

CITY OF COOS BAY CITY COUNCIL
Agenda Staff Report

MEETING DATE July 21, 2015	AGENDA ITEM NUMBER
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TO: Mayor Shoji and City Councilors

FROM: Susanne Baker, Finance Director

Through: Rodger Craddock, City Manager

ISSUE: Coos Bay North Bend Water Board Empire Blvd Water Line Project Loan and Resolution 15-07

BACKGROUND:

The City of Coos Bay has been awarded a multi-million dollar grant from the Oregon Department of Transportation (ODOT) for bicycle and sidewalk improvements on south Empire Blvd to the city limits at Wisconsin Avenue. This project has been in the design phase for several years with final plans completed and construction due to begin this fall.

A component of this project involves the Coos Bay North Bend Water Board (Water Board) relocating water line infrastructure within the construction boundary at a cost of approximately \$808,000. The Water Board has explored their funding options and developed a possible funding source through ODOT if transportation grant funds become available. In the interim, because of the necessity for the Water Board to complete their project before the primary City of Coos Bay project begins, the Water Board will be obtaining a loan from the Oregon Transportation Infrastructure Bank (OTIB).

The Water Board is a joint venture of the City of Coos Bay and the City of North Bend and is required to obtain approval from both City Councils in order to obtain any financing. All financing is split between both cities, 50/50, with the Water Board sending to the cities the debt service payments and the cities making the debt service payments.

The Water Board has completed the loan application with the OTIB, pledging water revenues for the debt service payments, and requests the final documents be authorized by the City Council.

ADVANTAGES:

The ODOT Empire Blvd bicycle and sidewalk project will include updated water infrastructure to serve the residents with debt service payments made with funds from the Water Board.

DISADVANTAGES:

None.

BUDGET:

The expenses (public hearing for a supplemental budget) and the debt service funds will be provided by the Coos Bay North Bend Water Board to the City to make the debt service payments.

RECOMMENDATION:

Staff proposes the Council authorize the \$404,000 loan application with the Oregon Transportation Infrastructure Bank, direct the City Manager to execute the loan documents, and adopt Resolution 15-07 Authorizing an Oregon Transportation Infrastructure Bank Loan From the Oregon Department of Transportation for the Coos Bay/North Bend Water Board to Finance the South Empire Blvd Water Line Project.

Attachments

Resolution 15-07
Exhibit A - Water Board Loan Application
Water Board project documents



2305 Ocean Boulevard
P. O. Box 539, Coos Bay, Oregon 97420-0108
Telephone: (541) 267-3128 Fax: (541) 269-5370

Rob K. Schab, General Manager

July 7, 2015

Rodger Craddock
City Manager
City of Coos Bay
500 Central Avenue
Coos Bay, Oregon 97420

Terence O'Connor
City Administrator
City of North Bend
P. O. Box B
North Bend, Oregon 97459

RE: OTIB Loan Application

Dear Rodger and Terence:

Enclosed is an application for OTIB funding for the South Empire Boulevard Project. OTIB has reviewed this document and agrees it meets its application standards. The requested loan amount is \$404,000 per City. Also enclosed is my report/request to the City Councils. Upon passing of the respective City resolutions I will submit a signed application, resolutions and Water Board financials to OTIB.

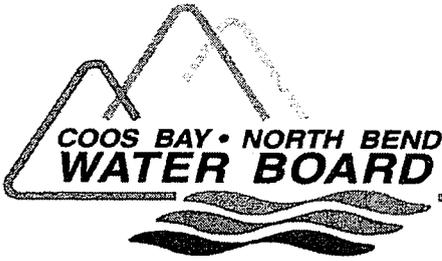
Thank you both for your help on this project.

Sincerely,

A handwritten signature in black ink, appearing to be "Rob K. Schab".

Rob K. Schab
General Manager

Enclosures



2305 Ocean Boulevard
P. O. Box 539, Coos Bay, Oregon 97420-0108
Telephone: (541) 267-3128 Fax: (541) 269-5370

Rob K. Schab, General Manager

Date: July 7, 2015

To: North Bend City Council and Coos Bay City Council

From: Rob K. Schab, General Manager 

In August 2013, the City of Coos Bay notified the Water Board of a joint City-ODOT project to reconstruct South Empire Boulevard from Newmark to Wisconsin Avenues. The Water Board worked with the project team to identify and design specific conflict resolutions. The majority of the existing water main was to be protected in place, a standard construction procedure.

On December 23, 2014, the City informed the Water Board that "protect in place" was no longer an option. Direction was to relocate the existing water main within the entire project boundary. The resulting project consists of the following main items: Installation of approximately 420 lineal feet (lf) of six (6) inch, 180 lineal feet (lf) of ten (10) ten inch diameter water line, 3,150 lineal feet (lf) of twelve (12) inch diameter water line, 1,010 lineal feet (lf) of sixteen (16) inch diameter water line, associated appurtenances including fittings, hydrants, valves, service lines, and other miscellaneous work.

The Water Board explored several internal and external options in funding the then estimated \$1.3 million project. While grant funding is not directly available, the Water Board followed procedures to establish itself as a reimbursable utility under ODOT rules. If transportation grant funds become available the Water Board is now qualified to receive funding, however there is no guarantee for these funds. Therefore, the Water Board developed an external funding option through the Oregon Transportation Infrastructure Bank. The loan application before the City Councils in the amount of \$808,000 (half through each city) represents approximately half of the now estimated \$1.7 million project cost. Terms for the loan are favorable at 2% for 10 years. The Water Board has adjusted water rates by 1.4% in Fiscal Year 2016 to provide a debt service revenue stream for the loan. The remaining project funding will be provided by deferred Fiscal Year 2015 capital projects and capital reserve funds.

The Water Board requests the City Councils authorize a loan application to the Oregon Transportation Infrastructure Bank in the amount of \$404,000 per city, total \$808,000. Upon a successful application process the Water Board will pledge revenues for debt retirement to both cities.

SECTION 00100
ADVERTISEMENT FOR BIDS
COOS BAY-NORTH BEND WATER BOARD
S. EMPIRE BLVD. WATER LINE RELOCATION REBID

Sealed bids for the construction of S. Empire Blvd. Water Line Relocation Project Rebid for the Coos Bay-North Bend Water Board (Owner) will be received by Rob Schab, General Manager, at the Coos Bay-North Bend Water Board Office, P. O. Box 539, 2305 Ocean Boulevard, Coos Bay, Oregon, until 2:00 p.m. PST June 30, 2015 at which time the sealed bids will be opened publicly and read aloud. Bids received after this time will not be accepted. All interested parties are invited to attend.

The project must be substantially completed by October 15, 2015. Estimated construction cost is between \$1.0M and \$1.3M. The project is described as follows:

1. Construct a new water line along South Empire Boulevard from Newmark Avenue to Wisconsin Avenue.
2. Work includes the following main items:
 - A. Installation of approximately 420 lineal feet (lf) of six (6) inch water line, 180 lineal feet (lf) of ten (10) inch diameter water line, 3,150 lineal feet (lf) of twelve (12) inch diameter water line, 1,010 lineal feet (lf) of sixteen (16) inch diameter water line, associated appurtenances including fittings, hydrants, valves, service lines, and other miscellaneous work.

Bidding documents may be examined at the office of The Dyer Partnership, 1330 Teakwood Avenue, Coos Bay, Oregon 97420, (541)269-0732 (Engineer); and at the Coos Bay-North Bend Water Board Office, 2305 Ocean Boulevard, Coos Bay, Oregon.

Complete digital project bidding documents are available at www.questcdn.com. You may download the digital plan documents for \$25.00 by inputting **Quest Project No. 3976829** on the website's Project Search page. Please contact QuestCDN.com at 952-233-1632 or info@questcdn.com for assistance in free membership registration, downloading, and working with this digital project information. An optional paper set of project documents is also available for a non-refundable price of \$75.00 per set, which includes shipping. Please contact The Dyer Partnership at (877) 773-8610 if you have any questions.

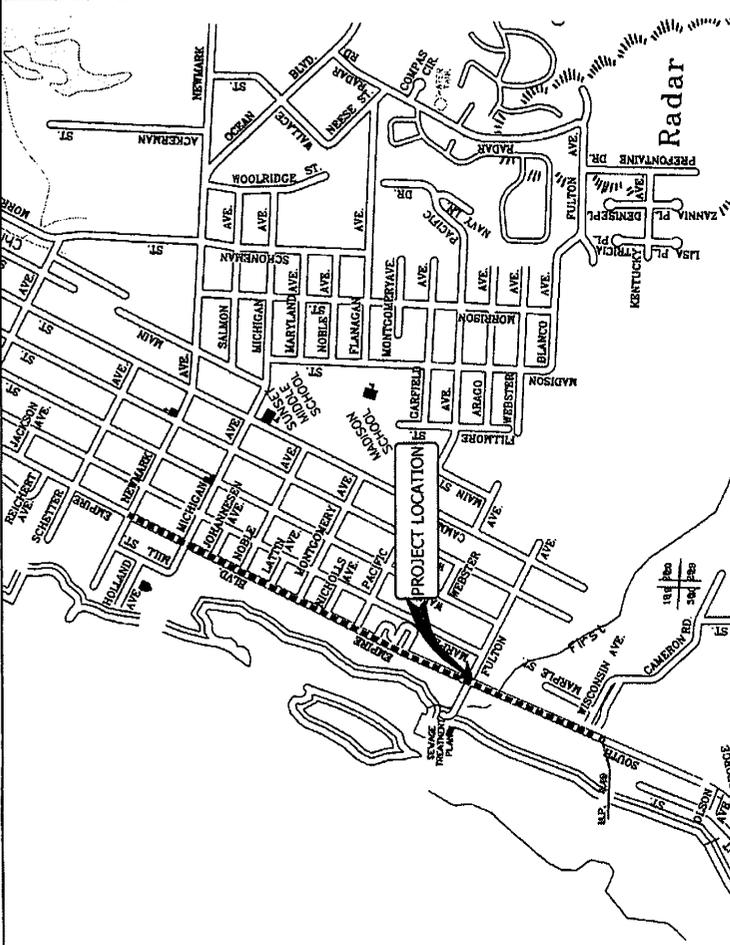
Bids will be received on a unit price basis for all of the work. No bid will be considered unless fully completed in the manner provided in the Instructions to Bidders, and accompanied by a bid security executed in favor of the Owner in the amount not less than 10% of the total amount of the bid. Per ORS 279C.385, bid security is to be forfeited as fixed and liquidated damage should the bidder neglect or refuse to enter into a contract and provide suitable insurance certificates, bonds and other required documents for the faithful performance of the work in the event bidder is awarded the contract.

Bidders must prequalify with Owner as specified in the Instructions to Bidders, five (5) days prior to bid opening.

Each Bidder must submit a first-tier subcontractor disclosure form to the Owner within two working hours of the time for receipt of bids in accordance with ORS 279C.370. Each Bidder must also submit evidence of authority to sign bid within two working hours of the time for receipt of bid.

This contract is for a public work subject to ORS 279C.800 to 279C.870. Prevailing wage rates for public works contracts in Oregon are required for this project. No bid will be received or considered by the Owner unless the bid contains a statement that bidder will comply with the provisions of ORS 279C.840.

In accordance with ORS 279C.365(1)(i), the Owner reserves the right to reject any Bid not in compliance with all prescribed public bidding procedures and requirements, to waive all informalities, and may reject for good cause any and all bids upon a finding by the Owner that it is in the public interest to do so. No bidder may withdraw or modify a bid after the hour set for the receipt for bids, and thereafter until the lapse of seventy days after the bid opening.



CITY OF COOS BAY
VICINITY MAP
SCALE: 1" = 1000 FEET

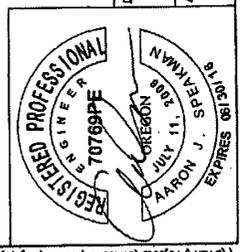
INDEX OF DRAWINGS

DWG. NO.	SHEET NO.	DESCRIPTION
GENERAL		
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G2	2	LEGEND, GENERAL NOTES, & ABBREVIATIONS
CIVIL		
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C2	4	EROSION CONTROL PLAN - DETAILS
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C4	6	WATER LINE SEQUENCING PLAN - STAGE 3 & 4
C5	7	TRAFFIC CONTROL PLAN - STAGE 1
C10	8	TRAFFIC CONTROL PLAN - STAGE 2
C11	9	TRAFFIC CONTROL PLAN - STAGE 3
C12	10	TRAFFIC CONTROL PLAN - STAGE 4
C13	11	WATER LINE PLAN & PROFILE - PHASE 1 & 2
C100	12	WATER LINE PLAN & PROFILE - STA. 0+00 TO STA. 5+00
C101	13	WATER LINE PLAN & PROFILE - STA. 5+00 TO STA. 10+00
C102	14	WATER LINE PLAN & PROFILE - STA. 10+00 TO STA. 15+00
C103	15	WATER LINE PLAN & PROFILE - STA. 15+00 TO STA. 20+00
C104	16	WATER LINE PLAN & PROFILE - STA. 20+00 TO STA. 25+00
C105	17	WATER LINE PLAN & PROFILE - STA. 25+00 TO STA. 30+00
C106	18	WATER LINE PLAN & PROFILE - STA. 30+00 TO STA. 35+00
C107	19	WATER LINE PLAN & PROFILE - STA. 35+00 TO STA. 40+00
C108	20	WATER LINE PLAN & PROFILE - STA. 40+00 TO STA. 41+83
C109	21	CONNECTION DETAILS
C110	22	CONNECTION DETAILS

S. EMPIRE BLVD. WATER LINE RELOCATION REBID		PROJECT NO.	110.17	DRAWING NO.	G1
COOS BAY - NORTH BEND WATER BOARD		DATE	JUNE, 2015	SHEET NO.	1 OF 22
GENERAL		VICINITY MAP & INDEX OF DRAWINGS			

THE DYER PARTNERSHIP
ENGINEERS & PLANNERS, INC.
1000 S. BAYVIEW AVENUE
COOS BAY, OREGON 97320
Phone: (541) 288-0721
Fax: (541) 288-0721
001-0001-0001-000000000000

REVISIONS	RECORD	DESIGNED BY	DATE



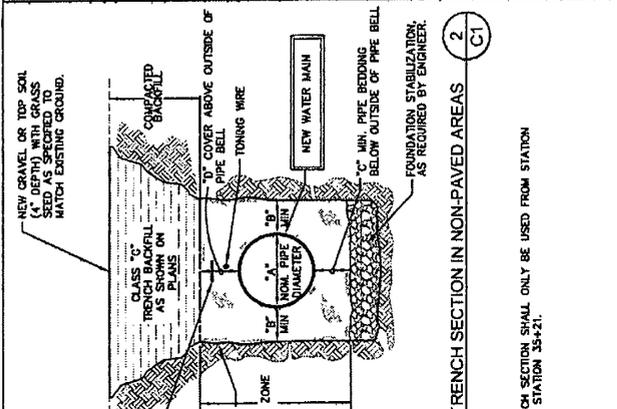
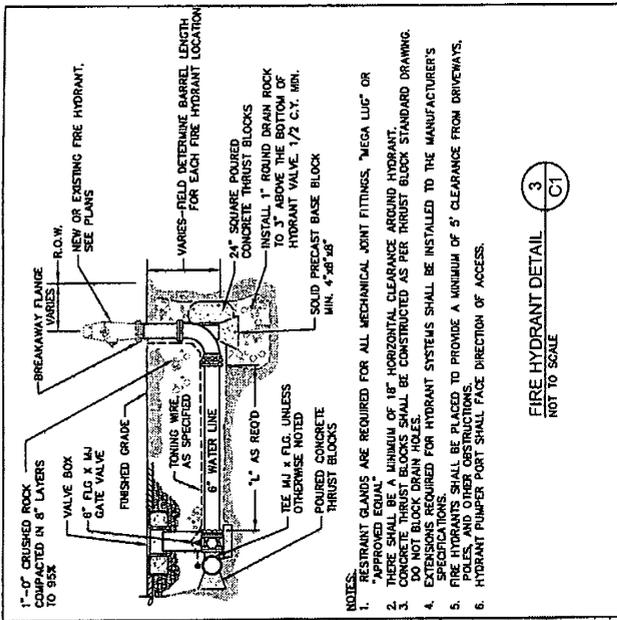
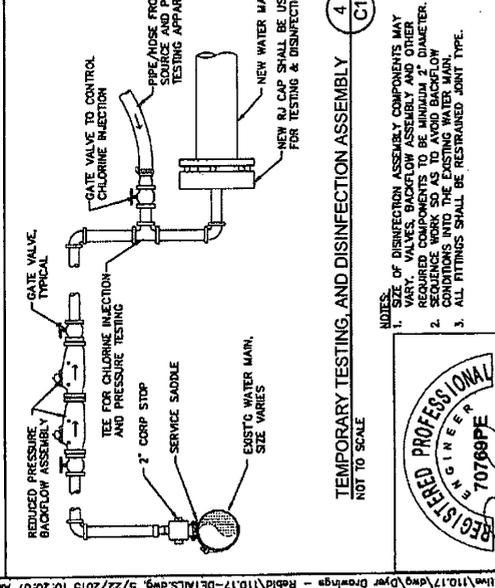
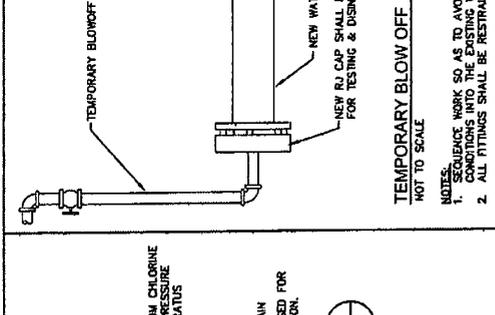
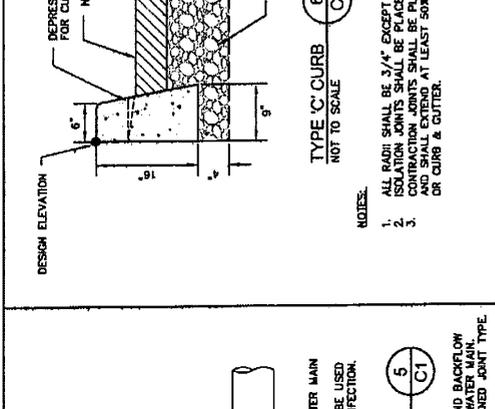
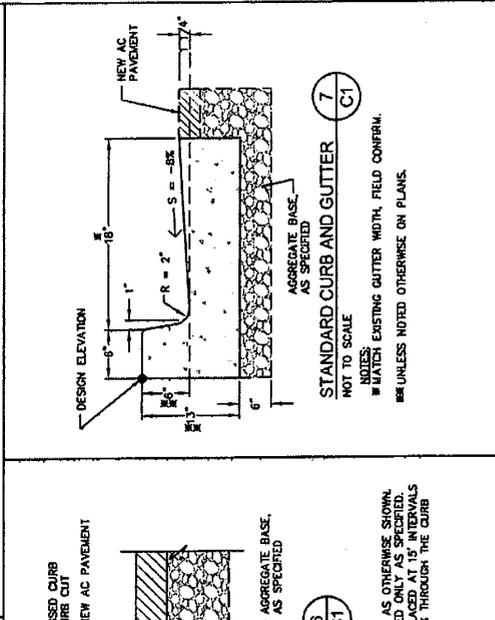
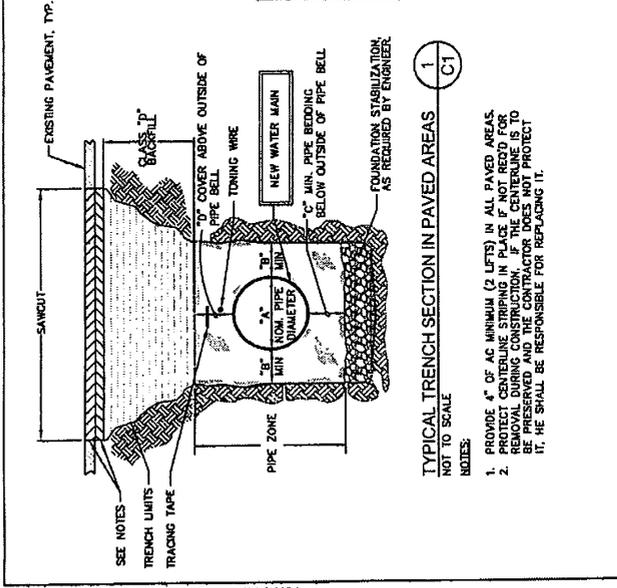


TABLE A

1/4" (6)	3/4" (10)	1" (12)	1 1/2" (18)	2" (24)	3" (36)	4" (48)	6" (72)	8" (96)	10" (120)	12" (144)	15" (180)	18" (216)
4	10	4	12	12	12	12	12	12	12	12	12	12
8	10	4	12	12	12	12	12	12	12	12	12	12
8	10	6	12	12	12	12	12	12	12	12	12	12
10	10	6	12	12	12	12	12	12	12	12	12	12
12	12	6	12	12	12	12	12	12	12	12	12	12
15	12	6	12	12	12	12	12	12	12	12	12	12
18	12	6	12	12	12	12	12	12	12	12	12	12



S. EMPIRE BLVD. WATER LINE RELOCATION REBID
COOS BAY - NORTH BEND WATER BOARD

CIVIL
STANDARD DETAILS

PROJECT NO. 110.17
DATE JUNE, 2015
DRAWING NO. C1
SHEET NO. 3 OF 22

THE DYER PARTNERSHIP ENGINEERS, INC.
1330 TAYLOR AVENUE
COOS BAY, OREGON 97523
www.dyerpart.com

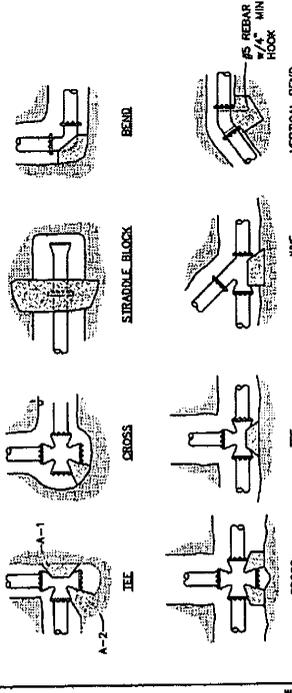
DESIGNED BY: _____ DATE: _____
DRAWN BY: _____
APPROVED BY: _____

REVISIONS

NO.	DESCRIPTION	DATE

REGISTERED PROFESSIONAL ENGINEER
70768PE
AARON J. SPEKMAN
EXPIRES 06/30/16

FITTING SIZE	BEARING AREA OF THRUST BLOCK IN SQUARE FEET				VOLUME OF THRUST BLOCK IN CUBIC YARDS			
	60° BEND	45° BEND	22-1/2° BEND	11-1/4° BEND	90° BEND	45° BEND	22-1/2° BEND	11-1/4° BEND
2	0.2	0.2	0.1	0.05	2	0.2	0.1	0.0
3	0.5	0.9	0.4	0.2	3	0.4	0.2	0.1
4	0.9	1.4	0.7	0.4	4	0.7	0.4	0.2
6	2.1	2.8	1.8	0.8	6	1.5	0.8	0.4
8	3.8	4.8	2.9	1.5	8	2.7	1.5	0.8
10	5.9	7.3	4.5	2.3	10	4.3	2.3	1.2
12	8.5	10.3	6.5	3.3	12	6.1	3.3	1.7
14	11.5	13.8	8.8	4.5	14	8.3	4.5	2.3
16	15.1	17.8	11.5	5.9	16	10.9	5.9	3.0
18	19.1	22.4	14.6	7.4	18	13.8	7.5	3.8
20	23.6	27.5	18.0	9.2	20	17.0	9.2	4.7
24	33.8	38.2	26.0	13.2	24	24.5	13.3	6.8



NOTES:

- CONCRETE BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
- ALL CONCRETE TO BE 3000 PSI.
- INSTALL ISOLATION MATERIAL BETWEEN PIPE AND/OR FITTINGS BEFORE POURING BLOCKING.
- CONCRETE SHALL BE KEPT CLEAR OF ALL JOINTS AND ACCESSORIES.
- SEE TYPICAL HYDRANT SETTING DETAILS FOR BLOCKING LOCATIONS.
- NO CONCRETE WITHIN 24" OF FINISHED SURFACE.
- ALL FITTING SHALL BE PROVIDED WITH THRUST BLOCKING.

THRUST BLOCKING DETAIL - 1
NOT TO SCALE

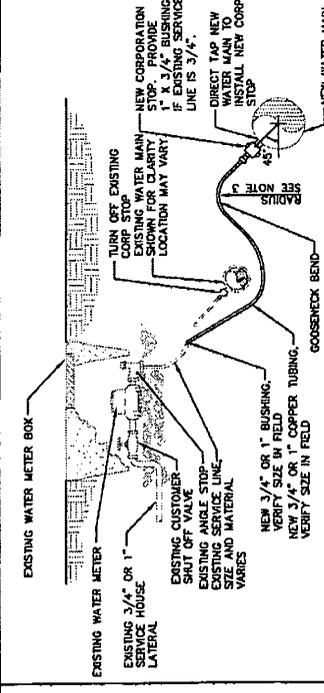
FITTING SIZE	ROD SIZE	EMBEDMENT
12" AND LESS	#5	30"
14" - 18"	#6	36"

BEARING AREA OF REDUCERS SHALL BE THE DIFFERENCE BETWEEN VALUES FOR DEAD ENDS FOR EACH END SIZE (E: 6x8: 3.0-2.1 = 1.7 SQ. FT.)
VALUES BASED ON 150 PSI WATER PRESSURE AND 2000 PSF SOIL BEARING CAPACITY.

REGISTERED PROFESSIONAL ENGINEER
AARON J. SPEAKMAN
JULY 11, 2008
OREGON
EXPIRES 07/11/2016

REVISIONS	NO.	DESCRIPTION	DATE

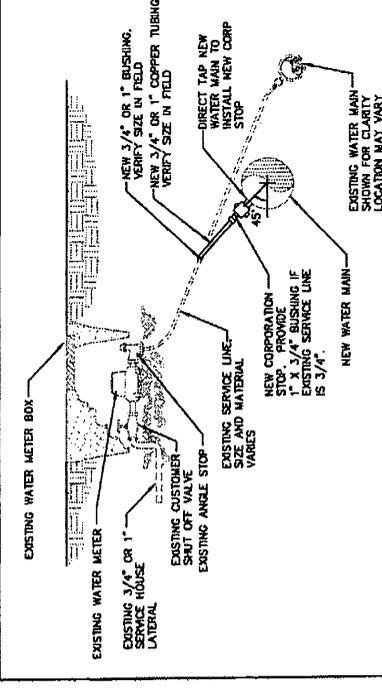
DESIGNED BY: _____ DATE: _____
 CHECKED BY: _____
 APPROVED BY: _____



1" SERVICE RECONNECTION DETAIL - TYPE 1
NOT TO SCALE

NOTES:

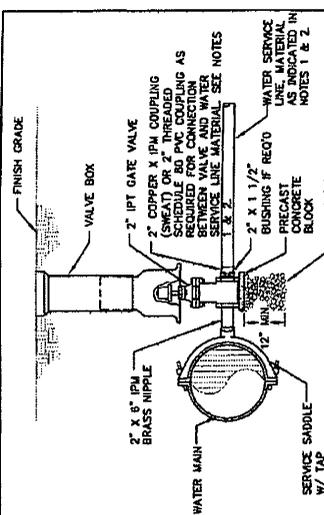
- CONTRACTOR SHALL PROVIDE TEMPORARY SERVICE LINES TO ALL SERVICES IN CONFLICT WITH NEW WATER LINE INSTALLATION.
- NO SEPARATE PAYMENT WILL BE MADE FOR TEMPORARY SERVICE LINES.



1" SERVICE RECONNECTION DETAIL - TYPE 2
NOT TO SCALE

NOTES:

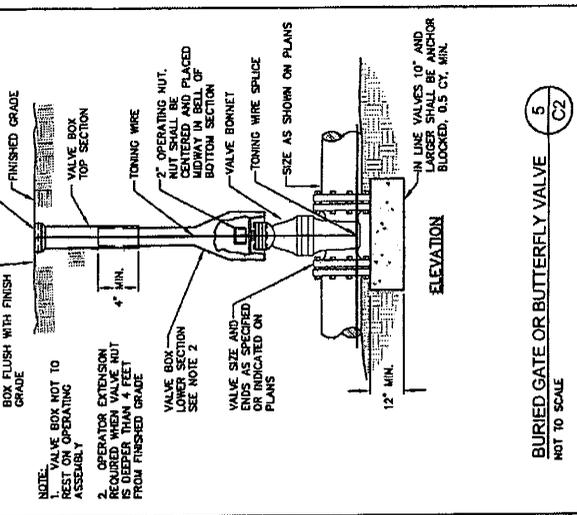
- CONTRACTOR SHALL PROVIDE TEMPORARY SERVICE LINES TO ALL SERVICES IN CONFLICT WITH NEW WATER LINE INSTALLATION.
- NO SEPARATE PAYMENT WILL BE MADE FOR TEMPORARY SERVICE LINES.



2" SERVICE CONNECTION
NOT TO SCALE

NOTES:

- 1/2" WATER SERVICE LINE STA. 20+95 SHALL BE SCHEDULE 80 PVC.
- 2" WATER SERVICE LINE STA. 24+75 SHALL BE COPPER.



BURIED GATE OR BUTTERFLY VALVE
NOT TO SCALE

NOTES:

- IN LINE VALVES 10" AND LARGER SHALL BE ANCHOR BLOCKED, 0.5 CY. MIN.

S. EMPIRE BLVD. WATER LINE RELOCATION REBID
COOS BAY - NORTH BEND WATER BOARD

THE DYER PARTNERSHIP
ENGINEERS & PLANNERS, INC.
1300 TEAKWOOD AVENUE
TAMPA, FLORIDA 33610
TELEPHONE: (813) 288-0732
www.dyerplan.com

SCALE: 1" = 10' (SEE PLAN)
AT FULL SCALE

CIVIL
STANDARD DETAILS

PROJECT NO. 110.17
DRAWING NO. C2

DATE: JUNE, 2015
SHEET NO. 4 OF 22

City of Coos Bay

Resolution 15-07

A RESOLUTION OF THE CITY OF COOS BAY, OREGON AUTHORIZING AN OREGON TRANSPORTATION INFRASTRUCTURE BANK (OTIB) LOAN FROM THE OREGON DEPARTMENT OF TRANSPORTATION FOR THE COOS BAY NORTH BEND WATER BOARD TO FINANCE THE SOUTH EMPIRE BLVD WATER LINE PROJECT.

WHEREAS, the Oregon Transportation Infrastructure Bank is a revolving loan fund; and,

WHEREAS, the Coos Bay North Bend Water Board ("Water Board") is applying for a loan through the Oregon Department of Transportation's Oregon Transportation Infrastructure Bank Program ("OTIB Loan") through the City of Coos Bay for the long-term financing of water system improvements on South Empire Blvd ("Project") for \$808,000; and,

WHEREAS, the OTIB loan is secured by a pledge of the City's full faith and credit and any Highway User Tax Apportionment due the City of Coos Bay; and,

WHEREAS, the Water Board will reimburse the City of Coos Bay for expenses due to the OTIB loan (bond counsel, arbitrage reporting, and any other professionals) and provide resources for the debt service payments from the net revenues of the City's water system through City Charter administration by the Water Board; and,

WHEREAS, the Water Board and City of Coos Bay are qualified to apply for and obtain financial assistance from the Oregon State Infrastructure Bank for the purpose stated in this resolution;

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Coos Bay hereby authorizes the City Manager to execute an application, attached hereto as Exhibit A, for financial assistance from the Oregon Transportation Infrastructure Bank and to submit the application, together with all required documentation, to the Oregon Department of Transportation for consideration; and

The foregoing resolution was duly adopted by the City Council of the City of Coos Bay, Coos County, Oregon this 21st day of July 2015 and was signed by the Mayor on July 21, 2015.

Crystal Shoji, Mayor

Attest: _____
Susanne Baker, City Recorder

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 Coos Bay and City of North Bend for Coos Bay-North Bend
Water Board

Address: P. O. Box 539, Coos Bay, Oregon 97420

Contact Person: Rob K. Schab, General Manager

Phone: 541-267-3128

Email Address: rob_schab@cbnbh2o.com

PROJECT TITLE: S. Empire Boulevard Water Line Relocation

SECTION 2: PROJECT JUSTIFICATION

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

The City of Coos Bay in conjunction with the Oregon Department of Transportation is conducting a roadway improvement project on S. Empire Boulevard located in Coos Bay, Oregon. The project will widen the roadway section on Empire Boulevard from Newmark Avenue to city limits (Wisconsin Avenue), which will provide bike lanes, parking and sidewalks on both sides of the street.

The roadway project conflicts with the water infrastructure currently located in the Empire Boulevard right-of-way. The Water Board must relocate (install new) water infrastructure to resolve these conflicts. But for the roadway project, the existing water infrastructure would continue in service for another 20 to 30 years.

The S. Empire Boulevard Water Line Relocation Project consists of the following main items:

Installation of approximately 420 lineal feet (lf) of six (6) inch, 180 lineal feet (lf) of ten (10) inch diameter water line, 3,150 lineal feet (lf) of twelve (12) inch diameter water line, 1,010 lineal feet (lf) of sixteen (16) inch diameter water line, associated appurtenances including fittings, hydrants, valves, service lines, and other miscellaneous work.

SECTION 3: PROJECT BUDGET AND LOAN REQUEST

	Estimated Project Amounts	Amount to be funded through OTIB
Preliminary Engineering	\$ 36,100	_____
Right of Way	\$ -0-	_____
Construction	\$ 1,186,700	\$ 800,000
Equipment	\$ -0-	_____
Design & Architectural	\$ 190,000	_____
Land Acquisition & Site Preparation	\$ -0-	_____
Other Capital Costs(admin. & legal)	\$ 86,100	_____
Contingency	\$ 137,700	_____
Loan Fee (1%)	\$ 8,000	\$ 8,000
Other (_____)	\$ _____	_____
Total Costs:	\$ 1,644,600	\$ 808,000

Have you bid the project yet? Yes No _____

Has any equipment been ordered or purchased? Yes _____ No _____

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 _____

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?

Water Board water sales revenue.

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

City gas tax funds.

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.

N/A

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

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.

No, this project is considered as part of the utility's infrastructure.

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.

0%

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

N/A

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

No

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

Through water revenues earmarked for distribution system operation, maintenance and replacement.

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? Yes X No___

Is this project in the STIP?

Yes X No___

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?

N/A

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?

N/A

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.

Water main relocation to be in transportation project's ROW

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. N/A

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.

The existing roadway has no sidewalk or bike lanes. The shoulder of the roadway is uneven in most spots and has a steep-drop off in others. It is currently not used by pedestrians due to safety concerns and repeated accidents. The project will widen the roadway section to provide bike lanes and sidewalks on both sides of the street. The project will also provide a covered structure at the Coos County Area Transit (CCAT) bus stop on Empire Boulevard. Street lighting, benches, and other improvements would be provided to make the boulevard more attractive and user friendly for bicycle and pedestrian usage.

Empire Boulevard is the major published route to a cluster of four State Parks and ocean Beaches that welcome over 500,000 visitors each year. In addition, the roadway is also the major connector for the Empire Neighborhood connecting a low-income residential neighborhood and two tribal housing developments to the Empire business district, two large public schools and CCAT public transportation bus stops.

NATIONAL SIGNIFICANCE: This section of highway is a major national connector.

- This section of roadway is a designated part of the **Oregon Coast Bike Route**.
- This section of roadway has a designation as part of the **US Bike Route 95**.
- This section of roadway is designated part of the **Oregon Coast Trail**.
- Empire Boulevard is on the designated route off **US HWY 101** to a cluster of State Parks and ocean beaches.
- Empire Boulevard was formerly part of **HWY 245**. HWY 245 starts on Empire Boulevard outside the City limits.
- Empire Boulevard is the major route into Charleston and the local fisheries.
- Empire Boulevard is in close proximity to the Oregon Dunes National Recreation Area and the Siuslaw National Forest.

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 water main relocation project is scheduled in advance of the S. Empire Boulevard Transportation Project. Bid opening for the Water Main Project is June 30, 2015. Final completion is scheduled for October 30, 2015.

OTIB funding will advance the project, in that the financial impacts to the utility due to the required relocation of water infrastructure will be reduced.

Absent OTIB funding the project will continue to move forward. However, the utility will experience significant financial impacts.

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.

Empire Boulevard is currently unsafe for pedestrian traffic and limits residential access to public transportation. Coos Bay Police Department responds to multiple bicycle and pedestrian accidents along Empire Boulevard every year due to vehicles and pedestrians sharing the roadway.

The Empire Boulevard enhancement project will improve public safety.

- Students will have a safe route to walk and bicycle to school.
- Traffic improvements include separating sidewalk from traffic lanes.
- Installing RFBBD "Rapid Flashing Blinking Devices" at two pedestrian crossings.
- Local residents will be able to safely walk or bicycle to the CCAT transit station located along Empire Boulevard.
- The enhancements to Empire Boulevard include off street parking whereas there is none now. Tourists will be able to park their vehicles and safely explore the Empire downtown district, Hollering Place Development, Boat Building School, and the many overlooks of the bay.
- 93 accidents occurred on Empire Boulevard from 2005 – 2015 (10 years), near 10 per year. This section of Empire Boulevard is 1 mile long that the accidents occurred.

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

The Empire Boulevard enhancement project allows for Multi-Modal uses; motorists, pedestrians, mass transit, and bicycles. The city's Transportation Plan requires that necessary improvements to traffic circulation system, where affected by their development so as to maintain acceptable LOS levels at intersections and on roadway links under City control. Roadway expansions will be planned as part of the Capital Improvement Program and phased according to the Phasing Program. The LOS goals will be incorporated into conditions of approval and monitored annually. Achievement of the adopted Levels-of-Service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. Two examples: development of the WWTP #2 off Empire Boulevard, construction is scheduled for late 2015. The second known development is the Hollering Place, Motel that includes small business within the complex.

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.

The Water Main Relocation Project will allow for the continued efficient supply of potable water and fire protection in western Coos Bay and Village of Charleston.

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,

Continuing provision of water through relocation of water infrastructure supports the public and economic health of our community.

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

The Water Main Relocation Project supports fire protection in the affected area.

SECTION 8: ATTACHMENTS

Attach the following items with the application:

- | | |
|--|--|
| <p>1. <u>If available</u>, attach an engineering feasibility analysis, prepared and stamped by a registered professional engineer. Typically, this analysis will include:</p> <ul style="list-style-type: none"> • the name, address, and phone number of the professional engineer. • 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; • anticipated project schedule: <ul style="list-style-type: none"> • project start • preliminary engineering/design • Construction | <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
 Bid documents for project</p> |
| <p>2. An anticipated draw down schedule of loan proceeds.</p> | <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/></p> |
| <p>3. Public hearing notice, minutes of the public hearing and minutes of the meeting at which submission of this application was approved. (City Council minutes)</p> | <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/></p> |
| <p>4. One copy of each of the last three years of the Applicant's audited financial statements. (Water Board)</p> | <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/></p> |
| <p>5. One copy of the Applicant's current budget.</p> | <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/></p> |
| <p>6. Adopted Capital Improvement Plan (if available) and transportation facilities plans as appropriate.</p> | <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/></p> |
| <p>7. If Applicant is not a city or county, one copy of the Applicant's enabling charter or resolution as amended.</p> | <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/></p> |

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: City Manager, Coos Bay, OR

Jurisdiction_____

Name: Rodger Craddock
(type or print)

Date_____

Signature_____

Title: City Administrator, North Bend, OR

Jurisdiction_____

Name: Terence O'Connor
(type or print)

Date_____