



City of Tigard

## Tigard Workshop Meeting – Agenda

---

### **TIGARD CITY COUNCIL**

**MEETING DATE AND TIME:** November 17, 2015 - 6:30 p.m.

**MEETING LOCATION:** City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

### **PUBLIC NOTICE:**

Times noted are estimated.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

### **VIEW LIVE VIDEO STREAMING ONLINE:**

<http://live.tigard-or.gov>

Workshop meetings are cablecast on Tualatin Valley Community TV as follows:

Replay Schedule for Tigard City Council Workshop Meetings - Channel 28

- Every Sunday at 12 a.m.
- Every Monday at 1 p.m.
- Every Thursday at 12 p.m.
- Every Friday at 10:30 a.m.

---

SEE ATTACHED AGENDA



City of Tigard

## Tigard Workshop Meeting – Agenda

---

### TIGARD CITY COUNCIL

**MEETING DATE AND TIME:** November 17, 2015 - 6:30 p.m.

**MEETING LOCATION:** City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

1. WORKSHOP MEETING
  - A. Call to Order - City Council
  - B. Roll Call
  - C. Pledge of Allegiance
  - D. Call to Council and Staff for Non-Agenda Items
2. JOINT MEETING WITH THE PARK AND RECREATION ADVISORY BOARD - **6:35 p.m. estimated time**
3. CONTINUED DISCUSSION ON THE PARKS AND RECREATION CHARGE - **7:25 p.m. estimated time**
4. UPDATE ON THE SAFE ROUTES TO SCHOOL PROGRAM - **8:05 p.m. estimated time**
5. CONTINUED DISCUSSION ON THE SIDEWALK GAP PROGRAM - **8:35 p.m. estimated time**
6. UPDATE ON ECONOMIC DEVELOPMENT PROGRAMS AND PROJECTS - **9:05 p.m. estimated time**
7. NON AGENDA ITEMS
8. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. Executive Sessions are closed to the public.
9. ADJOURNMENT - **9:30 p.m. estimated time**

**AIS-2338**

**2.**

**Workshop Meeting**

**Meeting Date:** 11/17/2015

**Length (in minutes):** 50 Minutes

**Agenda Title:** Joint Meeting with the Park and Recreation Advisory Board

**Prepared For:** Steve Martin, Public Works

**Submitted By:** Steve Martin,  
Public Works

**Item Type:** Joint Meeting-Board or Other Juris.

**Meeting Type:** Council Workshop Mtg.

**Public Hearing:** No

**Publication Date:**

**Information**

**ISSUE**

Should the Council meet with the PRAB to discuss parks and recreation?

**STAFF RECOMMENDATION / ACTION REQUEST**

Staff recommends that Council meet with the PRAB to discuss park and recreation issues.

**KEY FACTS AND INFORMATION SUMMARY**

The Park and Recreation Advisory Board meets with Council annually to discuss topics concerning parks and recreation, and to get direction from Council for the next year. The PRAB last met with Council in November, 2014.

The relevant topics that could be discussed this year include:

1. The recent election results for the community and recreation center, and future direction for the the PRAB regarding its involvement in next steps.
2. The types of recreation programs that the Council and the PRAB wish to see implemented in 2016 following the city's study of its role in recreation.
3. The future of park acquisition and development after the 2010 park bond.
4. The Parks and Recreation Charge (PARC) that is in development.

## **OTHER ALTERNATIVES**

The Council could choose not to meet with the PRAB.

## **COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

The Council and the PRAB will discuss issues dealing with parks and recreation that are on both the Council and PRAB goals.

## **DATES OF PREVIOUS COUNCIL CONSIDERATION**

The Council last met with the PRAB in November, 2014.

---

**AIS-2327**

**3.**

**Workshop Meeting**

**Meeting Date:** 11/17/2015

**Length (in minutes):** 40 Minutes

**Agenda Title:** Continued Discussion on Parks & Recreation Charge

**Prepared For:** Toby LaFrance                      **Submitted By:** Norma Alley,  
Central Services

**Item Type:** Update, Discussion, Direct Staff      **Meeting Type:** Council Workshop Mtg.

**Public Hearing** No

**Newspaper Legal Ad Required?:**

**Public Hearing Publication**

**Date in Newspaper:**

**Information**

**ISSUE**

Staff will update Council on the continuing development of a Park and Recreation Charge and equivalent Property Tax Levy options.

**STAFF RECOMMENDATION / ACTION REQUEST**

Staff requests feedback from Council on continuing policy issues in developing the funding scenarios for parks. Currently, a hearing is scheduled for January 12, 2016. This is a tentative date where Council could consider a Park and Recreation Charge (PARC). Staff is seeking direction from Council on:

- If Council still wants to consider funding park services differently; either through the PARC, a vote special option tax levy, or other means?
- If Council does choose to fund parks differently, which of the seven park service scenarios, and their resulting costs, should be included?
- If Council does choose the PARC, which fee implementation structure should be selected and what is the timing for implementation?
- Does Council wish to hold the hearing scheduled for January 12, 2016?

**KEY FACTS AND INFORMATION SUMMARY**

During the Budget Committee meetings, the committee considered the course of Tigard's General Fund and the services it supports: Police, Library, Community Building, and Parks. The General Fund revenues grow approximately 3.5% annually, while expenses grow 4.0% annually. Tigard has taken actions in prior years to limit cost growth and has added incremental revenues. The Budget Committee decided to take a different direction with the Fiscal Year 2016 budget; moving Parks to a separate fund modeled after a utility. The Committee chose parks because of the need to develop and maintain the parks purchased with the \$17 million Park Bond that has expanded Tigard's park acreage by 30 percent. The direction in the FY 2016 budget is to fund parks using a utility fee that will be paid as part of the utility bill.

Staff presented initial policy issues to Council on October 20, 2015. Based on Council feedback this presentation will focus on the following areas:

1. City comparisons of taxes and fees
2. Parks and recreation service cost scenarios
3. Parks and Recreation Charge (PARC) modeling scenarios
4. Preliminary findings of PARC and equivalent Property Tax Levy

## **OTHER ALTERNATIVES**

Council can choose to return parks maintenance to the General Fund and not enhance park services.

## **COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS**

- Provide recreation opportunities for the people of Tigard
- Make Downtown Tigard a place where people want to be

## **DATES OF PREVIOUS CONSIDERATION**

October 20, 2015

---

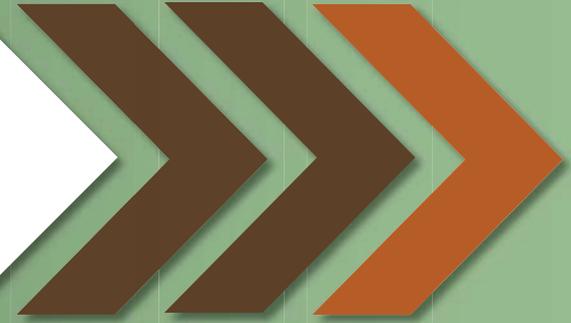
### **Attachments**

PowerPoint Presentation

---



City of Tigard



# Parks and Recreation Charge

Council Update  
November 17, 2015



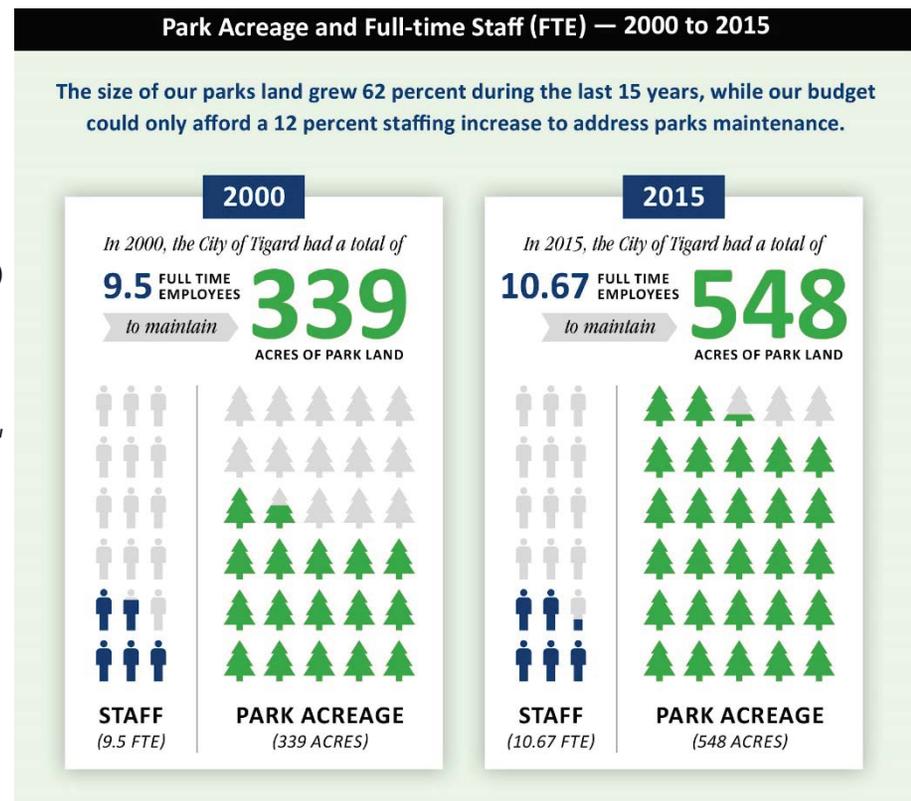
# Presentation Outline

---

- ◆ Project purpose
- ◆ Input from last council work session
- ◆ City comparisons of taxes and fees
- ◆ Parks and Recreation Charge (PARC) modeling scenarios
- ◆ Preliminary findings of PARC and equivalent Property Tax Levy
- ◆ Project timeline

# Purpose

- ◆ To identify a reliable source of revenue for parks ongoing operations and maintenance.
- ◆ Reasons for a PARC
  - Maintenance gets more expensive the longer it is deferred.
  - Other financing mechanisms (e.g., system development charges) help construct capital assets, not maintain them.
  - Expenditures increasing each year, the main source of funding for maintenance (General Fund) is a limited resource with many demands.
  - Over the last 15 years, park land has grown 66% while staffing to maintain the parks has only grown 12%.





## Input from last session

---

- ◆ Keep it simple
- ◆ Be mindful of all other taxes and fees paid by residents
- ◆ Charge both residential and non-residential customers
- ◆ Assume annual inflation escalation
- ◆ Compare and discuss menu of rate options



# Utility Rate Comparisons (FY 2014/15)

Utility Rate Comparison: 2014-15 (per single family home)

	West Linn	Gresham	Hillsboro	Tualatin	Sherwood	Beaverton	Oregon City	Tigard	Milwaukie	Wilsonville	Lake Oswego	Portland
Street/Other	\$10.83	\$7.50	\$4.64	\$3.92	\$5.53	\$0.00	\$12.26	\$6.12	\$3.35	\$4.03	\$8.44	\$1.20
Surface Water	\$5.86	\$10.09	\$6.72	\$7.64	\$26.10	\$9.25	\$9.05	\$7.25	\$16.99	\$6.95	\$12.58	\$26.56
Wastewater	\$36.08	\$27.49	\$39.61	\$42.48	\$34.73	\$42.79	\$35.52	\$40.79	\$58.97	\$72.94	\$66.37	\$76.00
Water	\$26.20	\$34.26	\$29.61	\$29.69	\$24.89	\$42.70	\$39.64	\$59.17	\$39.65	\$45.88	\$53.46	\$71.01
<b>Total Monthly</b>	<b>\$78.97</b>	<b>\$79.34</b>	<b>\$80.58</b>	<b>\$83.73</b>	<b>\$91.25</b>	<b>\$94.74</b>	<b>\$96.47</b>	<b>\$113.33</b>	<b>\$118.96</b>	<b>\$129.80</b>	<b>\$140.85</b>	<b>\$174.77</b>
<b>Annual Total</b>	<b>\$948</b>	<b>\$952</b>	<b>\$967</b>	<b>\$1,005</b>	<b>\$1,095</b>	<b>\$1,137</b>	<b>\$1,158</b>	<b>\$1,360</b>	<b>\$1,428</b>	<b>\$1,558</b>	<b>\$1,690</b>	<b>\$2,097</b>

Source: City of Lake Oswego Tax and Fee Comparison Report 2014-2015; Compiled by FCS GROUP.

❖ Tigard's Utility Bill is in the upper half of comparable cities.



# Cost of Living Comparisons (FY 2014/15)

## Relative Annual Cost of Living: 2014-15

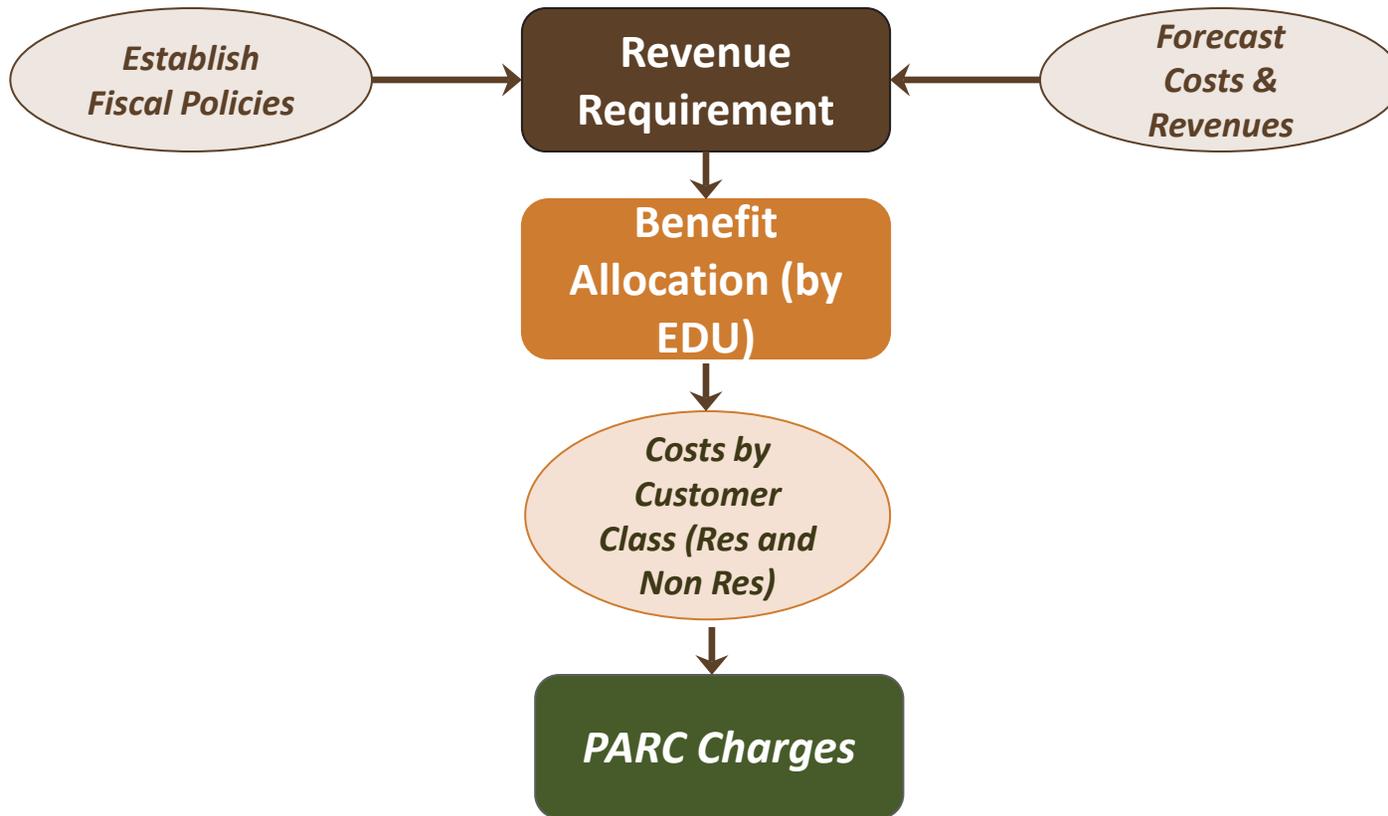
City	Population	Median Household Income	"City" Services Property Taxes	Other Local Property Taxes	Utilities Cost (from prior table)	Other Utilities Cost*	Total Cost Per Household	% of Household Income
Tualatin	26,925	\$61,250	\$1,460	\$3,893	\$1,005	\$2,499	<b>\$8,857</b>	14%
Gresham	106,455	\$47,147	\$1,467	\$4,036	\$952	\$2,588	<b>\$9,044</b>	19%
Hillsboro	95,310	\$65,158	\$1,796	\$3,830	\$967	\$2,467	<b>\$9,061</b>	14%
<b>Tigard</b>	49,140	\$61,758	\$1,607	\$3,877	\$1,360	\$2,483	<b>\$9,328</b>	<b>15%</b>
West Linn	25,540	\$84,519	\$1,465	\$4,633	\$948	\$2,511	<b>\$9,557</b>	11%
Oregon City	33,760	\$60,223	\$2,463	\$3,536	\$1,158	\$2,503	<b>\$9,660</b>	16%
Lake Oswego	37,105	\$83,625	\$1,930	\$3,696	\$1,690	\$2,483	<b>\$9,799</b>	12%
Sherwood	18,955	\$78,355	\$2,392	\$3,828	\$1,095	\$2,492	<b>\$9,807</b>	13%
Milwaukie	20,485	\$51,805	\$2,384	\$3,841	\$1,428	\$2,575	<b>\$10,227</b>	20%
Wilsonville	21,980	\$56,430	\$2,340	\$3,800	\$1,592	\$2,523	<b>\$10,255</b>	18%
Beaverton	93,395	\$56,107	\$2,652	\$4,036	\$1,137	\$2,517	<b>\$10,341</b>	18%
Portland	601,510	\$52,657	\$3,198	\$4,710	\$2,097	\$2,581	<b>\$12,586</b>	24%

Source: City of Lake Oswego Tax and Fee Comparison Report 2014-2015; Compiled by FCS GROUP.

- ❖ Tigard's total tax and utility cost is in the lower third of comparable cities; and at the mid-point as a percent of median household income.



# Utility Financial Planning Process Overview





## PARC Models & Scenarios

---

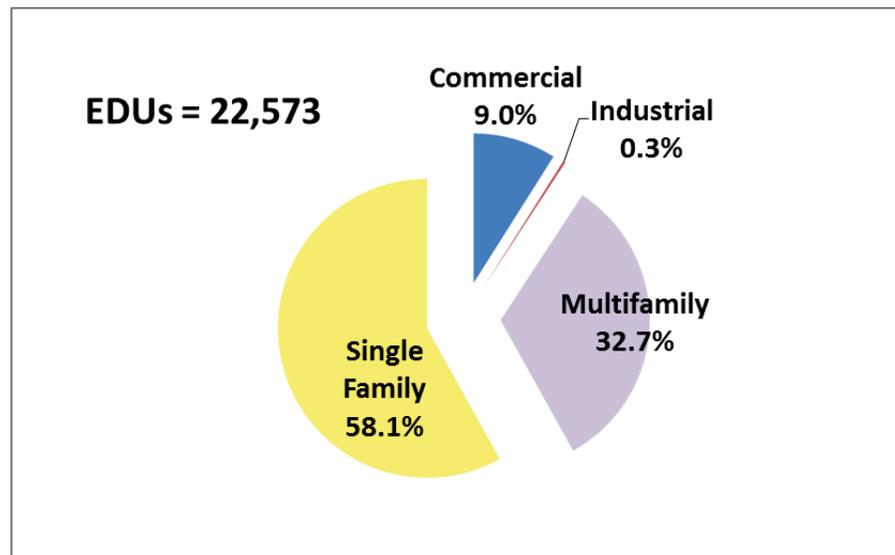
### Tigard is considering combinations of 7 park service scenarios in calculating the PARC

- ◆ Current parks maintenance
- ◆ Deferred parks maintenance
- ◆ Identified capital improvement projects
- ◆ Development of current parks land inventory
- ◆ Development and maintenance of new parks (land not yet acquired)
- ◆ Introduction of a recreational program
  - revenue sources to offset expenses
- ◆ Inclusion of special community assets
  - Arts and culture
  - Stormwater programs and maintenance (in parks)



## Findings: Equivalent Dwelling Units (EDUs)

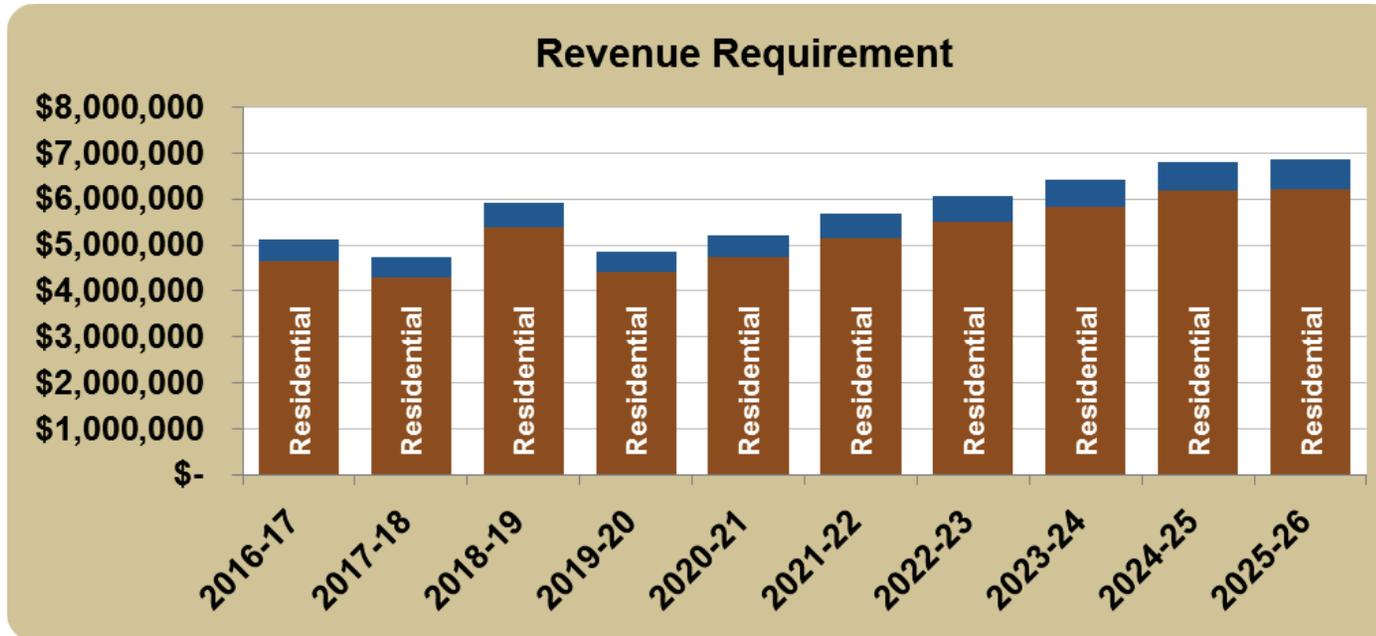
Customers in Fiscal Year 2015-16	Accounts in Fiscal Year 2015-16	Average EDUs per Account	Billable EDUs in Fiscal Year 2015-16
Residential, single-family	13,222	0.99	13,114
Residential, multi-family	587	12.56	7,373
Non-residential, commercial	916	2.22	2,029
Non-residential, industrial	13	4.38	57
<b>Total</b>	<b>14,738</b>		<b>22,573</b>





# Findings: Revenue Requirements

## All Scenarios: Revenue Requirement Forecast



- ❖ Above chart is illustrative of the funding requirements for all scenarios, showing the growth in costs and the split between residential and non-residential customers.
- ❖ Bump in FY 2018-19 is due to funding needed for Dirksen Nature Park.
- ❖ Similar information is available for each of the seven individual scenarios.



# Findings: PARC Rates (draft)

Scenario Comparison	Annual Revenue per EDU FY 2016-17 (Year 1)	Monthly PARC rate per EDU, Residential*				
		FY 2016-17 Monthly Rate (Year 1)	FY 2017-18 Monthly Rate (Year 2)	FY 2020-21 Monthly Rate (Year 5)	or	Five Year Fixed Rate <sup>1</sup>
1. Adopted Budget	\$98.17	\$8.18	\$8.53	\$9.50		\$8.83
2. Deferred Maintenance	\$52.02	\$4.33	\$1.13	\$1.15		\$1.87
3. Fully Fund CIP Projects	\$37.82	\$3.15	\$2.22	\$0.00		\$1.92
4. Develop and Operate Current Lands	\$8.98	\$0.75	\$0.83	\$1.08		\$0.91
5. Develop and Operate New Lands	\$3.73	\$0.31	\$0.44	\$0.86		\$0.58
6. Develop Recreation Programs	\$6.75	\$0.56	\$0.67	\$2.23		\$1.38
7. Special Community Assets	\$8.89	\$0.74	\$0.76	\$0.82		\$0.78
<b>Total</b>	<b>\$216.37</b>	<b>\$18.03</b>	<b>\$14.58</b>	<b>\$15.65</b>		<b>\$16.28</b>

\*Residential and Non-Residential EDUs are Charged the same amount per EDU.

<sup>1</sup>Note that five year fixed rates/averages may cause a revenue deficiency in the first years, if expenditures in early years are higher than later years.

- ❖ Deferred Maintenance will be caught up in the first year, causing the fee to be higher in FY 2016-17. Fee is lower in following year.
- ❖ Cost escalation factors continue to increase costs through FY 2020-21.
- ❖ Five Year Fixed Rate represents the average fee over the five years and is helpful for calculating the equivalent property tax levy.



# Findings: Prop. Tax Levy Comparison

Scenario Comparison	Annual Revenue per EDU FY 2016-17 (Year 1)	Equivalent Property Tax Levy**				
		Annual Mil rate, FY 2016-17	Annual Avg. Cost on \$240k home	or	Annual Mil rate, Five Year Average	Annual Avg. Cost on \$240k Home
1. Adopted Budget	\$98.17	0.4056	\$97.35		0.4418	\$106.03
2. Deferred Maintenance	\$52.02	0.2149	\$51.59		0.0937	\$22.50
3. Fully Fund CIP Projects	\$37.82	0.1563	\$37.50		0.0961	\$23.06
4. Develop and Operate Current Lands	\$8.98	0.0371	\$8.91		0.0457	\$10.96
5. Develop and Operate New Lands	\$3.73	0.0154	\$3.70		0.0291	\$6.99
6. Develop Recreation Programs	\$6.75	0.0279	\$6.69		0.0692	\$16.60
7. Special Community Assets	\$8.89	0.0367	\$8.82		0.0390	\$9.36
<b>Total</b>	<b>\$216.37</b>	<b>0.8940</b>	<b>\$214.56</b>		<b>0.8146</b>	<b>\$195.50</b>

\*Residential and Non-Residential EDUs are Charged the same amount per EDU.

\*\* Total Assessed Value in City of Tigard: \$5,838,019,224

\*\* Average Home Assessed Value:: \$240,000

\*\* Average annual collection factor: 94%

Source: Compiled by FCS GROUP.

In calculating the PARC, Non-Residential bears 9% of the program cost. Non-Residential represents a larger proportion of the assessed value of Tigard, creating a lower cost per average household using the property tax levy as the funding source.



## Discussion

---

- ◆ PARC scenarios
- ◆ Community input
- ◆ Council direction
- ◆ Locally preferred scenario(s)
- ◆ Rate model refinement



# Timeline

Schedule		Sept	Oct	Nov	Dec	Jan
<b>Task 1: Data Collection &amp; Issues Analysis</b>						
1.1	Data request and Project Initiation Mtg. (1)					
1.2	NW Parks Utility Fee Survey					
1.3	Parks Utility Fee Issues Analysis					
<b>Task 2: Model Development &amp; Operational Forecast</b>						
2.1 - 2.9	Model Assumptions / Operational Forecast					
	City Council Workshop (10/20)					
<b>Task 3: Allocation Recommendations &amp; Fee Model</b>						
3.1	Rate Design Recommendation					
3.2	Prepare Fee Model					
3.3	Prepare Rate Study Report Draft					
	City Council Workshop (11/17)					
3.3	Prepare Rate Study Report Final					
	Public Hearing					
KEY:	Meeting					
	Presentation					
	Draft and Final Report					

Todd Chase, AICP, LEED<sup>AP</sup>

503.841.6543

[www.fcsgroup.com](http://www.fcsgroup.com)

**AIS-2363**

**4.**

**Workshop Meeting**

**Meeting Date:** 11/17/2015

**Length (in minutes):** 30 Minutes

**Agenda Title:** Safe Routes to School Update

**Submitted By:** Liz Hormann, Community  
Development

**Item Type:** Update, Discussion, Direct Staff

**Meeting Type:** Council  
Workshop  
Mtg.

**Public Hearing:** No

**Publication Date:**

**Information**

**ISSUE**

Update on the City of Tigard Safe Routes to School Program, including a recap of the October 7 International Walk & Bike to School Day events and current program activities.

**STAFF RECOMMENDATION / ACTION REQUEST**

N/A

**KEY FACTS AND INFORMATION SUMMARY**

The City of Tigard was awarded a \$150,000 Regional Travel Options grant through Metro to fund a full time Safe Routes to School Coordinator for two years. The Safe Routes to School (SRTS) Program promotes and supports safe, healthy and active transportation to and from school through encouragement events, education, engineering, and enforcement.

The Tigard SRTS coordinator started in July and has worked to build relationships with the principals, parents, and students at all eight of the Tigard-area elementary and middle schools. This initial outreach culminated with the October 7, 2015 International Walk & Bike to School Day. More than 1,000 Tigard-area students participated by walking, biking, or rolling to school. This was the first time Tigard had 100% participation of its elementary and middle schools in a walk and bike event. These celebratory events demonstrated to educators, parents and the community the enthusiasm for active transportation choices, while bringing attention and awareness to the importance of safe routes for students.

In addition to these events the SRTS coordinator and planner liaisons are working to build a foundation for a SRTS program by collecting baseline data and developing maps for each school. Data collection efforts are underway to determine how students get to and from school and to identify the key barriers and concerns related to walking and biking.

All of this initial work builds the foundation for a SRTS program in each school. The next step is to develop school specific Action Plans that identify the key barriers to walking and biking and then prioritizes strategies to address these barriers. The SRTS coordinator is beginning Action Plan work with four elementary schools this winter, with the goal to focus on the action plans at the additional four schools over the next year. The Action Plan is the key document that outlines the encouragement, education, engineering, and enforcement strategies, and essentially shapes the SRTS program for each school moving forward.

The Tigard SRTS Program has made great strides in a few short months. However, there is much more work to be done. Implementation of the school Action Plans will require additional project funding and a re-prioritization of potential projects around schools. Shifting transportation mode rates will take time. Therefore, the SRTS coordinator must work to find a way to create self-sustaining programs at each school that continue to support safe and active transportation for students.

### **OTHER ALTERNATIVES**

N/A

### **COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

Strategic Plan:

Goal 1. Facilitate walking connections to develop an identity

Goal 3. Engage the community through dynamic communication

### **DATES OF PREVIOUS COUNCIL CONSIDERATION**

N/A

---

### **Attachments**

SRTS Update

---

City  
of  
Tigard



Respect and Care | Do the Right Thing | Get it Done

# SafeRoutes

## Tigard Safe Routes to School



*Presented to City Council*

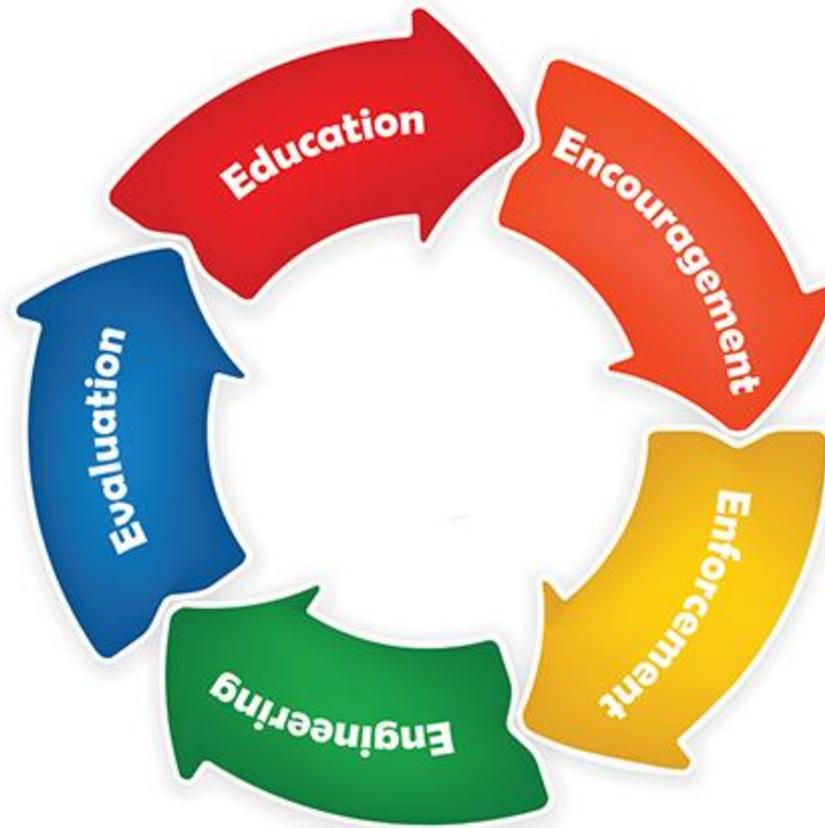
November 17, 2015



# Collaboration & Partnerships



# What is Safe Routes to School?



## Program Goals

1. Reduce the number of driving trips to schools.
2. Educate families about the benefits of transportation.
3. Improve traffic safety and circulation around the schools.
4. Identify champions to build the program and sustain activities.

# What have we done so far?

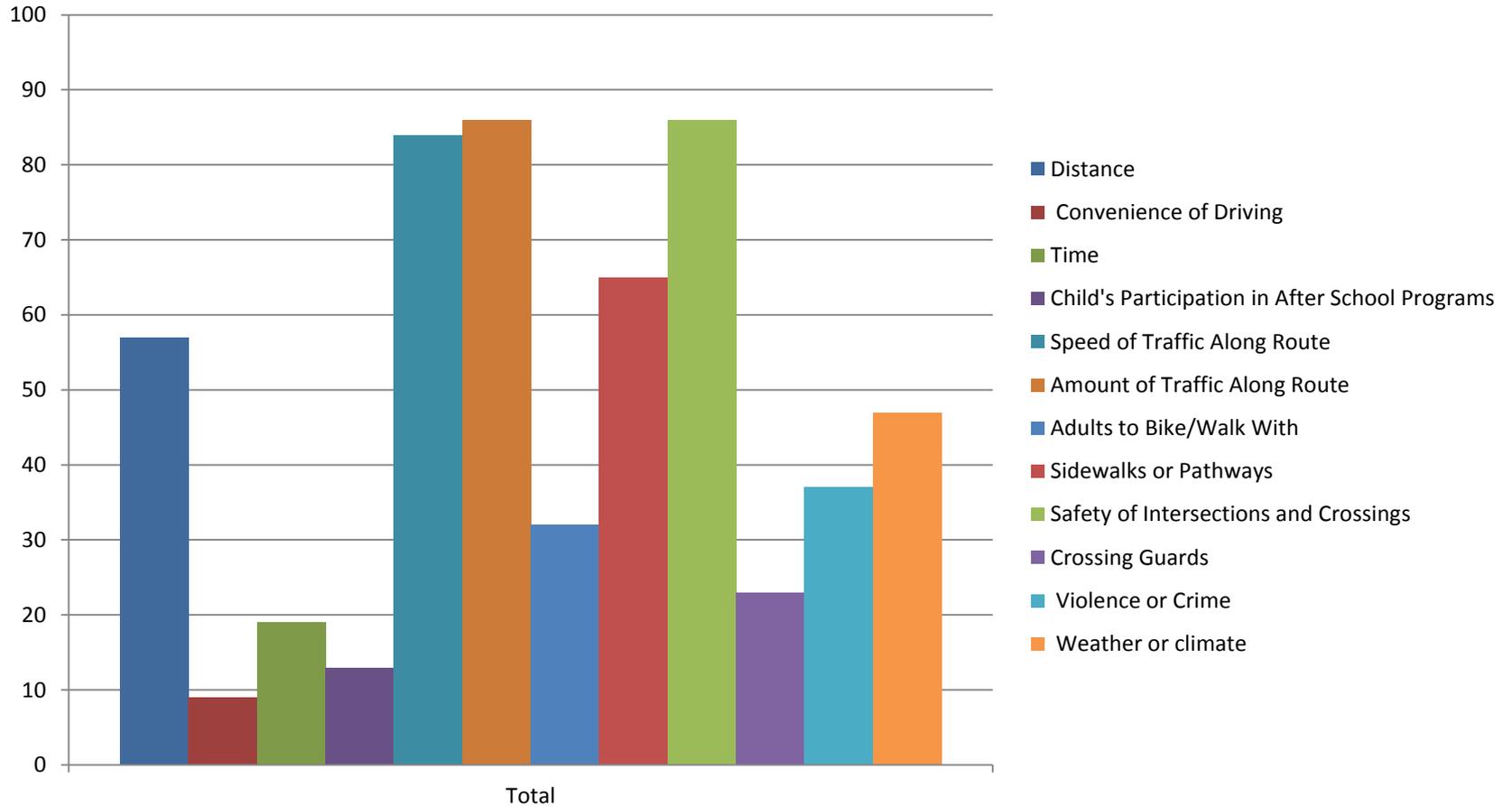
- ▶ Engagement and Encouragement
  - ▶ Meeting with principals
  - ▶ Back-to-School Nights
  - ▶ Walk & Bike to School Day
- ▶ Data Collection
- ▶ Mapping



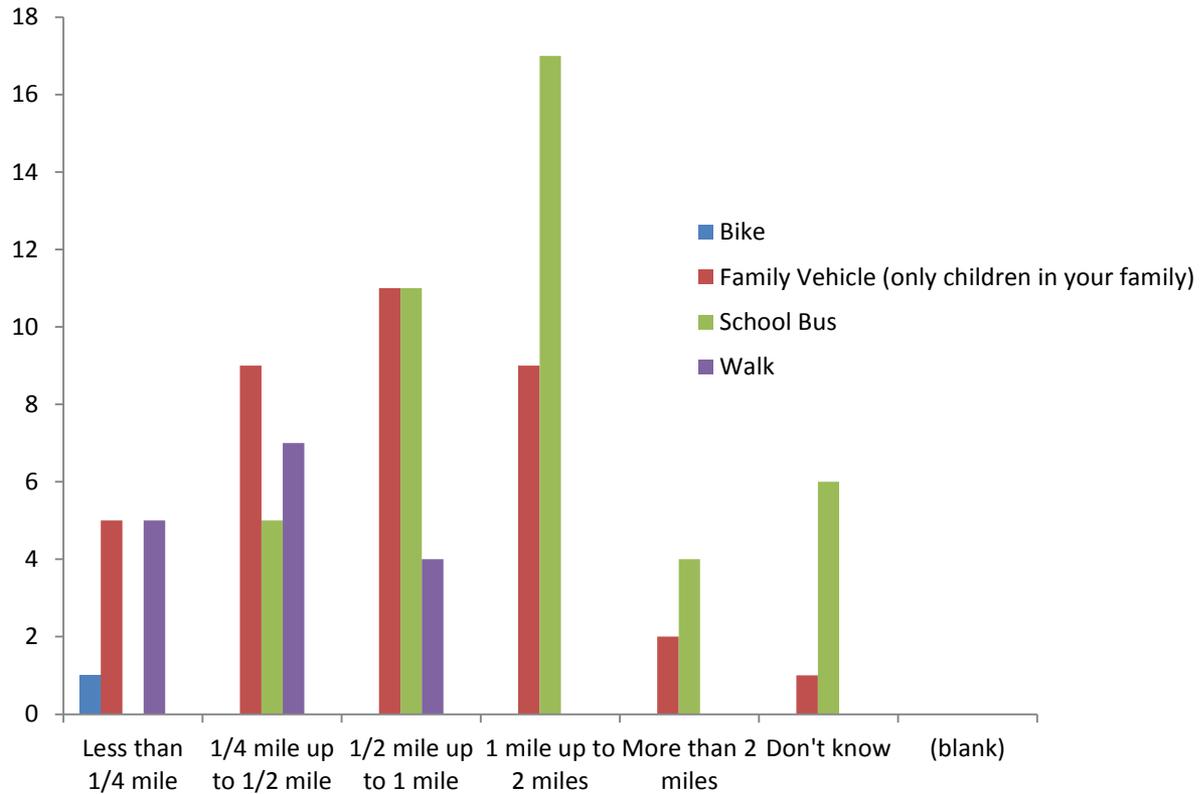




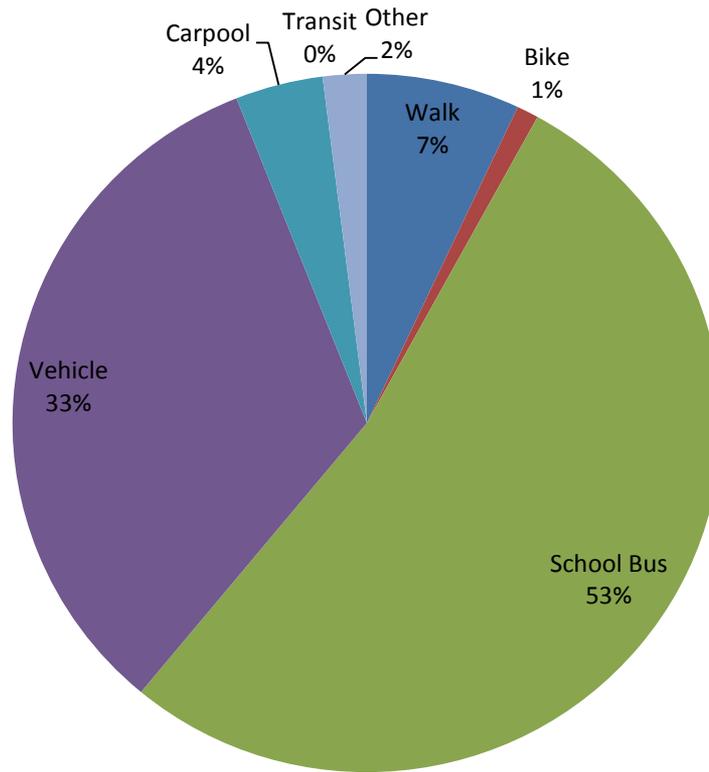
# Concerns for Elementary School Parents



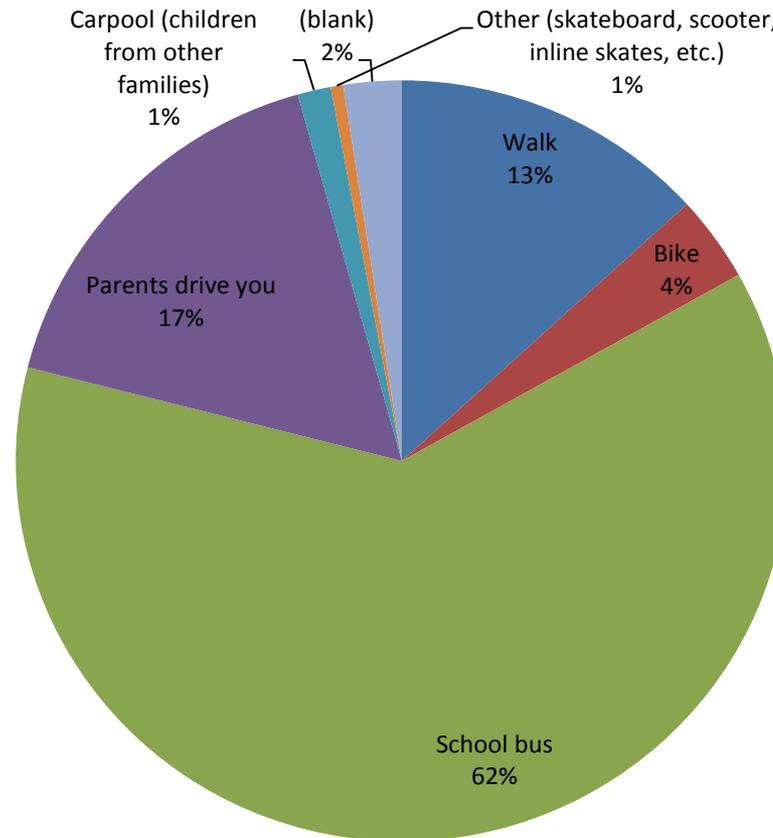
# Templeton – How Students Travel to School by Distance

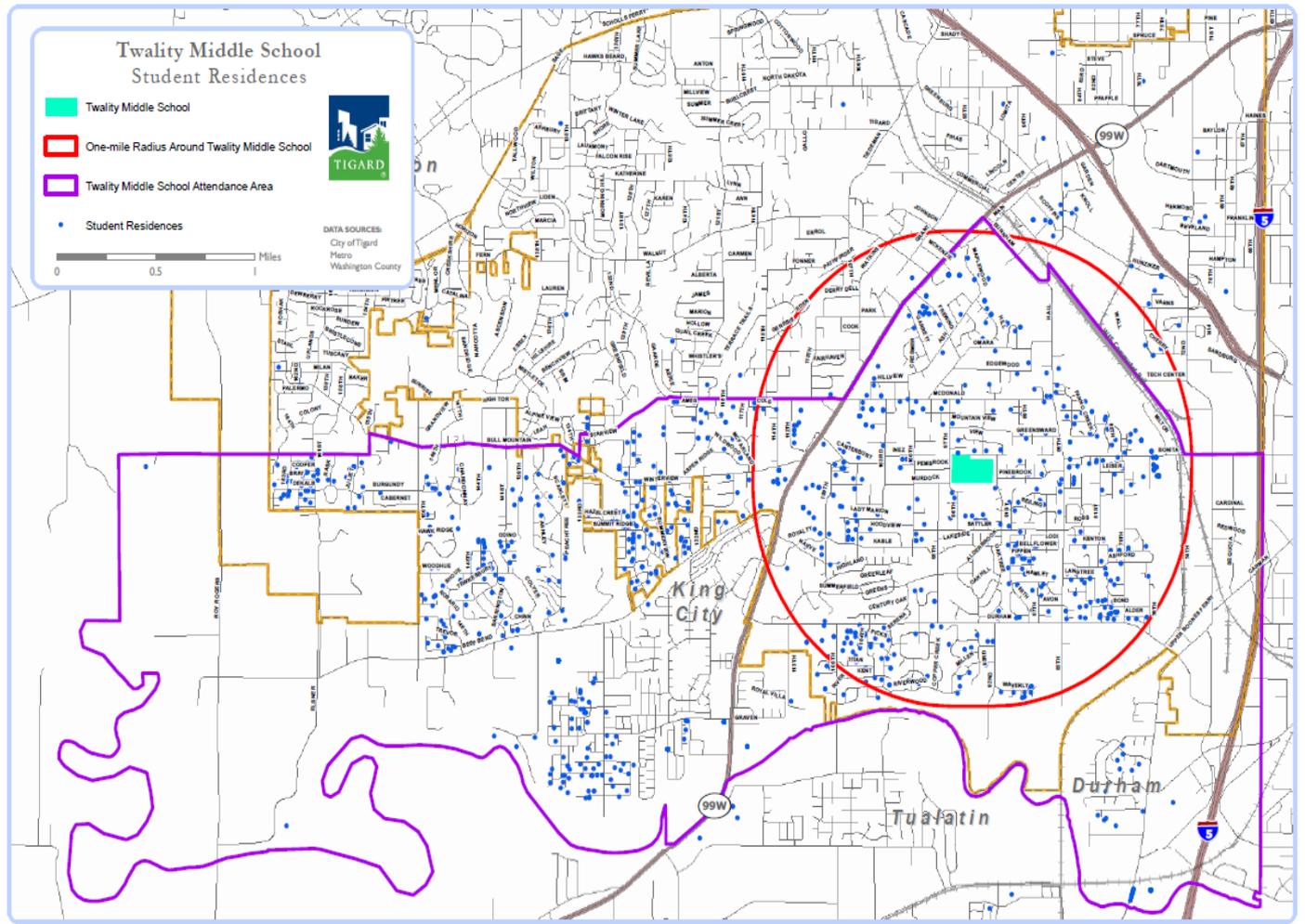


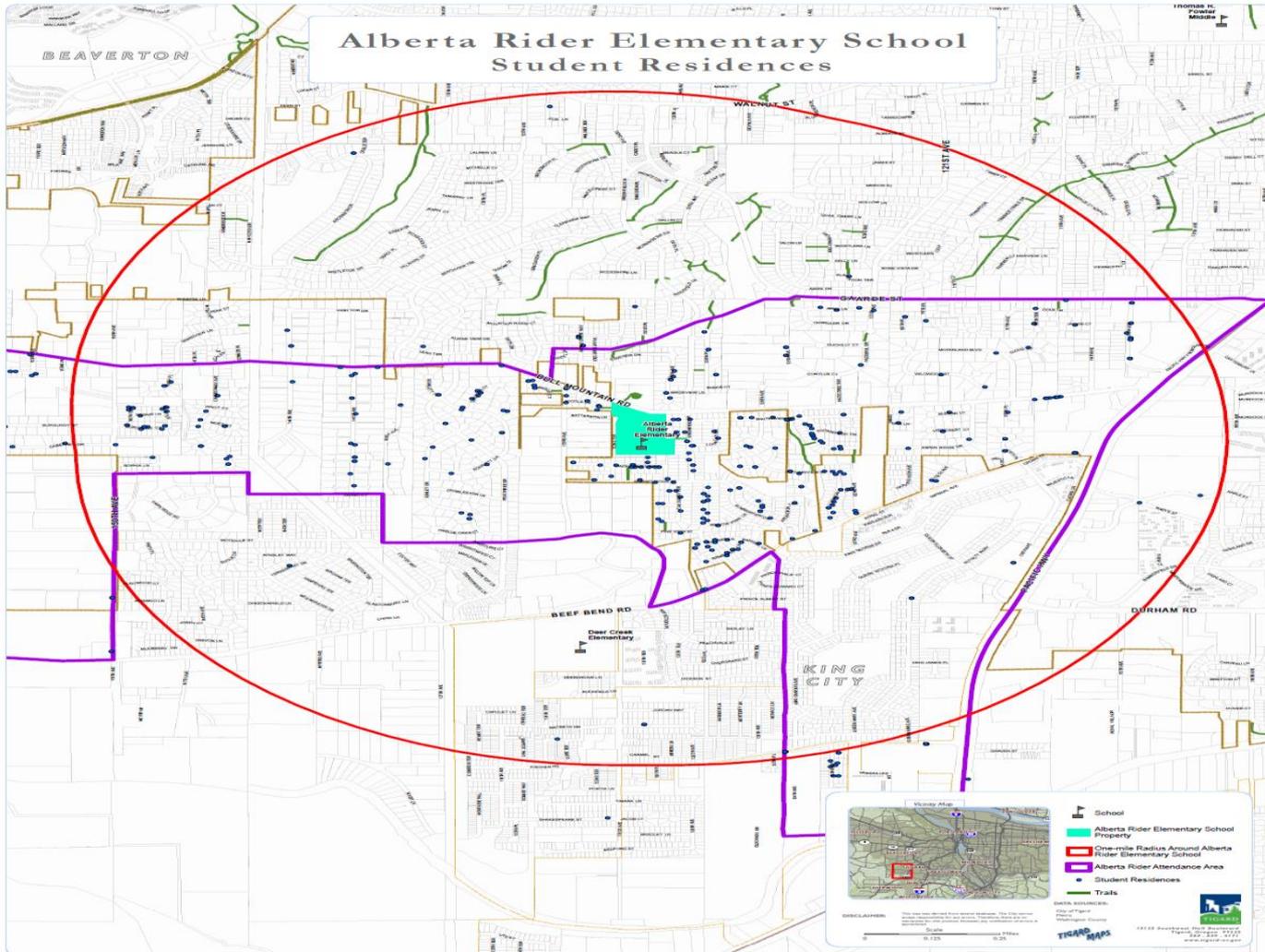
# Templeton Elementary Mode Split



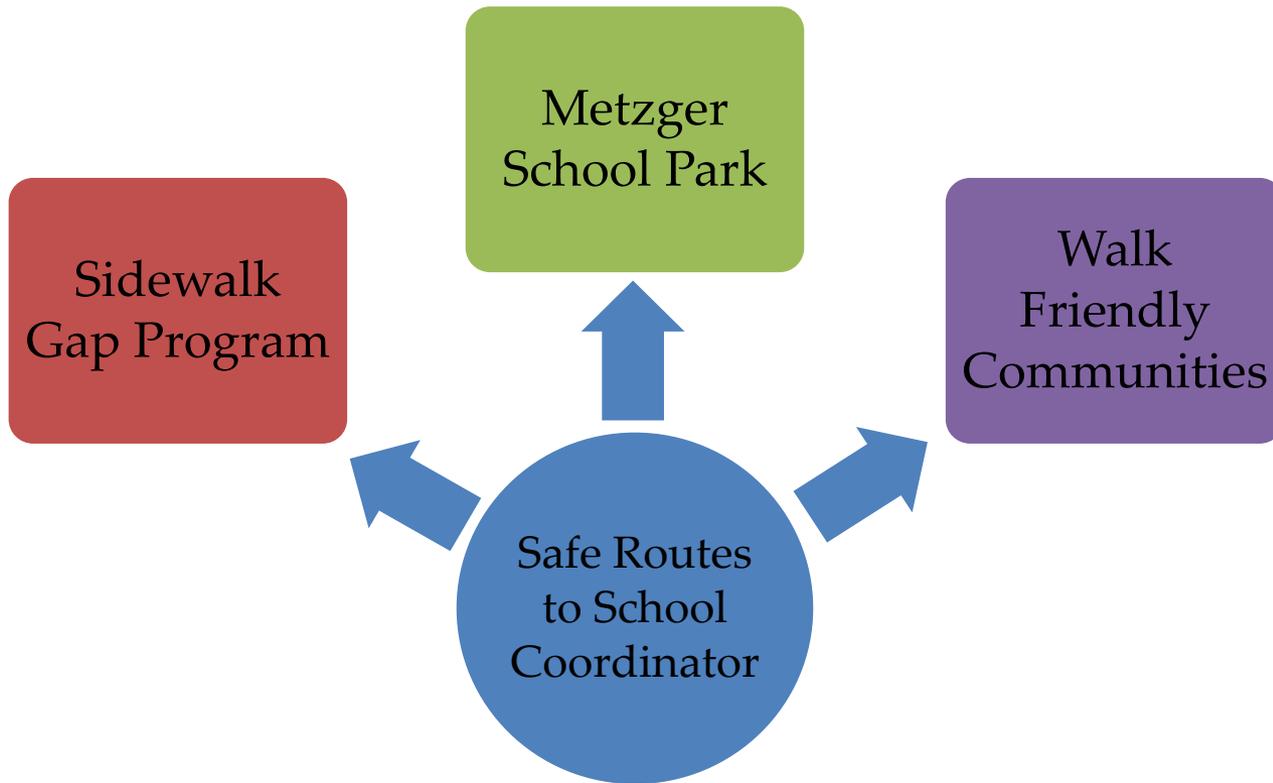
# Tigard Middle School Mode Split







# Collaboration with City Programs



# Collaboration & Partnerships



# School Progress Report

School Name:	FY 16		FY 17		
	Principal Buy-In	Events	Parent Task Force	Action Plan Complete	On-the-Ground Improvement Project
Alberta Rider (Planner Liaison: Lina Smith)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
CF Tigard (Planner Liaison: Monica Bilodeau)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Durham (Planner Liaison: John Floyd)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Mary Woodward (Planner Liaison: Cheryl Caines)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Meztger (Planner Liaison: Gary Pagenstecher)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Templeton (Planner Liaison: Buff Brown)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Fowler Middle School (Planner Liaison: Liz Hormann)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Twality Middle School (Planner Liaison: Susan Shanks)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			

# What's to come?

- ▶ Student Education
  - ▶ Jump Start Bike Education
- ▶ School Improvement and Action Plans
  - ▶ Develop school specific action plans, including engineering solutions.
  - ▶ School Task Forces
  - ▶ Build a sustainable, integrated program in each school
- ▶ Continue Encouragement and Engagement and much more!



## Obstacles for Tigard SRTS Program

Funding for projects

School Capacity

Behavior Change

Building a Self-Sustaining Program

Frustration with Slow Change

# How can City Council help?

- ▶ Participate in events
- ▶ Representative on SRTS Committee
- ▶ Support and funding for projects
- ▶ Future school siting policies



# How do we move forward?

## Funding for projects

- Grant opportunities
- Lighter, quicker, cheaper
- Integrating projects into existing CIP process

## School Capacity

- More partnerships – parents, nonprofits, health orgs.
- District-wide programming
- Integrate into existing programs

## Behavior Change

- Tigard Strategic Plan – walkability focus for all Tigard citizens
- Infrastructure improvements

## Building a Self-Sustaining Program

- Form a SRTS Task Force at each school
- Action Plan implementation

## Frustration with Slow Change

- Find smaller, but meaningful projects to get done in the short-term
- Continued outreach, communication about process

# Questions?



Tigard Safe Routes to School Coordinator:

Liz Hormann

[lizh@tigard-or.gov](mailto:lizh@tigard-or.gov)

503-718-2708

AIS-2325

5.

**Workshop Meeting**

**Meeting Date:** 11/17/2015  
**Length (in minutes):** 40 Minutes  
**Agenda Title:** Continued Discussion on the Sidewalk Gap Program  
**Prepared For:** Toby LaFrance  
**Submitted By:** Carissa Collins, Finance and Information Services  
**Item Type:** Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

**Public Hearing** No

**Newspaper Legal Ad Required?:**

**Public Hearing Publication**

**Date in Newspaper:**

---

**Information**

**ISSUE**

At the workshop on October 20, 2015, council provided direction to staff for the development of a citywide Sidewalk Gap Program. This Workshop will provide the results of that direction and seek direction on next steps.

**STAFF RECOMMENDATION / ACTION REQUEST**

What does council propose that staff present at the December 8, 2015 public hearing?

**KEY FACTS AND INFORMATION SUMMARY**

Staff revised the scope of the sidewalk gap program that was discussed at the October 20, 2015 council workshop. Requested components that were incorporated into the program include the addition of:

- Arterials - a high capacity urban road such as Durham Road or Hall Boulevard.
- Collectors - a medium capacity local road such as Burnham St., or
- Neighborhood Routes - a local side street with 1500 or more average daily trips (ADT) or near a school such as routes on Watkins Avenue and Park Street.
- Trails-Off street paved or unpaved pathway such as the Fanno Creek Trail.

Per council request, staff focused on projecting costs for those streets and trails on the above major classification road types.

The attached presentation:

- Displays the revised maps of the sidewalk and trail gaps and the resulting system.
- Outlines the process for costing the sidewalk gap program

- Identifies potential funding sources
- Calculates a potential utility bill charge that is modeled after the Street Maintenance Fee and would fund the Sidewalk Gap Program over a 20 year period.

### **OTHER ALTERNATIVES**

Do not pursue a Sidewalk Gaps Program.

### **COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS**

Strategic Plan and the Transportation System Plan.

### **DATES OF PREVIOUS CONSIDERATION**

10/20/2015

---

#### **Fiscal Impact**

**Cost:** \$118,000,000

**Budgeted (yes or no):** No

**Where Budgeted (department/program):** CIP

#### **Additional Fiscal Notes:**

The estimated cost of the proposed Sidewalk Gap Program is \$118 million. Please see attached presentation for discussion of the program and potential funding sources.

---

#### **Attachments**

Sidewalk Gap Program Presentation

---



City of Tigard

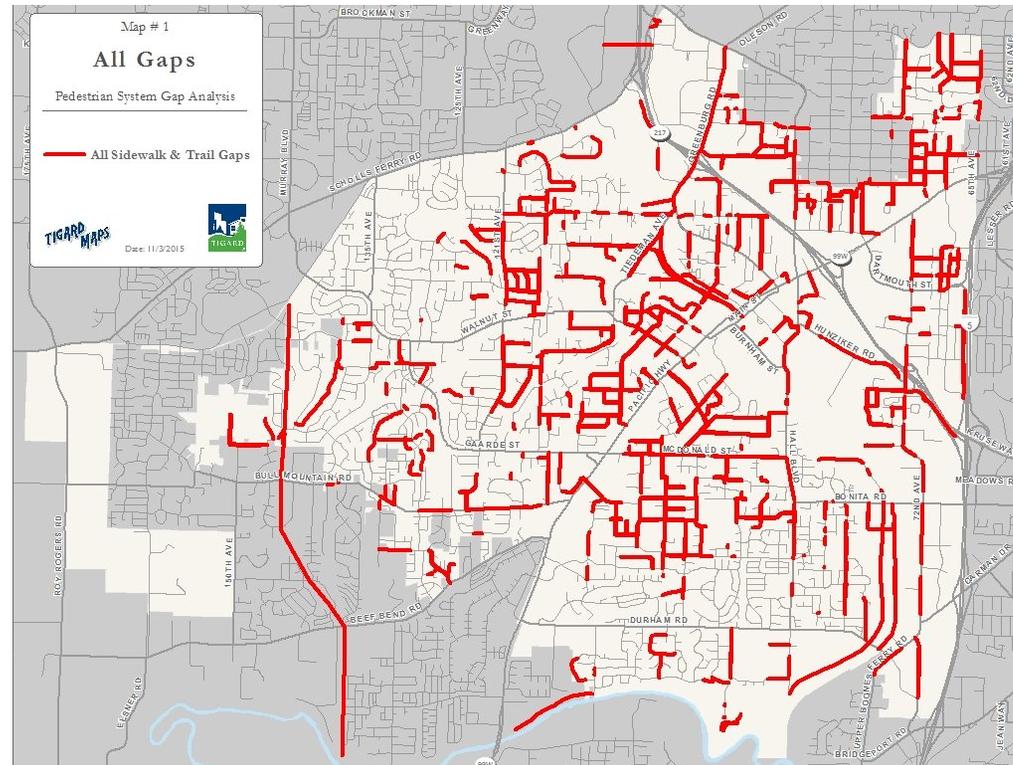
Respect and Care | Do the Right Thing | Get it Done

# Sidewalk Gap Program

November 17, 2015



Gaps in pedestrian facilities in Tigard makes walking a difficult transportation option thus increasing traffic on Tigard's roads.



Location of sidewalk and trail gaps in Tigard.

## Feedback from Oct 20, 2015

- Focus on primary routes in the system.
- Include difficult to build, high-cost gaps.
- Don't include gaps on low traffic volume local streets.
- Develop 20 year program.

# Primary System Routes

- Arterial Roads
- Collector Streets
- Neighborhood routes with average daily traffic (ADT) volume over 1,500 or near a school.
- Trails

# Program Costing

- Costing is done at a high programmatic level.
- Actual costs of individual sections will vary.
- Recognizes that some sections can be completed with lower cost paved connections.
- Only includes sidewalk gaps within city boundaries.

# Program Costing

- Estimates include sidewalks on both sides of streets.
- Priority crossings included in the project costs. Specific location will be determined in the design process.
- Bike lanes included in costs for Arterials and Collectors.

# Program Costing

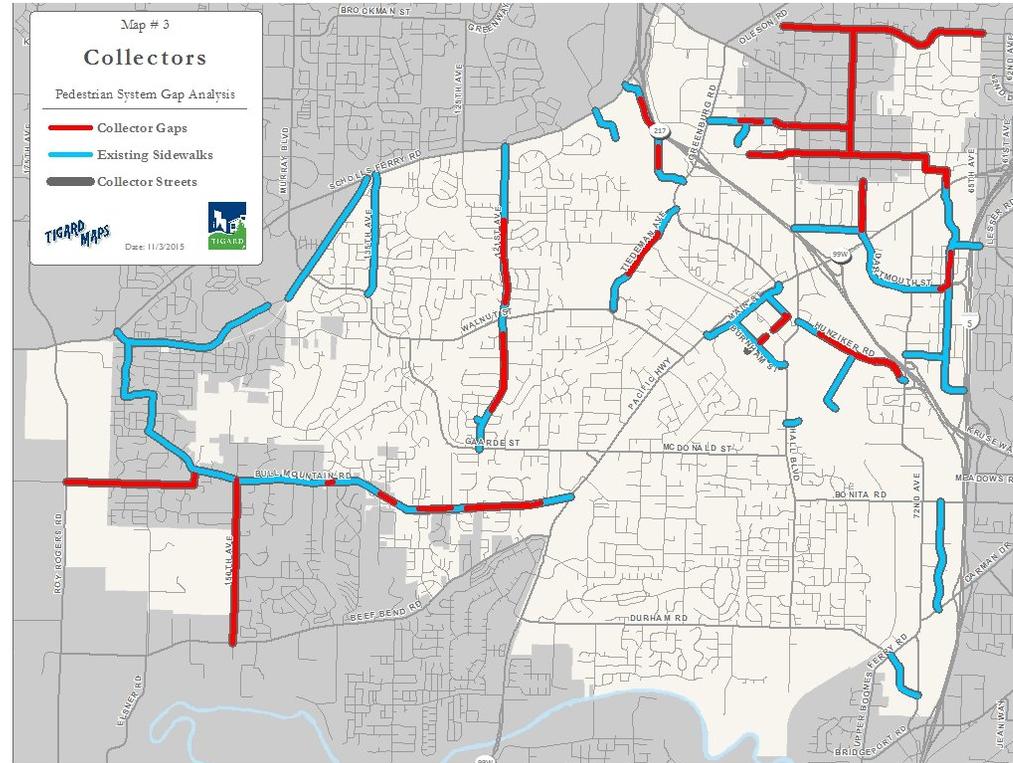
- Trails are those identified in Trail Master Plan, including neighborhood and multi-use trails.
- Regional trails only include portions within city boundaries.

# Program Costing

- A sidewalk/trail costs \$250/linear foot.
- Identified 4 factors that increase cost:
  - ▶ City needs to buy right-of-way
  - ▶ Steep slopes
  - ▶ Wetlands
  - ▶ Drainage ditches
- Each cost factor adds \$400/linear foot.

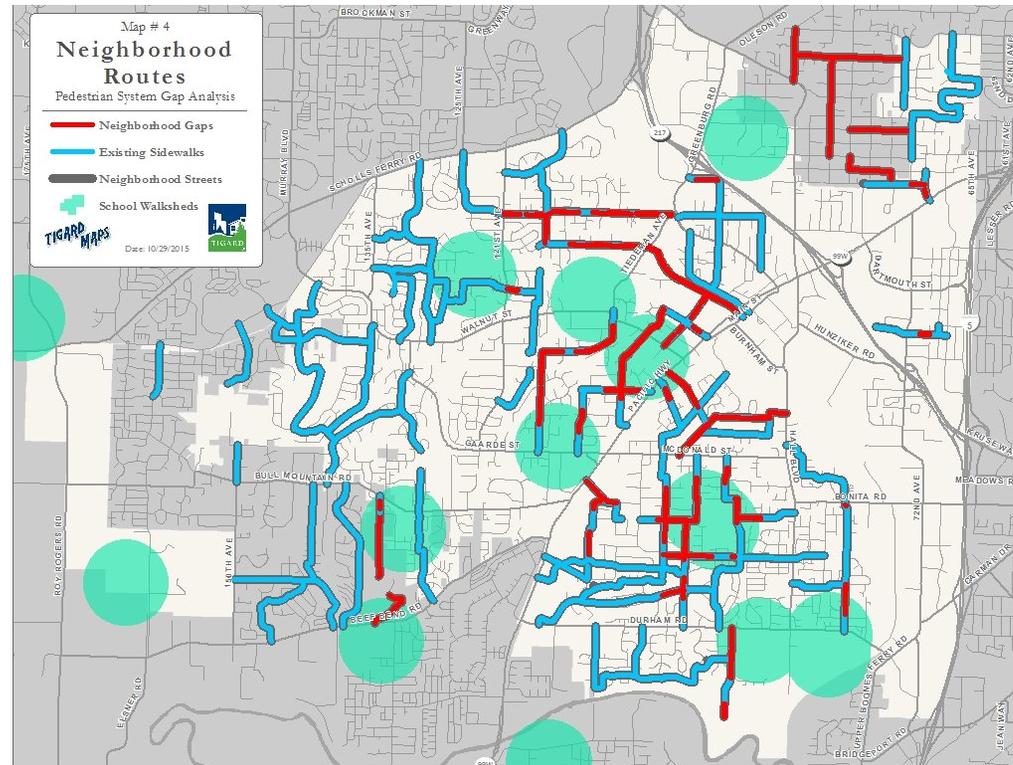


Tigard's Collector Streets have 6.3 miles of sidewalk gaps. Filling those gaps will cost \$26.3 million.



Location of collector roads and their sidewalk gaps.

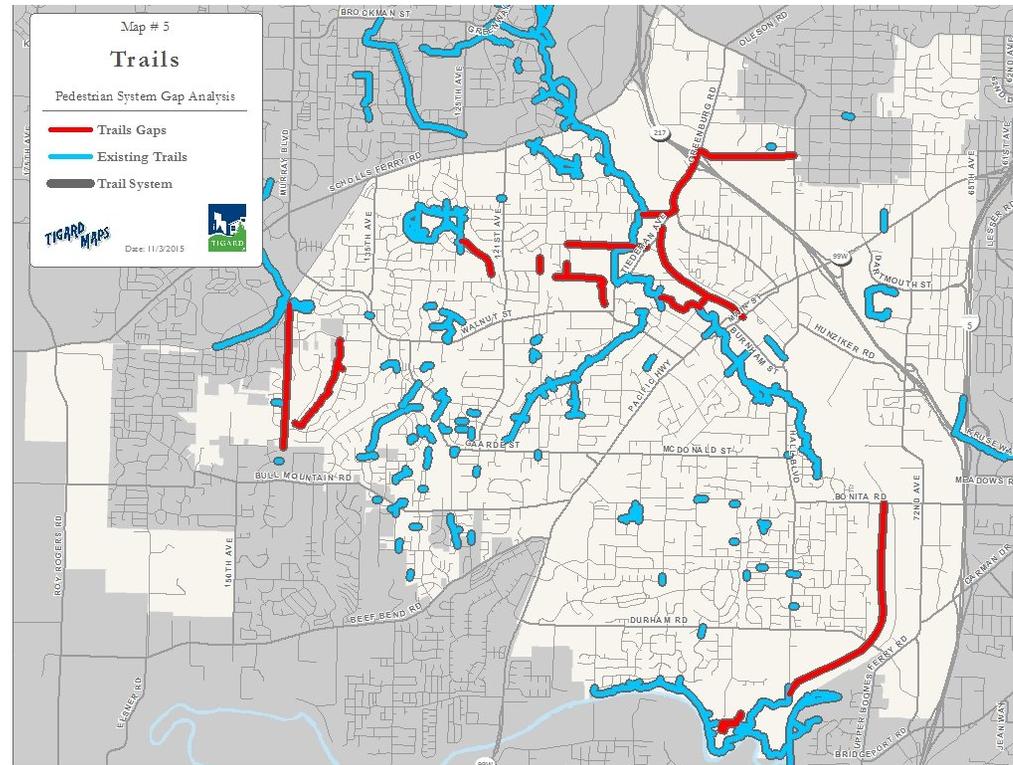
Neighborhood Routes with traffic of over 1,500 trips/day have 13.9 miles of sidewalk gaps. Filling those gaps will cost \$38.8 mil.



Location of neighborhood routes with ADT over 1,500 and their sidewalk gaps.

## City of Tigard

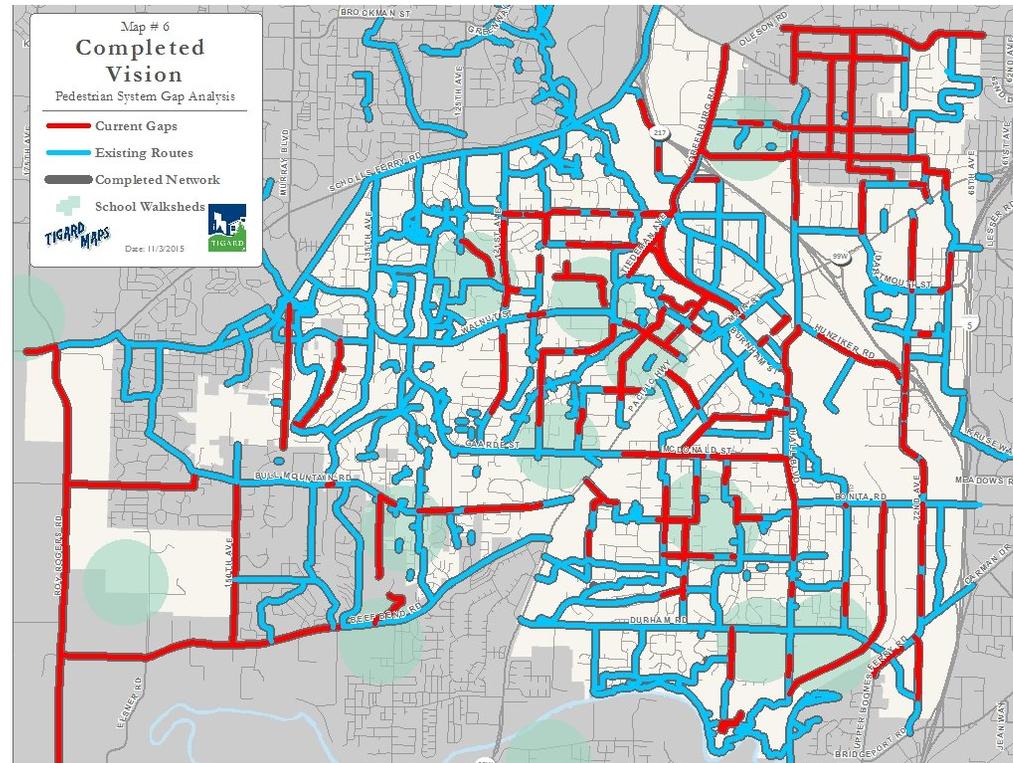
Tigard's trails have 6.7 miles of gaps within the city. Filling those gaps will cost \$25.6 million.



Location of trail and their trail gaps.

## City of Tigard

A complete pedestrian system with all 34 miles of system gaps filled will make walking a more attractive transportation option. Creating the system will cost \$118 million.



Location of completed pedestrian system.

# Potential Program Funding

- Gas Tax Fund
- Current 3% City Gas Tax Fund
- Potential Additional 2% City Gas Tax
- Outside Funding Sources
- Potential Utility Bill Charge

# Gas Tax Fund

- Currently supports:
  - ▶ Street Maintenance
  - ▶ Electric bill for streetlights and signals
  - ▶ Debt service on Burnham St. thru FY 2020.
- Available Funds for all Transportation Needs:
  - ▶ Currently \$200K undedicated annually .
  - ▶ Starting FY 2021, \$790K available annually.
  - ▶ \$10,240,000 over next 20 years.

## 3% City Gas Tax Fund

- Currently supports:
  - ▶ Debt service on Greenburg/Main Intersection thru FY 2020.
- Available Funds for all Transportation Needs:
  - ▶ Currently \$200K undedicated annually .
  - ▶ Starting FY 2021, \$510K available annually.
  - ▶ \$5,760,000 over next 20 years.
  - ▶ Needs TTAC recommendation.

## Potential 2% City Gas Tax

- Would need to be implemented.
- Would generate \$400K per year.
- Over a 20 year period, would generate \$8 Mil.

# Outside Funding

- Grants
- Large CIP projects including outside jurisdiction funding, such as MSTIP
- Development
  - ▶ Thru development in an area where a gap exists
  - ▶ Thru reimbursement program in an area where Gap Program has built the sidewalk prior to development.
- Estimate that 20% of Gap Program Funding will come from Outside Funding.

# Utility Bill Charge

- Modeled on Street Maintenance Fee.
- Program has 20 year duration.
- Program Costs reduced by 20% funding from outside sources.
- Other city resources not included. Would represent another 20% program reduction if all resources were applied to Sidewalk Gaps.

# Utility Bill Charge

Calculation of 20-Year Program Cost by Customer Type

Road Type	Cost (\$Mil)	Res Share	Res Cost (\$Mil)	Non-Res Share	Non-Res Cost (\$Mil)
Arterial	27.6	38%	10.5	62%	17.1
Collector	26.3	50%	13.2	50%	13.2
Neighborhood	38.8	100%	38.8	0%	0.0
Trail	25.6	90%	23.0	10%	2.6
20-Yr Total	118.3		85.5		26.3

# Utility Bill Charge

Calculation of Annual Program Cost Charged to Utility Bill by Customer Type

Road Type	Total Cost (\$Mil)	Res Cost (\$Mil)	Non-Res Cost (\$Mil)
20-Yr Total	118.3	85.5	26.3
Less: 20% Outside Funding	-23.7	-17.1	-6.6
20-Yr Total from Utility Charge	94.7	68.4	26.3
Annual Cost	4.7	3.4	1.3

# Utility Bill Charge

Calculation of Monthly Utility Bill Charge by Customer Type

Road Type	Total Cost	Res Cost	Non-Res Cost
Annual Cost	\$4.7 Mil	\$3.4 Mil	\$1.3 Mil
Units		20,813 Residences	39,723 Required Parking
Annual Cost Per Unit		\$164.28	\$33.12
Monthly Utility Charge per Unit		\$13.69	\$2.76

## Summary

- Connected walkability will reduce traffic.
- Connecting pedestrian facilities on primary routes will cost \$118 million.
- Additional resources are needed to pay for a Sidewalk Gap program.
- If a Utility Fee was used, a home would pay about \$14/month.



**AIS-2167**

**6.**

**Workshop Meeting**

**Meeting Date:** 11/17/2015

**Length (in minutes):** 20 Minutes

**Agenda Title:** Economic Development Update

**Submitted By:** Lloyd Purdy, Community  
Development

**Item Type:** Receive and File

**Meeting Type:** Council  
Workshop  
Mtg.

**Public Hearing:** No

**Publication Date:**

**Information**

**ISSUE**

This presentation updates council on the progress of economic development programs, project and activities during the last half of calendar year 2015.

**STAFF RECOMMENDATION / ACTION REQUEST**

No council action required

**KEY FACTS AND INFORMATION SUMMARY**

**Hunziker Industrial Core Public Infrastructure**

In October 2015, the U.S. Department of Commerce updated its grant making process for the Economic Development Administration's Public Works and Economic Development Assistance (EDA) grants. Staff expected this change and are working with the city's Engineering Department to update the final draft of the City of Tigard's proposal to align it with the new application process.

This application asks for \$3 million in federal funding to add public access, transportation, sewer and water service to catalyze development and increase employment in the Hunziker Industrial Core's 138 acres. Federal funding would be matched against the \$1.5 million appropriation from the State of Oregon, a contribution from industrial developer Trammell Crow estimated to be \$1.5 million, a donation of right-of-way from the Fields Trust estimated at \$1 million, and an estimated \$3 million of planned City of Tigard CIP projects for water and sewer utilities.

The City of Tigard's proposal has been reviewed by an internal team of city staff, a team from Greater Portland Inc, a team from CFM Strategic Communications and David Porter the EDA's local representative in Portland. After submission, it will be reviewed by the EDA's Seattle office and then a recommendation may be made to the EDA's office in Washington

D.C. The proposal will compete against other proposals from the EDA's Western Region. A competitive application to the U.S. Department of Commerce Economic Development Agency must explain how a project is:

1. Ready to start in the next 6 months
2. Can be completed by the applicant
3. Is consistent with EDA investment priorities
4. Has committed and available matching funds
5. Improves an area suffering from economic distress
6. Has an economic development impact on the whole region

Over the last two years, staff has been working to make this a competitive project, beginning with the 2014 Department of Land Conservation and Development (DLCD) funded Public Infrastructure Finance Strategy, which culminated in the recruitment of the industrial development firm Trammell Crow. Securing \$1.5 million in matching funds from the State of Oregon's Capital Construction funds was another critical step in this process. More recently, the city's Engineering Department developed a preliminary project scope and cost estimates, as well as an RFP for project design. The preliminary engineering report that details this infrastructure investment is included with this AIS.

### **Enterprise Zone**

Currently, three firms are certified to participate in the Tigard Enterprise Zone. One manufacturer moving into the city is in the process of making an application. When that application is approved, the name of the firm will be shared with council.

In October, both the City of Tigard and the City of Lake Oswego resolved to amend the enterprise zone to include the Southwest Employment Area in Lake Oswego. This expanded zone will be called the *Tigard/Lake Oswego Enterprise Zone*. An Intergovernmental Agreement (IGA) outlining the roles and responsibilities of each city is under final review by legal counsel from both cities. The IGA will be presented to each city council before an application is made to Business Oregon, the state's economic development agency. Notifying Business Oregon of the zone expansion is the last step in this process.

### **Business Roundtable**

Every quarter, the city invites Tigard business leaders from a range of firms to participate in a meeting to discuss local and regional issues relevant to the business community. In October, local firm *Curtiss Wright/Williams Controls* hosted the meeting. This was the first time the business roundtable was paired with a site tour of a production facility. This was the most well attended meeting of the year. At least one Tigard business site tour will be included as part of next year's schedule of meetings if a firm is willing to host the group. The next business roundtable will be in January 2016.

### **Tigard Downtown Alliance**

Events - The Tigard Downtown Alliance grew this year's Street Festival into the biggest pop-up event in downtown Tigard's history. More than 80 vendors participated. This is the

first year the Tigard Downtown Alliance was responsible for producing this event. The organization is seeking a chair person to begin planning the 2016 Street Festival.

The TDA is wrapping up the planning phase of the annual tree lighting ceremony at the north end of Main Street, scheduled for Friday, December 4, 2015.

Art - On November 1, 2015 the Tigard Downtown Alliance installed a second piece of public art called “Perch” at the corner of Burnham and Ash Streets. This piece was created by sculptor Mike Suri. Property owner Mike Stevenson, owner of B&B Print Source, donated the base and use of his property. The TDA is also commissioning artist Ben Dye to create a cross-street banner hanging system that looks like a sculptural element. This project will complete the requirements of the \$50,000 Washington County Visitors Association grant funded by the “bed tax.”

Organizing – The TDA is making progress on the nine performance measures they must complete in order to be eligible for the \$24,000 capacity building “challenge grant” from the city.

### **Tigard’s Table**

Work continues with local entrepreneurs in the food and beverage industry to explore ways to grow this sector of the Tigard economy. One team met to discuss a food based business incubator. A second team is forming around the idea of a new food-themed festival in Tigard. Staff have also initiated a series of field trips to resources around the region that exemplify innovative and entrepreneurial approaches to cultivating food and beverage entrepreneurs. Our first field trip will be to the Portland Mercado to investigate a hybrid food innovation center and food cart pod.

### **Business Retention and Expansion**

Business visits over the last couple of months include meetings with corporate leadership at the following firms: *Medline* (moving to a new location on Hunziker Street), *Biamp* (expanding from a location in Beaverton), *High Impact Technology*, *Polycast*, *Agilyx*, and *Apex Labs*. These meetings are an opportunity to talk to corporate executives about local and state programs that help them grow their businesses. Future business visits will include food and beverage entrepreneurs.

Staff also collaborated with the Tigard-Tualatin School District (TTSD) as they prepare and compete for a state grant to establish a new *Manufacturing Program of Study* (MPOS) at Tigard and Tualatin High Schools. As proposed, the study program will be jointly developed with local industry partners who are experiencing a workforce shortage, as well as Portland Community College (PCC), a regional STEM Hub, municipal and non-profit partners. If funded, students in the manufacturing pathway will participate in work readiness activities, job shadows, and internships coordinated by local workforce development partner Worksystems. Students will also have additional extracurricular opportunities to investigate manufacturing and related careers through Skills USA, a career and technical student organization.

The two Tigard firms that participated in Manufacturing Day on October 2, Fought & Company and Polycast, exemplify the type of manufacturing firms in Tigard that need students interested in a Manufacturing Program of Study.

## **OTHER ALTERNATIVES**

No action required

## **COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

The projects and programs outlined in this update are consistent with the City of Tigard's Comprehensive Plan Goal 9 and the 2011 Economic Opportunity Analysis. This work also supports the City's Strategic Vision Goal 2, Objectives one and two that help "ensure development advances the vision" of a more walkable, interconnected and healthier city.

Strategic Vision Goal 2, Objective 1:

Make best use of undeveloped and underdeveloped land to increase the value of the city.

Strategic Vision Goal 2, Objective 2:

Market Tigard, build a healthy business climate that attracts, serves and employs more Tigard residents.

## **DATES OF PREVIOUS COUNCIL CONSIDERATION**

March 24, 2015 Economic Development Update

July 21, 2015 Economic Development Update

September 8, 2015 Update from GPI

September 22, 2015 US Department of Commerce EDA grant

October 27, 2015 Enterprise Zone Expansion

---

### **Attachments**

Proposed EDA Project Details

---



# Preliminary Engineering Report

---

Hunziker Industrial Core  
Infrastructure Improvements  
Tigard, Oregon



*2012 Aerial photo of the 138 industrial zoned acres in Tigard's Hunziker Industrial Core.*

**Prepared by:**  
City of Tigard  
13125 SW Hall Boulevard  
Tigard, OR 97223

September 3, 2015

CONTENTS:

Description of Project Components.....2

EDA Statement.....3

Feasibility Analysis.....3

Construction Methods.....4

Construction Contracts.....4

Construction Cost Estimates.....4

Real Property Acquisition.....5

Permits.....5

Project Schedule.....5

APPENDIX:

Detailed Construction Cost Estimate

Existing Conditions Map – Figure 1

Project Component Map – Figure 2 through Figure 6

## 1. Description of Project Components

Tigard estimates a \$10.1 million investment in public infrastructure will catalyze an *immediate* private sector investment of more than \$22 million, at least 250,000 square feet in new industrial development and space for 150 - 300 new jobs. New public infrastructure will set the foundation for the Hunziker Industrial Core's evolution into a mixed use employment center that supports a wider range of businesses and higher levels of employment. This will be reinforced by a future high capacity transit (light rail) alignment proposed to run adjacent to these employment lands which will deliver employees from around the Portland region to this commercial/industrial district.

Tigard's Hunziker Industrial Core, shown in context of surrounding development in aerial photo, includes 138 acres of industrial zoned property located  $\frac{3}{4}$  of a mile from HWY 217 and I-5 in the southwest quadrant of the Portland metropolitan region. It is immediately accessible by active rail service. The area developed originally as warehousing and distribution facilities to serve regional demand. Currently, 36 firms access the area off of Hunziker Road. Ninety-six acres are developed but underutilized. More than forty-two acres are undeveloped and limited by insufficient or nonexistent public infrastructure and access.



The proposed public infrastructure project components consist of the following:

### *Wall Street Improvements*

Wall Street will be constructed from Hunziker Road to the Tech Center Drive with more than **3,400 linear feet of new public road**. The paved width will be 46 feet with curb and gutter, 5 foot sidewalks on each side, bike lanes and storm water planter areas for water quality treatment within a 70 foot right-of-way. **Within the new road alignment, an 8" sewer, 12" waterline and an 18" storm line will be placed to serve the area**, making this industrial collector a complete street with multi modal travel options. Alignment included as exhibit in this report.

### *Waterline Improvements*

**A new 12" waterline will be constructed to replace an aging 12" waterline that is currently located beneath and adjacent to Rock Creek.** The replacement will result in improved accessibility for maintenance and provide long term water supply to the area. This will create a looped connection that will provide adequate fire flow protection and meet the water demands for the future development in the Hunziker Industrial Core. Alignment included as exhibit in this report.

### *Sanitary Sewer Improvements*

**A new 15" sanitary sewer will replace an undersized 12" sanitary sewer that is currently located beneath and adjacent to Rock Creek. A new 10" sanitary sewer will connect to the new 15" line and will connect into the new sanitary sewer system in Wall Street.** The new sewer will prevent overflows, improve access for routine maintenance and will provide service to a portion of the undeveloped parcels in the Hunziker Industrial Core. Alignment included as exhibit in this report.

**2. Statement verifying the project components described in the engineering report are consistent with the EDA investment project description.**

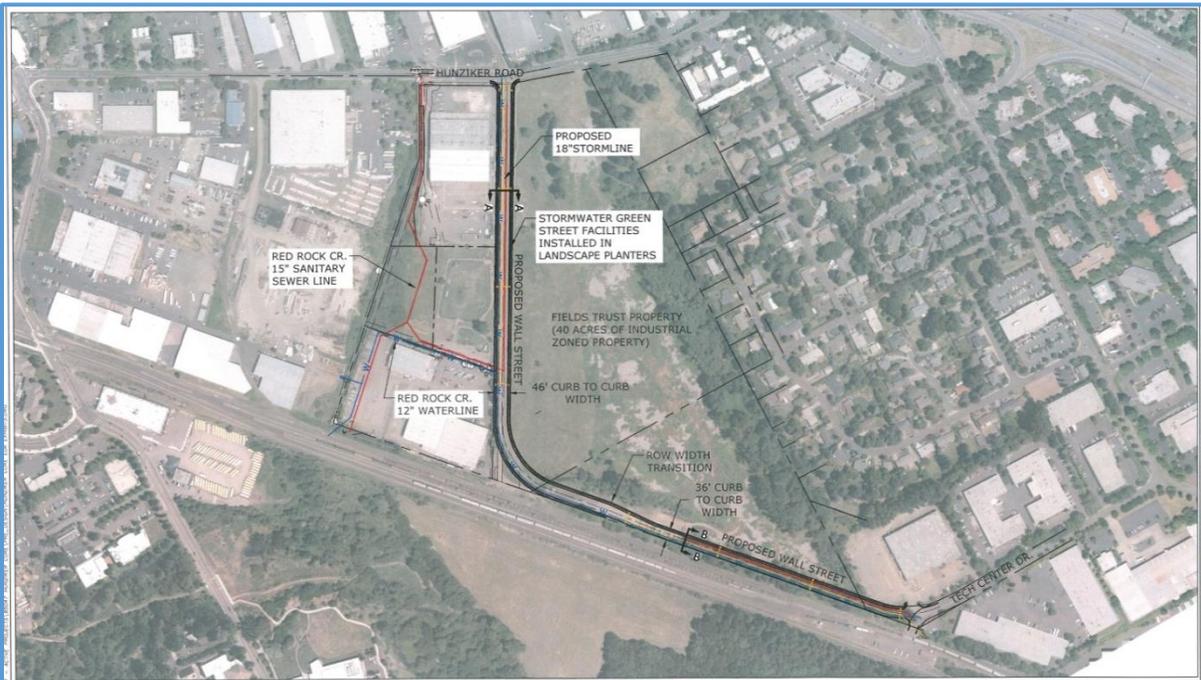
The project components described in this engineering report are consistent with the EDA investment project description provided in Section A.2 of Form ED-900.

**3. Sketches of the schematics showing the general layout and location of the existing site conditions and the project components.**

See attached schematics showing existing conditions and project components.

**4. Feasibility Analysis**

The existing conditions along the first 1/2 mile of the proposed Wall Street alignment includes private access to commercial properties, a private railroad spur with crossing easements and more than 40 acres of undeveloped industrial zoned property. The existing ground slope along this alignment is fairly flat with only a couple foot elevation change as it slopes from southwest to northeast. A short retaining wall will need to be placed along a portion of the east side of the alignment due to the existing slope in the east to west direction. With the construction of Wall Street the existing railroad spur will be removed to accommodate the new alignment. The existing private access will also be replaced by the new public roadway since current drives are not constructed to the City's public street standards.



The existing conditions along the final 1/4 mile of proposed alignment include a dirt road, a concrete foundation that remains of a former warehouse and a hillside. The ground along the alignment raises approximately 12' from the transition from Wall Street and back down approximately 12' as it reaches the existing terminus of Tech Center Drive. The existing concrete foundation and five existing concrete partition walls associated with the former warehouse will be removed to allow for the placement of the new

road alignment. Along the north side of the alignment, the existing ground can slope upwards at slopes near 50%. Retaining walls will need to be constructed adjacent to these areas.

The existing conditions along the new water line and sanitary sewer alignment include parking lot areas on city property and vegetated areas along Red Rock Creek. The new 12” waterline will be constructed with a standard 3 feet of cover in a typical utility trench and the 15” sanitary sewer line will be constructed with varying depths of cover in a typical utility trench.

In reviewing the proposed alignments and existing conditions, the project is feasible using standard construction methods and materials.

## 5. Construction Methods

The construction process will be design-bid-build for this project. The construction procurement will be done through competitive bid process. Proposers are required to certify non-discrimination in employment practices, and identify resident status as defined in ORS 279A.120. Pre-qualification of proposers is not required. All proposers are required to comply with the provisions of Oregon Revised Statutes and Local Contract Review Board (LCRB) Policy. The contract is awarded to the qualified low bidder.

Construction management for all project components will be performed by the City of Tigard’s engineering and construction inspection departments.

## 6. Construction Contracts

The number of construction contracts anticipated will be three. One contract will be for the Wall St & Tech Center Street Improvements and one each for the sanitary sewer and water line construction that is adjacent to Red Rock Creek. The City will issue a construction RFP and will award the bid to one contractor for each contract. The awarded contractor may hire additional specialty contractors to complete work such as concrete finish work for sidewalks, installing retaining walls or placing the electrical work needed for street lighting. The subcontractors will contract directly with the awarded contractor.

## 7. Construction Cost Estimates

See appendix for detailed Engineer’s Construction Cost Estimate for the various project components. The summary of the estimate is:

Wall Street Road Alignment	\$7,055,126
Waterline Improvements	\$1,712,000
Sanitary Sewer Improvements	\$1,326,000
Total Project	\$10,093,126

## 8. Real Property Acquisition

A fair market proposal will be completed by a certified appraiser for right-of-way acquisition needed for Wall Street including the 175,000 square feet that will be donated by the property owner. That cost has been included in the estimated numbers above. No property needs to be acquired for the water line and sewer upgrade. The City will follow its standard practice for property acquisition. Costs shown in the attached cost estimates are based on comparable land costs within the City.

## 9. Permits

List below includes all permits required for the proposed project and their current status:

City of Tigard Public Facility Improvement (PFI) Permit – Permit is issued by the City for any public utilities, grading and work within the right-of-way.

Clean Water Services Service Provider Letter (SPL) – Clean Water Services will conduct environmental review of project and issued SPL stating construction conditions.

Division of State Lands Wetlands/Waterways Removal-Fill Permit – Permit required to fill existing wetlands if delineated within site. A wetland delineation will take place for determination.

Army Corps of Engineers Fill Permit – Permit required to fill existing wetlands as required.

Oregon DEQ 1200-C Permit – Oregon DEQ administers the National Pollutant Discharge Elimination System permit. This permit regulates stormwater runoff to surface waters from construction activities.

## 10. Project Schedule

An overall estimate project schedule is:

### Preliminary

Planning and Predesign	September, 2015
RFP – Consultant Design Services	October, 2015

### Project

Hire Consultants	December, 2015
Survey & Geotechnical Report	February, 2015
30% Design	March, 2015
60% Design	June, 2015
90% Design	August, 2015
Final Design	September, 2016
Permits (PFI, CWS, DSL, Corps)	October, 2016
Request for Proposal – Construction Services	October, 2016
Bid and Award	December, 2016
Begin Construction	January, 2017
End Construction and Project Closeout	August, 2017

# ENGINEER'S ESTIMATE

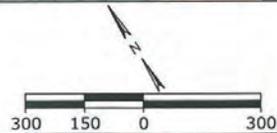
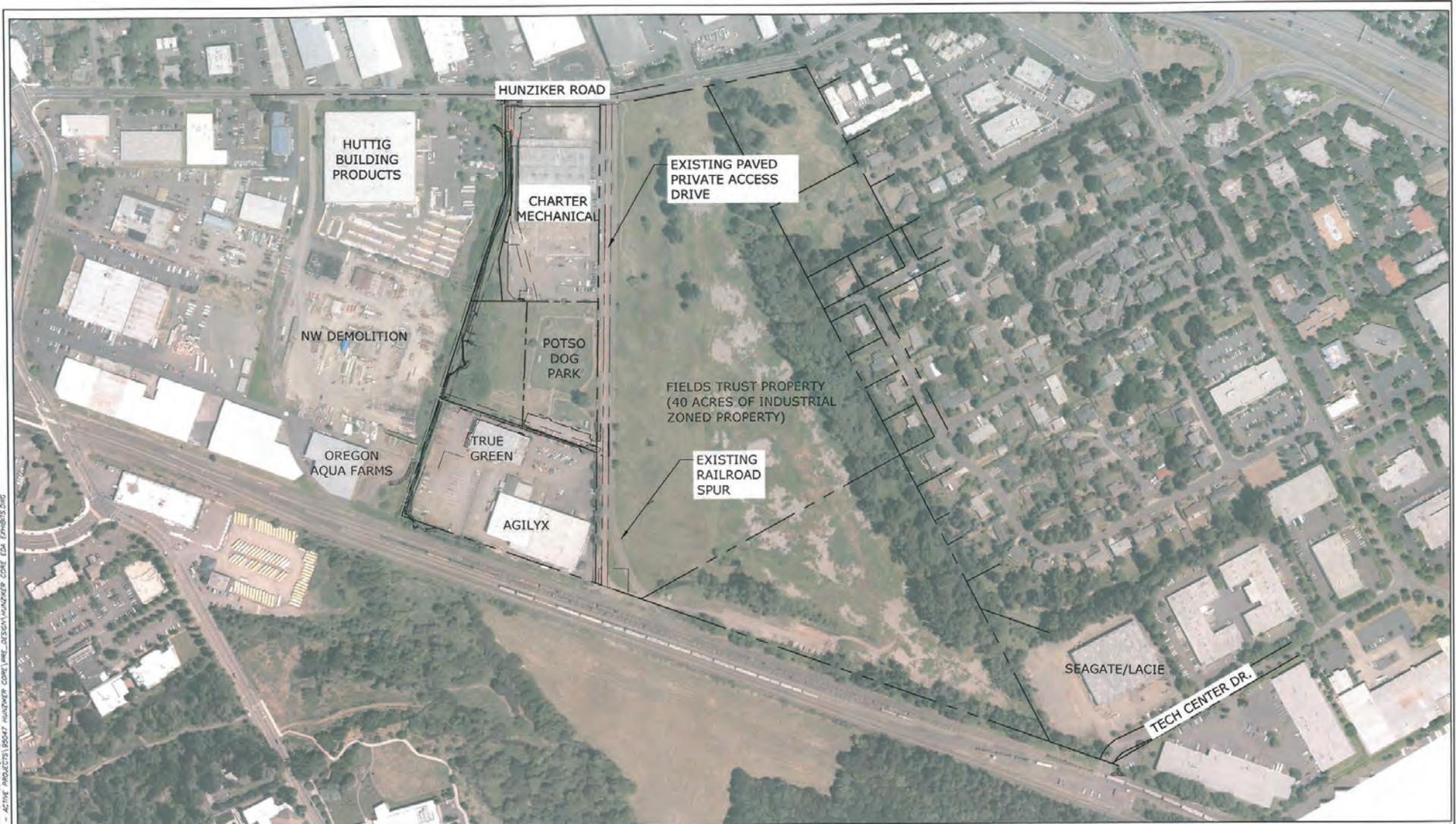
September 28, 2015

SECTION				COUNTY	
<b>Hunziker Core Infrastructure Improvements</b>				<b>Washington</b>	
PROJECT NUMBER	KIND OF WORK	LENGTH	DATE	Prepared by:	
	<b>Water, Sewer, Grading, Drainage, Paving, Signing, Illumination, and Roadside Development</b>	<b>1,730</b>	<b>10/5/2015</b>	<b>COT</b>	
ITEM NUMBER	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT COST	TOTAL
<b>TEMPORARY FEATURES AND APPURTENANCES</b>			<b>TOTAL FOR GROUP</b>	<b>\$347,404.85</b>	
	MOBILIZATION	LS	All	5.5% Biddable	\$ 301,080
	CONSTRUCTION ENTRANCE	EACH	4	\$ 1,300	\$ 5,200
	SEDIMENT FENCE, UNSUPPORTED	FOOT	8,150	\$ 2.50	\$ 20,375
	INLET PROTECTION	EACH	20	\$ 75.00	\$ 1,500
	POLLUTION CONTROL PLAN	LS	All	\$ 3,500.00	\$ 3,500
	TEMPORARY 5 FOOT ORANGE PROTECTIVE FENCE	FOOT	3,500	\$ 4.50	\$ 15,750
<b>ROADWORK</b>			<b>TOTAL FOR GROUP</b>	<b>\$407,375.00</b>	
	REMOVAL OF RAILROAD SPUR	LS	All	\$ 20,250	\$ 20,250
	CLEARING AND GRUBBING	ACRE	6.50	\$ 10,000	\$ 65,000
	GENERAL EXCAVATION	CUYD	8,050	\$ 30.00	\$ 241,500
	GENERAL EMBANKMENT	CUYD	5,375	\$ 15.00	\$ 80,625
<b>DRAINAGE AND SEWERS</b>			<b>TOTAL FOR GROUP</b>	<b>\$1,531,000.00</b>	
	8 INCH SANITARY SEWER PIPE, 5 FT DEPTH	LF	2,130	\$ 85.00	\$ 181,050
	10 INCH SANITARY SEWER PIPE, 5 FT DEPTH	LF	410	\$ 90.00	\$ 36,900
	15 INCH SANITARY SEWER PIPE, 5 FT DEPTH	LF	1,570	\$ 105.00	\$ 164,850
	10 INCH STORM PIPE, 5 FT DEPTH	LF	415	\$ 75.00	\$ 31,125
	18 INCH STORM PIPE, 5 FT DEPTH	LF	2,535	\$ 85.00	\$ 215,475
	CONCRETE SANITARY SEWER MANHOLES	EACH	17	\$ 4,000.00	\$ 68,000
	CONCRETE STORM SEWER MANHOLES	EACH	10	\$ 3,500.00	\$ 35,000
	CONCRETE MANHOLES, WATER QUALITY	EACH	2	\$ 12,000.00	\$ 24,000
	CONCRETE INLETS, TYPE CG-30	EACH	16	\$ 1,800.00	\$ 28,800
	RIPRAP PAD	EACH	1	\$ 800.00	\$ 800
	CONNECTION TO EXISTING STRUCTURES	EACH	3	\$ 1,000.00	\$ 3,000
	ABANDONEMENT/REMOVAL OF EXISTING SANITARY LINE	LS	1	\$ 730,000.00	\$ 730,000
	TESTING	LS	1	\$ 12,000.00	\$ 12,000
<b>RETAINING WALL</b>			<b>TOTAL FOR GROUP</b>	<b>\$444,000.00</b>	
	RETAINING WALL, MSE	SQFT	14,800	\$ 30.00	\$ 444,000
<b>BASES</b>			<b>TOTAL FOR GROUP</b>	<b>\$145,700.00</b>	
	1 1/2" AGGREGATE BASE (10")	CUYD	4,250	\$ 30.00	\$ 127,500
	3/4" AGGREGATE BASE (2")	CUYD	650	\$ 28.00	\$ 18,200
<b>WEARING SURFACES</b>			<b>TOTAL FOR GROUP</b>	<b>\$621,390.00</b>	
	LEVEL 3, 1/2 INCH DENSE HMA, 4" THICKNESS	TON	3,420	\$ 90.00	\$ 307,800
	CONCRETE CURBS, CURB AND GUTTER	LF	6,780	\$ 24.00	\$ 162,720
	CONCRETE DRIVEWAYS	SQFT	1,800	\$ 7.00	\$ 12,600
	CONCRETE WALKS	SQFT	25,140	\$ 5.50	\$ 138,270
<b>PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES</b>			<b>TOTAL FOR GROUP</b>	<b>\$30,000.00</b>	
	SIGNING & STRIPING	LS	1	\$ 30,000.00	\$ 30,000
<b>PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS</b>			<b>TOTAL FOR GROUP</b>	<b>\$287,000.00</b>	
	LIGHT POLES	EACH	82	\$ 3,500.00	\$ 287,000
<b>RIGHT-OF-WAY DEVELOPMENT AND CONTROL</b>			<b>TOTAL FOR GROUP</b>	<b>\$320,000.00</b>	
	WATER QUALITY FACILITY INC. PLANTING/LANDSCAPING	LS	1	\$ 320,000	\$ 320,000
<b>WATER SUPPLY SYSTEM</b>			<b>TOTAL FOR GROUP</b>	<b>\$1,309,804.00</b>	
	IRRIGATION SYSTEMS	LS	1	\$ 12,000	\$ 12,000
	12 INCH DI WATER	LF	4,395	\$ 85.00	\$ 373,575

September 28, 2015

SECTION				COUNTY	
<b>Hunziker Core Infrastructure Improvements</b>				<b>Washington</b>	
PROJECT NUMBER	KIND OF WORK	LENGTH	DATE	Prepared by:	
	<b>Water, Sewer, Grading, Drainage, Paving, Signing, Illumination, and Roadside Development</b>	<b>1,730</b>	<b>10/5/2015</b>	<b>COT</b>	
ITEM NUMBER	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT COST	TOTAL
	8 INCH DI WATER	LF	850	\$ 75.00	\$ 63,750
	6 INCH DI WATER	LF	120	\$ 70.00	\$ 8,400
	CONNECTION EXISTING MAIN	EACH	5	\$ 1,500	\$ 7,500
	VAC/AIR ASSEMBLY	EACH	4	\$ 1,600	\$ 6,400
	FIRE HYDRANT ASSEMBLY	EACH	7	\$ 3,800	\$ 26,600
	6 INCH GATE VALVE	EACH	14	\$ 1,000	\$ 14,000
	8" DOUBLE CHECK VAULT	EACH	1	\$ 24,000	\$ 24,000
	12 INCH BUTTERFLY VALVE	EACH	14	\$ 2,200	\$ 30,800
	2 INCH WATER SERVICE CONNECTIONS	EACH	4	\$ 2,500	\$ 10,000
	ABANDONEMENT/REMOVAL OF EXISTING WATERLINE	LS	1	\$ 723,279	\$ 723,279
	TESTING	EACH	1	\$ 9,500	\$ 9,500
<b>UTILITY UNDERGROUNDING</b>			<b>TOTAL FOR GROUP</b>		<b>\$331,585.00</b>
	UTILITY VAULT, TYPE FRONTIER 3'x5' HAND HOLE	EACH	8	\$ 2,920	\$ 23,360
	UTILITY VAULT, TYPE PGE 233	EACH	8	\$ 1,530	\$ 12,240
	UTILITY VAULT, TYPE PGE 577	EACH	8	\$ 5,400	\$ 43,200
	UTILITY VAULT, TYPE PGE 5106	EACH	4	\$ 8,700	\$ 34,800
	UTILITY VAULT, TYPE COMCAST 233	EACH	8	\$ 1,285	\$ 10,280
	UTILITY CONDUIT, 2" DIAM.	LF	6,810	3.00	\$ 20,430
	UTILITY CONDUIT, 4" DIAM.	LF	3,405	4.00	\$ 13,620
	UTILITY CONDUIT, 6" DIAM.	LF	3,405	5.00	\$ 17,025
	UTILITY TRENCH EXCAVATION, BEDDING, AND BACKFILL	LF	3,405	\$ 46.00	\$ 156,630
<b>SUBTOTAL, BIDDABLE ITEMS</b>					<b>\$ 5,775,259</b>
<b>CONTINGENCIES</b>					<b>15% \$ 866,289</b>
<b>SOFT COSTS</b>					<b>25% \$ 1,443,815</b>
<b>RIGHT-OF-WAY COSTS (217,257 SF x \$9.20/SF)</b>					<b>\$ 1,998,764</b>
<b>PERMIT FEES</b>					
<b>Erosion Control Fee</b>					<b>\$ 9,000</b>
<b>ESTIMATED TOTAL</b>					<b>\$ 10,093,126</b>

Prepared by ANDREW NEUBAUER on Wednesday, September 30, 2015 at 4:23:23 PM from the EXISTING CONDITIONS\_Spread\_100  
File Name: Plans\150527 - ACTIVE PROJECTS\150527 HUNZIKER CORE\150527 HUNZIKER CORE\150527 HUNZIKER CORE EDA EXHIBIT.DWG



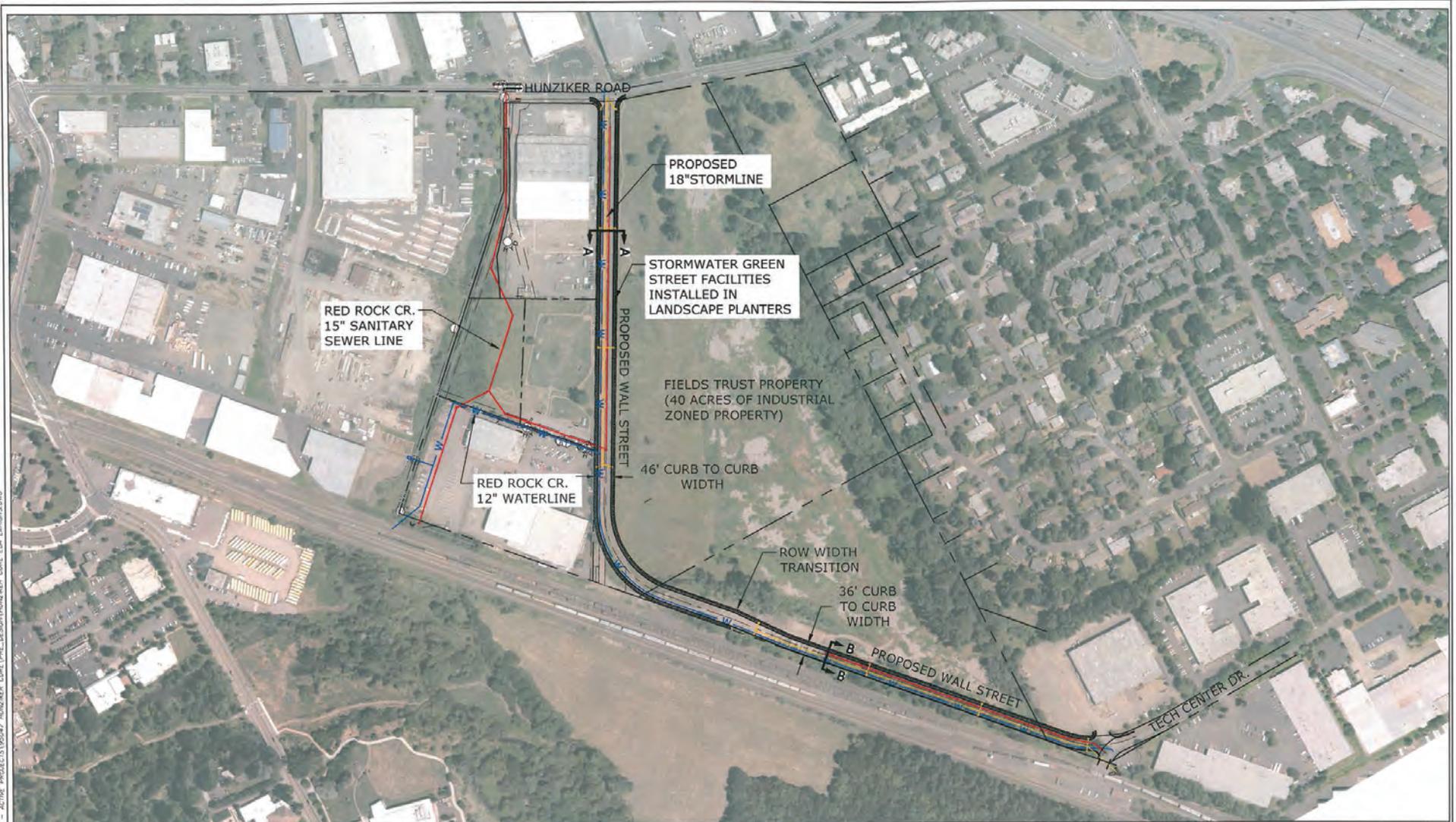
 **ENGINEERING DIVISION  
PUBLIC WORKS DEPARTMENT**  
13125 S.W. HALL BLVD.  
TIGARD, OREGON 97223  
VOICE: 503-639-4171  
FAX: 503-624-0752  
WWW.TIGARD-OR.GOV

## HUNZIKER CORE EXISTING CONDITIONS

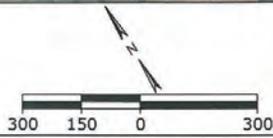
FIGURE  
FIG-1

FILE NO  
95047

Printed by ANDREW WELBURN on Wednesday, September 30, 2015 at 4:24:13 PM from the C:\BELL\JAW\Project\15047 - Active Projects\15047 - HUNZIKER COBE\DWG\CONSTRUCTION\DWG\CONSTRUCTION.DWG



LEGEND	
	NEW SANITARY SEWER LINE
	NEW WATERLINE
	NEW STORMLINE



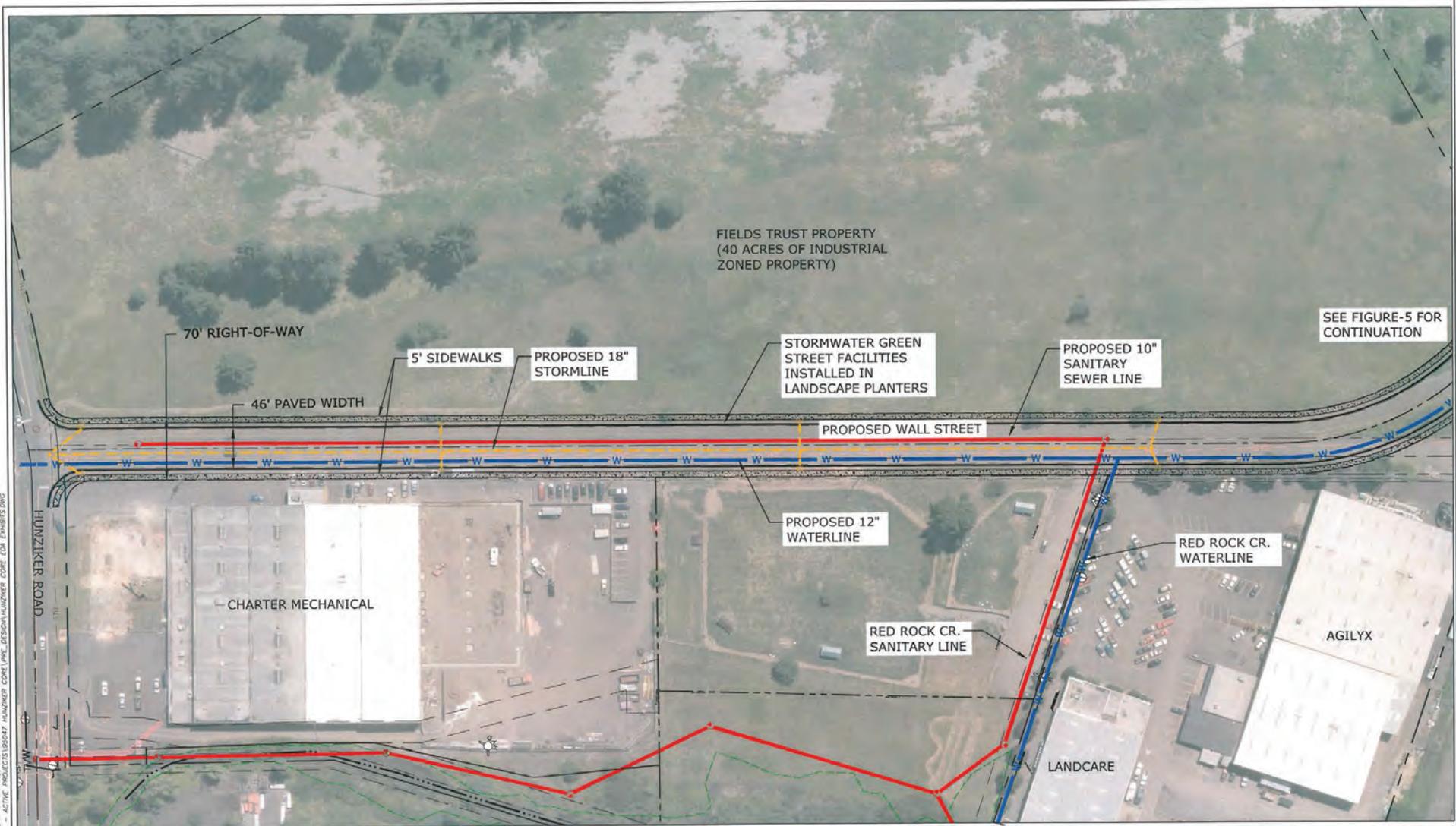
**TIGARD**  
 ENGINEERING DIVISION  
 PUBLIC WORKS DEPARTMENT  
 13125 S.W. HALL BLVD.  
 TIGARD, OREGON 97223  
 VOICE: 503-639-4171  
 FAX: 503-624-0752  
 WWW.TIGARD-OR.GOV

## HUNZIKER INFRASTRUCTURE OVERALL LAYOUT

FIGURE  
 FIG-2  
 FILE NO  
 95047

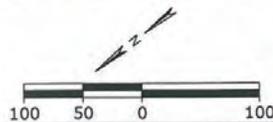


Prepared by: MDC/EPW necessary on Monday, September 26, 2016 at 11:02:10 AM from the WALL ST. LAYOUT A Report Job File Name: Plans\160931\ENR11 - ACTING PROJECTS LEADER - DESIGN\HUNZIKER CORE CDR - ENR115.DWG



SEE FIGURE-5 FOR CONTINUATION

LEGEND	
	NEW SANITARY SEWER LINE
	NEW WATERLINE
	NEW STORMLINE
	NEW SANITARY SEWER MANHOLE
	NEW STORM MANHOLE

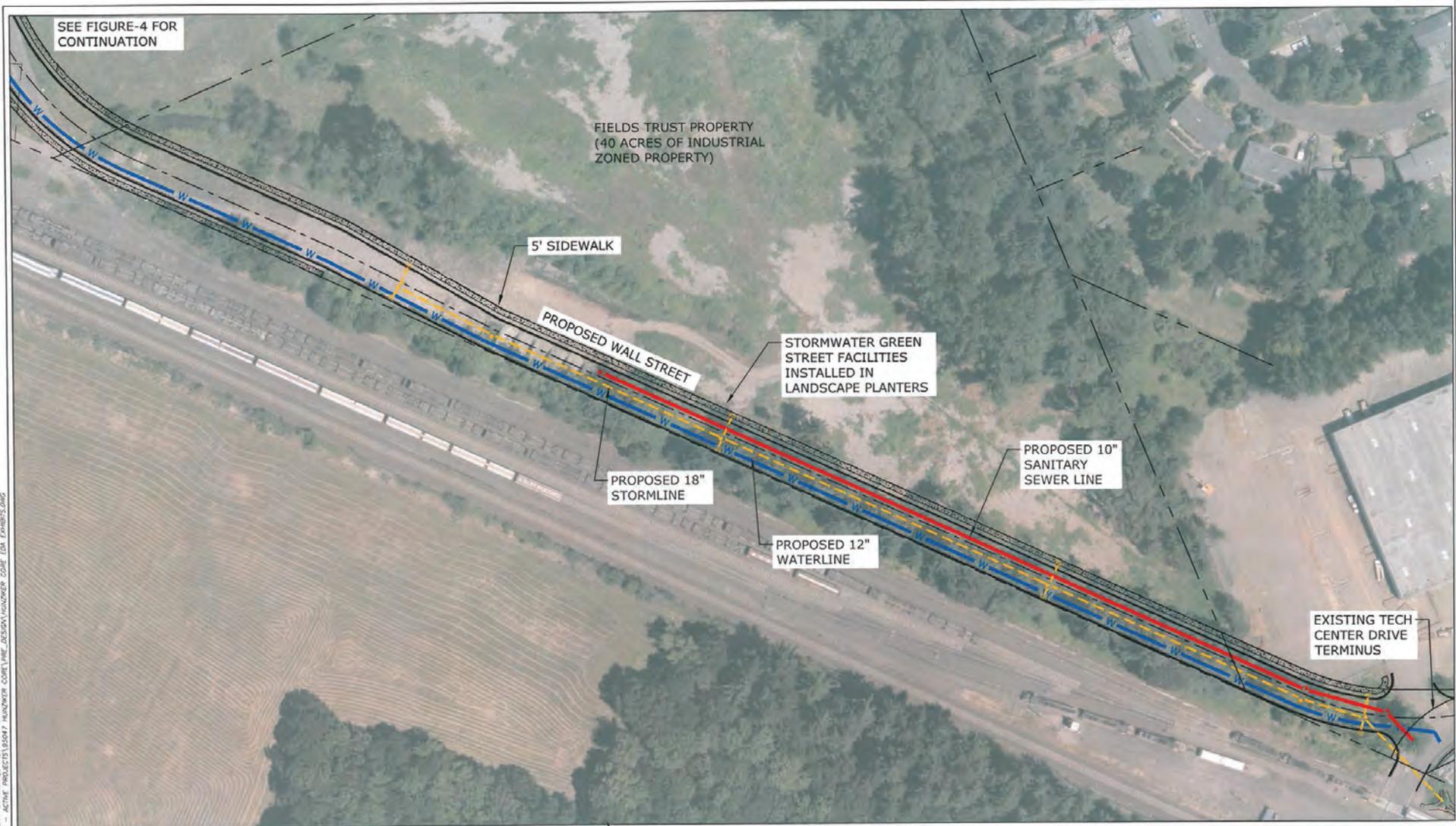


**ENGINEERING DIVISION  
PUBLIC WORKS DEPARTMENT**  
 13125 S.W. HALL BLVD.  
 TIGARD, OREGON 97223  
 VOICE: 503-639-4171  
 FAX: 503-624-0752  
 WWW.TIGARD-OR.GOV

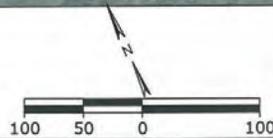
## PROPOSED SW WALL STREET DETAIL LAYOUT A

**FIGURE  
FIG-4**  
  
**FILE NO  
93013**

Printed by AUDREW NEUBURY on Monday, September 26, 2016 at 11:01:22 AM from the WALL ST. LAYOUT B.dwg  
file Name: Plans\EXHIBIT - ACTOR PROJECTS\15047\_HAZWOPER CORRECTIVE DESIGN\15047.dwg



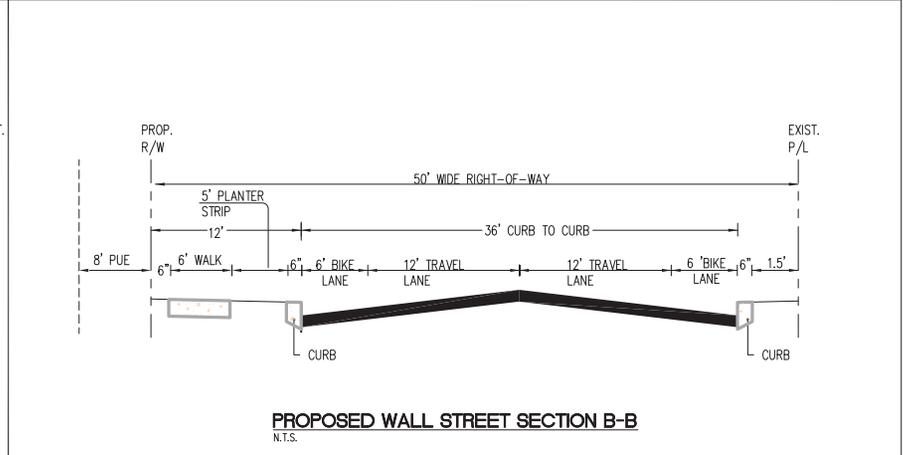
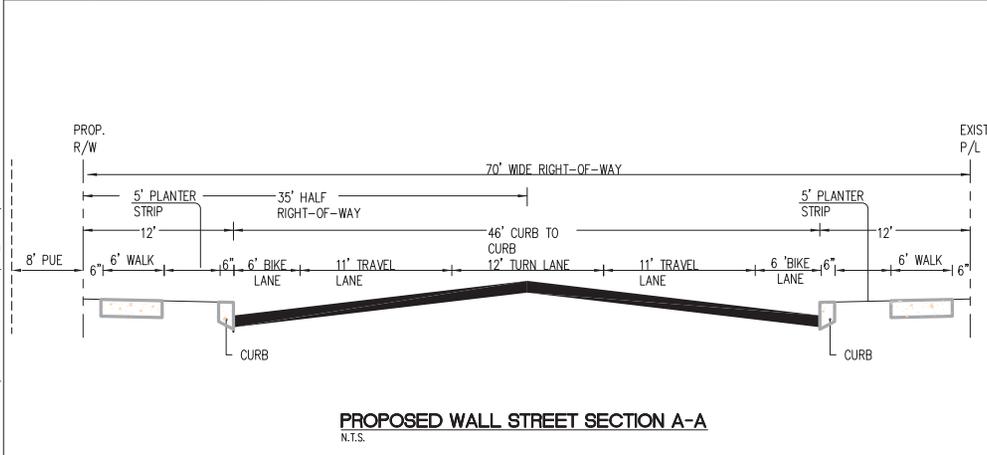
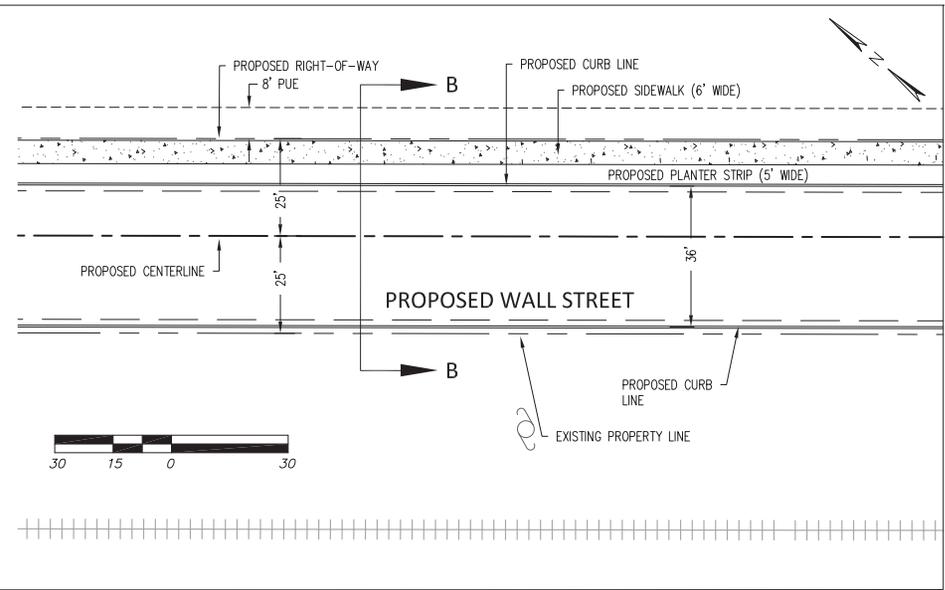
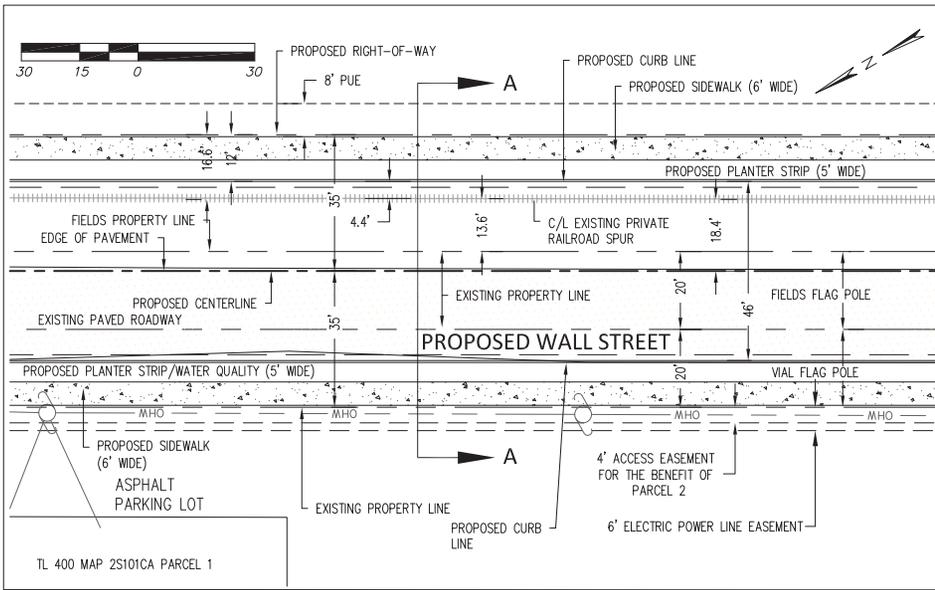
LEGEND	
	NEW SANITARY SEWER LINE
	NEW WATERLINE
	NEW STORMLINE
	NEW SANITARY SEWER MANHOLE
	NEW STORM MANHOLE



ENGINEERING DIVISION  
PUBLIC WORKS DEPARTMENT  
13125 S.W. HALL BLVD.  
TIGARD, OREGON 97223  
VOICE: 503-839-4171  
FAX: 503-624-0752  
WWW.TIGARD-OR.GOV

### PROPOSED SW WALL STREET DETAIL LAYOUT B

FIGURE  
FIG-5  
FILE NO  
93013



Plotted by ANDREW HENNING on Tuesday, September 29, 2015 at 3:37:06 PM from the WALL ST. SECTION 1 (2) layout tab  
 File Name: plans\2015\ACTIVE PROJECTS\2015\TIGARD\CONCEPTS\WALL STREET CROSS SECTIONS.dwg

**ENGINEERING DIVISION  
PUBLIC WORKS DEPARTMENT**  
 13125 S.W. HALL BLVD.  
 TIGARD, OREGON 97223  
 VOICE: 503-639-4171  
 FAX: 503-624-0752  
 WWW.TIGARD-OR.GOV

**WALL STREET ROADWAY  
COLLECTOR CROSS SECTION  
EXHIBIT**

**FIGURE  
FIG-6**  
**FILE NO  
95047**