outside the UGB on land zoned for EFU.

## APPENDICES

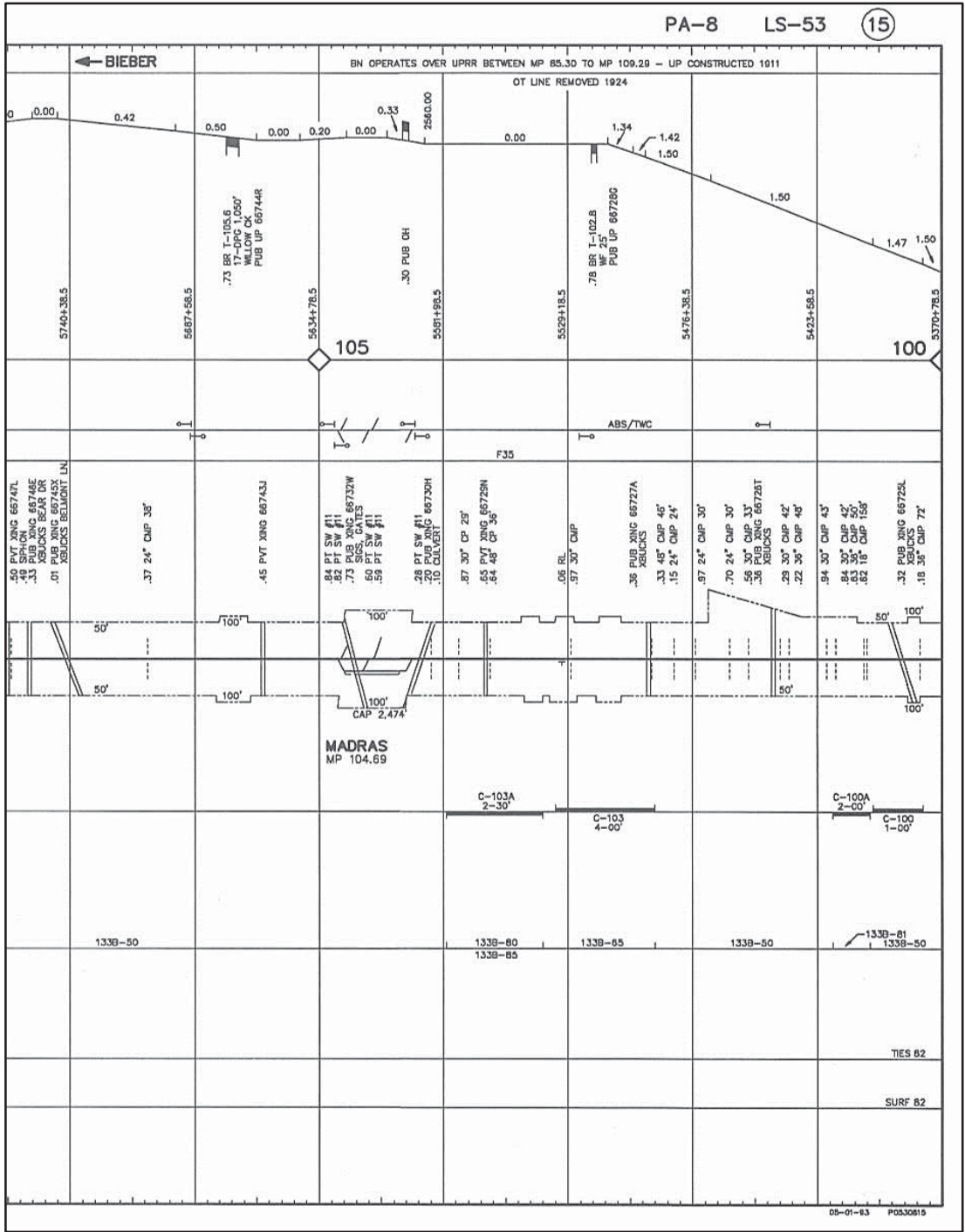
Appendix A = BNSF Track Chart – Madras Area

Appendix B = Union Pacific Main Line Track Standard

Appendix C = Union Pacific Yard Track Standard

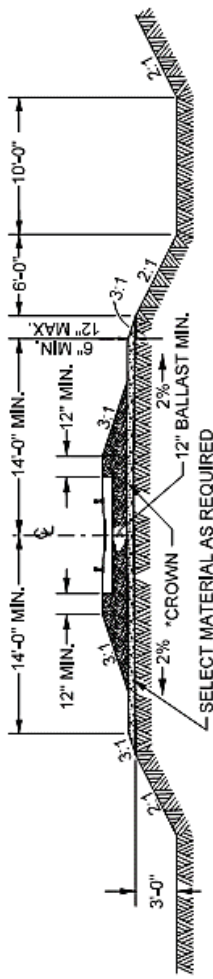
Appendix D = Rehabilitation of Existing Madras Rail Spurs  
by West Rail Construction Company  
Dated October 21, 2011

Appendix A – BNSF Track Chart – Madras Area

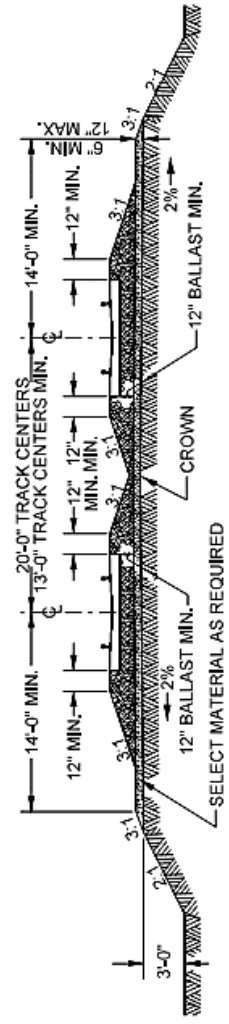


Appendix A: BNSF track chart for the Madras area. This chart shows relevant track data for the BNSF Oregon Trunk main line including (from top to bottom): ownership history, gradient, major bridges, signaling, track speed, road crossings including FRA number of each crossing, milepost locations, right-of-way width, curves, and maintenance data.

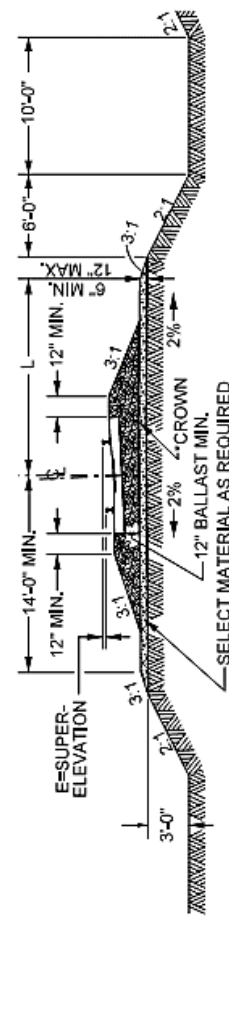
# Appendix B – Union Pacific Main Line Track Standard



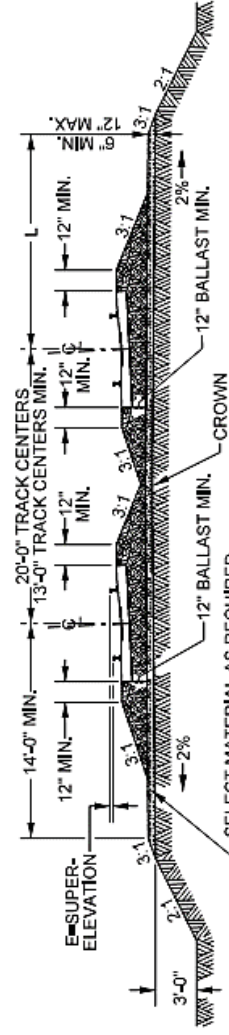
**BALLAST SECTIONS FOR SINGLE TANGENT TRACK**



**BALLAST SECTION FOR TWO TANGENT TRACKS**



**BALLAST SECTIONS FOR SINGLE CURVED TRACK**



**BALLAST SECTION FOR TWO CURVED TRACKS**

BALLAST REQUIRED FOR 1000 FEET OF SINGLE TRACK (CUBIC YARDS)	
E (IN.)	L MIN.
0	973
1	1040
2	1106
3	1178
4	1257
5	1332

\*SUBBALLAST SECTION UNDERNEATH TIES SHALL SLOPE DOWN FROM ONE END OF THE TIE TO PREVENT CENTER-BINDING DURING BALLAST UNLOADING OPERATIONS.

**NOTES:**

1. ACTUAL SUBBALLAST DEPTH TO BE DETERMINED BY CHIEF ENGINEER OF DESIGN
2. SUBGRADE EXTENSION TO 16'-6" WHEN SUPERELEVATION IS 5' OR GREATER.
3. TOP OF BALLAST TO BE FLAT ACROSS AT 1" UNDER BOTTOM OF RAIL.
4. FOR APPROVED BALLAST SOURCES, ACCESS BALLAST ORDER DATABASE IN LOTUS NOTES ON SERVER "UPRRDB2" UNDER FILE NAME UPRRDB1/BALLAST.NSF". ALL LISTED SOURCES ARE ACCEPTABLE FOR CONCRETE TIES EXCEPT FOR "AT-STRINGTOWN, OK".
5. WHERE OFF-TRACK ROADWAY IS TO BE PROVIDED, ADD 10'-0" ADDITIONAL WIDTH TO THE ROADBED SECTION AT TOP OF SELECTED MATERIAL ELEVATION.

FOR ROADBED DETAILS, SEE STD DWG 0001 FOR CONCRETE TIE DETAILS, SEE STD DWG 0201

**UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS  
ROADBED SECTIONS  
FOR CONCRETE TIE  
TRACK CONSTRUCTION**

APPROVED: *Robb*  
UNION PACIFIC RAILROAD  
REGISTERED PROFESSIONAL ENGINEER  
EXPIRES: NOV. 23, 2011  
FILE NO.: 0002C

STD DWG  
**0002C**

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**Appendix D**  
**Rehabilitation of Existing Madras Rail Spurs**  
**by West Rail Construction Company**  
**Dated October 21, 2011**

**West Rail Construction Company, LLC**

**P.O. 820626 Vancouver, WA 98682**

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**Mbl 360-518-3671**

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October 21, 2011

CITY.MADRAS.IND.PARK.docx

Ian Townsend  
The Harris Group, Inc  
1750 NW Naito Parkway  
Portland OR 97209 2530

RE: Madras City Industrial Park

Rehabilitation of East West Lead / Service Track Wilber Ellis

Ian;

Following our site walk and meeting with the City of Madras, West Rail offers the following synopsis of our visual inspection last Friday October 14, 2011. I offer a verbal description of my recommendations, followed by a budgetary cost estimate. Also, I include a separate cost for new service spur to Wilber Ellis.

This inspection was limited only to lead tracks; our budget excludes work on industry spurs other than working on serving the turnouts. West Rail is aware that the City owns all track in the business park, However, there does not appear to be sufficient funds to address industry spurs.

General Layout of the Industrial Park: For discussion the park can be thought of as three areas;

1. the WEST LEAD: that track from BNSF connection starts by crossing a lateral canal, bridge 1, and proceeds Northwesterly thru the business park, crossing in order, the following streets: Harmon Street , Earl Street, Hogan Street(industrial); then turns west and crosses Canal Street. At that point the track crosses the larger feed canal, Bridge 2, turns and proceeds North, crossing Cherry lane and ends about 1050-feet north of Cherry Lane. *Note I am calling the beginning of the track across Bridge 1 as West Lead because of what I think Railroad traffic patterns are; the turnout alignments would traditionally call this part of the east lead.*

WA: WESTRCC995PD  
CA: 806732  
*and more.*

ID: C-16002-A-1  
UT:5159974-5551

OR: 1479280  
NV: 0070996



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2. The EAST LEAD: from the West Lead, starting just past Hogan Street, and proceeding Northwest approximately 3050 feet. Track crosses a couple gravel industrial crossings and NW Hess Road traveling along and between buildings and ending before Cherry Lane.
3. STORAGE TRACKS: There are three tracks leaving the West Lead starting past Bridge 1. These track do not appear to have been used in considerable time. The middle track is constructed with a rail having a 6" rail base and has reconstruction value roughly estimated value after removal between \$20-30K or more. The North track is getting revenue for car storage, the south track is not useable because of clearance issues from building modifications. We have budgeted in the West Lead to remove its serving turnout and install straight track. the balance of this track could be removed and components used for repair of the East Lead in future maintenance.

WEST LEAD: Remarks were made at the meeting that the City may attempt or may have a client to install a unit train loop track North of the Industrial Park, therefore we advise to raise the existing track corridor to meet unit train specification.

- All 90# rails over Bridge 1 to Hogan Street be relayed with a larger 6" base rail. BNSF specification's for unit train require a minimum of 5-<sup>1</sup>/<sub>2</sub>" base rail section, there is a good quantity of 6" rail base in the park now and we suggest that the Park continue to upgrade to a 131, 132, or 136# rail sections. *A 133# rail section which is found in the park now is also "ok" but may not be preferred because of future availability.*
- There is about a quarter mile of 100# rail in the lead along Albina Industry this track appears to be in fairly good condition but needs to a larger rail to meet unit train requirements.
- Crossties replacement - the curve on bridge 1 is showing maintenance efforts to hold gage - the bridge which has a steel substructure needs new wood ties. We suggest spot tie replacement in the balance of the industrial park - there are areas where the track is covered in asphalt and we have allowed for that increased cost in our budget to a stated figure.
- We allow Street Crossing upgrades with concrete plank for Earl, and Canal Streets. Canal Street already has big rail in a poured concrete crossing, it is not welded. The rails through the streets will be welded. All crossties will replaced using 10 foot long hardwood ties. All work includes 5 each approach ties in/out of the crossing per BNSF standards. Asphalt approaches at each street will be redone as required - pending further engineering. There is no signal work included.

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and more.

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- The Cherry Lane Crossing is in good shape however the road approaches are breaking-up and need asphalt patching before the expensive crossing system needs replaced.
- Note there is some signal system in this track to the east of Canal Street used to warn the warehouse bay doors of train approach. No work is anticipated.
- There are three turnouts that are budgeted for work - one to be reconstructed with new ties and large rails, two being reconstructed with existing large rail and 100% new switch ties. We also include a large guard rail type switch point guard on one switch separating East and West Lead tracks - anticipating the larger volume of unit train traffic and the wear of the switch point in curved track going West.

EAST LEAD: Our recommendation is to replace ties in this track and keep the 90# rails -therefore.

- Replace spot marked ties though-out the lead track.
- Clean debris off the track.
- At the Hess Street Crossing; upgrade both track to a 6" base rail, also reconstruction of the adjacent turnout with 6" rails and hardwood switch ties - include welding rails through the street, installing concrete planks and new asphalt road approaches and new asphalt between tracks. This work will be determined by future engineering.
- All track will be inspected for loose bolts or missing bolts as part of the tie program and track cleanup.
- The City should plan additional contingent monies for broken rails, broken bars, and further items that are not included in this budget. (Note *our budget has contingency of 5% due to the work occurring 14-18 month in the future and the uncertainty of the steel and wood markets*).
- We bring attention that the siding near Hogan Street is not in service and 90# material can be salvaged or the switch could be reconstrued to put this siding into service - however the timber dock which this siding served is in poor shape. This appears to be a good site fro a "team track".
- Note there is a stub track towards Hess Street, with out a wheel stop or bumpers. The track was shortened in the past - this short stub might currently be used for switching purpose or it might be removed completely.

Regarding Wilber Ellis New Service: Construction of new track to Wilber Ellis with relay 112/115# rails and new wood ties, including subballast and minor grade preparation - I anticipate a cost about

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*and more.*

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\$200,000; (plus engineering). This cost includes coming off the existing switch location without relocation which would allow only one or two railcars at a time.

West Rail appreciates this opportunity to work with your firm. Please call if there are is questions, or if I can be of further assistance.

Sincerely;

Vernon Boley  
CEM  
West Rail Construction  
360-518-3671

following: budget EAST/ WEST LEADS track work

WA: WESTRCC995PD  
CA: 806732  
*and more.*

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OR: 1479280  
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**QUALITY**

**SAFETY**

**INTEGRITY**

Madras Industrial Park Budget Costs				units	quantity		21-Oct-11
1.00	Mobilization	lot	1	\$27,000.00	\$27,000		
2.00	Item 1 WEST LEAD: Relay 90 lb with 133# rail	tf	143	\$81.00	\$11,583		
3.00	Item 1 Replace switchties with standard ties with new ballast (rail above)	ea	50	\$125.00	\$6,250		
4.00	Item 1 Replace all bridge ties 9 -1/2" x 8 -1/2" x 14 foot and 24 foot	ea	29	\$250.00	\$7,250		
5.00	Item 1 Surface Line and Dress Skin Lift supply ballast rock needed	tf	200	\$7.00	\$1,400		
6.00	Item 2 Remove 90# turnout and Reconstruct w 133RE / New ties	ea	1	\$65,000.00	\$65,000		
7.00	Item 2: Harmon Street Remove Wd Plank Gravel Xing reconstruct w 133# + new ties	tf	60	\$110.00	\$6,600		
8.00	Item 2: Harmon Street Install asphalt crossing and 10 foot road approach	ton	54	\$150.00	\$8,100		
9.00	Item 2 Surface Line and Dress track work / turnout	tf	150	\$4.00	\$600		
10.00	Item 3 Replace 90# rails w/ 133# (39' - jointed)	tf	700	\$80.00	\$56,000		
11.00	Item 3 Replace spotted crossties about 5 per 39 foot rail section in 700 TF	ea	75	\$140.00	\$10,500		
12.00	Item 3 Earl St. rail included above: Install 10 foot HW ties / conc plank	tf	41	\$370.00	\$15,170		
13.00	Item 3 Earl St. thermite rail welds	ea	3	\$350.00	\$1,050		
14.00	Item 3: Compromise Joints bolted / may not be required /	pair	2	\$500.00	\$1,000		
15.00	Item 3 Surface Line and Dress Track after work,	TF	700	\$4.50	\$3,150		
16.00	Item 3 Earl Street Asphalt Patching Approaches	ton	40	\$150.00	\$6,000		
17.00	Item 4 Remove and Salvage ballast to T.O.R.	TF	400	\$5.00	\$2,000		
18.00	Item 4 Relay 90# w/ 6" base rail, (connect to 133# west)	TF	400	\$80.00	\$32,000		
19.00	Item 4 Replace ties; 6 / rail in 400 feet	ea	60	\$150.00	\$9,000		
20.00	Item 4 Surface Line and Dress Complete, salvaged rock	TF	400	\$3.00	\$1,200		
21.00	Item 5: Retie No 9 Turnout 100% and tamp	ea	1	\$12,000.00	\$12,000		
22.00	Item 5: Retie No 7 Turnout 100% and tamp	ea	1	\$12,000.00	\$12,000		
23.00	Item 5 Install FM Guard on No 9 turnout	ea	1	\$5,000.00	\$5,000		
24.00	Item 5 Allowance for misc switch materials both turnouts	lot	1	\$2,500.00	\$2,500		
25.00	Item 5 Past turnout on lead- change ties 50 ties in 180 feet curved track	ea	50	\$140.00	\$7,000		
26.00	Item 6 Remove asphalt and concrete (as required) with disposal	tf	600	\$15.00	\$9,000		
27.00	Item 6 Replace ties under asphalt 100% or heavy count cluster with-in 850TF	ea	250	\$150.00	\$37,500		
28.00	Item 6 Clean Track buried in sawdust	tf	200	\$10.00	\$2,000		
29.00	Item 6 Allowance for Asphalt Patching	ton	250	\$150.00	\$37,500		
30.00	Item 6 Surface Line and Dress Track, w/ salvaged rock	tf	650	\$3.00	\$1,950		
31.00	Item 7 Canal Street Crossing Demo Existing Poured Concrete	sf	1295	\$20.00	\$25,900		
32.00	Item 7 Weld Existing 133# in CWR thru Xing + bridge	ea	12	\$350.00	\$4,200		
33.00	Item 7 Asphalt Patching 15 foot approach Canal Road Xing	ton	40	\$150.00	\$6,000		
34.00	Item 7 10 foot wood ties and Concrete Panels	tf	41	\$350.00	\$14,350		
35.00	Item 8 Relay 100# rails to 133#	tf	1450	\$80.00	\$116,000		
36.00	Item 8 Replace ties light replacement 3 / rail in tangent track (along Albina)	ea	100	\$170.00	\$17,000		
37.00	Item 9 Remove and Repave Cherry Street Crossign Approaches	ton	12	\$200.00	\$2,400		
38.00	Item 10 EAST LEAD: Replace selected ties in 385 feet 90# track, S,L,D,	ea	45	\$160.00	\$7,200		
39.00	Item 10 Remove gravel crossign for track repair	tf	40	\$15.00	\$600		
40.00	Item 11 No 9 131# turnout 100% retie	ea	1	\$12,500.00	\$12,500		
41.00	Item 12 Replace selected crossties in 437 feet of 90# track	ea	60	\$155.00	\$9,300		
42.00	Item 12 Install Earth and tie BP	ea	1	\$3,800.00	\$3,800		
43.00	Item 12 Clean Dirt on Track	tf	60	\$10.00	\$600		
44.00	Item 13 Reconstruct No 7 Turnout with 133# rail and new ties	ea	1	\$65,000.00	\$65,000		
45.00	Item 14 Replace 50 ties most clustered off end of crossing	ea	50	\$150.00	\$7,500		
46.00	Item 15 Hess RD Crossing Complete Track 1 with rails	tf	72	\$750.00	\$54,000		
47.00	Item 15 Hess RD Crossing Complete Track 2 with rails	tf	64	\$750.00	\$48,000		
48.00	Item 15 Hess RD Asphalt Patch/ Approach	ton	60	\$140.00	\$8,400		
49.00	Item 15 Bolted Compromise Bars 90/133	pair	6	\$500.00	\$3,000		
50.00	Item 15 Thermite Welds	ea	16	\$350.00	\$5,600		
51.00	Item 16 Selective switchties replacement	lf	250	\$25.00	\$6,250		
52.00	Item 17 Selective crossties 1 / 5 average in 600TF	ea	70	\$150.00	\$10,500		
53.00	Item 18 Clean Track ofd sage brush and Dirt local spoil	tf	200	\$5.00	\$1,000		
Contingency 5%						\$39,970	
Rehabilitation Funds						\$866,373	

**CITY OF MADRAS**  
**Request for Council Action**

---

**Meeting Date:** May 14, 2024

**To:** Mayor and City Council Members

**From:** Jeff Hurd, Public Works Director

**Through:** Will Ibershof, City Administrator

**Subject:** **RESOLUTION NO. 07-2024**  
A RESOLUTION AUTHORIZING THE CITY OF MADRAS TO APPLY FOR A CLEAN WATER STATE REVOLVING FUND LOAN FROM THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY FOR THE "DEMERS PUMP STATION PROJECT" IN THE AMOUNT OF \$1,400,000.00.

**TYPE OF ACTION REQUESTED:**

Approve

**MOTION(S) FOR CONSIDERATION:**

Council approve Resolution No. 07-2024

**OVERVIEW:**

Resolution No. 07-2024 authorizes the City to apply for funding through the Department of Environmental Quality's Clean Water State Revolving Fund for a principal forgiveness loan to construct a new pump station that will replace the failing Demers Pump Station.

**STAFF ANALYSIS:**

The Public Works Department wishes to apply for the Clean Water State Revolving Fund loan to fund construction of new pump station that will replacing the aging Demers Pump Station. This project is identified in the wastewater master plan as being needed to continue to serve future and existing development located in the industrial area.

We have been very successful in the past of obtaining DEQ's CWSRF funding and expect to be offered a very low interest loan with 50% principal forgiveness. The most recent loan we obtained through DEQ's program was for Sky Ridge Sewer extension and we were awarded a 30-year loan at 0.9% interest and a 0.5% annual loan fee. We are hopeful that we will be offered a similarly low rate but the economy is every changing and eventually interest rates will need to go up.

**FISCAL INFORMATION:**

Total Project Cost

- Estimated project cost \$1,400,000.00

Revenue

• DEQ CWSRF Loan Amount	\$1,400,000.00
• <u>Anticipated Principal Forgiveness</u>	<u>\$ 700,000.00</u>
• Actual Loan Obligation	\$ 700,000.00

Upon Completion of Project CWSRF will forgive 50% of the loan. The City’s obligation at that time will be \$700,000.

- Debt Obligations will be Funded by SDC Wastewater Improvement Fund
- The project will be expensed through the WW Operations Fund.
- This project would be appropriated for the year it will be constructed which is anticipated in FY 24-25.

**SUPPORTING DOCUMENTATION:**

- Resolution No. 07-2024
- Exhibit of Proposed Project

**STRATEGIC GOAL:**

Goal 3-D

**RESOLUTION NO. 07-2024**

**A RESOLUTION AUTHORIZING THE CITY OF MADRAS TO APPLY FOR A CLEAN WATER STATE REVOLVING FUND LOAN FROM THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY FOR THE “DEMERS PUMP STATION PROJECT” IN THE AMOUNT OF \$1,400,000.00.**

**WHEREAS**, the Oregon Department of Environmental Quality is accepting applications for the Clean Water State Revolving Fund Loan program; and

**WHEREAS**, the City of Madras desires to participate in this loan program to the greatest extent possible as a means of constructing wastewater infrastructure for the construction of a new pump station located on Demers Road; and

**WHEREAS**, The Demers Pump Station Project will replace the existing pump station that is at the end of its life expectancy and beginning to fail; and

**WHEREAS**, the estimated project cost is \$1,400,000; and

**WHEREAS**, the City is proposing this project be financed with Oregon Department of Environmental Quality Clean Water State Revolving Fund Loan Funding in the amount \$1,400,000; and

**WHEREAS**, if awarded the requested funding, the Oregon Department of Environmental Quality will forgive 50% of the principal amount once construction is completed; and

**WHEREAS**, the City intends to allocate the remaining loan payments to the Wastewater SDC improvement fund for repayment.

**NOW, THEREFORE, BE IT HEREBY RESOLVED** by the Common Council of the City of Madras as follows:

**SECTION 1:** The City of Madras supports the proposed project and is hereby authorized to apply for an Oregon Department of Environmental Quality Clean Water State Revolving Fund Loan in the amount of \$1,400,000.00 to design & construct the Demers Pump Station Project.” The total project cost is estimated at \$1,400,000. The City of Madras is hereby authorized to commit the funds and resources necessary to deliver the proposed project.

**SECTION 2:** Mayor Mike Lepin is hereby empowered to sign the resolution on the City’s behalf.

**SECTION 3:** This resolution shall become effective immediately upon its passage by the Council and execution by the Mayor.

**ADOPTED** by the Common Council of the City of Madras and signed by the Mayor this 14th day of May, 2024.

Ayes: \_\_\_\_\_  
Nays: \_\_\_\_\_  
Abstentions: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Vacancies: \_\_\_\_\_

\_\_\_\_\_  
Mike Lepin, Mayor

ATTEST:

\_\_\_\_\_  
Keli Pollock, City Recorder





Demers Drive looking north at existing pump station



Existing pump station looking west.



Demers Drive looking south at existing pump station.



Demers Drive looking south at existing pump station



Demers Drive looking north at existing pump station.

**CITY OF MADRAS**  
**Request for Council Action**

---

**Meeting Date:** May 14, 2024

**To:** Mayor and City Council Members

**From:** Jeff Hurd, Public Works Director

**Through:** Will Ibershof, City Administrator

**Subject:** **RESOLUTION 08-2024**  
A RESOLUTION OF CITY OF MADRAS ADOPTING PARTIAL EXEMPTIONS FOR RESIDENTIAL DEVELOPMENT; ESTABLISHING A SUNSET PROVISION.

**TYPE OF ACTION REQUESTED:**

Approve

**MOTION(S) FOR CONSIDERATION:**

Council approve Resolution 08-2024

**OVERVIEW:**

Resolution 08-2024 replaces Resolution 10-2019 and establishes partial exemptions to the City's SDC charges for residential and housing development. Resolution extends the program that was established by resolution 10-2019 until December 31, 2024. In addition, clarification was added to the definition of housing types to include Townhomes, Mobile Homes, and ADUS. The apartment definition was updated as well to clearly define the intent of an apartment.

**STAFF ANALYSIS:**

The MRC requested the partial exemptions for SDCs for housing be extended 90 days in order to come up with an alternative solution to achieve a program to have affordable housing in Madras. The SDC exemption, while nice, is not solving the problem of the affordable housing crisis. However, the MRC did not want to slow down the building construction during the spring and summer months (as they are typically when the majority of building is occurring) and requested the exemption be extended through the construction season. The Community Development Director is working on a solution to the affordable housing crisis and needs approximately 180 days to propose alternatives to City Council. Therefore, staff extended the exemption to the end of the year to allow for enough time.

**FISCAL INFORMATION:**

**SUPPORTING DOCUMENTATION:**

- Resolution 08-2024

**STRATEGIC GOAL:**



**RESOLUTION NO. 08-2024**

**A RESOLUTION OF CITY OF MADRAS ADOPTING PARTIAL EXEMPTIONS FOR RESIDENTIAL DEVELOPMENT; ESTABLISHING A SUNSET PROVISION.**

**WHEREAS**, City of Madras (“City”) adopted Ordinance No. 924 (the “SDC Ordinance”), which authorizes the imposition and collection of system development charge(s) (“SDC(s)”) for wastewater, water, parks, transportation, and storm water management; and

**WHEREAS**, Section 12.5 of the SDC Ordinance authorizes the Madras City Council (the “Council”) to adopt exemptions from applicable SDCs for residential and housing development; and

**WHEREAS**, the Council finds that there is an inadequate level of housing development occurring within City; and

**WHEREAS**, pursuant to Section 12.5.2 of the SDC Ordinance, the Council desires to establish a conditional SDC exemption program to encourage and facilitate housing development within City.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Madras as follows:

1. Findings. The above-stated findings contained in this Resolution No. 08-2024 (this “Resolution”) are hereby adopted.

2. Apartment Exemption. Residential development comprised of four or more attached housing units on a single lot or parcel (i.e., apartments but not mobile homes, or townhomes) is hereby exempt from paying seventy-five percent (75%) of the then applicable SDC amounts.

3. Single-Family, Duplex, Triplex, Townhome, Mobile Home, and ADU (Accessory Dwelling Unit) Exemption. Single-family, duplex, triplex, townhome, mobile home, and ADU (accessory dwelling unit) residential development are hereby exempt from paying twenty-five percent (25%) of the then applicable SDC amounts.

4. Single-Family, Duplex, Triplex, Townhome, Mobile Home, and ADU (Accessory Dwelling Unit) Conditional Exemption. In addition to and not in lieu of the exemption under Section 3 of this Resolution, single-family, duplex, triplex, townhome, mobile home, and ADU (Accessory Dwelling Unit) residential development are hereby eligible for an additional twenty-five percent (25%) exemption of the then applicable SDC amounts in accordance with this Section 4. To qualify for the additional exemption contained in this Section 4, the housing development must be sold, transferred, or valued at a price at or below \$298,000.00. Commencing on July 1, 2025, and continuing annually thereafter on July 1 of each year, the selling price, transferred amount, or valued price in which the 25% exemption is calculated will be adjusted according to the Engineering News Record 20-City Average Construction Cost Index as calculated and determined in accordance with Section 5 of this Resolution.

5. Price Determination.

5.1 For purposes of determining eligibility for the additional exemption under Section 4 of this Resolution, the price will be the true and actual monetary value of all



consideration, whether monetary or otherwise, delivered by the buyer (transferee) to acquire title to the housing unit for the first conveyance after issuance of a final certificate of occupancy. An applicant for exemption under Section 4 will, at the applicant's sole cost and expense, (a) provide City with copies of all sale agreements, deeds, other documentation related to the property's sale price, and such other documentation requested by City for City's determination of the applicant's eligibility for the exemption, and (b) certify that the stated sale price is true and accurate.

5.2 Notwithstanding Section 5.1, for purposes of calculating the value of owner-constructed housing (i.e., housing constructed by the owner for purposes of the owner's use and occupancy) under Section 4 of this Resolution, the value will be established by such documentation and/or evidence requested by City, as City determines necessary and/or appropriate, to verify the housing unit's eligibility. An applicant will, at the applicant's sole cost and expense and immediately upon request from City, provide City all documentation and/or evidence City determines necessary to verify the value of the housing unit, which documentation and/or evidence may include, without limitation, the following: (a) the tax assessor's real market value of the property at the time of issuance of the certificate of occupancy; (b) the value stated in the building permit plus the true and actual monetary value of all consideration, whether monetary or otherwise, delivered by the owner to acquire title to the land; and/or (c) the appraised value determined by an independent qualified appraiser.

6. Application of Exemption. To be eligible and qualify for an SDC exemption under Sections 2, 3, and/or 4 of this Resolution, each applicant of an otherwise eligible property must pay all SDCs in accordance at the time of building permit issuance in accordance with Section 13.1 of the SDC Ordinance, commence site construction within 90 days, and apply for and receive an applicable refund upon demonstration of eligibility for an exemption under Section 2, 3, and/or 4 of this Resolution; provided, however, an applicant may enter into an SDC Deferred Payment Agreement on City's then-current form and pay all applicable SDCs in accordance with the provisions of the SDC Deferred Payment Agreement. Notwithstanding anything contained in this Resolution to the contrary, the SDC Deferred Payment Agreement (and related documents) will contain such terms and conditions reasonably requested by the city administrator and will be subject to the review and approval of the city administrator. Subject to the provisions of this Resolution, the owner of an otherwise eligible property for which a building permit was approved on or after April 24, 2024, may, notwithstanding the building permit approval date, apply for an SDC exemption under Sections 2, 3, and/or 4 of this Resolution.

7. City Administrator Authorization. The city administrator or his or her designee is authorized to promulgate rules, prepare applications, and prepare and execute agreements with additional terms and conditions, including, without limitation, any SDC Deferred Payment Agreement, as are necessary to effectuate the SDC exemption program set forth in this Resolution. The city administrator may (a) include any additional terms and conditions, including, without limitation, posting of appropriate security, as may be in City's interest, and/or (b) require such other trust deeds, security agreements, assignments, UCC financing statements, subordination agreements, guaranties, documents, and/or instruments City may reasonably require to effectuate the SDC exemptions and/or preserve, protect, and perfect City's interests.

8. Sunset Clause. This Resolution is adopted to provide temporary relief during the current housing shortage. This Resolution will automatically expire and be of no further effect after December 31, 2024.

9. Miscellaneous. All pronouns contained in this Resolution and any variations thereof will be deemed to refer to the masculine, feminine, or neutral, singular or plural, as the identity of the parties may require. The singular includes the plural and the plural includes the singular. The word "or" is not exclusive. The words "include," "includes," and "including" are not limiting. The provisions of this Resolution are hereby declared severable. If any section, subsection, sentence, clause, and/or portion of this Resolution is for any reason held invalid, unenforceable, and/or unconstitutional, such invalid, unenforceable, and/or unconstitutional section, subsection, sentence, clause, and/or portion will (a) yield to a construction permitting enforcement to the maximum extent permitted by applicable law, and (b) not affect the validity, enforceability, and/or constitutionality of the remaining portion of this Resolution. This Resolution may be corrected by order of the Council to cure editorial and/or clerical errors. This Resolution supersedes any conflicting provisions of any resolutions adopted prior to this Resolution. This Resolution will be in full force and effect from and after its approval and adoption.

**APPROVED AND ADOPTED** by the City Council of the City of Madras and signed by the Mayor this 14th day of May, 2024.

Ayes: \_\_\_\_\_  
Nays: \_\_\_\_\_  
Abstentions: \_\_\_\_\_  
Absent \_\_\_\_\_  
Vacancies: \_\_\_\_\_

\_\_\_\_\_  
Mike Lepin, Mayor

ATTEST:

\_\_\_\_\_  
Keli Polluck, City Recorder

**MADRAS URBAN RENEWAL AGENCY  
Request for Commission Action**

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**Meeting Date:** May 14, 2024  
**To:** Madras Redevelopment Commissioners  
**From:** Jeff Hurd, Public Works Director  
**Through:** Will Ibershof, City Administrator  
**Subject:** **CITY SEWER EASEMENT AGREEMENT**  
City and 541 Properties LLC

**TYPE OF ACTION REQUESTED:**

Approve

**MOTION(S) FOR CONSIDERATION:**

Council approve the City Sewer Easement Agreement between the City and 541 Properties LLC

**OVERVIEW:**

The attached City Sewer Easement Agreement grants a 20-foot wide easement to the City across Brennan and Melody Morrow's property for purposes of installing a sanitary sewer main for the Fairgrounds Road to Hall Road Sewer Extension project. If approved, the City will compensate the property owner \$13,215 for the right of the easement. The easement is 12,830 square feet.

**STAFF ANALYSIS:**

The public works department is in the process of designing the sewer main extension from Fairgrounds Road to Hall Road. The sewer main will be installed across several properties which requires easements to be acquired for the right to install and maintain the sewer. As part of the design, the public works department worked with the property owners to identify the best route that not only works for the continuation of sewer main in the future beyond their properties but also incorporates a theoretical subdivision within their properties. This was intentional to align the infrastructure with the center of the future roadway network upon development. Once development occurs, the easement goes away and public right of way is dedicated in it's place. Attached are the tentative subdivision layouts approved by the property owners.

**FISCAL INFORMATION:**

The cost to acquire the easement is \$1.03 per square foot for a total compensation amount of \$13,215 for 12,830 sf of easement. This is calculated off of the recent purchase price of the property inflated 3% per year to be consistent with property tax increases allowed under state statute. Normally, the Public Works Department (when not required to follow the federal process) acquires property based on current RMV per the assessors' report but since the property was purchased recently (about 4 years ago), staff felt it would be more prudent to use the actual price of the property for calculating a fair price.

**SUPPORTING DOCUMENTATION:**

- City Sewer Easement Agreement
- Subdivision Tentative Layout.

- Easement Acquisition Calculations.

**After recording, return to:**

City of Madras  
Attn: City Recorder  
125 SW E Street  
Madras, OR 97741

**CITY SEWER EASEMENT AGREEMENT**

This City Sewer Easement Agreement (this “Agreement”) is made and entered into effective on May \_\_\_\_\_, 2024 (the “Effective Date”) by and between 541 Properties LLC, an Oregon limited liability company (“Grantor”), whose address is 541 SW Fairgrounds Drive, Madras, Oregon 97741, and the City of Madras, an Oregon municipal corporation (“Grantee”), whose address is 125 SW E Street, Madras, Oregon 97741.

RECITALS:

- A. Grantor is the owner of certain real property (and all improvements located thereon) located in the City of Madras, Jefferson County, Oregon, as more particularly described on the attached Exhibit A (the “Property”).
- B. Grantee is a provider of certain sewer utilities.
- C. Grantor is willing to grant Grantee an easement to provide sewer main for a broader community service in consideration of Grantee’s payment of \$13,215.00 to Grantor.
- D. Grantor and Grantee are entering into this Agreement in order to, among other things, define the terms and conditions under which Grantee will be permitted to use the Easement Area (described below).

AGREEMENT:

NOW, THEREFORE, in consideration of the foregoing, the mutual promises and conditions contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby agree as follows:

1. Nature of Easement.

1.1 Definitions. Unless defined elsewhere in this Agreement, terms contained in this Agreement have the meanings assigned to them in the attached Appendix A.

1.2 Easement; Easement Area. Subject to the terms and conditions contained in this Agreement, for and in consideration of value received, Grantor does hereby grant unto Grantee and its successors in interest and assigns, a perpetual, non-exclusive easement under, over, and through that portion of the Property more particularly described and depicted on the attached Exhibit B (the “Easement Area”) for the purposes of (a) the survey, installation, construction, reconstruction, inspection, testing, repair, maintenance, operation, upgrade, and replacement of sewer lines and

related equipment and improvements and (b) access over and across the property within the Easement Area (collectively, the “Easement”).

1.3 Nature of easement. The Easement is non-exclusive and for the benefit of Grantee and its successors and assigns. Grantor reserves the right to use the surface of the Easement Area for any uses that do not unreasonably and materially interfere with Grantee’s rights under this Agreement. Without limiting the foregoing, Grantor may not install or maintain, any structures, trees, or other permanent improvements or obstructions within the Easement Area and Grantee may remove such improvements or obstructions without Grantor’s prior consent and without liability to Grantee. The Easement includes the right of ingress and egress (and to that end, cross over, under, through and upon) the Property for the purpose of accessing the Easement Area including, without limitation, with motorized vehicles and equipment.

2. Construction Work; Repairs; Maintenance. Grantor grants Grantee permission to perform and complete Construction Work in the Easement Area. Grantee will conduct its operations and will perform all Construction Work, including, without limitation, any excavation and/or restoration work, in accordance with the following: (a) all Construction Work will be completed in a safe manner; (b) all Construction Work will be completed so as to minimize disruption and interference with Grantor’s and/or Grantor’s Agents use of the Property; (c) all Construction Work will be completed in accordance with this Agreement and applicable laws; and (d) all Construction Work will be completed in a good workmanlike manner. Upon completion of construction, reconstruction, maintenance and/or repair, Grantee will restore the surface of the Easement Area as nearly and as reasonably practical to its original condition, grade, and level as existing prior to such work except that Grantee shall not be liable for any improvements that violate Section 1.3. Grantee will repair and maintain all elements of Grantee’s improvements within the Easement Area. Notwithstanding anything herein to the contrary, Grantor will solely be responsible for any damage to the Easement Area, or Grantee’s improvements therein, caused by Grantor or Grantor’s contracts, employees, tenants, agents, or affiliates.

3. Miscellaneous.

3.1 Grantor Representations. Grantor represents and warrants to Grantee that (i) Grantor is the owner of the Property, (ii) Grantor is fully authorized to execute this Agreement and perform the obligations of Grantor under this Agreement, and (iii) this Agreement does not conflict with any covenant, condition, restriction, agreement, judgment, or understanding to which either Grantor or the Property is subject.

3.2 Easement Runs with the Land. The Easement and covenants contained in this Agreement will run with the land and will be binding upon Grantor’s and Grantee’s personal representatives, heirs, successors, and assigns. Grantee may assign its rights under this Agreement without the consent of Grantor.

3.3 Amendment; Counterparts; Severability; Notices. This Agreement contains the entire understanding of the parties regarding the subject matter of this Agreement and supersedes all prior and contemporaneous negotiations and agreements, whether written or oral, between the parties with respect to the subject matter of this Agreement. This Agreement may not be modified or amended, in any respect whatsoever, in whole or in part, except by a written instrument executed by the parties and duly recorded in the Official Records of Jefferson County, Oregon. This Agreement may be executed in one or more counterparts, each of which will be deemed an original but all of which will constitute one

and the same instrument. If a provision of this Agreement is determined to be unenforceable in any respect, the enforceability of the provision in any other respect and of the remaining provisions of this Agreement will not be impaired. Any exhibits, schedules, and other attachments referenced in this Agreement are part of this Agreement. All notices required or permitted under this Agreement (a) must be in writing, (b) must be delivered to the parties at the addresses first set forth above, or any other address that a party may designate by notice to the other parties, and (c) will be considered delivered (i) upon actual receipt if delivered personally, by fax, or by a nationally recognized overnight delivery service (with confirmation of delivery ), or (ii) at the end of the third business day after the date of deposit in the United States mail, postage pre-paid, certified, return receipt requested.

3.4 Governing Law; Venue; Attorney Fees. This Agreement is governed by the laws of the State of Oregon, without giving effect to any conflict-of-law principle that would result in the laws of any other jurisdiction governing this Agreement. Any action or proceeding arising out of this Agreement will be litigated in courts located in Jefferson County, Oregon. Each party consents and submits to the jurisdiction of any local, state, or federal court located in Jefferson County, Oregon. If any arbitration or litigation is instituted to interpret, enforce, or rescind this Agreement, including, without limitation, any proceeding brought under the United States Bankruptcy Code, the prevailing party on a claim will be entitled to recover with respect to the claim, in addition to any other relief awarded, the prevailing party's reasonable attorney fees and other fees, costs, and expenses of every kind, including, without limitation, the costs and disbursements specified in ORCP 68 A(2), incurred in connection with the arbitration, the litigation, any appeal or petition for review, the collection of any award, or the enforcement of any order, as determined by the arbitrator or court.

3.5 Interpretation. All pronouns contained herein and any variations thereof will be deemed to refer to the masculine, feminine, or neutral, singular or plural, as the identity of the parties may require. The singular includes the plural and the plural includes the singular. The word "or" is not exclusive. The words "include," "includes," and "including" are not limiting. The titles, captions, or headings of the sections herein are inserted for convenience of reference only and are not intended to be a part of or to affect the meaning or interpretation of this Agreement.

3.6 Acceptance. Pursuant to ORS 93.808, by execution of this Agreement, Grantee does hereby accept conveyance of the Easement.

(Signature page follows)

IN WITNESS WHEREOF, the undersigned have caused this Agreement to be executed and effective on the Effective Date.

GRANTOR:  
541 Properties LLC  
an Oregon Limited Liability Company

GRANTEE:  
City of Madras,  
an Oregon municipal corporation

\_\_\_\_\_  
Brennan Morrow, Manager

\_\_\_\_\_  
Mike Lepin, Mayor

\_\_\_\_\_  
Melody Morrow, Manager

State of Oregon, County of \_\_\_\_\_) ss.

The foregoing instrument was acknowledged before me on this \_\_\_\_\_ day of \_\_\_\_\_, 2024 by Brennan Morrow, who stated that he is a Manager of 541 Properties LLC, and that he is authorized to execute the foregoing instrument.

\_\_\_\_\_  
Notary Public for Oregon

State of Oregon, County of \_\_\_\_\_) ss.

The foregoing instrument was acknowledged before me on this \_\_\_\_\_ day of \_\_\_\_\_, 2024 by Melody Morrow, who stated that she is a Manager of 541 Properties LLC, and that she is authorized to execute the foregoing instrument.

\_\_\_\_\_  
Notary Public for Oregon

State of Oregon, County of \_\_\_\_\_) ss.

The foregoing instrument was acknowledged before me on this \_\_\_ day of \_\_\_\_\_, 2024 by Mike Lepin, who stated that he is the Mayor of the City of Madras, an Oregon municipal corporation, and that he/she is authorized to execute the foregoing instrument and accept the easement granted therein on behalf of the City of Madras.

\_\_\_\_\_  
Notary Public for Oregon



Appendix A  
Definitions

“Agent(s)” means the officers, employees, agents, contractors, and/or representatives of the identified party.

“Agreement” has the meaning assigned to such term in the preamble.

“Construction Work” means any construction activity in, on, over, and/or under the Property, including, without limitation, any demolition, excavation, installation, maintenance, inspection, cleaning, improvement, repair, extension, and/or relocation work concerning Grantee’s improvements to be placed in the Easement Area.

“Easement” means the perpetual, appurtenant, and non-exclusive easement granted by Grantor to Grantee under Section 1.2.

“Easement Area” has the meaning assigned to such term under Section 1.2.

“Effective Date” has the meaning assigned to such term in the preamble.

“Grantee” has the meaning assigned to such term in the preamble.

“Grantor” has the meaning assigned to such term in the preamble.

“Property” has the meaning assigned to such term in Recital A.

EXHIBIT A  
Legal Description – Grantor’s Property

Located in Jefferson County, Oregon:

Commencing at a point where the easterly right-of-way line of the old U.S. Highway 97 intersects the northerly boundary of the Southeast Quarter of the Northwest Quarter (SE¼ NW¼) of Section 14, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon; thence following the North line of said SE¼ of NW¼, South 89°48' East, 500 feet to a point: thence southerly on a 2835 foot radius curve to the left, 136.70 feet more or less to the Southwest corner of that property conveyed to Eldon A. Toll, recorded September 6, 1960, in Book 32, Page 311 of Jefferson County records; thence continuing southerly along the same 2835 foot radius curve to the left, 41.65 feet to the true point of beginning: Thence continuing southerly along the same 2835 foot radius curve to the left, 321.66 feet to the Southeast corner of that tract of land deeded to Frances Thomas, recorded in Book 26, Page 327, Jefferson County records ; thence parallel with the northerly boundary of said SE¼ of the NW¼ , South 89°48' East, to the East line of said SE¼ of the NW¼; thence northerly along said East line of said SE¼ of the NW¼ to a point which is 70.00 feet southerly from the Southeast corner of that tract of land described in a Bargain and Sale Deed recorded January 23, 1985, as instrument number 153397; thence West at right angles , a distance of 115.00 feet; thence North at right angles, a distance of 70.00 feet to the Southwest corner of said tract described in instrument number 153397; thence continuing North along the West line of said tract to the southerly line of Fairgrounds Road; thence West along said southerly line of Fairgrounds Road, to the easterly boundary line of that tract of land conveyed to Eldon A. Toll and Maxine Toll , recorded September 6, 1960, in Book 32, Page 311, Jefferson County records ; thence South 00°19' West, 100 feet along the easterly boundary line of said Toll property to the Southeast corner thereof; thence continuing South 00°19' West, 40.00 feet, thence North 89°48' West, parallel with the North line of said SE¼ NW¼, 147 feet more or less to the true point of beginning.

EXHIBIT B  
Description and Depiction of Easement Area  
(attached)

# Exhibit B

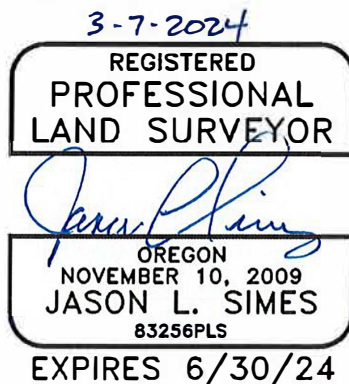
## Varying Width Public Sewer Easement

A portion of lands described in Deed Microfilm 2020-2768, Jefferson County Official Records, located in the Southeast One-Quarter of the Northwest One-Quarter of Section 14, Township 11 South, Range 13 East, Willamette Meridian, City of Madras, Jefferson County, Oregon, being more particularly described as follows:

Commencing at a 2" brass cap at the Northeast corner of said Southeast One-Quarter of the Northwest One-Quarter of Section 14, being the Center-North One-Sixteenth corner of said Section 14; Thence along the North line of said Southeast One-Quarter of the Northwest One-Quarter of Section 14 North 89°48'10" West 138.00 feet; Thence leaving the North line of said Southeast One-Quarter of the Northwest One-Quarter of Section 14 South 0°11'27" West 30.00 feet to the South right of way line of SW Fairgrounds Road, the North line of lands described in said Deed Microfilm 2020-2768, and the **TRUE POINT OF BEGINNING**; Thence leaving the South right of way line of said SW Fairgrounds Road and the North line of lands described in said Deed Microfilm 2020-2768 South 0°11'27" West 270.02 feet; Thence South 45°11'27" West 28.28 feet; Thence North 89°48'33" West 135.80 feet; Thence South 50°39'01" West 43.13 feet; Thence South 11°06'34" West 138.87 feet to the South line of lands described in said Deed Microfilm 2020-2768; Thence along the South line of lands described in said Deed Microfilm 2020-2768 South 89°48'10" East 20.37 feet; Thence leaving the South line of lands described in said Deed Microfilm 2020-2768 North 11°06'34" East 127.82 feet; Thence North 50°39'01" East 28.75 feet; Thence South 89°48'33" East 168.61 feet; Thence North 0°11'27" East 310.01 feet to the South right of way line of said SW Fairgrounds Road and the North line of lands described in said Deed Microfilm 2020-2768; Thence along the South right of way line of said SW Fairgrounds Road and the North line of lands described in said Deed Microfilm 2020-2768 North 89°48'10" West 20.00 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is North 89°48'10" West along the North line of the Southeast One-Quarter of the Northwest One-Quarter of Section 14.

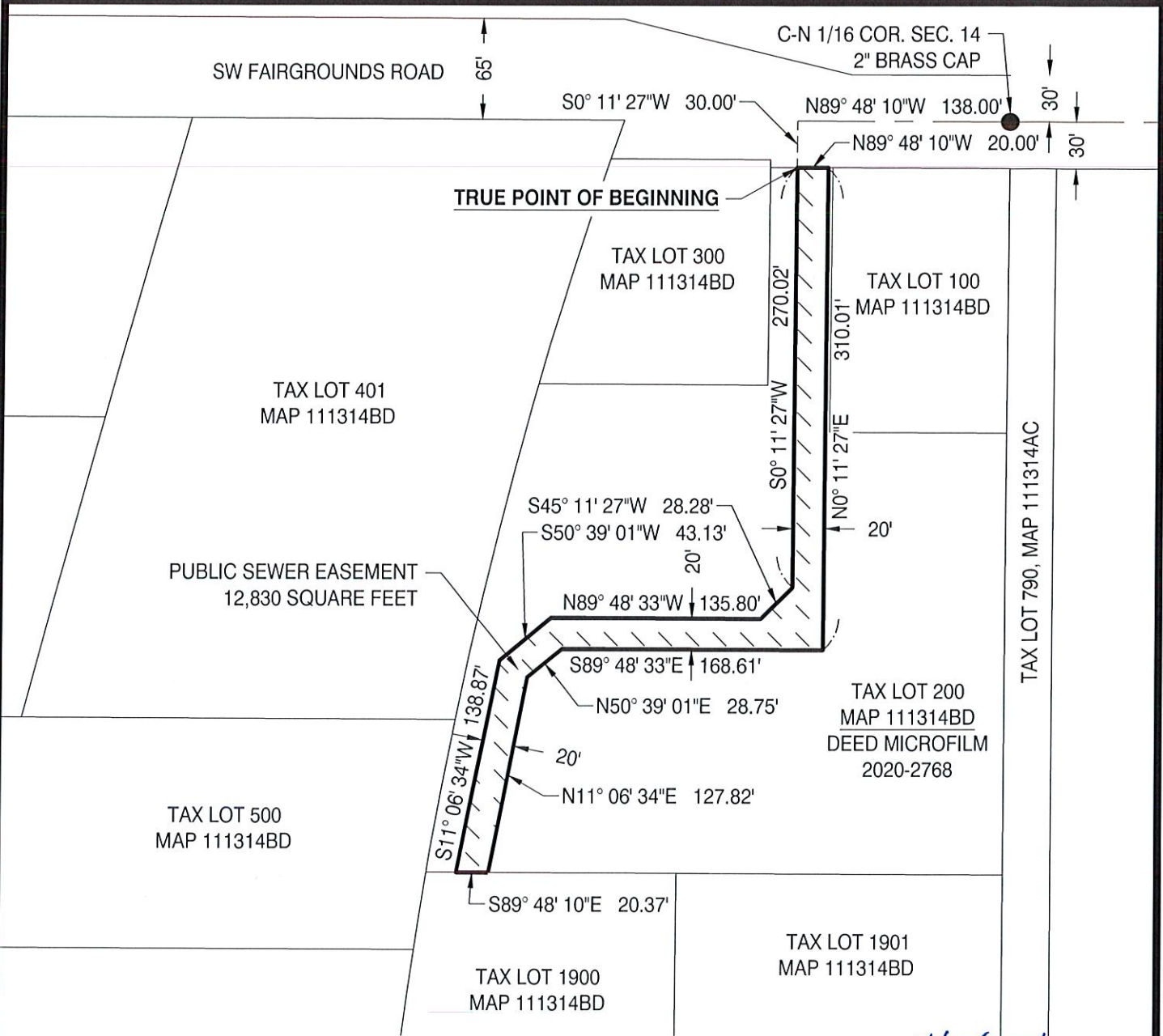
The above described land contains 12,830 square feet, more or less.



# EXHIBIT B

## VARYING WIDTH PUBLIC SEWER EASEMENT

A PORTION OF LANDS DESCRIBED IN DEED MICROFILM 2020-2768, JEFFERSON COUNTY OFFICIAL RECORDS, LOCATED IN THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SECTION 14, TOWNSHIP 11 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN, CITY OF MADRAS, JEFFERSON COUNTY, OREGON.



**H.A. McCOY**  
**ENGINEERING & SURVEYING LLC**  
 1180 SW LAKE ROAD SUITE 201  
 REDMOND, OR 97756  
 (541) 923-7554

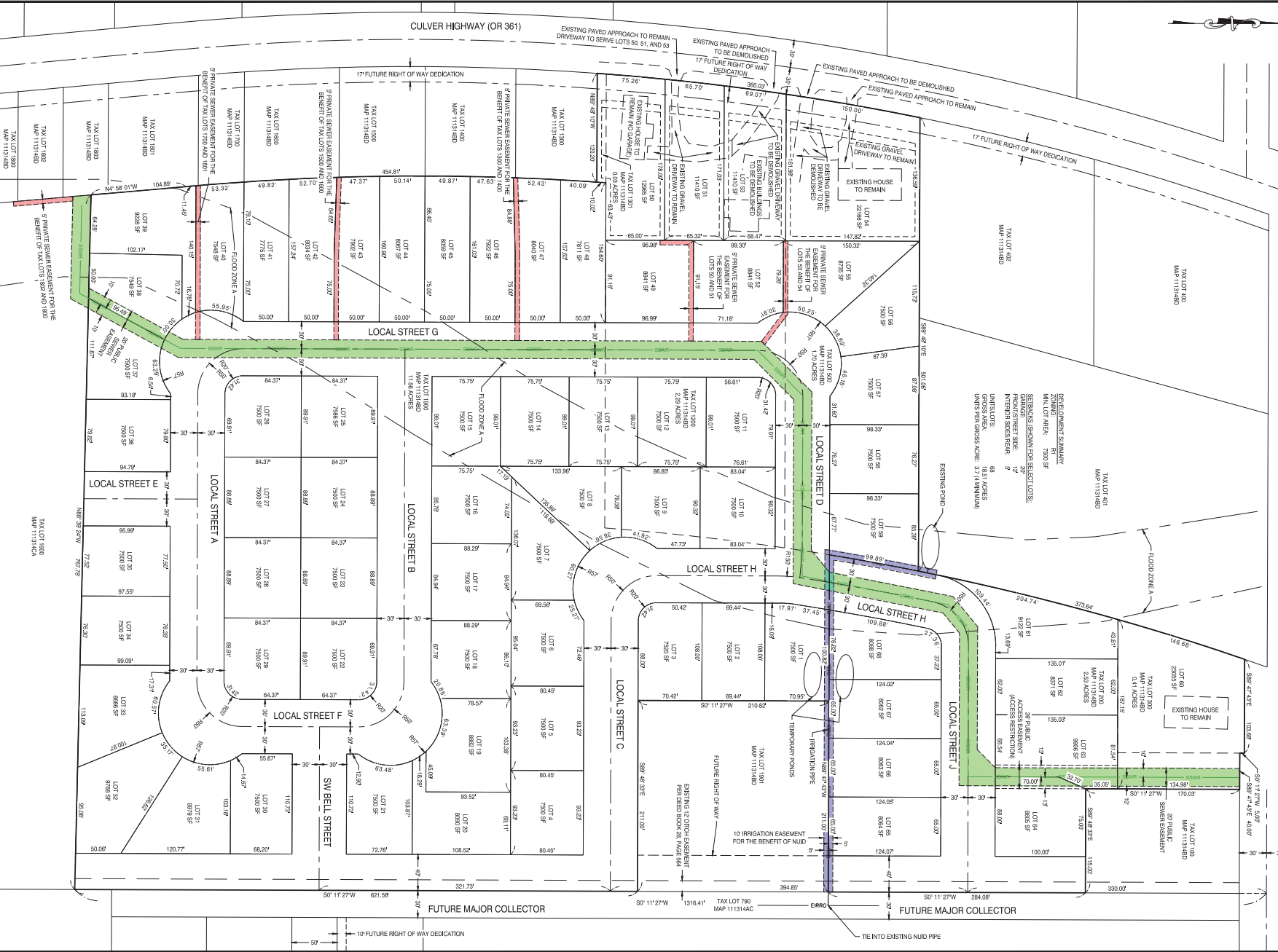
SCALE: 1" = 100'  
 FOR 8.5"x11" SHEETS

4/10/2024  
 REGISTERED  
**PROFESSIONAL  
 LAND SURVEYOR**

*Jason L. Simes*  
 OREGON  
 NOVEMBER 10, 2009  
**JASON L. SIMES**  
 83256PLS

**EXPIRES 6/30/24**

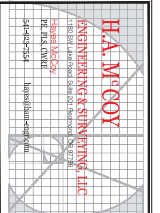
PROJECT: OR361 FAIRGROUND - HALL SEWER  
 DRAWN BY: JJW | DATE: 04/09/2024 | PAGE 1 OF 1 | PROJECT#: 22-056



JOB NO. 22-056  
 DRAWING: OPT7  
 DRAWN BY: JMW

SHEET TITLE:  
 PRELIMINARY  
 LOT LAYOUT  
 OPTION 7

PROJECT:  
 FARGOINNS SUBDIVISION  
 PROJECT LOCATION:  
 MADRAS, OR  
 CLIENT:  
 CITY OF MADRAS



DRAWING STATUS:	DATE:	NO. REVISION:	DATE:
<input checked="" type="checkbox"/> PRELIM. LAYOUT	01/23/24		
<input type="checkbox"/>			
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<input type="checkbox"/>			



# Exhibit A

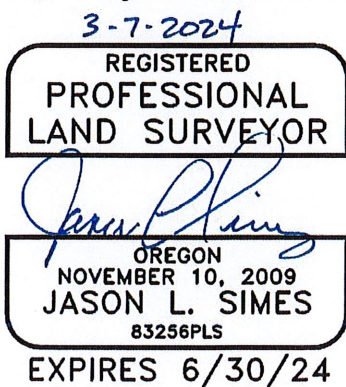
## Varying Width Public Sewer Easement

A portion of lands described in Deed Microfilm 2020-2768, Jefferson County Official Records, located in the Southeast One-Quarter of the Northwest One-Quarter of Section 14, Township 11 South, Range 13 East, Willamette Meridian, City of Madras, Jefferson County, Oregon, being more particularly described as follows:

Commencing at a 2" brass cap at the Northeast corner of said Southeast One-Quarter of the Northwest One-Quarter of Section 14, being the Center-North One-Sixteenth corner of said Section 14; Thence along the North line of said Southeast One-Quarter of the Northwest One-Quarter of Section 14 North 89°48'10" West 138.00 feet; Thence leaving the North line of said Southeast One-Quarter of the Northwest One-Quarter of Section 14 South 0°11'27" West 30.00 feet to the South right of way line of SW Fairgrounds Road, the North line of lands described in said Deed Microfilm 2020-2768, and the **TRUE POINT OF BEGINNING**; Thence leaving the South right of way line of said SW Fairgrounds Road and the North line of lands described in said Deed Microfilm 2020-2768 South 0°11'27" West 270.02 feet; Thence South 45°11'27" West 28.28 feet; Thence North 89°48'33" West 135.80 feet; Thence South 50°39'01" West 43.13 feet; Thence South 11°06'34" West 138.87 feet to the South line of lands described in said Deed Microfilm 2020-2768; Thence along the South line of lands described in said Deed Microfilm 2020-2768 South 89°48'10" East 20.37 feet; Thence leaving the South line of lands described in said Deed Microfilm 2020-2768 North 11°06'34" East 127.82 feet; Thence North 50°39'01" East 28.75 feet; Thence South 89°48'33" East 168.61 feet; Thence North 0°11'27" East 310.01 feet to the South right of way line of said SW Fairgrounds Road and the North line of lands described in said Deed Microfilm 2020-2768; Thence along the South right of way line of said SW Fairgrounds Road and the North line of lands described in said Deed Microfilm 2020-2768 North 89°48'10" West 20.00 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is North 89°48'10" West along the North line of the Southeast One-Quarter of the Northwest One-Quarter of Section 14.

The above described land contains 12,830 square feet, more or less.



paid 100,000k in 2020  
3% inflation per year = \$112,550.88 in 2024  
 $\$112,550 / 2.51 \text{ Ac} = \$44,840.637 \text{ per Acre}$   
 $\underline{\quad 43,560}$   
 $= 1.0293 \text{ per sf}$   
Round = \$1.03 per sf  
 $\times 12,830 \text{ sf}$   
 $\underline{\quad 13,215.10}$   
\$13,215.10

Send tax statements to:

541 Properties LLC  
30 N Gould St R  
Sheridan WY 82801

After recording return to:

SAME AS ABOVE

Jefferson County Official Records  
Katherine Zemke, County Clerk

2020-2768

07/17/2020 12:59:01 PM

D-D Cnt=1 Str=21 KATES  
\$30.00 \$11.00 \$10.00 \$60.00 \$10.00

\$121.00

The true and actual consideration for this transfer is \$100,000

**DEED OF CLAIMING SUCCESSORS**

Tracy D. Miller and Steve Miller, Jr., the Claiming Successors of the Estate of Nina R. Brown, deceased, as disclosed in the Circuit Court of the State of Oregon, for the County of Jefferson, Probate Department Case Number 20PB04245, hereinafter referred to as "Grantor", convey to 541 Properties, LLC, hereinafter referred to as "Grantee", all that real property situated in Jefferson County, State of Oregon, described as:

Attached hereto marked Exhibit A and by this reference is the legal description of this property.

The property is shown on Map #11-13-14-BD-00200.

Together with all water rights appurtenant to said real property.

Subject to:

1. City Liens, if any, of the City of Madras.
2. The property lies within the boundaries of Deschutes Valley Water District and is subject to any changes or assessments leveled by said District, and pipeline easements in connection therewith.
3. Regulations of North Unit Irrigation District, within which the above property lies, including levies, assessments, water and irrigation rights and easements for ditches and canals.
4. Rights of the public and governmental agencies in and to any portion of said land lying within the boundaries of streets, roads, and highways.
5. The existence of roads, railroads, irrigation ditches and canals, telephone, telegraph and power transmission facilities.
6. Reservations, exceptions and provisions contained in the Deed from the State of Oregon, and in the acts authorizing the issuance thereof.

Recording Date: September 15, 1948

Recording No.: 19-75

-1- DEED OF CLAIMING SUCCESSORS

Z:\Sarah\ESTATES\BROWN, Nina Roxanne (Sm Est) (Tracy-Steve Miller Aff's)\Deed Claiming Successor Small Estate.wpd

Return to Western Title & Escrow WTD/9/18/19

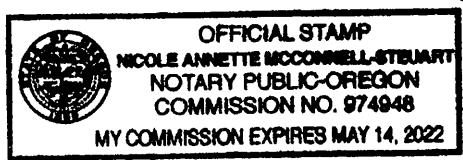


DATED this 16 day of July, 2020.

Tracy D. Miller  
Tracy D. Miller  
Claiming Successor of the  
Estate of Nina R. Brown

STATE OF OREGON        )  
                                  )ss.  
County of Jefferson     )

Personally appeared before me this 16 day of July, 2020, the above named Tracy D. Miller and acknowledged the above instrument to be her voluntary act as Claiming Successor aforesaid.



~~Notary Public for Oregon~~  
Notary Public for Oregon  
My commission expires: 5.14.2

\_\_\_\_\_  
Steve Miller, Jr.  
Claiming Successor of the  
Estate of Nina R. Brown

STATE OF OREGON        )  
                                  )ss.  
County of \_\_\_\_\_     )

Personally appeared before me this \_\_\_\_\_ day of \_\_\_\_\_, 2020, the above named Steve Miller, Jr. and acknowledged the above instrument to be his voluntary act as Claiming Successor aforesaid.

\_\_\_\_\_  
Notary Public for Oregon  
My commission expires: \_\_\_\_\_



**CITY OF MADRAS**  
**Request for Council Action**

---

**Meeting Date:** May 14, 2024

**To:** Mayor and City Council Members

**From:** Jeff Hurd, Public Works Director

**Through:** Will Ibershof, City Administrator

**Subject:** **CONSTRUCTION SERVICES CONTRACT**  
K3 Construction – 10<sup>th</sup> Street Paving Project

**TYPE OF ACTION REQUESTED:**

Approve

**MOTION(S) FOR CONSIDERATION:**

Council approve the Construction Services Contract between the City of Madras and K3 Construction for the 10<sup>th</sup> Street Paving project and authorize the Public Works Director to execute change orders not to exceed the total project budget of \$575,000

**OVERVIEW:**

The city has been designing and planning the 10<sup>th</sup> Street Paving project to pave 10<sup>th</sup> Street from Buff Street to J Street. The project includes grading, drainage, intersection improvements at 10<sup>th</sup> Street and J Street (reconfiguring ADA ramps and striping), base and paving. The project also includes re-paving Sun Drive cul-de-sac.

**STAFF ANALYSIS:**

Public Works staff formally advertised the 10<sup>th</sup> Street paving project and received three bids from the following companies:

Knife River Corporation – Northwest - \$649,991.50

K3 Construction - \$453,700.00

High Desert Aggregate and Paving \$584,505.00

Staff has reviewed the bid proposals and K3 Construction is the low responsive bidder. Public Work Staff is recommending that the construction contract for the 10<sup>th</sup> Street project be awarded to K3 Construction.

**FISCAL INFORMATION:**

Transportation Operations -204-040-540-1325

**Project Costs**

K3 Construction Contract - \$453,700

H.A. McCoy Engineering Task Order - \$30,000

BOLI Fees - \$500

Bid Advertisement - \$1,500  
Contingency - \$89,300  
Total - \$575,000

Funding

Transportation SDCs - \$333,500  
Transportation Operation Funds - \$241,500  
Total - \$575,000

**SUPPORTING DOCUMENTATION:**

Construction bids  
Construction Contract – K3 construction  
10th Street Paving Project Budget  
10th Street Plans

**STRATEGIC GOAL:**

3-C

**BID FORM**  
**(Amended by Addendum #1)**

TO: Jeff Hurd, Public Works Director  
Project Name: **10th Street Paving Project - J Street to Buff Street**  
City of Madras  
125 SW "E" Street  
Madras, OR 97741

The undersigned, hereinafter called the Bidder, declares that the only persons or parties interested in this Bid are those named herein; that this Bid is, in all respects, fair and without fraud; and it is made without collusion with any official of the City of Madras, Madras, Oregon, hereinafter called City; and that this Bid is made without any connection or collusion with any person making another Bid on this Contract.

The Bidder further declares that he has carefully examined the project site and the Contract documents; is satisfied as to the quantities involved, including materials and equipment, and conditions of work involved; and that this Bid is made according to the provisions and under the terms of the Contract documents, which documents are hereby made a part of this Bid. Bidder acknowledges that bidder has read and understands the terms and conditions of the Bid Documents, and accepts and agrees to be bound by the terms and conditions of the Bid Documents.

The Bidder agrees that all of the applicable provisions of Oregon law relating to public contracts (ORS Chapter 279A, 279B & 279C) and the City's public contracting rules are, by this reference, incorporated in and made a part of this Bid. Bidder hereby states that Bidder agrees to be bound by and comply with the provisions of ORS 279C.838, 279C.840 or 40 U.S.C. 3141 to 3148.

The Bidder certifies that Bidder has not discriminated and will not discriminate against minority, women or emerging small business enterprises in obtaining required subcontracts.

[Circle one.] Bidder (is) (is not) a resident of the State of Oregon. If Bidder is a resident of another state, specify state of residency: \_\_\_\_\_.

Construction Contractors Board Registry Number: 158479.

The Bidder agrees that if this Bid is accepted, Bidder will, within ten (10) days after notification of acceptance, execute a contract with the City in the form of Contract attached to the Invitation to Bid; and will, at the time of execution of the Contract, deliver to the City the Performance Bond and Payment Bond required herein, together with proof of required insurance; and will, to the extent of this Bid, furnish all materials necessary to complete the work in the manner, in the time, and according to the methods as specified in the Contract documents and required by the Business Manager.

The Bidder agrees to commence work upon the issuance of a "Notice to Proceed" by the City and fully complete the project according to the times specifically set forth in the Contract documents. Bidder further agrees to pay liquidated damages as set forth in the Contract documents for failure to complete within the specified time.

It is agreed that if the Bidder is awarded the Contract for the work herein proposed and shall fail or refuse to execute the Contract and furnish the specified Performance Bond, Payment Bond and

proof of required insurance within ten (10) days after receipt of notification of acceptance of The Bid, the City shall retain the bid security deposited herewith according to the conditions of the Invitation to Bid and Information for Bidders as liquidated damages and not as a penalty; and it is agreed that the said sum is a fair measure of the amount of damage the City will sustain in case the Bidder shall fail or refuse to enter into the Contract for the said work and to furnish the Performance and Payment Bonds as specified in the Contract documents.

Base Bid: Having become completely familiar with the local conditions and legal requirements affecting the cost of the work at the place where the work is to be executed, and having carefully examined the site conditions as they currently exist, and having carefully examined the Bid Documents, titled:

**10th Street Paving Project - J Street to Buff Street**

Together with any addenda to such Bid Documents as listed hereafter, the undersigned hereby proposes and agrees to provide all labor, materials, equipment, transportation, supervision and other facilities and services as necessary and/or required to execute all of the work described in the Bid Documents for the consideration:

**BID SCHEDULE**

DESCRIPTION	QTY	UM	UNIT PRICE	TOTAL PRICE
MOBILIZATION	1	LS	\$ 60,000 <sup>-</sup>	\$ 60,000 <sup>-</sup>
CONSTRUCTION SURVEY	1	LS	\$ 5,000 <sup>-</sup>	\$ 5,000 <sup>-</sup>
TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1	LS	\$ 20,000 <sup>-</sup>	\$ 20,000 <sup>-</sup>
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 10,000 <sup>-</sup>	\$ 10,000 <sup>-</sup>
REMOVAL AND REINSTALLATION OF EXISTING SIGNS	1	EA	\$ 725 <sup>-</sup>	\$ 725 <sup>-</sup>
COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP	100	SY	\$ 35 <sup>-</sup>	\$ 3,500 <sup>-</sup>
GENERAL EXCAVATION	1	LS	\$ 55,000 <sup>-</sup>	\$ 55,000 <sup>-</sup>
8 INCH STORM SEWER PIPE	90	LF	\$ 91 <sup>-</sup>	\$ 8,190 <sup>-</sup>

12 INCH STORM SEWER PIPE	210	LF	\$ 70 <sup>-</sup>	\$14,700 <sup>-</sup>
STORMWATER SWALE	800	LF	\$ 30 <sup>-</sup>	\$ 24,000 <sup>-</sup>
CONCRETE INLETS, TYPE G2	1	EA	\$ 2,900 <sup>-</sup>	\$ 2,900 <sup>-</sup>
CONNECTION TO EXISTING CATCH BASIN	1	EA	\$ 1,000 <sup>-</sup>	\$ 1,000 <sup>-</sup>
RIP RAP BASINS	5	EA	\$ 250 <sup>-</sup>	\$ 1,250 <sup>-</sup>
SEWER MANHOLE REFURBISH	1	EA	\$ 3,500 <sup>-</sup>	\$ 3,500 <sup>-</sup>
MINOR ADJUSTMENT OF MANHOLES	3	EA	\$ 500 <sup>-</sup>	\$ 1,500 <sup>-</sup>
MINOR ADJUSTMENT OF WATER VALVES	8	EA	\$ 350 <sup>-</sup>	\$ 2,800 <sup>-</sup>
12 INCH STANDARD CURB (6 INCH REVEAL)	520	LF	\$ 22 <sup>-</sup>	\$ 11,440 <sup>-</sup>
CONCRETE SIDEWALK INCLUDING 4 INCH OF AGG BASE	1500	SF	\$ 9 <sup>-</sup>	\$ 13,500 <sup>-</sup>
ADA RAMPS	5	EA	\$ 1,500 <sup>-</sup>	\$ 1,500 <sup>-</sup>
AGGREGATE BASE , 4 INCH THICK	5000	SY	\$ 12 <sup>50</sup>	\$ 62,500 <sup>-</sup>
AGGREGATE BASE, 6 INCH THICK	2400	SY	\$ 18 <sup>50</sup>	\$ 44,400 <sup>-</sup>
LEVEL 3, 1/2 INCH ACP MIXTURE PG 58-34 OIL	6800	SY	\$ 30 <sup>-</sup>	\$ 204,000 <sup>-</sup>
EXTRA FOR ASPHALT APPROACHES	16	EA	\$ 1,000 <sup>-</sup>	\$ 16,000 <sup>-</sup>
SIGN SUPPORT FOOTINGS	1	LS	\$ 700 <sup>-</sup>	\$ 700 <sup>-</sup>

SIGNS, STANDARD SHEETING, SHEET ALUMINUM	23	SF	\$ 100 -	\$ 2,300 -
SINGLE MAILBOX SUPPORTS	6	EA	\$ 550 -	\$ 3,300 -
PAVEMENT BAR, TYPE B	320	SF	\$ 15 -	\$ 4,800
<b>TOTAL</b>				\$ 584,505 -

Addenda Acknowledgement: The undersigned acknowledges receipt of the following addenda:  
(List by number and date appearing on addenda.)

Addendum No. Date                      Addendum No. Date  
1                      4/25/2024                      \_\_\_\_\_

Addendum No. Date                      Addendum No. Date  
\_\_\_\_\_

NOTE:

This Bid shall be irrevocable and open for acceptance for a period of sixty (60) days from the date of closing of bids. If notified in writing by the City of the acceptance of this Bid within sixty (60) days of the bid closing date, subject to such other period as may be specified in the Bid Documents, the Bidder shall execute the Contract between the City and Bidder no later than ten (10) calendar days after the City's acceptance of the Bid.

The name of the Bidder who is submitting this Bid is:

Firm Name: High Desert Aggregate & Paving Inc.  
Printed Name of Individual: Michael T. Moore  
Telephone Number: 541.504.8566  
Facsimile Number: 541.548.7600  
Email Address: miken@highdesertaggregate.com  
Address: PO Box 1929 Redmond, OR 97756

All communications concerning this Bid and with the Contract will be sent to Bidder at the above address, fax number or e-mail address.



The names of the principal officers of the corporation submitting this Bid, or of the partners or members of the partnership or limited liability company submitting this Bid, or of all persons interested in this Bid as principals, are as follows:

Michael T. Moore

Jeffery A. Schutte

**(IF SOLE PROPRIETOR, PARTNERSHIP OR LIMITED LIABILITY COMPANY)**

IN WITNESS HERETO, the undersigned has set his/her (its) hand this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Signature of Bidder

Title

**(IF CORPORATION)**

IN WITNESS WHEREOF, the undersigned corporation has caused this instrument to be executed and its seal affixed by its duly authorized officers this 30 day of APRIL, 2024.

Name of Corporation:

By:

Title:

High Desert Aggregate & Paving Inc.

[Signature]

President

**BID BOND**

Bond # N/A

KNOWN ALL MEN BY THESE PRESENTS, that High Desert Aggregate & Paving, Inc., hereinafter called the Principal, and Liberty Mutual Insurance Company, a corporation duly organized under the laws of the State of Massachusetts, having its principal place of business at 175 Berkeley Street, Boston, MA 02116, in the State of Massachusetts, and authorized to do business in the State of Oregon, as Surety, are held and firmly bound unto the City of Madrass, hereinafter called the Obligee, in the penal sum of Ten Percent of Total Amount Bid DOLLARS (\$ 10%), for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

The condition of this Bond is that, whereas, the Principal herein is herewith submitting his/her or its bid for the **10th Street Paving Project - J Street to Buff Street** said bid proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said bid proposal submitted by the said Principal be accepted, and the Contract be awarded to said Principal, and if the said Principal shall execute the proposed Contract as required by the bidding and Contract documents with the time fixed by said documents, then this obligation shall be void, otherwise to remain in full force and effect. Signed and sealed this 25th day of April, 2024.

SURETY:

Liberty Mutual Insurance Company  
Name

By: Tracy Stewart

Title: Tracy Stewart, Attorney-in-Fact

Phone Number: (503) 362-2711

CONTRACTOR:

High Desert Aggregate & Paving, Inc.  
Name

By: [Signature]

Title: President



This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8210904 - 905038

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, A.G. Sadowski, Beau Andrew Weathers, Derek A. Sadowski, Tracy Stewart, Ty Moffett

all of the city of Salem state of OR each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 27th day of October, 2023.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: David M. Carey, Assistant Secretary

State of PENNSYLVANIA
County of MONTGOMERY ss

On this 27th day of October, 2023 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 25th day of April, 2024.



By: Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

**BID BOND**

Bond # \_\_\_\_\_

KNOWN ALL MEN BY THESE PRESENTS, that \_\_\_\_\_, hereinafter called the Principal, and \_\_\_\_\_, a corporation duly organized under the laws of the State of \_\_\_\_\_, having its principal place of business at \_\_\_\_\_, in the State of \_\_\_\_\_, and authorized to do business in the State of Oregon, as Surety, are held and firmly bound unto the

\_\_\_\_\_, hereinafter called the Obligee, in the penal sum of \_\_\_\_\_ DOLLARS (\$ \_\_\_\_\_), for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

The condition of this Bond is that, whereas, the Principal herein is herewith submitting his/her or its bid for the **10th Street Paving Project - J Street to Buff Street** said bid proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said bid proposal submitted by the said Principal be accepted, and the Contract be awarded to said Principal, and if the said Principal shall execute the proposed Contract as required by the bidding and Contract documents with the time fixed by said documents, then this obligation shall be void, otherwise to remain in full force and effect. Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

SURETY:

CONTRACTOR:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Name

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Phone Number: \_\_\_\_\_

**FIRST-TIER SUBCONTRACTOR DISCLOSURE FORM  
(ORS 279C.370)**

Prime Contractor Name High Desert Aggregate & Paving Inc.  
 PROJECT NAME: **10<sup>th</sup> Street Paving Project – J Street to Buff Street**  
 BID CLOSING: Date: 4/30/24 Time: 2:00 AM PM  
 REQUIRED DISCLOSURE DEADLINE: Date: 4/30/24 Time: 4:00 AM PM

**INSTRUCTIONS:**

This form must be submitted at the location specified in the Invitation to Bid on the advertised bid closing date and within two (2) working hours after the advertised bid closing time.

Unless otherwise stated in the solicitation, this document shall not be submitted by facsimile. It is the responsibility of bidders to submit this disclosure form and any additional sheets, with the project name clearly marked, at the location indicated by the specified disclosure deadline. See Invitation to Bid.

List below the name of each subcontractor that will be furnishing labor or will be furnishing labor and materials and that is required to be disclosed, the category of work that the subcontractor will be performing and the dollar value of the subcontract. Enter "NONE" if there are no subcontractors that need to be disclosed. (ATTACH ADDITIONAL SHEETS IF NEEDED).

Name	Dollar Value	Category of Work
(1) <u>NONE</u>		
(2)		
(3)		
(4)		
(5)		
(6)		
(7)		

**Failure to submit this form by the disclosure deadline will result in a nonresponsive bid. A nonresponsive bid will not be considered for award.**

Form submitted by (bidder name): High Desert Aggregate & Paving Inc.  
 Contact name: Mike Moore  
 Phone No.: 541.504.8566

**BID FORM**  
**(Amended by Addendum #1)**

TO: Jeff Hurd, Public Works Director  
Project Name: **10th Street Paving Project - J Street to Buff Street**  
City of Madras  
125 SW "E" Street  
Madras, OR 97741

The undersigned, hereinafter called the Bidder, declares that the only persons or parties interested in this Bid are those named herein; that this Bid is, in all respects, fair and without fraud; and it is made without collusion with any official of the City of Madras, Madras, Oregon, hereinafter called City; and that this Bid is made without any connection or collusion with any person making another Bid on this Contract.

The Bidder further declares that he has carefully examined the project site and the Contract documents; is satisfied as to the quantities involved, including materials and equipment, and conditions of work involved; and that this Bid is made according to the provisions and under the terms of the Contract documents, which documents are hereby made a part of this Bid. Bidder acknowledges that bidder has read and understands the terms and conditions of the Bid Documents, and accepts and agrees to be bound by the terms and conditions of the Bid Documents.

The Bidder agrees that all of the applicable provisions of Oregon law relating to public contracts (ORS Chapter 279A, 279B & 279C) and the City's public contracting rules are, by this reference, incorporated in and made a part of this Bid. Bidder hereby states that Bidder agrees to be bound by and comply with the provisions of ORS 279C.838, 279C.840 or 40 U.S.C. 3141 to 3148.

The Bidder certifies that Bidder has not discriminated and will not discriminate against minority, women or emerging small business enterprises in obtaining required subcontracts.

[Circle one.] Bidder  (is) (is not) a resident of the State of Oregon. If Bidder is a resident of another state, specify state of residency: \_\_\_\_\_.

Construction Contractors Board Registry Number: 219533.

The Bidder agrees that if this Bid is accepted, Bidder will, within ten (10) days after notification of acceptance, execute a contract with the City in the form of Contract attached to the Invitation to Bid; and will, at the time of execution of the Contract, deliver to the City the Performance Bond and Payment Bond required herein, together with proof of required insurance; and will, to the extent of this Bid, furnish all materials necessary to complete the work in the manner, in the time, and according to the methods as specified in the Contract documents and required by the Business Manager.

The Bidder agrees to commence work upon the issuance of a "Notice to Proceed" by the City and fully complete the project according to the times specifically set forth in the Contract documents. Bidder further agrees to pay liquidated damages as set forth in the Contract documents for failure to complete within the specified time.

It is agreed that if the Bidder is awarded the Contract for the work herein proposed and shall fail or refuse to execute the Contract and furnish the specified Performance Bond, Payment Bond and

proof of required insurance within ten (10) days after receipt of notification of acceptance of The Bid, the City shall retain the bid security deposited herewith according to the conditions of the Invitation to Bid and Information for Bidders as liquidated damages and not as a penalty; and it is agreed that the said sum is a fair measure of the amount of damage the City will sustain in case the Bidder shall fail or refuse to enter into the Contract for the said work and to furnish the Performance and Payment Bonds as specified in the Contract documents.

Base Bid: Having become completely familiar with the local conditions and legal requirements affecting the cost of the work at the place where the work is to be executed, and having carefully examined the site conditions as they currently exist, and having carefully examined the Bid Documents, titled:

**10th Street Paving Project - J Street to Buff Street**

Together with any addenda to such Bid Documents as listed hereafter, the undersigned hereby proposes and agrees to provide all labor, materials, equipment, transportation, supervision and other facilities and services as necessary and/or required to execute all of the work described in the Bid Documents for the consideration:

**BID SCHEDULE**

<b>DESCRIPTION</b>	<b>QTY</b>	<b>UM</b>	<b>UNIT PRICE</b>	<b>TOTAL PRICE</b>
MOBILIZATION	1	LS	\$ 15,000.00	\$ 15,000.00
CONSTRUCTION SURVEY	1	LS	\$ 1,000.00	\$ 1,000.00
TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1	LS	\$ 1,000.00	\$ 1,000.00
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 20,000.00	\$ 20,000.00
REMOVAL AND REINSTALLATION OF EXISTING SIGNS	1	EA	\$ 6,000.00	\$ 6,000.00
COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP	100	SY	\$ 50.00	\$ 5,000.00
GENERAL EXCAVATION	1	LS	\$ 60,000.00	\$ 60,000.00
8 INCH STORM SEWER PIPE	90	LF	\$ 60.00	\$ 5,400.00

12 INCH STORM SEWER PIPE	210	LF	\$ 80.00	\$ 16,800.00
STORMWATER SWALE	800	LF	\$ 12.00	\$ 9,600.00
CONCRETE INLETS, TYPE G2	1	EA	\$ 6,000.00	\$ 6,000.00
CONNECTION TO EXISTING CATCH BASIN	1	EA	\$ 2,000.00	\$ 2,000.00
RIP RAP BASINS	5	EA	\$ 1,000.00	\$ 5,000.00
SEWER MANHOLE REFURBISH	1	EA	\$ 8,000.00	\$ 8,000.00
MINOR ADJUSTMENT OF MANHOLES	3	EA	\$ 1,000.00	\$ 3,000.00
MINOR ADJUSTMENT OF WATER VALVES	8	EA	\$ 200.00	\$ 1,600.00
12 INCH STANDARD CURB (6 INCH REVEAL)	520	LF	\$ 30.00	\$ 15,600.00
CONCRETE SIDEWALK INCLUDING 4 INCH OF AGG BASE	1500	SF	\$ 12.00	\$ 18,000.00
ADA RAMPS	5	EA	\$ 2,000.00	\$ 10,000.00
AGGREGATE BASE , 4 INCH THICK	5000	SY	\$ 4.00	\$ 20,000.00
AGGREGATE BASE, 6 INCH THICK	2400	SY	\$ 5.00	\$ 12,000.00
LEVEL 3, 1/2 INCH ACP MIXTURE PG 58-34 OIL	6800	SY	\$ 26.00	\$ 176,800.00
EXTRA FOR ASPHALT APPROACHES	16	EA	\$ 1,500.00	\$ 24,000.00
SIGN SUPPORT FOOTINGS	1	LS	\$ 2,000.00	\$ 2,000.00



SIGNS, STANDARD SHEETING, SHEET ALUMINUM	23	SF	\$ 100.00	\$ 2,300.00
SINGLE MAILBOX SUPPORTS	6	EA	\$ 200.00	\$ 1,200.00
PAVEMENT BAR, TYPE B	320	SF	\$ 20.00	\$ 6,400.00
			<b>TOTAL</b>	<b>\$ 453,700.00</b>

Addenda Acknowledgement: The undersigned acknowledges receipt of the following addenda:  
(List by number and date appearing on addenda.)

Addendum No. Date                      Addendum No. Date  
 # 1                      04/25/24                      \_\_\_\_\_

Addendum No. Date                      Addendum No. Date  
 \_\_\_\_\_                      \_\_\_\_\_

NOTE:

This Bid shall be irrevocable and open for acceptance for a period of sixty (60) days from the date of closing of bids. If notified in writing by the City of the acceptance of this Bid within sixty (60) days of the bid closing date, subject to such other period as may be specified in the Bid Documents, the Bidder shall execute the Contract between the City and Bidder no later than ten (10) calendar days after the City's acceptance of the Bid.

The name of the Bidder who is submitting this Bid is:

Firm Name: \_\_\_\_\_ K3 Construction LLC

Printed Name of Individual: \_\_\_\_\_ Phil Kauffman

Telephone Number: \_\_\_\_\_ 541 777 4515

Facsimile Number: \_\_\_\_\_

Email Address: \_\_\_\_\_ phil@k3groundwork.com

Address: \_\_\_\_\_ 25 SW Elbe Dr Madras Or 97741

All communications concerning this Bid and with the Contract will be sent to Bidder at the above address, fax number or e-mail address.



**BID BOND**

Bond # Bid

KNOWN ALL MEN BY THESE PRESENTS, that K3 Construction LLC, hereinafter called the Principal, and Markel Insurance Company, a corporation duly organized under the laws of the State of Illinois, having its principal place of business at 1111 Main Street #640, Vancouver, 98660, in the State of Washington, and authorized to do business in the State of Oregon, as Surety, are held and firmly bound unto the City of Madras, hereinafter called the Obligee, in the penal sum of Ten Percent (10%) of Bid Amount DOLLARS (\$ 10% of Bid Amount), for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

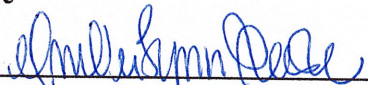
The condition of this Bond is that, whereas, the Principal herein is herewith submitting his/her or its bid for the **10th Street Paving Project - J Street to Buff Street** said bid proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said bid proposal submitted by the said Principal be accepted, and the Contract be awarded to said Principal, and if the said Principal shall execute the proposed Contract as required by the bidding and Contract documents with the time fixed by said documents, then this obligation shall be void, otherwise to remain in full force and effect. Signed and sealed this 30th day of April, 2024.

**SURETY:**

Markel Insurance Company

Name

By: 

Title: Amber Lynn Reese, Attorney-In-Fact

Phone Number: (804) 747-0136

**CONTRACTOR:**

K3 Construction LLC

Name

By: 

Title: OWNER / GM

# JOINT LIMITED POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SureTec Insurance Company, a Corporation duly organized and existing under the laws of the State of Texas and having its principal office in the County of Harris, Texas and Markel Insurance Company (the "Company"), a corporation duly organized and existing under the laws of the state of Illinois, and having its principal administrative office in Glen Allen, Virginia, does by these presents make, constitute and appoint:

Aliceon A. Keltner, Annelies M. Richie, Carley Espiritu, Christopher Kinyon, Jamie L. Marques, Amber Lynn Reese, Holli Albers, Tamara A. Ringelsen, Katharine J. Snider, Cynthia L. Jay, Amelia G. Burrill, Justin Dean Price, Julie R. Truitt, Alyssa J. Lopez, Lindsey Elaine Jorgensen, Lois F. Weathers, Sarah Whitaker

Their true and lawful agent(s) and attorney(s)-in-fact, each in their separate capacity if more than one is named above, to make, execute, seal and deliver for and on their own behalf, individually as a surety or jointly, as co-sureties, and as their act and deed any and all bonds and other undertaking in suretyship provided, however, that the penal sum of any one such instrument executed hereunder shall not exceed the sum of:

Fifty Million and 00/100 Dollars (\$50,000,000.00)

This Power of Attorney is granted and is signed and sealed under and by the authority of the following Resolutions adopted by the Board of Directors of SureTec Insurance Company and Markel Insurance Company:

"RESOLVED, That the President, any Senior Vice President, Vice President, Assistant Vice President, Secretary, Assistant Secretary, Treasurer or Assistant Treasurer and each of them hereby is authorized to execute powers of attorney, and such authority can be executed by use of facsimile signature, which may be attested or acknowledged by any officer or attorney, of the company, qualifying the attorney or attorneys named in the given power of attorney, to execute in behalf of, and acknowledge as the act and deed of the SureTec Insurance Company and Markel Insurance Company, as the case may be, all bond undertakings and contracts of suretyship, and to affix the corporate seal thereto."


IN WITNESS WHEREOF, Markel Insurance Company and SureTec Insurance Company have caused their official seal to be hereunto affixed and these presents to be signed by their duly authorized officers on the 6th day of September, 2023.

SureTec Insurance Company

By:   
Michael C. Keimig, President



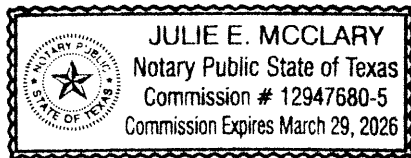
Markel Insurance Company

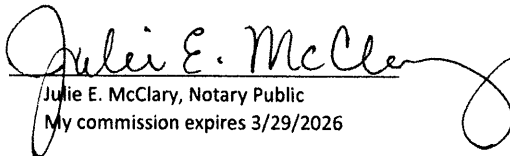
By:   
Lindsey Jennings, Vice President

State of Texas  
County of Harris:

On this 6th day of September, 2023 A. D., before me, a Notary Public of the State of Texas, in and for the County of Harris, duly commissioned and qualified, came THE ABOVE OFFICERS OF THE COMPANIES, to me personally known to be the individuals and officers described in, who executed the preceding instrument, and they acknowledged the execution of same, and being by me duly sworn, disposed and said that they are the officers of the said companies aforesaid, and that the seals affixed to the proceeding instrument are the Corporate Seals of said Companies, and the said Corporate Seals and their signatures as officers were duly affixed and subscribed to the said instrument by the authority and direction of the said companies, and that Resolutions adopted by the Board of Directors of said Companies referred to in the preceding instrument is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand, and affixed my Official Seal at the County of Harris, the day and year first above written.



By:   
Julie E. McClary, Notary Public  
My commission expires 3/29/2026


We, the undersigned Officers of SureTec Insurance Company and Markel Insurance Company do hereby certify that the original POWER OF ATTORNEY of which the foregoing is a full, true and correct copy is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, we have hereunto set our hands, and affixed the Seals of said Companies, on the 30th day of April, 2024.

SureTec Insurance Company

By:   
M. Brent Beaty, Assistant Secretary

Markel Insurance Company

By:   
Andrew Marquis, Assistant Secretary

Any Instrument Issued in excess of the penalty stated above is totally void and without any validity. 4710014  
For verification of the authority of this Power you may call (713)812-0800 on any business day between 8:30 AM and 5:00 PM CST.

**FIRST-TIER SUBCONTRACTOR DISCLOSURE FORM  
(ORS 279C.370)**

Prime Contractor Name                     K3 Construction LLC                      
 PROJECT NAME: **10<sup>th</sup> Street Paving Project – J Street to Buff Street**  
 BID CLOSING: Date:   04/30/2024   Time:   2:00   AM PM  
 REQUIRED DISCLOSURE DEADLINE: Date:   04/30/2024   Time:   4:00   AM PM

**INSTRUCTIONS:**

This form must be submitted at the location specified in the Invitation to Bid on the advertised bid closing date and within two (2) working hours after the advertised bid closing time.

Unless otherwise stated in the solicitation, this document shall not be submitted by facsimile. It is the responsibility of bidders to submit this disclosure form and any additional sheets, with the project name clearly marked, at the location indicated by the specified disclosure deadline. See Invitation to Bid.

List below the name of each subcontractor that will be furnishing labor or will be furnishing labor and materials and that is required to be disclosed, the category of work that the subcontractor will be performing and the dollar value of the subcontract. Enter "NONE" if there are no subcontractors that need to be disclosed. (ATTACH ADDITIONAL SHEETS IF NEEDED).

Name	Dollar Value	Category of Work
(1) Roger Langlier Construction	\$40,000.00	Concrete
(2) Western Protective Coating	\$7,200.00	Striping and Signs
(3)		
(4)		
(5)		
(6)		
(7)		

**Failure to submit this form by the disclosure deadline will result in a nonresponsive bid. A nonresponsive bid will not be considered for award.**

Form submitted by (bidder name):                     K3 Construction LLC                      
 Contact name:                     Phil Kauffman                      
 Phone No.:   541-777-4515

**BID FORM**  
**(Amended by Addendum #1)**

TO: Jeff Hurd, Public Works Director  
Project Name: **10th Street Paving Project - J Street to Buff Street**  
City of Madras  
125 SW "E" Street  
Madras, OR 97741

The undersigned, hereinafter called the Bidder, declares that the only persons or parties interested in this Bid are those named herein; that this Bid is, in all respects, fair and without fraud; and it is made without collusion with any official of the City of Madras, Madras, Oregon, hereinafter called City; and that this Bid is made without any connection or collusion with any person making another Bid on this Contract.

The Bidder further declares that he has carefully examined the project site and the Contract documents; is satisfied as to the quantities involved, including materials and equipment, and conditions of work involved; and that this Bid is made according to the provisions and under the terms of the Contract documents, which documents are hereby made a part of this Bid. Bidder acknowledges that bidder has read and understands the terms and conditions of the Bid Documents, and accepts and agrees to be bound by the terms and conditions of the Bid Documents.

The Bidder agrees that all of the applicable provisions of Oregon law relating to public contracts (ORS Chapter 279A, 279B & 279C) and the City's public contracting rules are, by this reference, incorporated in and made a part of this Bid. Bidder hereby states that Bidder agrees to be bound by and comply with the provisions of ORS 279C.838, 279C.840 or 40 U.S.C. 3141 to 3148.

The Bidder certifies that Bidder has not discriminated and will not discriminate against minority, women or emerging small business enterprises in obtaining required subcontracts.

[Circle one.] Bidder  (is) (is not) a resident of the State of Oregon. If Bidder is a resident of another state, specify state of residency: \_\_\_\_\_.

Construction Contractors Board Registry Number: 2101\_\_\_\_\_.

The Bidder agrees that if this Bid is accepted, Bidder will, within ten (10) days after notification of acceptance, execute a contract with the City in the form of Contract attached to the Invitation to Bid; and will, at the time of execution of the Contract, deliver to the City the Performance Bond and Payment Bond required herein, together with proof of required insurance; and will, to the extent of this Bid, furnish all materials necessary to complete the work in the manner, in the time, and according to the methods as specified in the Contract documents and required by the Business Manager.

The Bidder agrees to commence work upon the issuance of a "Notice to Proceed" by the City and fully complete the project according to the times specifically set forth in the Contract documents. Bidder further agrees to pay liquidated damages as set forth in the Contract documents for failure to complete within the specified time.

It is agreed that if the Bidder is awarded the Contract for the work herein proposed and shall fail or refuse to execute the Contract and furnish the specified Performance Bond, Payment Bond and

proof of required insurance within ten (10) days after receipt of notification of acceptance of The Bid, the City shall retain the bid security deposited herewith according to the conditions of the Invitation to Bid and Information for Bidders as liquidated damages and not as a penalty; and it is agreed that the said sum is a fair measure of the amount of damage the City will sustain in case the Bidder shall fail or refuse to enter into the Contract for the said work and to furnish the Performance and Payment Bonds as specified in the Contract documents.

Base Bid: Having become completely familiar with the local conditions and legal requirements affecting the cost of the work at the place where the work is to be executed, and having carefully examined the site conditions as they currently exist, and having carefully examined the Bid Documents, titled:

**10th Street Paving Project - J Street to Buff Street**

Together with any addenda to such Bid Documents as listed hereafter, the undersigned hereby proposes and agrees to provide all labor, materials, equipment, transportation, supervision and other facilities and services as necessary and/or required to execute all of the work described in the Bid Documents for the consideration:

**BID SCHEDULE**

DESCRIPTION	QTY	UM	UNIT PRICE	TOTAL PRICE
MOBILIZATION	1	LS	\$ 118,825 <sup>00</sup>	\$ 118,825 <sup>00</sup>
CONSTRUCTION SURVEY	1	LS	\$ 8,457 <sup>00</sup>	\$ 8,457 <sup>00</sup>
TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1	LS	\$ 1,000 <sup>00</sup>	\$ 1,000 <sup>00</sup>
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 10,802 <sup>00</sup>	\$ 10,802 <sup>00</sup>
REMOVAL AND REINSTALLATION OF EXISTING SIGNS	1	EA	\$ 913 <sup>00</sup>	\$ 913 <sup>00</sup>
COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP	100	SY	\$ 75 <sup>08</sup>	\$ 7,508 <sup>00</sup>
GENERAL EXCAVATION	1	LS	\$ 42,113 <sup>00</sup>	\$ 42,113 <sup>00</sup>
8 INCH STORM SEWER PIPE	90	LF	\$ 207 <sup>75</sup>	\$ 18,697 <sup>50</sup>

12 INCH STORM SEWER PIPE	210	LF	\$ 89 <sup>00</sup>	\$ 18,690 <sup>00</sup>
STORMWATER SWALE	800	LF	\$ 52 <sup>00</sup>	\$ 41,600 <sup>00</sup>
CONCRETE INLETS, TYPE G2	1	EA	\$ 3,609 <sup>00</sup>	\$ 3,609 <sup>00</sup>
CONNECTION TO EXISTING CATCH BASIN	1	EA	\$ 1,750 <sup>00</sup>	\$ 1,750 <sup>00</sup>
RIP RAP BASINS	5	EA	\$ 845 <sup>00</sup>	\$ 4,225 <sup>00</sup>
SEWER MANHOLE REFURBISH	1	EA	\$ 14,536 <sup>00</sup>	\$ 14,536 <sup>00</sup>
MINOR ADJUSTMENT OF MANHOLES	3	EA	\$ 3,533 <sup>00</sup>	\$ 10,599 <sup>00</sup>
MINOR ADJUSTMENT OF WATER VALVES	8	EA	\$ 1,920 <sup>00</sup>	\$ 15,360 <sup>00</sup>
12 INCH STANDARD CURB (6 INCH REVEAL)	520	LF	\$ 30 <sup>00</sup>	\$ 15,600 <sup>00</sup>
CONCRETE SIDEWALK INCLUDING 4 INCH OF AGG BASE	1500	SF	\$ 8 <sup>00</sup>	\$ 12,000 <sup>00</sup>
ADA RAMPS	5	EA	\$ 3,600 <sup>00</sup>	\$ 18,000 <sup>00</sup>
AGGREGATE BASE , 4 INCH THICK	5000	SY	\$ 10 <sup>48</sup>	\$ 52,400 <sup>00</sup>
AGGREGATE BASE, 6 INCH THICK	2400	SY	\$ 12 <sup>92</sup>	\$ 31,008 <sup>00</sup>
LEVEL 3, 1/2 INCH ACP MIXTURE PG 58-34 OIL	6800	SY	\$ 27 <sup>35</sup>	\$ 185,980 <sup>00</sup>
EXTRA FOR ASPHALT APPROACHES	16	EA	\$ 489 <sup>00</sup>	\$ 7,824 <sup>00</sup>
SIGN SUPPORT FOOTINGS	1	LS	\$ 2,000 <sup>00</sup>	\$ 2,000 <sup>00</sup>



SIGNS, STANDARD SHEETING, SHEET ALUMINUM	23	SF	\$ 13 <sup>00</sup>	\$ 299 <sup>00</sup>
SINGLE MAILBOX SUPPORTS	6	EA	\$ 606 <sup>00</sup>	\$ 3,636 <sup>00</sup>
PAVEMENT BAR, TYPE B	320	SF	\$ 8 <sup>00</sup>	\$ 2,560 <sup>00</sup>
			<b>TOTAL</b>	\$ 649,991 <sup>90</sup>

Addenda Acknowledgement: The undersigned acknowledges receipt of the following addenda:  
(List by number and date appearing on addenda.)

Addendum No. 1 Date 4/25/2024 Addendum No. \_\_\_\_\_ Date \_\_\_\_\_

Addendum No. \_\_\_\_\_ Date \_\_\_\_\_ Addendum No. \_\_\_\_\_ Date \_\_\_\_\_

NOTE:

This Bid shall be irrevocable and open for acceptance for a period of sixty (60) days from the date of closing of bids. If notified in writing by the City of the acceptance of this Bid within sixty (60) days of the bid closing date, subject to such other period as may be specified in the Bid Documents, the Bidder shall execute the Contract between the City and Bidder no later than ten (10) calendar days after the City's acceptance of the Bid.

The name of the Bidder who is submitting this Bid is:

Firm Name: Knife River Corporation - Northwest

Printed Name of Individual: Chris Philipson

Telephone Number: 541 - 918 - 5181

Facsimile Number: 541 - 928 - 6490

Email Address: Chris.Philipson@kniferiver.com

Address: 32260 Old Hwy 34 Tugent, OR 97389

All communications concerning this Bid and with the Contract will be sent to Bidder at the above address, fax number or e-mail address.

The names of the principal officers of the corporation submitting this Bid, or of the partners or members of the partnership or limited liability company submitting this Bid, or of all persons interested in this Bid as principals, are as follows:

Stratos J. Flanders  
Steven D. Mote  
\_\_\_\_\_

**(IF SOLE PROPRIETOR, PARTNERSHIP OR LIMITED LIABILITY COMPANY)**

IN WITNESS HERETO, the undersigned has set his/her (its) hand this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

N/A  
\_\_\_\_\_  
Signature of Bidder Title

**(IF CORPORATION)**

IN WITNESS WHEREOF, the undersigned corporation has caused this instrument to be executed and its seal affixed by its duly authorized officers this 30th day of April, 2021.

Name of Corporation: Knife River Corporation - Northwest

By: X Ethan H

Title: Ethan Hasenstein Assistant Secretary

April 4, 2024

Telephone: 952-806-2398  
Website: [www.willistowerswatson.com](http://www.willistowerswatson.com)  
E-mail: [Haley.Pflug@wtwco.com](mailto:Haley.Pflug@wtwco.com)

Ellen Gerig  
Knife River Corporation - Northwest  
32260 Old Highway 34  
Tangent, OR 97389

RE: **Project: 10th Street Paving Project - J Street to Buff Street**  
**Bid Date: Apr 30, 2024**

As you requested, we are pleased to provide the attached bid bond documents. This bond has been executed based upon the information we received from your office.

Please note the bond must be signed by an authorized representative of your company and if applicable, sealed with the corporate seal. We urge you to check all bond documents, including signatures, dates, amounts, job description, Power of Attorney and any other attachments to avoid the possibility of having a low bid rejected. Additionally, please verify that the bid bond form attached is the form required by the specifications.

The Bid Bond authorization is based upon your original estimate. If the bid exceeds this estimate by 10% or more, the bond must be reauthorized by the surety. Please contact us for additional authority.

Thank you for the opportunity to service your surety needs. Should you have any questions, please do not hesitate to contact me or any member of your Willis surety team.

Sincerely,



Haley Pflug  
Client Manager

**BID BOND**

Bond # Bid Bond

KNOWN ALL MEN BY THESE PRESENTS, that Knife River Corporation - Northwest, hereinafter called the Principal, and Liberty Mutual Insurance Company, a corporation duly organized under the laws of the State of MA, having its principal place of business at 175 Berkeley Street, Boston, in the State of MA, and authorized to do business in the State of Oregon, as Surety, are held and firmly bound unto the

City of Madras, hereinafter called the Obligee, in the penal sum of Ten Percent of Amount Bid DOLLARS (\$ 10%), for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

The condition of this Bond is that, whereas, the Principal herein is herewith submitting his/her or its bid for the **10th Street Paving Project - J Street to Buff Street** said bid proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said bid proposal submitted by the said Principal be accepted, and the Contract be awarded to said Principal, and if the said Principal shall execute the proposed Contract as required by the bidding and Contract documents with the time fixed by said documents, then this obligation shall be void, otherwise to remain in full force and effect. Signed and sealed this 4th day of April, 2024.

**SURETY:**

Liberty Mutual Insurance Company  
Name

By: Haley Pflug

Title: Haley Pflug, Attorney-in-Fact

Phone Number: 763.302.7159

**CONTRACTOR:**

Knife River Corporation - Northwest  
Name

By: Ethan Hasenstein

Title: Ethan Hasenstein  
Assistant Secretary







This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8209239-190003

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Blake S. Bohlig; Brian D. Carpenter; Craig Olmstead; Erik T. Gunkel; Haley Pflug; Heather R. Goedel; Jessica Hoff; Kelly Nicole Enghausser; Laurie Pflug; Michelle Halter; Michelle Ward; Nicole Langer

all of the city of Bloomington state of MN each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 12th day of January, 2023.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: [Signature]
David M. Carey, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 12th day of January, 2023 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: [Signature]
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 4th day of April, 2024.



By: [Signature]
Renee C. Llewellyn, Assistant Secretary

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

**FIRST-TIER SUBCONTRACTOR DISCLOSURE FORM  
(ORS 279C.370)**

Prime Contractor Name Knife River Corporation - Northwest  
 PROJECT NAME: **10<sup>th</sup> Street Paving Project – J Street to Buff Street**  
 BID CLOSING: Date: April 30, 2024 Time: 2:00  AM  PM  
 REQUIRED DISCLOSURE DEADLINE: Date: April 30, 2024 Time: 4:00  AM  PM

**INSTRUCTIONS:**

This form must be submitted at the location specified in the Invitation to Bid on the advertised bid closing date and within two (2) working hours after the advertised bid closing time.

Unless otherwise stated in the solicitation, this document shall not be submitted by facsimile. It is the responsibility of bidders to submit this disclosure form and any additional sheets, with the project name clearly marked, at the location indicated by the specified disclosure deadline. See Invitation to Bid.

List below the name of each subcontractor that will be furnishing labor or will be furnishing labor and materials and that is required to be disclosed, the category of work that the subcontractor will be performing and the dollar value of the subcontract. Enter "NONE" if there are no subcontractors that need to be disclosed. (ATTACH ADDITIONAL SHEETS IF NEEDED).

Name	Dollar Value	Category of Work
(1) <u>Roger Langelius Corp</u>	<u>35,500<sup>00</sup></u>	<u>Concrete</u>
(2)		
(3)		
(4)		
(5)		
(6)		
(7)		

**Failure to submit this form by the disclosure deadline will result in a nonresponsive bid. A nonresponsive bid will not be considered for award.**

Form submitted by (bidder name): Knife River Corporation - Northwest  
 Contact name: Chris Philipson  
 Phone No.: 541-918-5100

## CONSTRUCTION AGREEMENT

**THIS CONSTRUCTION AGREEMENT** (this “Agreement”) is made effective as of the 14th day of May 2024 between

“CITY”:

City of Madras  
125 SW “E” Street  
Madras, OR 97741  
Phone: 5(41) 475-2344  
Fax: 541/475-7061

and

“CONTRACTOR”:

K3 Construction  
25 SW Elbe Drive  
Madras, Oregon 97741  
(541) 777-4515  
“Fax”

for “PROJECT”: **10<sup>th</sup> Street Paving Project – J Street to Buff Street**

City and Contractor agree as set forth below:

### **The Contract Documents.**

The following documents (the “Contract Documents”) form the “Contract” and all are as fully a part of the “Contract” as if attached to this Agreement or repeated herein:

1. This Agreement.
2. Invitation to Bid
3. Information for Bidders
4. Proposal
5. Conditions of the Contract (General, Supplementary and other Conditions).
6. Drawings.
7. Plans and Specifications.
8. Payment and Performance Bonds.
9. Approved Submittals.
10. Addenda issued prior to, and all Modifications and Change Orders issued after execution of this Agreement.
11. Special Provisions

### **The Work.**

Contractor shall furnish all labor, tools, equipment, and services necessary to perform the following Work: **10<sup>th</sup> Street Paving Project – J Street to Buff Street** described in the Contract Documents.



Contractor shall perform all of the Work in strict accordance with and as required by the Contract Documents and in accordance with any instructions as issued by the City.

### **The Contract Sum.**

City shall pay Contractor for the performance of the Work, subject to additions and deductions by Written Change Order as provided in the Contract Documents, the sum of

**FOUR HUNDRED FIFTY THREE THOUSAND SEVEN HUNDRED DOLLARS**  
(\$453,700.00)

(the “Contract Sum”). Monthly progress payments and final payment shall be made in accordance with the General Conditions.

### **Time of Commencement and Completion.**

The Work shall be commenced on the date stipulated in a written notice issued to Contractor by City (the “Notice to Proceed”), and subject to authorized adjustments, Substantial Completion shall be achieved according to the schedule set forth in the specifications.

Should Contractor fail to complete performance of the Work within the time prescribed herein, the harm that will be caused by such delay will be impossible or very difficult to accurately determine. Contractor agrees to pay City \$500 per day as agreed liquidated damages for the delay, not as a penalty, but as a reasonable forecast of just compensation for loss and expenses for each and every calendar day or fraction thereof elapsing between the specified substantial completion date and the date the work is actually substantially completed by Contractor. Substantial work shall be completed by August 31, 2024 (the “Contract Time”).

### **Suspension and Debarment.**

Contractor shall fully comply with Subpart C of 2 C.F.R. 180 and Subpart C of 2 C.F.R. 1532 regarding debarment and suspension, and agrees to include or cause to be included in any subcontract at any tier the requirement that the subcontractor comply with Subpart C of 2 C.F.R. 180 and Subpart C of 2 C.F.R. 1532 if the contract is expected to equal or exceed \$25,000. Contractor, by signing this Agreement, certifies that it is not suspended, debarred, proposed for debarment, declared ineligible or otherwise excluded from contracting with the federal government, or from receiving contracts paid for with federal funds. If Contractor is unable to certify to the statements contained in this certification, they must provide an explanation as to why they cannot. Contractor shall provide immediate written notice to the Department if at any time Contractor learns that its certification was erroneous when submitted or had become erroneous by reason of changed circumstances. The terms “covered transaction,” “debarred,” “suspended,” “ineligible,” “lower tier covered transaction,” “participant,” “person,” “primary covered transaction,” “principal,” “proposal,” and “voluntarily excluded,” as used in this section, have the meaning set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. Contractor agrees it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under the applicable Code of Federal Regulations, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction. Contractor further agrees by signing this Agreement, that it will include this section titled “**Suspension and Debarment**” without modification in all lower tier covered transactions and in all solicitations for lower tier covered transactions. Pursuant to 2CFR180.330, Contractor is responsible for ensuring that any lower tier covered transaction complies with certification of suspension and debarment requirements. Contractor acknowledges that failing to disclose the information required in the Code of Federal Regulations may result in the delay or negation of this funding agreement, or pursuance of legal remedies,

including suspension and debarment. Contractor agrees to keep proof in its agreement file, that it, and all lower tier recipients or contractors, are not suspended or debarred, and will make this proof available to the Department upon request. Contractor must run a search in [www.epls.gov](http://www.epls.gov) and print a copy of completed searches to document proof of compliance.

**Severability.**

Any provision of the Contract found unenforceable in any particular circumstance will yield to a construction of such provision that will permit its enforceability, if possible, and will not otherwise disturb application of the provision in any other circumstance nor application of the other provisions of the Contract.

**Entire Agreement.**

The Contract Documents constitutes a final written expression of all of the terms of this agreement and is the complete and exclusive statement of those terms. Any and all representations, promises, warranties, or statements by Contractor or Contractor’s agents that differ in any way from the terms of the Contract shall be given no force and effect.

**City of Madras**

**K3 Construction**

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: Mike Lepin, Mayor

Title: \_\_\_\_\_

10th Street Paving Project

K3 Construction

DESCRIPTION	QTY	UM	UNIT PRICE	TOTAL PRICE
MOBILIZATION	1	LS	\$ 15,000.00	\$ 15,000.00
CONSTRUCTION SURVEY	1	LS	\$ 1,000.00	\$ 1,000.00
TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1	LS	\$ 1,000.00	\$ 1,000.00
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 20,000.00	\$ 20,000.00
REMOVAL AND REINSTALLATION OF EXISTING SIGNS	1	EA	\$ 6,000.00	\$ 6,000.00
COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP	100	SY	\$ 50.00	\$ 5,000.00
GENERAL EXCAVATION	1	LS	\$ 60,000.00	\$ 60,000.00
8 INCH STORM SEWER PIPE	90	LF	\$ 60.00	\$ 5,400.00
12 INCH STORM SEWER PIPE	210	LF	\$ 80.00	\$ 16,800.00
STORMWATER SWALE	800	LF	\$ 12.00	\$ 9,600.00
CONCRETE INLETS, TYPE G2	1	EA	\$ 6,000.00	\$ 6,000.00
CONNECTION TO EXISTING CATCH BASIN	1	EA	\$ 2,000.00	\$ 2,000.00
RIP RAP BASINS	5	EA	\$ 1,000.00	\$ 5,000.00
SEWER MANHOLE REFURBISH	1	EA	\$ 8,000.00	\$ 8,000.00
MINOR ADJUSTMENT OF MANHOLES	3	EA	\$ 1,000.00	\$ 3,000.00
MINOR ADJUSTMENT OF WATER VALVES	8	EA	\$ 200.00	\$ 1,600.00
12 INCH STANDARD CURB (6 INCH REVEAL)	520	LF	\$ 30.00	\$ 15,600.00
CONCRETE SIDEWALK INCLUDING 4 INCH OF AGG BASE	1500	SF	\$ 12.00	\$ 18,000.00
ADA RAMPS	5	EA	\$ 2,000.00	\$ 10,000.00
AGGREGATE BASE , 4 INCH THICK	5000	SY	\$ 4.00	\$ 20,000.00
AGGREGATE BASE, 6 INCH THICK	2400	SY	\$ 5.00	\$ 12,000.00
LEVEL 3, 1/2 INCH ACP MIXTURE PG 58-34 OIL	6800	SY	\$ 26.00	\$ 176,800.00
EXTRA FOR ASPHALT APPROACHES	16	EA	\$ 1,500.00	\$ 24,000.00
SIGN SUPPORT FOOTINGS	1	LS	\$ 2,000.00	\$ 2,000.00
SIGNS, STANDARD SHEETING, SHEET ALUMINUM	23	SF	\$ 100.00	\$ 2,300.00
SINGLE MAILBOX SUPPORTS	6	EA	\$ 200.00	\$ 1,200.00
PAVEMENT BAR, TYPE B	320	SF	\$ 20.00	\$ 6,400.00
			<b>TOTAL</b>	<b>\$ 453,700.00</b>

Design - Hayes	\$	30,000.00
BOLI	\$	500.00
Bid Advertisement	\$	1,500.00
Contingency	\$	89,300.00
Total	\$	575,000.00

<u>Funding</u>	
Trans SDC	\$ 333,500.00
TOF	\$ 241,500.00
Total	\$ 575,000.00





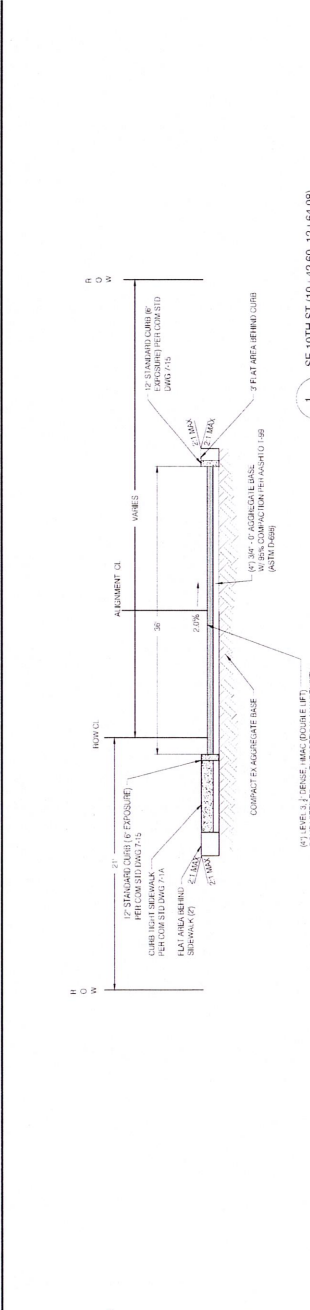
NO.	REVISION	DATE

**H.A.M. COY**  
ENGINEERING & SURVEYING, LLC  
1100 S. W. 15th Ave., Suite 100  
Fort Lauderdale, FL 33315  
Tel: 954-561-1000  
Fax: 954-561-1001

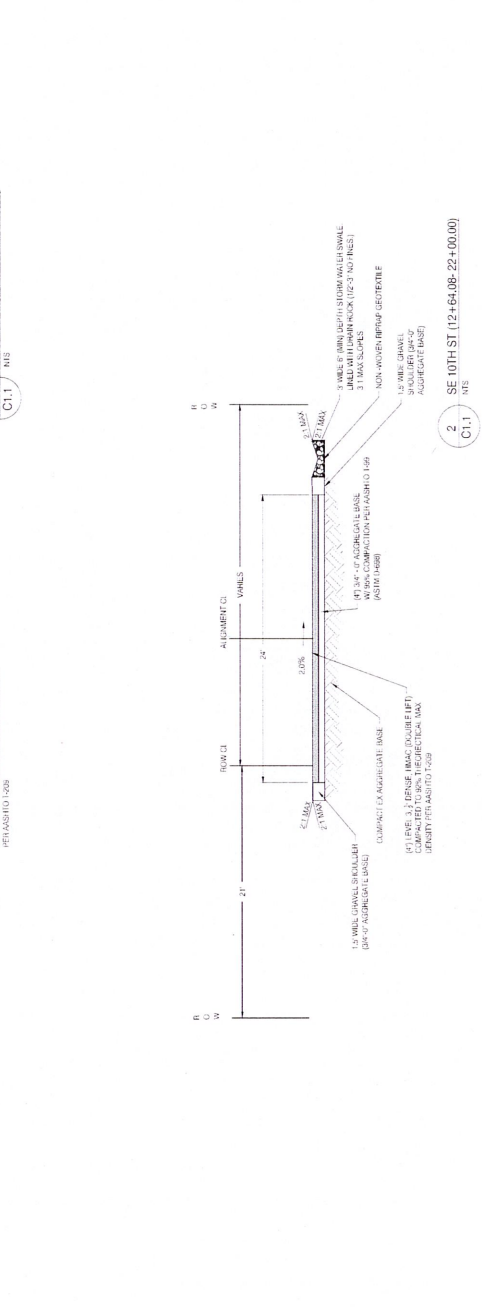
PROJECT: 10TH ST  
MADRAS, OR  
CLIENT: CITY OF MADRAS

GENERAL NOTES AND CROSS SECTIONS  
SHEET TITLE

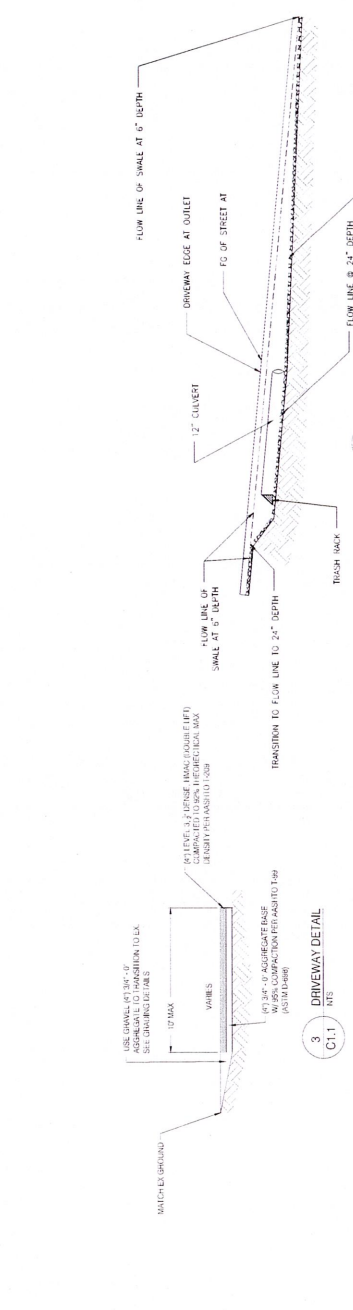
JOB NO. 23-041  
DRAWN BY: MW  
DRAWING: C1.1



1 SE 10TH ST (10+42.60 - 12+64.08)  
C1.1



2 SE 10TH ST (12+64.08 - 22+100.00)  
C1.1



3 DRIVEWAY DETAIL  
C1.1



4 CULVERT TRANSITION DETAIL  
C1.1

**GENERAL NOTES:**

1. ALL WORKS AND MATERIALS SHALL CONFORM TO THE CITY OF MADRAS STANDARDS, CURRENT QDOT STANDARD SPECIFICATIONS AND DRAWINGS AND THESE ITEMS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
3. THE LOCATION OF EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND SHOWN FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION AND SHALL MAINTAIN A RECORD OF ALL UTILITIES FOUND.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
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10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
11. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT THE FOLLOWING TO THE CITY ENGINEER FOR REVIEW AND APPROVAL:
  - a. A COMPLETE SET OF AS-BUILT PLANS SHOWING THE LOCATION AND DEPTH OF ALL UTILITIES FOUND.
  - b. A COMPLETE SET OF AS-BUILT PLANS SHOWING THE LOCATION AND DEPTH OF ALL UTILITIES FOUND.
  - c. A COMPLETE SET OF AS-BUILT PLANS SHOWING THE LOCATION AND DEPTH OF ALL UTILITIES FOUND.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
13. OPEN TRENCHES SHALL BE PROTECTED WITH SAFETY BARRIERS AND LIGHTS THROUGHOUT THE CONSTRUCTION PERIOD.
14. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
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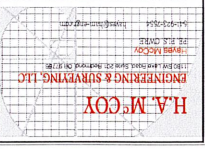








NO.	REVISION	DATE



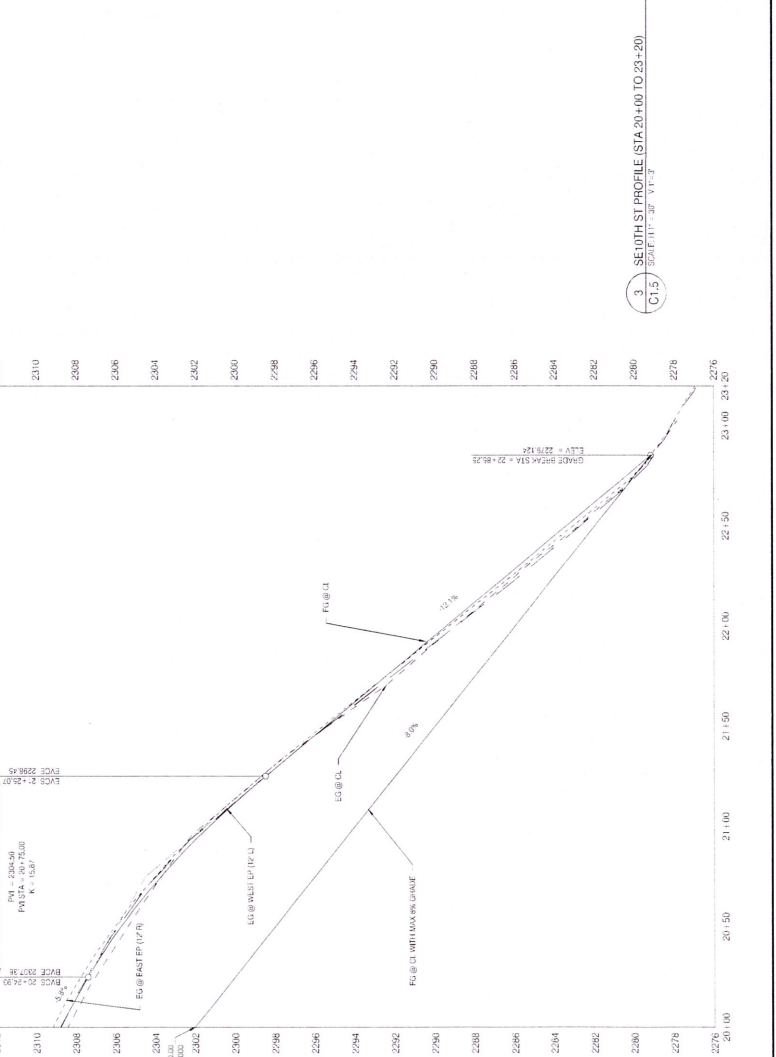
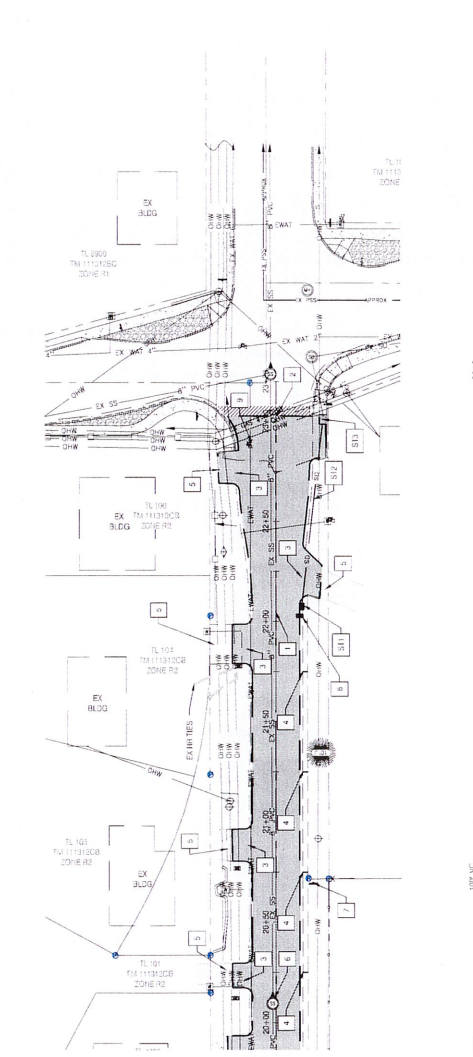
PROJECT: 10TH ST  
 PROJECT LOCATION: MADRAS, OR  
 CLIENT: CITY OF MADRAS

SHEET TITLE: SE 10TH ST PLAN AND PROFILE

JOB NO: 21-041  
 DRAWN BY: MH  
 DRAWING: C1.5

- STREET NOTES**
- STA 21+11.78  
 END IMPROVEMENTS PER SECTION 2/C1.1. BEGIN TRANSITION TO MATCH EXISTING. SAWCUT EXISTING PAVEMENT AND SEAL JOINT. (NO SAND SEAL) SEE DETAIL ON SHEET C2.1
  - STA 23+09.45  
 END PAVEMENT PER SECTION ON SHEET C1.1. BEGIN GRIND SECTION FOR 5' AT 2' DEPTH TO OVERLAP EXISTING PAVEMENT
  - WIDEN PAVEMENT FOR DRIVEWAY APPROACH PER GRADING DETAILS ON SHEET C2.1.
  - STA 20+05.00  
 CHECK CHECK DAM PER DETAIL ON SHEET C4.0. INSTALL EVERY 50'. LAST CHECK DAM AT STA 21+75.00
  - GRAVEL TRANSITION 3.4'-0" AGGREGATE 4' DEPTH. SEE GRADING DETAILS ON SHEET C2.1
  - SEWER MANHOLE RAISE TO FG
  - PROTECT EXISTING SIGN
  - RELOCATE EXISTING MAIL BOX TO 12" OFF OF EDGE OF PAVEMENT. WHERE POSSIBLE REUSE EXISTING POST
  - PROTECT EXISTING WATER VALVES LUD

- STORM DRAINAGE NOTES**
- ST1 STA. 22+10.41  
 INSTALL G-2 INLET PER ODOT STD DWG RD364  
 RIM: 2286.26  
 IE: 2278.11
- ST2 @ D-3034 STORM PIPE  
 L= 90' SLOPE =0.02
- ST3 STA. 23+00.00  
 CONNECT STORM PIPE INTO EXISTING CATCH BASIN  
 RIM: 2277.91  
 IE: 2276.31



3 SE 10TH ST PROFILE (STA 20+00 TO 23+20)  
 C1.5 SCALE: 1" = 30'









\\nas01\proj\10+50.00-17+93.11\10+50.00-17+93.11\_V-2.dwg



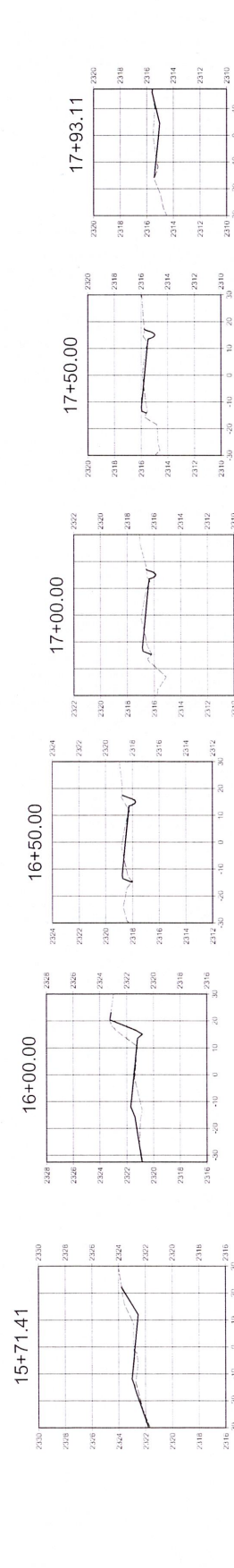
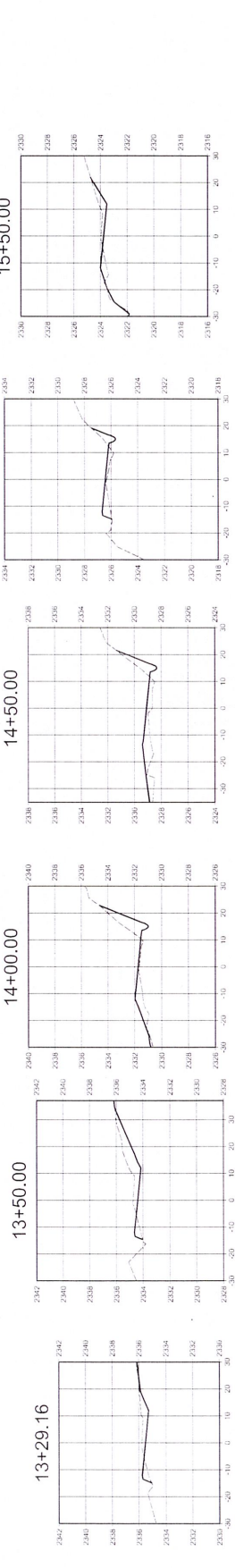
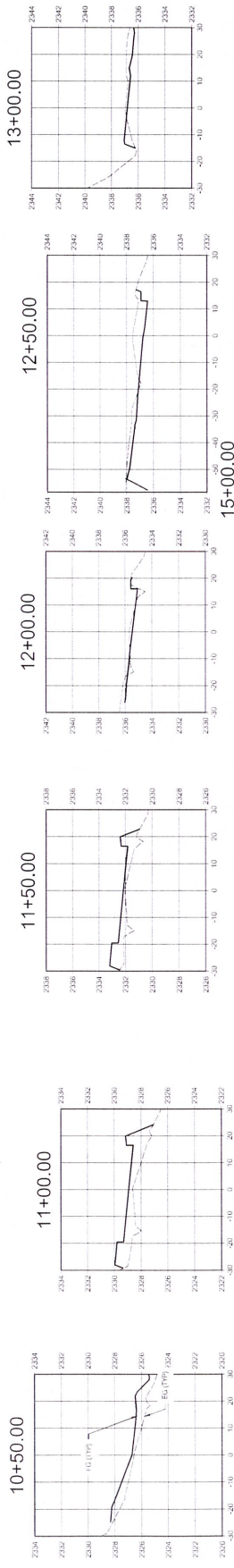
DATE:	
NO. REVISION:	
DATE:	3/26/24
DRAWING STATUS:	CONSTR. PLANS



PROJECT: 10TH ST  
 MADRAS OR  
 CITY OF MADRAS  
 CLIENT:

SHEET TITLE: ROAD SECTION  
 (10+50.00 - 17+93.11)

JOB NO.: 23-041  
 DRAWN BY: MW  
 DRAWING: C3.0



ROAD SECTIONS (10+50.00-17+93.11.00)  
 SCALE: H=10" V=2"







