OREGON TRANSPORTATION INFRASTRUCTURE BANK APPLICATION

Oregon Department of Transportation
355 Capitol St NE, MS 21
Salem, OR 97301

PLEASE SUBMIT ONE ORIGINAL

SECTION 1: APPLICANT

Organization: City of Coburg

Address: P.O. Box 8316, Coburg, Oregon 97408,
91136 N. Willamette Street, Coburg, Oregon 97408

Contact Person: Anne Heath

Phone: 541-682-7871

Email Address: Anne.Heath@ci.coburg.or.us

PROJECT TITLE: COBURG STREET REPAIR AND MAINTENANCE PROJECT

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SECTION 2: PROJECT JUSTIFICATION

Explain in detail the need for the project and summarize the scope of work to be completed.

Coburg seeks to bring our local streets up to an acceptable PCI standard of 80 or above over a five year period. We have conducted a Pavement Management Study and inventory of our streets, assigned preliminary treatment, and created a projected cost for each street.

Our street network includes streets that need complete reconstruction, an 2 inch overlay, crack seals and slurry seals. Most of these projects are on local streets. However, one of the largest projects is on a collector street in our industrial area where trucks utilize the road heavily on a daily basis.

It is our intention to balance the reconstruction of our worst streets with the preventative treatments of our best streets in order to not fall farther behind in our plan to restore to acceptable PCI.

The local streets in Coburg are old and were built on an unacceptable base by today's standard. They are all narrow and can be unsafe due to the condition of the pavement. Our pavement study showed the average PCI of 59. However for many of our local streets this falls to poor and even very poor condition with functional classes under 25.

The schedule attached illustrates the anticipated treatment of each street associated with the project year of completion. Coburg plans to have some streets in the engineering stage each year while others are under construction. This will offer a continual march of progress to hit our goal of a 80 or above PCI for all local streets within a five year period.

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SECTION 3: PROJECT BUDGET AND LOAN REQUEST

		Estimated Project Amounts	Amount to be funded through OTIB
Preliminary Engineering	$	389,713	389,713
Right of Way	$	0	0
Construction	$	2,598,085	2,110,287
Equipment	$	190,000	0
Design & Architectural	$	0	0
Land Acquisition & Site Preparation	$	0	0
Other Capital Costs	$	0	0
Contingency	$	519,617	0
Loan Fee (1%)	$	25,000	0
Other (_____)	$	0	0
Total Costs:	$	3,722,415	2.500,000

Have you bid the project yet? Yes____ NoX

It is anticipated that there will be projects go out to bid very soon

Roberts Road and Mckenzie Streets could go out to bid in the late spring

Has any equipment been ordered or purchased? Yes____ NoX___

If yes, when was it ordered or purchased? _____

Over how long a period would you like to repay your OTIB Loan? **10 years**

Do you expect to use additional debt for this project in the future? Yes____ No X

The City can cover future costs with the Street Utility Fee, gas tax, and regional MPO funding once the majority of the work has been completed. However, the volatility of the CPI index at this time makes it very hard to predict the true costs of projects over the next several years.

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SECTION 4: SUMMARY OF PLEDGED AND OTHER REVENUE

All OTIB loans require a pledge of any Highway User Tax Apportionment due to the Applicant to provide security for the loan. If the Apportionment received by the Applicant has not historically been sufficient to cover projected loan repayments, additional collateral will be required. The loan may be repaid out of other sources available to the Applicant. Please answer the following:

1. What funds have already been identified to repay the loan?

   The City of Coburg has both a state and local fuel tax which equal approximately $250,000 per year. In addition, the City implemented a Transportation Utility Fee in the fall of 2021 which will provide approximately $150,000 annually for the repair and/or construction, or the retirement of debt incurred for the repair and/or construction of the roads in Coburg. In the case of the City Fuel tax as well as the Transportation Utility Fee, the ordinances clearly state that the retirement of debt incurred for the purpose or repairs and maintenance to the roads is an allowable expense.

2. What other funds are potentially available to secure the loan, if necessary?

   The Street Fund is an independent fund of the City and it is in the best interest of the City for all funding and debt to be secured by the revenues of this fund. However, if needed, the General Fund could be considered an additional source if needed.

3. Does the applicant have a credit rating published by any of the three credit rating agencies: Fitch, Moody's, or Standard and Poor's? If so, please indicate the ratings and when established and last reviewed. If available, please attach the most recent credit rating report as an appendix to this application.

   YES – See Attached

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SECTION 5: OTHER FINANCIAL INFORMATION

1. Has the Applicant suffered an operating deficit in either its General Fund or Road Fund, or other similar enterprise fund in the last 5 years? If so, what actions were taken?

   No, the City has been operating quite successfully in all funds for the last five years.

2. Does the project involve the formation of a local improvement district (LID) or an urban renewal district (URD) or similar entity? If so, provide the status of negotiations with benefited property owners, an engineer's report on the district formation and assessments (if available), and any resolutions creating the district.

   No.

3. Are the benefited property owners participating in the cost of construction? If yes, list the benefiting property owners and corresponding participation. If no, explain why.

   Yes, the property owners pay a both a City and state gas tax when purchasing fuel in Coburg. In addition, each property in Coburg has been assessed a Transportation Utility Fee. Additionally, there will be some system development charges available to our projects.

4. Does this project use any "innovative" sources of financing, such as revenue from traffic impact fees, transportation improvement district fees, system development charges, urban renewal assessments, private funds, or tolls. What percentages of project funds are "innovative" versus "traditional?" Be specific.

   Approximately 37% of the funds needed for this project will come from a newly implemented Transportation Utility Fee. Approximately 10% of the project could come from System Development Charges with approximately 53% coming from both local and state gas taxes.

5. Summarize any pending litigation that may affect the ability of the Applicant to repay a loan.
   N/A

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6. Has the Applicant ever defaulted on a debt? If so, provide a complete summary of all circumstances relative to the default.

N/A

7. How will the ongoing maintenance, operation and replacement of the project be financed?

The City anticipates $400,000 - $450,00 annually in revenue to the Street Fund consisting of gas taxes and the Street Utility Fee.

SDC's will also be available for some projects but are dependent on the continued growth and development in Coburg.

We would like to finance upfront the work for some larger portions of the project and then utilize revenues available to repay the debt. All other revenue funds available will go to the maintenance and operations of the street fund.

We anticipate budgeting $50,000 annually for preventative seals on the road. The City plans to purchase equipment and train our public works employees to operate it in order to perform some of the streets seals in house.

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SECTION 6: PROJECT PLANNING & DESIGN

1. The OTIB will fund only projects that conform to local transportation system plans and/or the Statewide Transportation Improvement Program (STIP).

   Is this project in the local area transportation plan? YesX No____
   Although not called out individually, the maintenance and health of our local roads are a priority in our transportation plan
   Is this project in the STIP?
   Some of the projects are currently in the STIP Yes_X___N
   If no, is a STIP Amendment in process? Yes____ No____ N/A___

2. Name all plans that contain the project. What stage is the project in these plans (for example, developmental or construction). What cost estimates are shown there?

   Currently the City is focused on four projects which are in the engineering phase at this time.
   1. **Roberts Road- Collector which is used for heavy truck traffic and needs reconstruction. $1,000,000 of which no funding is available at this time.**
   2. **Mckenzie Street – In the STA grant process. Mckenzie street is a downtown business district east-west connector between neighborhoods, parks and downtown businesses. ($280,000) - $100,00 STA funding.**
   3. **Engineering Collector Street Network Currently we are in the engineering phase of our network of collector streets. This is a STIP funded project for which the City has been awarded $750,000 to be constructed in 2023-24. We are attempting to align with a current water project.**
   4. **Preventative Maintenance – Some newer streets will be treated in the summer of 2022 with seals. ($50,000). This supports our balance of maintaining the good streets while we treat the worst.**

All other streets will fall into a cycle of selecting a quadrant of town each year to be engineered, and the construction will take place the following year.

See attached street treatment map. This is an early version and at this time, some of the projects will change based upon available funding and the ability to align with other capital projects of the City such as water line replacement. This saves on the costs of both projects.

3. Describe the planning and land use requirements that apply to this project, if any. Discuss where the project is in the approval process. If a land use action is required, when will the approving body issue a decision?

   Currently, the City has drafted an alternative street design standard for our narrow collector streets which can't support a standard collector design. We hope to have this alternative design completed and added to our development code by the end of April, 2022 and adopted in June of 2022. This change to our development code will be a land use action. This would be passed by both the Planning Commission as well as the City Council with required public hearings.

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4. Describe the environmental impacts of this project. For a federally funded project, please provide the status, or attach, the Environmental Impact Statement (EIS). If no EIS is required, please provide the categorical exclusion that the Applicant has qualified under.
   Engineer to answer this question

5. Some State and Federal OTIB funds require that a project is federal aid eligible, even if the project will not be subject to other federal requirements. Please specify if this project meets federal-aid eligibility requirements.

   The Collector street projects are federal-aid eligible including Roberts Road, Coburg Industrial North (future seal project), and the collector street network within the residential neighborhoods. However, Roberts road was not funded in the last round and the road is in terrible condition and will not wait until the next round. It must be fixed in order to avoid an increase in the repair budget.

   To be eligible for federal funding, a project must qualify under Title 23 or Title 49 of the Code of Federal Regulations. A road will be eligible if it is part of a "federal-aid highway." A federal-aid highway is any street or highway that is open to public travel, except one functionally classified as a local street and/or minor collector. Roads designated as part of the National Highway System are eligible.

6. OTIB will fund only projects that meet highway design standards appropriate to the class of project. Describe the class of job for your project and the standards you have met and, if any, design exceptions and their rationale.

   All of our projects will be on local residential streets, or collector streets. We will follow all street standards as approved in our guiding documents such as the TSP and the development code. The City has extremely narrow streets and in some circumstances, these are collector streets that are not appropriate for the standard collector design. These are historical residential streets where many times there are homes and outbuildings that would make it impossible to widen to a standard collector design. Therefore, the City will implement a update to the development code to allow for a flexible design standard for our collectors to enhance safety, allow for some alternative parking, etc.

7. When will the project be ready to begin construction? When will the construction be complete? Will OTIB funding will make this project possible or advance it? Will any new work be done because of this loan? Absent OTIB funding, when would the project go to contract?

   The construction will begin in the summer of 2022 and is anticipated to last at least 5 years in order to bring all streets up to acceptable standards.

   OTIB funding will allow us to engineer and construct streets up front and then pay over a course of several years. Without this funding, we will be left to only tackle a few streets at a time and only when we have built up enough funds to do so.

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In regards to Roberts Road, the repair of this road is crucial at this time and the City does not have the funds to repair it. If we can fund the work on this road than we do have the annual revenues to pay back over several years.

The majority of the roads in Coburg are in need of treatment as soon as possible. Our five-year plan addresses this. However, Street Fund revenues will not allow for us to do this in this short time. Therefore, funding up front to get the work done, and paying over several years is the best case scenario for the City. Absence of funds to get this work done will result in some streets continuing to become worse, and what could be an overlay at this time, may be a total reconstruction in a few years if left untreated.

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SECTION 7: OTHER PROJECT INFORMATION

1. Does this project have any safety impacts? If project is related to road construction, what are the current accident rates of the affected project area, if any? What are projected accident rates if improvements are made? Please supply any data that supports safety improvements.

   The majority of our streets are residential streets where few accidents take place. These are low speed areas. Roberts Road and Coburg Industrial North are commercial streets that see mainly truck and employee traffic and have an equally low rate of accidents if any.

2. Does this project contribute to traffic growth management? If so, how?

   Yes, this expands pedestrian and multi-modal use of the road due to safer and updated surfaces. It repairs the streets in our current neighborhoods in order to maintain the small town character and feel but retaining narrow and quiet streets.

3. Does this project improve livability?
   Examples include: encouraging development designed to allow people to live, work and shop in the same area; making walking, biking and transit convenient and accessible; or assuring accessibility of service to rural communities.

   Yes, currently our roads are unsafe for pedestrians, biking and especially for those with walkers, wheel chairs, or disabilities. Securing safe roads with acceptable PCI will increase the accessibility and safety to the whole community and all abilities.

4. Does this project strengthen Oregon's economic development?
   Examples include: improving infrastructure, investing in rural or distressed communities, improve the business climate, enhance the community's image, or job creation,

   Yes, the City of Coburg is a historic district which draws tourism in order to take advantage of our Historic Home Tour. Additionally, Coburg is on the Willamette Scenic Bikeway which runs down through the center of the City. Coupled with a draw of antique stores, gift shops, and quality restaurants, Coburg is a viable economic driver for the region. Safe and reliable roads are important to maintain a strong community image, business climate and a pleasant experience for our visitors.

5. Does this project impact Oregon's quality of life?

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Examples include: improvements in air or water quality, lower commute times, reducing vehicle miles traveled, promoting inter-modal connections, or maintaining or improving access for emergency services.

This project will enhance and promote more mobility through biking and walkability of the community which does enhance quality of life for our residents and visitors. It increases the safety of both drivers and pedestrians by providing a quality road surface for traveling by removing all large potholes, failed road beds, and standing water. In addition, the repaired roads will lend itself to a higher air quality by removing the dust created when utilizing failed roads.

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SECTION 8: ATTACHMENTS

Attach the following items with the application:

1. <u>If available</u>, attach an engineering feasibility analysis, prepared and stamped by a registered professional engineer. Typically, this analysis will include: Yes___No___N/A___
   - the name, address, and phone number of the professional engineer.

     Engineer of Record – Branch Engineering
     Managing Engineer – Damien Gilbert
     Phone – 541-746-0637
     Email – Damieng@branchengineering.com
   - an explanation of the basis for the size and/or capacity of the proposed project;
   - project alternatives considered;
   - detailed cost estimate including all items necessary to complete the project;
   - preliminary drawing of the project;
   - maps showing the general location of the project, tax lots or parcels in the project area, and the specific location of the project;
   - environmental concerns;
   - needed permits and/or licenses to construct the project;
   - what jurisdiction(s) will own, operate and/or maintain the proposed project; **All projects will be owned by Coburg**
   - anticipated project schedule:
     - project start – **Summer, 2022**
     - preliminary engineering/design
     - Construction – **Ongoing for multiple projects**

2. An anticipated draw down schedule of loan proceeds. Yes_X_No___N/A___
3. Public hearing notice, minutes of the public hearing and minutes of the meeting at which submission of this application was approved. YesXNo___N/A___
4. One copy of each of the last three years of the Applicant's audited financial statements. YesXNo___N/A___
5. One copy of the Applicant's current budget. YesX_No___N/A___
6. Adopted Capital Improvement Plan (if available) and transportation facilities plans as appropriate. Yes X No_ _N/A___
7. If Applicant is not a city or county, one copy of the Applicant's enabling charter or resolution as amended. Yes___No___N/A___

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SECTION 9: CERTIFICATION

I certify that:

The Applicant has the authority to request and incur the debt described in this application and, upon approval, may enter into a contract for the repayment of the loans.

The Applicant has held any locally required public hearings or notices and will comply with all applicable state and federal regulations and requirements.

To the best of my knowledge all information contained in this application is valid and accurate.

The governing body of the undersigned jurisdiction at its _____ (date) meeting authorized the submission of this application.

Signature_____ Title_____

Jurisdiction_____

Name_____ Date_____
(type or print)

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