



PAVING THE WAY
TO THE FUTURE



A Citizen's Guide to Coburg Street Conditions
and Potential Solutions

Street Conditions are a *Clear Concern*

Coburg City Council is encouraging public engagement in the implementation of a Pavement Management Program (PMP) in Coburg. This booklet has been designed to provide stakeholders with the context of the PMP and a sense for alternatives that the City Council must consider related to Coburg's Streets. A webpage has been established to address additional information and to provide feedback to the city council. The City Council welcomes feedback on these matters.



One of the most common concerns that the City Council and staff hear about is the condition of roads in Coburg.

To Address This Issue:

- In December 2017, the Coburg City Council commissioned a Pavement Management Program (PMP) be designed in order to establish the condition of all streets in Coburg
- Upon receiving the completed PMP, the City Council appointed a citizen-based Street Funding Committee who developed recommendations for funding the program.
- The Committee designed and sent out a community survey asking which funding sources Coburg's citizens would support.
- Based on the survey results, the Street Funding Committee made two recommendations to the City Council: 1) Increase the City Fuel Tax, and 2) Implement a Transportation Utility Fee (TUF).
- In late 2019, both Coburg voters and the Coburg City Council approved the increase in Fuel Tax. It will likely go into effect in March or April of 2020.

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For additional information including source studies, project maps and additional resources visit the City of Coburg PMP webpage: www.coburgoregon.org/community/project/pmp



Existing Street Conditions

Coburg's street network consists of approximately 7.5 miles of streets. The condition of all streets were evaluated based on a detailed visual inspection and scored using a standard Pavement Condition Index (PCI). PCI scoring uses a 0–100 scale, with 100 representing the best street condition. Coburg's streets scored an average rating of 59, placing the City's overall street network condition in the 'Fair' category. A map of Coburg's current street conditions (PCI) is available on the project webpage. Page 3 provides examples of street condition. Residential Roads hold an average PCI of 61. Industrial Roads and Collectors hold an average PCI of 51. "Lane miles" represent each separate side (lane) of a street. Each lane of a street can have a different PCI score.

Functional Class	Lane Miles	% Percent	PCI Average
Residential	9.33	60%	61
Industrial	4.46	28%	62
Collectors	1.89	12%	40



Proportion of PCI categories in Coburg Street network

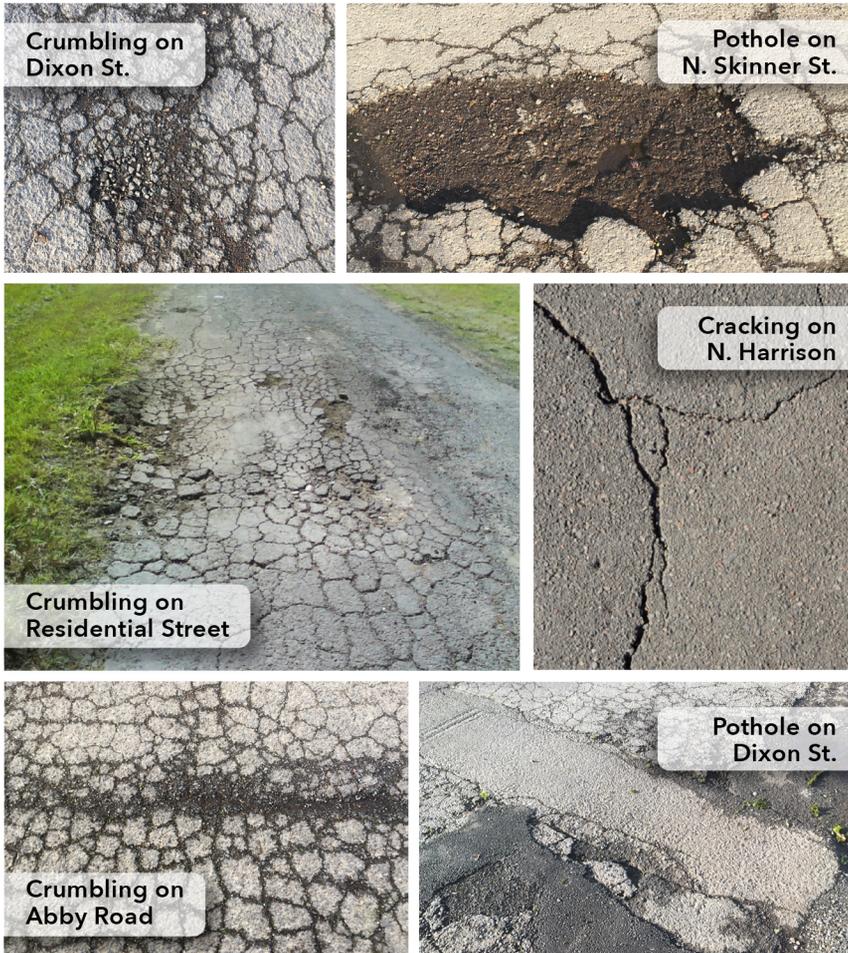
A Standard For Street Condition

The Pavement Management Program (PMP) outlines preservation and rehabilitation steps over a five-year period necessary to improve and maintain Coburg's overall street network PCI at an optimal level (in the lower to mid 80's).

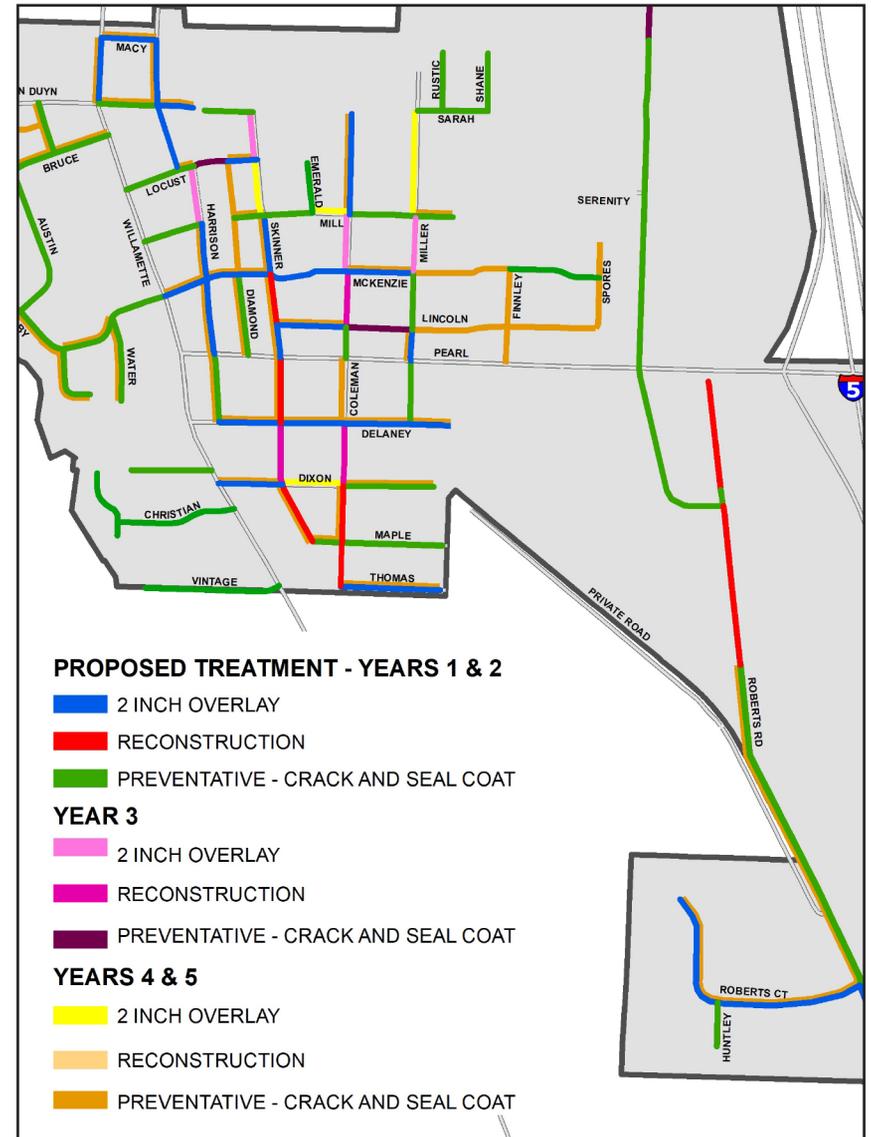
Scenario analyses in the PMP show that at current funding levels, the overall street condition in Coburg will likely decline. The PMP includes other scenarios to maintain the existing PCI or increase it more moderately.

Five-Year Recommended Street Treatment

The Pavement Management Program (PMP) outlines recommended treatments for City owned Streets. These recommendations will be further evaluated and considered by the Coburg City Council and Public Works Department. Stakeholder input on these proposed treatments will be encouraged and incorporated into development of priorities and a strategy for addressing the needed repairs. Methodology behind the proposed treatments is outlined on Page 5.



Map 1: Proposed Treatments for Streets in Coburg





As a city we need to increase funding now for the maintenance and repair of our streets because the longer we put it off the more it will cost. The gas tax increase was a good first step. But more money is needed. Let's do this as a community!

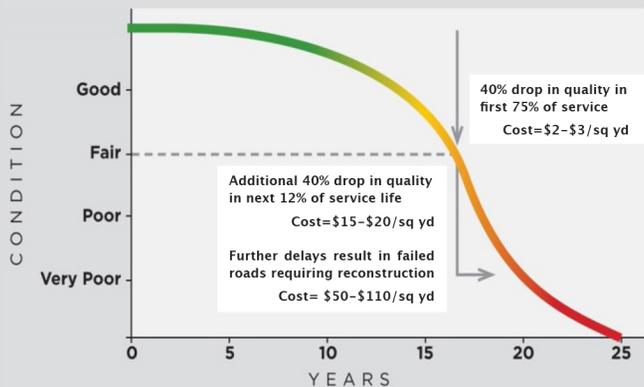
Jerry Behney – Street funding Committee Member and Former City Councilor

How are Street Repair Priorities Established?

Street condition is addressed with one of two key maintenance solutions: **preventative** and **deferred maintenance**. Preventative maintenance refers to repairs applied while the pavement is in “good” condition. This includes slurry seals, crack sealing, and deep patching. Deferred maintenance refers to preventative maintenance and rehabilitation that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies.

Although it is important to prioritize streets with poorer conditions, best practice for repairs includes a preventative maintenance. The proposed preventative maintenance for Coburg prioritizes the treatment of “good” streets over some streets in poorer condition. This is because earlier maintenance efforts are relatively low in cost and extend a street's life cycle by managing conditions before they deteriorate to a point of costly rehabilitation and reconstruction. Cost must be a key consideration in any decision making.

Figure 1: Cost Effective Street Maintenance Illustrates how preventative measures can lower maintenance costs per square yard over time.



The preventative maintenance program will also combine projects when savings can be reasonably realized.

What Would This Cost?

The cost of bringing Coburg's streets up to an acceptable condition (PCI) of 80, would be approximately \$2.5 million dollars, including engineering costs and establishing some contingency funding. The CPI (Construction Price Index) has been increasing on an annual average of 2-4%. This increase is expected to continue, so delayed repairs will increase the cost.

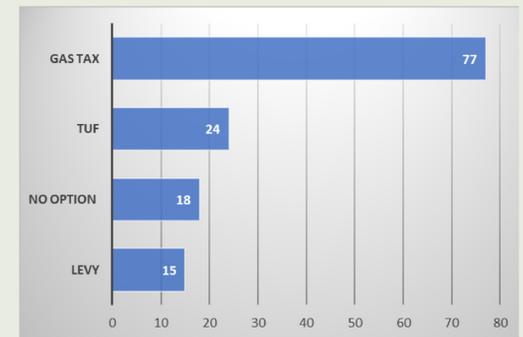


How Can We Pay For it?

Cities have a number of alternatives for funding street improvement projects, including State Shared Revenues and local fuel taxes. Figure 2 shows the results from a survey of Coburg residents about preferred funding options. The City Council recently passed an ordinance in increasing the fuel tax in Coburg after 80% of voters supported the increase. The fuel tax increase will begin in the Spring of 2020.

The revenues raised by the fuel tax are budgeted by the City through the Street Fund. The Street Fund is used for operations and maintenance within the public right-of-way, including pavement maintenance; traffic control signage; maintenance of roadside vegetation; emergency weather response; and the personnel and administration of the street department. Resources currently available to the City (including the increased fuel tax) **will not** cover the cost of the necessary street repairs outlined in the proposed street treatments.

The Street Funding Committee recommended that Coburg City Council consider additional funding options. The **Transportation Utility Fee (TUF)** was the second most supported choice of the community per the street funding survey. TUFs are explained in greater detail in the following section.



Transportation Utility Fee (TUF)

The Street Funding Committee made a recommendation to City Council that a Transportation Utility Fee (TUF) be implemented in addition to raising the Fuel Tax.

What is a TUF?

- A monthly fee based on use of the transportation system that is collected from all residences and businesses within the city limits of Coburg.
- The fee is based on the number of trips a particular land use generates and is collected through the City's regular utility bill.
- It is designated for use in maintenance and repair of the City's transportation system.
- Users of the road system share the costs of the corrective and preventive maintenance needed to keep the street system operating at an adequate level
- Provides a dedicated and stable funding source to finance ongoing maintenance and operation of a locality's transportation system.

A TUF provides stable revenue that goes only to the maintenance and operations of the streets.

How does a TUF work?

The fee is a charge for usage, just like your monthly water or sewer charge. It funds the maintenance allowing for safe and efficient transportation for citizens and businesses alike. The roads in Coburg are a public investment that require protection and cost-effective regular maintenance.



"I am very pleased that our poor, dilapidated streets have finally risen to the top of our priority project list! I whole-heartedly endorse the TUF plan as a reasonable, fair, and equitable distribution of the costs. I have every confidence the funds will be timely and prudently invested."

Jae Pudewell – Former Mayor of Coburg

Why implement a TUF?

As noted, resources from the State Shared Revenues and the City Fuel Tax do not raise enough to pay for the rehabilitation or reconstruction of the worst streets. These revenues are also dependent on gas receipts and, therefore, subject to drops in the economy, and other unpredictable habits and trends.

A TUF provides stable revenue that goes only to the maintenance and operations of the streets and debt incurred for maintenance and/or reconstruction of streets.

What is the Potential Impact of a TUF on Coburg Households and Businesses?

The impact of a TUF is dependent upon the fee established. The fee will be established by an ordinance that will come before city council in the late Spring 2020.



Downtown Business



Small Industrial



**Large Industrial/
Highway/Commercial**

Businesses will be charged based on business type, roadway trips and square footage of business space.

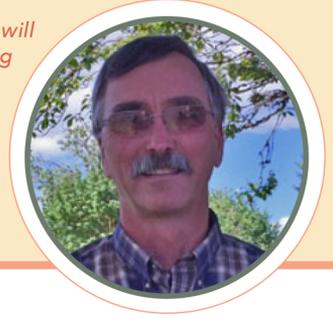
Business owners may contact city staff to anticipate the charge to their business: (541) 682-7850



**Residential
\$5-10/month**

"One of the most important issues the Coburg City Council will tackle in 2020 is addressing the funding needed for upgrading the condition of our streets. The implementation of a Transportation Utility Fee (TUF) will be subject to public hearings and an opportunity for the public to give input on this potential revenue. The City Council and I want to hear from the residents and business owners."

Ray Smith—Mayor of Coburg



Next Steps

The following are opportunities for public input to the City Council:

MARCH 10, 2020

City Council – **Public Comment Welcome**

APRIL 14, 2020

1st Ordinance Reading – Public Hearing
Public Comment Welcome

MAY 12, 2020

2nd Ordinance Reading – Public Hearing
Public Comment Welcome

The City Council also welcome written correspondence and public comment left on the City website on this matter.

Written correspondence may be mailed to:

City of Coburg
P.O. Box 8316
Coburg, Oregon 97408.

Email correspondence may be sent to
City Recorder, Sammy Egbert at
Sammy.Egbert@ci.coburg.or.us



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