

Coos County Urban Renewal Agency
Board Meeting

Thursday, April 15, 2021, 7:30am

**COOS COUNTY URBAN RENEWAL AGENCY
NORTH BAY DISTRICT**

P.O. Box 1215 • Coos Bay, Oregon 97420 • 541-267-7678

M E M O R A N D U M

TO: Coos County Urban Renewal Agency Board
and all Interested Parties

FROM: John Burns, Agency Administrator

DATE: April 9, 2021

SUBJECT: CCURA Meeting Notice

NOTICE OF REGULAR CCURA MEETING

A public meeting of the Coos County Urban Renewal Agency Board – North Bay District, Coos County, State of Oregon, will be held on **Thursday, April 15, 2021 at 7:30 a.m.** via Zoom.

The public is invited to view the meeting live on the Port of Coos Bay’s YouTube channel at the following link: www.youtube.com/portcoos.

If you would like to provide public comment during the meeting, please call the Port of Coos Bay Administrative Office at 541-267-7678 by 4 p.m. on Wednesday, April 14, 2021. Written comment will also be accepted until 4 p.m. on Wednesday, April 14, 2021 via email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

JB:km

**COOS COUNTY URBAN RENEWAL AGENCY
REGULAR BOARD MEETING
7:30 A.M. Thursday, April 15, 2021
Via Zoom**

TENTATIVE AGENDA

1. **CALL MEETING TO ORDER**

2. **INTRODUCTION OF GUESTS**

3. **CONSENT ITEMS**
 - A. Approval of September 29, 2020 Board Meeting Minutes 5

4. **ACTION ITEMS**
 - A. Transpacific Parkway Drainage Project Options – Presented by Mike Dunning..... 10
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6. **PUBLIC COMMENT**

7. **SCHEDULE NEXT MEETING DATE**

8. **OTHER/ADJOURN**

Consent Items

**COOS COUNTY URBAN RENEWAL AGENCY
REGULAR BOARD MEETING
7:30 a.m. Tuesday, September 29, 2020**
Port of Coos Bay, 125 Central Avenue, Coos Bay, Oregon 97420
Zoom Webinar

DRAFT MINUTES

ATTENDANCE

Agency Board Members:

Chairman Todd Goergen, At Large; Eric Farm, Port Commissioner; Howard Graham, City of North Bend; Mike Erbele, City of North Bend; Lucinda DiNovo, City of Coos Bay; Joe Benetti, City of Coos Bay; and Melissa Cribbins, Coos County.

Guests:

John Burns, Port Staff; Lanelle Comstock, Port Staff; Mike Dunning, Port Staff; Margaret Barber, Port Staff; Krystal Moffett, Port Staff; Nathan McClintock, Legal Counsel; and Maeora Mosieur, CCURA Budget Committee.

1. CALL MEETING TO ORDER

Chair Todd Goergen called the meeting to order at 7:32 a.m.

2. INTRODUCTION OF GUESTS

3. CONSENT ITEMS

A. Approval of June 23, 2020 Board Meeting and Budget Hearing Minutes

Upon a motion by Howard Graham (Second by Mike Erbele), the Agency Board Members voted to approve the June 23, 2020 Board Meeting and Budget Hearing Minutes. **Motion Passed.**

4. ACTION ITEMS

A. Transpacific Parkway Drainage Project – Presented by Mike Dunning

The Port of Coos Bay approached the Coos County Urban Renewal Agency (CCURA) to address drainage issues at the south end of Transpacific Parkway at two specific areas. During periods of high rainfall, the road is overtopped with water and may reach levels in excess of 8” at the crown of the road. Depending on rainfall accumulation and frequency, this water can remain over the road for an extended period of time. This creates hazardous driving conditions and undermines the integrity of the existing road structure.

The Coos County Road Department conducted limited surveys of the southern area where flooding occurs. It is their belief that the area around the roadway historically drained to the south and into the bay, and overtime, natural drainage was affected by the infill and use of the existing sand pits on Port property. This does not necessarily explain the area of flooding immediately to the north.

This is a multi-phased project and each phase will only move forward upon written authorization from the Port. There are multiple wetlands in vicinity of the road, and any drainage improvements will likely require permitting activities. The goal of this project is to keep standing water off the roadway.

Project Scope:

Survey Transpacific Parkway from approximately station 2+50 to 54+50 (Coos County Survey) to establish elevations sufficient to determine alternatives to drain standing water from the roadway and adjacent area (not existing wetlands). The Port believes the drainage issues at areas 1 and 2 are due to improper functioning of the existing culvert at STA. 2+50. Area 3 appears to hold water due to lower elevations between STA. 30+00 and STA. 54+00. This project consists of 3 phases listed below.

Phase 1: Surveys and Alternatives

1. Conduct necessary surveys to develop drainage alternatives.
2. Propose feasible alternatives to drain water away from the road.
3. Develop budget estimates for each proposal:
 - a. 30% design
 - b. 100% design/construction documents
 - c. Construction estimates
 - d. QC/engineering support

Phase 2: 30% Design and Permitting

1. Develop 30% design and engineering for the selected alternative.
2. Provide an estimate for permitting activities.

Phase 3: 100% Design and Engineering/Construction Documents

1. Develop construction documents
2. Develop bid docs
3. Obtain required permits
4. Provide QC/engineering support

The Port provided a Request for Quotes (RFQ) to three engineering firms in Coos Bay/North Bend. Two declined to quote and SHN provided a quote for Phase 1. Once Phase 1 is complete, the Port will evaluate design and budget proposals and reengage CCURA with a proposal to move forward to Phases 2 and 3.

Melissa Cribbins asked for confirmation of the process, that once Phase 1 surveys were complete there would be another Board meeting to evaluate the recommendations before moving forward to Phases 2 and 3. Mike Dunning confirmed.

Upon a motion by Howard Graham (Second by Mike Erbele), the Agency Board Members voted to authorize the Port of Coos Bay to enter into a contract with SHN Consulting Engineers and Geologists, Inc., on behalf of CCURA, for the North Spit Drainage Project Phase 1 Scope of Work (Surveys, Alternatives and Budget Development), in the amount of \$20,300. **Motion Passed.**

B. Oregon Certified Shovel Ready Sites Program – Presented by Margaret Barber

The Port receives inquiries from business interests around the world about potentially siting a facility at the Port of Coos Bay. Many of these are looking for an existing facility that can be repurposed for their intended use. The Port cannot provide this option but there are tremendous opportunities considering the geographic location, Port-owned railroad, close access to open water, and other area advantages. The Port has identified the North Spit as the most appropriate area for future development, in particular the North Bay Industrial Marine Park.

The Port is actively marketing the North Bay Industrial Marine Park for new development opportunities. The Certified Shovel Ready Program through Business Oregon provides an opportunity to increase visibility of the site and assure potential developers of its suitability for future development within a 180-day period. Business Oregon prioritizes marketing of Certified Shovel Ready Sites through its Oregon Prospector site.

The process to become Certified Shovel Ready includes submission of a letter of commitment to Business Oregon, as well as supporting documents. Supporting documents include a Phase I Environmental Site Assessment, an Archaeological Predetermination letter from SHPO, a Title Report, and a DSL approved Wetland Delineation report. Business Oregon offers funding through the Special Public Works Fund to support development of the application materials up to \$60,000, or 85% of the total project cost. The Port has already completed a DSL approved wetland delineation on portions of the site, which would likely reduce the total project cost. The Port is seeking matching funds from CCURA to support certification of the North Bay Industrial Marine Park as shovel ready. The Port will apply for a \$60,000 grant through the State's Special Public Works Fund and is requesting matching dollars from the CCURA of \$9,000.

Howard Graham asked if project development would be dependent on septic or if it would tie into Coos Bay's system. Ms. Barber stated that septic shouldn't affect certification. It would likely be looked at as part of the documentation, but it shouldn't impact whether the site would be certified.

Upon a motion by Mike Erbele (Second by Joe Benetti), the Agency Board Members voted to approve CCURA funds not to exceed \$9,000 to be used as match in certifying the North Bay Industrial Marine Park as an Oregon Certified Shovel Ready Site. **Motion Passed.**

5. DISCUSSION ITEMS

A. Board Vacancies and Term Renewals

Chair Todd Goergen stated Agency Board members will have terms coming for renewal at the end of the year. Those sponsor entities need to make recommendations for their representatives. This

needs to be done in a certain timeframe in order to be approved by the County Commissioners prior to term expiration. John Burns stated the election in about 30 days may have some impact on the representation. Chair Goergen stated that action then needs to be taken after the election; this is just a reminder now.

6. **PUBLIC COMMENT**

7. **SCHEDULE NEXT MEETING DATE** – To Be Determined.

8. **OTHER/ADJOURN**

Todd Goergen adjourned the meeting at 7:49 a.m.

Action Items

**COOS COUNTY URBAN RENEWAL AGENCY
NORTH BAY DISTRICT**

ACTION/DECISION REQUEST

DATE:

April 9, 2021

PROJECT TITLE:

Transpacific Parkway Drainage Alternatives

ACTION REQUESTED:

Board Discussion of Project Alternatives

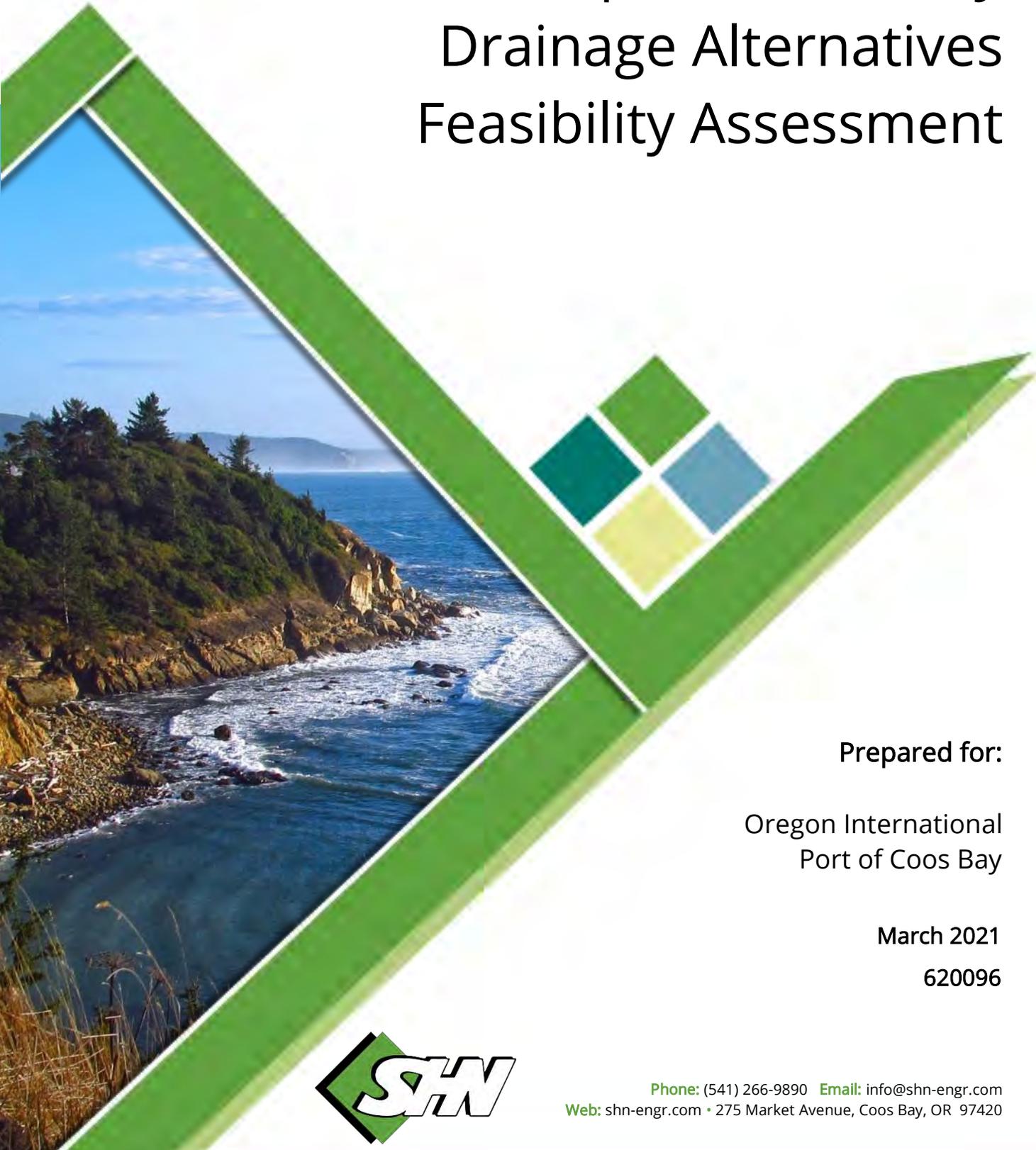
BACKGROUND:

Alternatives for the Transpacific Parkway Drainage Project are presented on the following pages. A specific course of action will be determined after Agency Board discussion.

RECOMMENDED MOTION:

To be determined based on Agency Board discussion.

Transpacific Parkway Drainage Alternatives Feasibility Assessment



Prepared for:

Oregon International
Port of Coos Bay

March 2021

620096



Phone: (541) 266-9890 Email: info@shn-engr.com
Web: shn-engr.com • 275 Market Avenue, Coos Bay, OR 97420

Reference: 620096

March 25, 2021

Mike Dunning, Project Manager
Oregon International Port of Coos Bay
125 Central Avenue, Suite 300
Coos Bay, OR 97420

Subject: Phase 1: Transpacific Parkway Drainage Alternatives, North Bend, Oregon

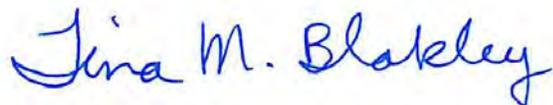
Dear Mike Dunning:

SHN Consulting Engineers & Geologists, Inc. is pleased to provide this Transpacific Parkway Drainage Alternatives Feasibility Assessment for the Oregon International Port of Coos Bay. This report includes evaluation of drainage alternatives for two, separate geographical along the TPP. The Southern Area is near the end of the TPP at the location of the existing culvert. The Northern Area combines two historical flood zones. Proposed alternatives will significantly reduce flooding to all but the most extreme storm events in both locations. Upon your review SHN welcomes all comments and feedback.

If you should have any questions or would like to discuss the alternatives further, please call me at (541) 266-9890.

Sincerely,

SHN



Tina M. Blakley, P.E., PMP
Senior Engineer/Project Manager

TMB:dkl

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Transpacific Parkway Drainage Alternatives Feasibility Assessment

Prepared for:

Oregon International Port of Coos Bay

125 Central Avenue, Suite 300

Coos Bay, OR 97420

Prepared by:



275 Market Avenue

Coos Bay, OR 97420

(541) 266-9890

March 2021

QA/QC: RFS

Reference: 620096

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 - Figure 8. Alternative B – Redirect Floodwater to Coos Bay
 - Figure 9. Alternative C – Raise Existing Road Elevation

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Abbreviations and Acronyms

Units of Measure

amsl	above mean sea level
mg/L	milligrams per liter
gph	gallons per hour
gpm	gallons per minute
hp	horsepower
um	micron

Additional Terms

CMP	Corrugated metal pipe
Port	Port of Coos Bay
ROM	Rough order of magnitude
TPP	Transpacific Parkway

Introduction

The Oregon International Port of Coos Bay (Port) engaged SHN to evaluate flood conditions and develop drainage alternatives for portions of the Transpacific Parkway (TPP) (also known as the North Spit Road). This feasibility evaluation is Phase 1 of a three-phase project. Phase 2 will include field investigations to find the exact location, material type, and condition of the discharge piping from the existing culvert in the Southern Area to the bay. Based on the assessed condition of the discharge pipeline, additional action may be necessary to restore flow. Phase 2 will also include development of a conceptual design and permitting efforts for with the chosen alternatives, and Phase 3 will include finalization of the design and preparation of required permits, engineering, and construction documents.

The TPP is an asphalt surfaced, county road which traverses north/south, bisecting the North Spit associated with the Coos Bay Estuary in, Coos County, Oregon. The road is bounded to the west by sand dunes, scrub brush and beach foredune which is a popular recreational area. East of the road are industrial zoned properties much of which is yet undeveloped. Existing businesses in the impacted area include the Southport Mill and DB Western. The undeveloped properties in this area are important industrially zoned land critical to the future growth and development of the local economy. Minimizing flooding along this section of the TPP is essential for improving safety conditions and supporting access to area businesses.

There are three areas along the TPP that historically have experienced excessive flooding (Figure 1). The southern part of the TPP often experiences seasonal flooding in multiple areas during sustained and intense rain events from winter storms. Such storms result in the collection and ponding of water in the lower lying areas because the compacted sandy soils do not allow the water to move through them fast enough to the lower lying adjacent bay to the east or ocean to the west. This allows floodwater to build-up along both sides of the road and cover the TPP in several places. Flooding of the TPP presents a risk to the safety of the traveling public associated with customers of the affected businesses, material transport vehicles, and the general population who use the road for access to recreational areas on the North Spit.

Figure 1 shows the general flood conditions that can occur in the project area. Within this overall flood zone, there are two sections of road included in this evaluation. The first section is at the southernmost tip of the TPP (Southern Area). The second location is a longer segment of the TPP (Northern Area). Figure 2 shows the combined project area, with the blue shaded areas representing an elevation of 14 ft above mean sea level (amsl), which is subject to flooding. As shown, part of the TPP is at the same elevation that is prone to floods. The general terrain slopes from the slightly higher elevations west of the flood zone gently toward the Bay, which is at a near zero elevation, depending on tide stage.

The factors which affect flooding in this area are described in each drainage alternative included in this report; however, one contributing element that affects the TPP in this area is that the road elevation is not significantly raised above the surrounding land. This provides a tendency for water to accumulate on the road surface. Figures showing historical flooding, the project area included in this evaluation, and individual alternatives are included in Appendix 1. Planning level budget estimates for each alternative are included in Appendix 2.

Southern Area

The Southern Area flood zone is at the end of the road near DB Western (Figure 3). There is an existing 48-inch corrugated metal pipe (CMP) culvert under this section of the road. The culvert consists of two openings, one on each side of the road. The stormwater run-off enters the culvert piping where it is then piped to the east and discharged into the Coos Bay.

The ground surface in this region is flat, with a slight downward slope toward the bay. The land on both sides of the road near the existing culvert is loose (blow) sand with patches of grass and shrubs. The openings to the culvert are in poor condition and partially filled with sand and debris. Neither opening has a cover grate. The lack of cover grates and the elevation of the bottom of the culvert opening may have allowed vegetation and debris to enter the culvert, damming up floodwater and preventing it from entering the culvert and contributing to overflow onto the road. Each of the culvert openings is damaged and could present a safety risk to both people and animals. The condition of the discharge piping that feeds floodwater into the bay is unknown. The outfall end of the pipe is obscured, and its configuration and condition are unknown.

Drainage Alternatives

SHN considered several alternatives for mitigating flooding of the TPP located within the Southern Area. Summarized below are the alternatives for the Southern Area.

Alternative A - No Action

The first alternative of a feasibility evaluation is typically a no action or “do nothing” alternative. The No Action alternative is a basis of reference for comparing the benefits and costs of the other alternatives. This alternative involves leaving the flood zone in its current condition and managing future flooding with warning signs and other traffic safety devices (e.g., orange cones) consistent with controls provided during pre-construction flood events.

Alternative B – Restore Flow in Existing Culvert

Alternative B involves making necessary repairs to the existing culvert/drainage collection system (Figure 4) to restore design flow in the culvert. Alternate B has been further divided into four sub-options based on the condition of the discharge pipeline following inspection with a closed-circuit TV camera (CCTV). These sub-options include:

- Option 1- Discharge pipeline is in working condition and no repairs are needed.
- Option 2- The discharge pipeline is damaged beyond repair and replacement of entire length of discharge piping is needed.
- Option 3- The discharge pipeline is in generally good condition; however, some repairs are needed.
- Option 3- The discharge pipeline is damaged beyond repair and is replaced by a discharge trench instead of buried piping.

Alternative B includes the following improvements:

- i. Use a vacuum truck to remove sand and debris from the culvert and perform a high-pressure flushing of the pipeline to remove sand and debris beyond the reach of the vacuum truck.

- ii. Replace missing cover grates and repair CMP.
- iii. Excavate 2-3 ft below and around each culvert opening to remove buildup of sand and vegetation and backfill with a minimum of 3-inch diameter gravel to help minimize sand intrusion into the openings. The future design should include a 2-3-inch lip on the CMP that extends above the surrounding ground surface to help minimize build-up of sand within the culvert.
- iv. Install steel posts or other similar barriers around each opening to prevent damage by vehicles, particularly at the eastern inlet, which is near a recreational area known for use of off-road vehicles.
- v. Verify the condition of the piping between the culvert and the outfall and repair/replace as necessary (see Options 1-4 described above).
- vi. Construct ditches along the west side of the TPP within the Southern Area to divert water away from the road surface into the existing culvert.
- vii. Perform periodic maintenance to ensure open flow through the culvert and piping.

Alternative C - Install Additional Culvert

Alternative C includes repair of the existing culvert and installation of an added culvert under the road (Figure 5). It also includes the same four options described above depending upon the found condition of the discharge pipeline. The added culvert would be like the existing culvert and in combination with the repaired existing culvert would improve the movement of water away from the road surface. The added culvert would tie-in to the existing piping for discharge into the bay and would include any necessary improvements to that section of pipeline. The elevation of the road at the location of the proposed new culvert is lower than at the existing culvert, subject to greater flooding; therefore, we would expect that having a second culvert will improve flood conditions when added to the current effects of the existing culvert.

Alternative D – Raise Road Elevation

This alternative consists of raising the elevation of the road in low spots to ensure floodwater does not accumulate above the road surface (Figure 6). Elevation of the indicated section of roadway would not prevent flooding on the land on either side of the TPP but would remove driving hazards and support access to area businesses.

Northern Area

The Northern Area consists of two historical flood zones that SHN has combined into one area for the purposes of this evaluation (Figure 7). The same set of improvements will serve both flood zones.

The terrain in this area is flat and level with the road surface. There is a low spot in the middle section of road that allows floodwaters to collect. There is vegetation along both sides of the road, with thin clumps of grasses and shrubs in the northern part close to the Southport Mill. The surrounding land on both sides of the road is slightly lower than the road surface that extends into a wetland on the eastern side of the TPP, just south of the Southport Mill. The low road elevation is one of the causes of the flood issues in this region, which is next to the wetland; compacted sand that slows flow through the soil column; and closeness of the water table beneath the road.

The Northern Area is south of the Southport Mill (Figure 7). The boundaries shown are based on a likely flood zone determined by common elevation and review of historical photos. This flood zone boundary is subject to change depending on intensity of a given storm event. This flood zone has historically had significantly greater flooding than the Southern Area.

There are no existing drainage collection features within the Northern Area. Based on a review of historical photos, flood waters accumulate on both sides of the TPP and extend into a depressed area on the west side of the TPP that has created a wetland. Flooding occurred during a site walkdown in November 2020 and the wetland appeared to be present outside of the typical rainy season.

Drainage Alternatives

SHN has evaluated several alternatives for mitigating flooding of the TPP located within the Northern Area and has summarized them below.

Alternative A - No Action

As with Alternative A for the Southern Area, the No Action alternative is a reference for comparing the benefits and costs of other alternatives. It is not a workable alternative.

Alternative B - Redirect Floodwater to Coos Bay

Alternative B consists of moving floodwater away from the road into an existing wetland east of the road (Figure 8), with discharge of excess floodwater into the bay. This will require several steps to complete, as described below:

- i. Install a culvert under the roadway to the existing wetland.
- ii. Install a siphon “snorkel” within the wetland that would keep the water elevation at a pre-determined elevation to maintain existing wetland conditions. Install a discharge pipeline to allow for discharge into the Bay.

Alternative C, Raise Road Elevation

Alternative D consists of raising the elevation of the road within the flood zone to ensure floodwaters do not accumulate above the road surface (Figure 9). Implementing this alternative would not prevent flooding of the land on either side of the TPP but would improve safety and support access to area businesses.

Evaluation of Drainage Improvement Alternatives

SHN evaluated several alternatives for improving flood conditions. The evaluation process included (1) review of flood conditions (e.g., rainy season storms, low flow sand, and proximity to the water table, (2) effects of flood hazards such as unsafe conditions for vehicles and restricted access to local business and recreational areas, and (3) identification of workable drainage improvements.

SHN's recommendations are based on how well each alternative answered the following three questions:

1. **How successful will this alternative be in preventing flooding of the TPP?** Will the alternative completely resolve flooding from all but the most significant of storm events, make significant improvement, or provide improvement but some flooding may still occur? This evaluation ranks effectiveness between 1-3, with 3 being the most effective.
2. **How easily can the Port implement this alternative?** What are the potential impacts from planning or construction of the identified improvement (such as traffic interruption, temporary increases in soil runoff, permitting issues, cooperation of nearby business(es) and affected landowners? This evaluation ranks implementability between 1-3, with 3 being the least potential impacts.
3. **How much does the alternative cost compared to other evaluated improvements?** Rough order of magnitude (ROM) (high level) costs are estimated for each alternative. How do the costs of each alternative compare with the others? This evaluation ranks cost between 1-3, with 3 being the least costly alternative. Table 1 (on the following page) shows how each of the alternatives compared with the others for each flood zone.

Southern Area

Evaluation of Alternative South A: No Action

There are no costs associated with this alternative and no implementation issues as there are no planned improvements. The no action alternative does not meet project goals and is determined to be non-effective.

Evaluation of Alternative South B: Restore Flow in Existing Culvert

Effectiveness = 1. Repair of the existing culvert is likely to reduce flooding of the TPP from a typical storm event; however, during higher intensity/duration storm events, the culvert alone may not be sufficient to move all floodwater away from the road surface.

Implementability = 3. As this alternative does not include replacement of the culvert beneath the road, there would only be short-term impacts associated with implementing this alternative, such as use of traffic cones and/or warning signs.

Relative Cost = 2.1 (average of options). Construction materials and workers needed to perform culvert repairs are available in Coos County. Implementation costs for this alternative are the lowest of the three practical alternatives considered. Periodic maintenance every 1-2 years to make culvert repairs and for removal of sand and debris.

Overall ranking: Average ranking = 2.4 (average of options)

Table 1. Summary of Alternatives

 SUMMARY OF ALTERNATIVES					
Port of Coos Bay TPP Drainage Alternatives					
	Relative Ranking ⁽¹⁾				ROM Cost ⁽²⁾
	Effectiveness	Implement-ability	Cost	Average	
Southern Area Flood Zone					
Alternative A: Do Nothing	NA	NA	NA	NA	NA
Alternative B - Restore Flow in Existing Culvert					
Alternative B - Option 1: No Repairs to Discharge Piping	1	3	3	2.3 ⁽³⁾	\$ 41,403
Alternative B - Option 2: Replace Discharge Piping	1	3	1	1.7	\$ 155,724
Alternative B - Option 2: Repair Discharge Piping	1	3	2.5	2.2	\$ 50,623
Alternative B - Option 3: Construct Transmission Ditch	1	3	2	2.0	\$ 62,524
Alternative C - Install Additional Culvert					
Alternative C - Option 1: No Repairs to Discharge Piping	2	2	3	2.3 ⁽³⁾	\$ 61,016
Alternative C - Option 2: Replace Discharge Piping	2	2	1	1.7	\$ 180,448
Alternative C - Option 2: Repair Discharge Piping	1	2	2.5	1.8	\$ 69,062
Alternative C - Option 3: Construct Transmission Ditch	1	2	2	1.7	\$ 75,599
Alternative D - Raise Roadway Elevation	3	1	1.5	1.8	\$ 575,733
Northern Area Flood Zone					
Alternative A - Do Nothing	NA	NA	NA	NA	NA
Alternative B - Redirect Floodwater to Coos Bay	1	2	2	1.7 ⁽³⁾	\$ 69,626
Alternative C - Raise Roadway Elevation	3	1	1	1.7	\$ 368,540

⁽¹⁾ A score of 3 is the most effective, fewer potential impacts, and least costly alternative.

⁽²⁾ A rough order of magnitude (ROM) estimate is an estimation of the project's level of effort and cost to complete. The ROM estimate has an expected variance of -25% to 75%.

⁽³⁾ The recommended alternative has the highest average ranking for a given flood zone (lower cost breaks tie).

Evaluation of Alternative South C: Install Additional Culvert

Effectiveness = 2. Installing a second culvert in addition to repair of the existing culvert is likely to significantly reduce flooding from a typical storm event. However, as with Alternative 1B, it may not be enough to prevent all flooding from higher strength/ duration storm events.

Implementability = 2. Short-term impacts would occur during construction due to the construction of culverts beneath the road. The Port would need to perform some level of traffic control during construction.

Relative Cost = 2.1 (average of options). Construction materials and workers needed to install an added culvert are available within Coos County and the construction duration is short; therefore, costs associated with this alternative are relatively low. The Port would need to perform periodic maintenance remove sand and debris (1-2 years).

Overall ranking: Average ranking = 2.0 (average of options)

Evaluation of Alternative South D: Raise Road Elevation

Effectiveness = 3. Raising the elevation of the road within the flood zone would reduce flooding from all but the most extreme flood event, thus meeting all project goals.

Implementability = 1. Short and long-term impacts would occur during construction due to the nature of road construction. Traffic revisions, signage, temporary shutdowns of access, and regulatory and permitting considerations are all expected during completion of this alternative.

Relative Cost = 1.5. This alternative is the most labor-intensive of the alternatives. Costs associated with planning, permitting, design, construction, and maintenance will be to be the highest of the alternatives.

Overall ranking: Average ranking = 1.8

Northern Area

Evaluation of Alternative A: No Action

There are no costs associated with this alternative and no construction issues as there are no planned improvements. The no action alternative does not meet project goals and is determined to be non-effective.

Evaluation of Alternative B: Redirect Floodwater to Coos Bay

Effectiveness = 1. Diversion of the floodwater should significantly reduce flooding along the TPP from all but the most extreme flood events.

Implementability = 2. The work involved for implementing this alternative has similar elements as Alternative B for the Southern Area (install additional culvert) as it includes installation of a culvert as well; however, this alternative also has added regulatory issues related to doing work in and around a designated wetland, coordination with the Southport Mill to gain access to their property and during the construction of a cross-site pipeline, and added regulatory concerns associated with discharging into the bay.

Relative Cost = 2. Construction materials and workers are available within Coos County. The Port would likely perform construction in phases, though the individual components do not add significantly to the cost.

Overall ranking: Average ranking = 1.7

Evaluation of Alternative C: Raise Road Elevation

Effectiveness = 3. Raising the elevation of the road within the flood zone would reduce flooding from all but the most extreme flood event, thus meeting all project goals.

Implementability = 1. Short and long-term impacts would occur during construction due to the nature of road construction. Traffic revisions, signage, temporary shutdowns of access, and regulatory and permitting considerations are all expected during completion of this alternative.

Relative Cost = 1. This alternative is the most labor-intensive of the alternatives considered. Costs associated with planning, permitting, design, construction, and maintenance costs are the highest of the alternatives.

Overall ranking: Average ranking = 1.7

Recommendations

Although not considered as a separate alternative, as it would not by itself reduce flooding, installation of berms along the western edge of the road near the points of the worst flooding would help reduce the amount of flooding onto the surface of the TPP. Installation of soil berms would be beneficial as an addition to any of the alternatives considered in this report.

Southern Area

SHN recommends that the Port implement Alternative B – Restore Flow in Existing Culvert for the Southern Area flood zone. This alternative is effective and will significantly reduce flooding along the TPP for all but the most extreme of storm events. Implementing this alternative has fewer potential issues and the least cost of other alternatives.

Northern Area

SHN recommends that the Port implement Alternative B – Redirect Floodwater to Coos Bay for the Northern Area flood zone. This is an effective alternative that will significantly minimize flooding within the flood zone for most storm events. Implementing this alternative has fewer potential issues and the least cost of other alternatives.

Figures

1

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Dwgs_SAVED: 3/11/2021 2:38 PM SAKTURAN, PLOTTED: 3/25/2021 1:27 PM, TINA BLAKLEY



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon
January 2021

620096-TPPD-PROF

Photo of Flooding

SHN 620096

Figure 1

\\CoosBay\Projects\2020\620096-TPPD\Drawings\100-Phase1\Drawings\SA VED: 3/24/2021 9:17 AM T BLAKLEY, PLOTTED: 3/25/2021 1:25 PM, TINA BLAKLEY



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon

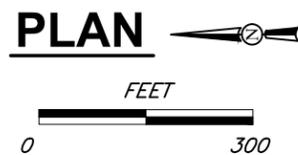
Project Location
-
SHN 620096

March 2021

620096-TPPD-FIGS

Figure 2

\\CoosBay\Projects\2020\620096-TPPD\100-Phase1\Drawings\SA\VED-3\24\2021\9:17 AM\TBLAKLEY, PLOTTED: 3/25/2021 1:25 PM, TINA BLAKLEY



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon

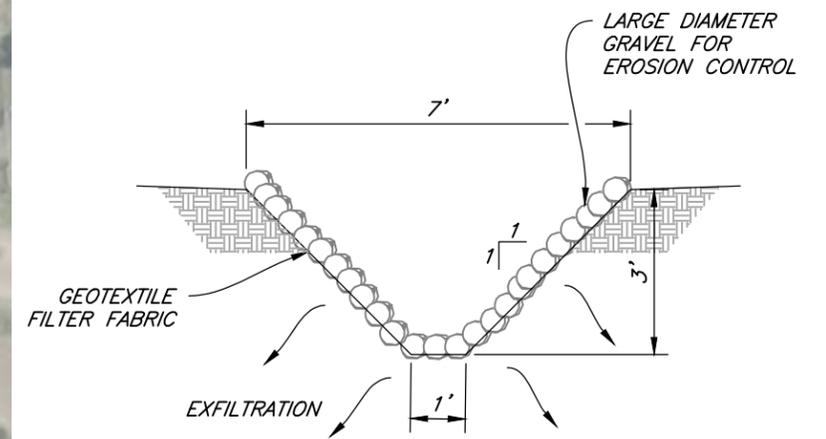
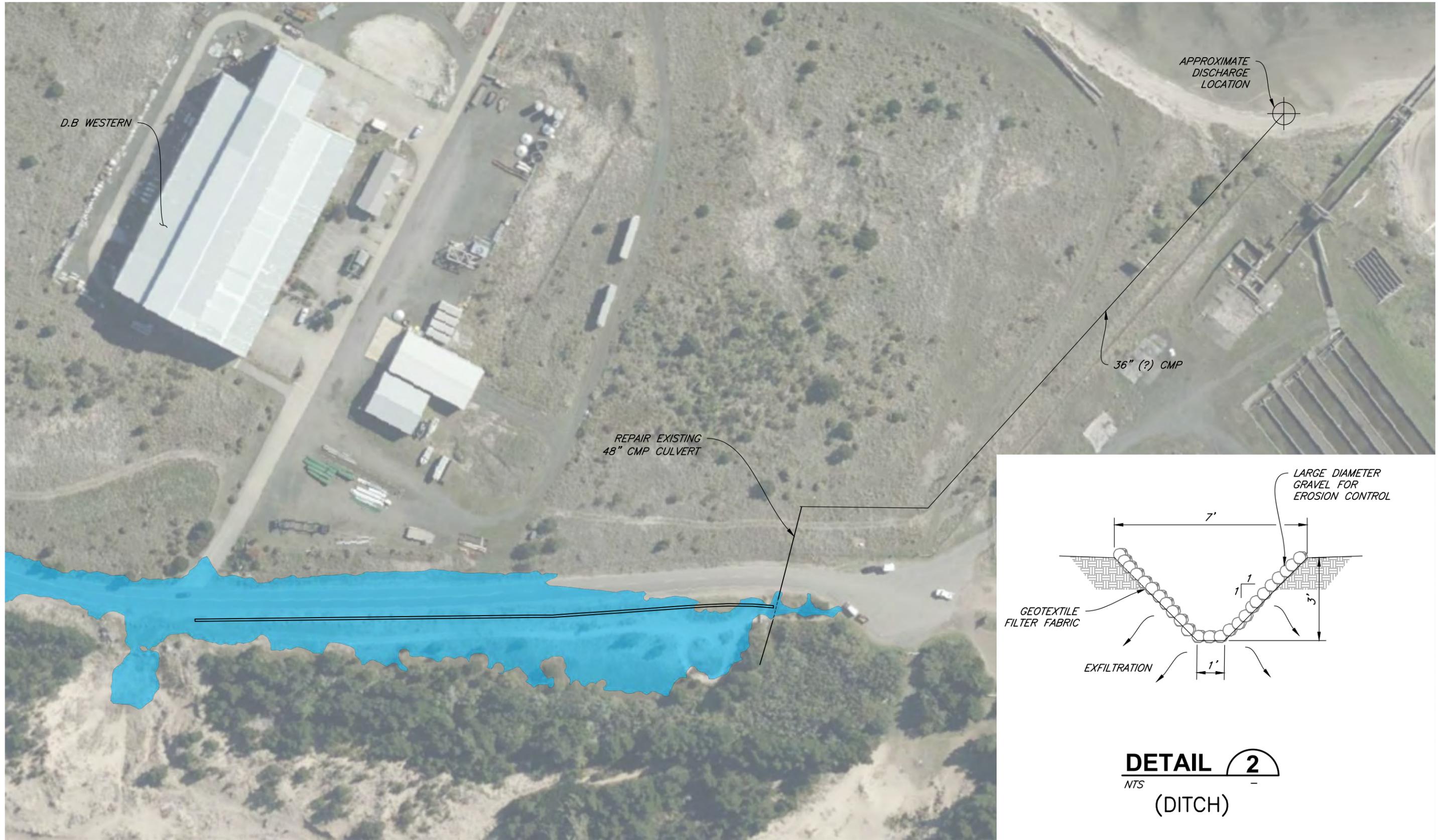
March 2021

620096-TPPD-FIGS

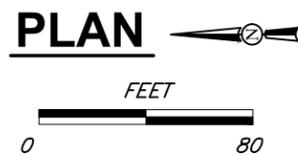
Southern Area
Site Plan
SHN 620096

Figure 3

\\CoosBay\Projects\2020\620096-TPPD\Drawings\Phase1\Drawings\SA VED-3/24/2021 9:17 AM T BLAKLEY, PLOTTED: 3/25/2021 1:25 PM, TINA BLAKLEY



DETAIL 2
NTS
(DITCH)



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon

Southern Area
Alternative B - Repair Existing Culvert
SHN 620096

March 2021

620096-TPPD-FIGS

Figure 4

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Dwgs_SAVED\3/24/2021 9:17 AM\TBLAKLEY, PLOTTED: 3/25/2021 1:25 PM, TINA BLAKLEY



D.B WESTERN

APPROXIMATE DISCHARGE LOCATION

INSTALL NEW 48" CMP CULVERT AND TIE-IN TO EXISTING PIPING

36" (?) CMP



City of Coos Bay
 Transpacific Parkway Flood Assessment Phs-1
 Coos Bay, Oregon

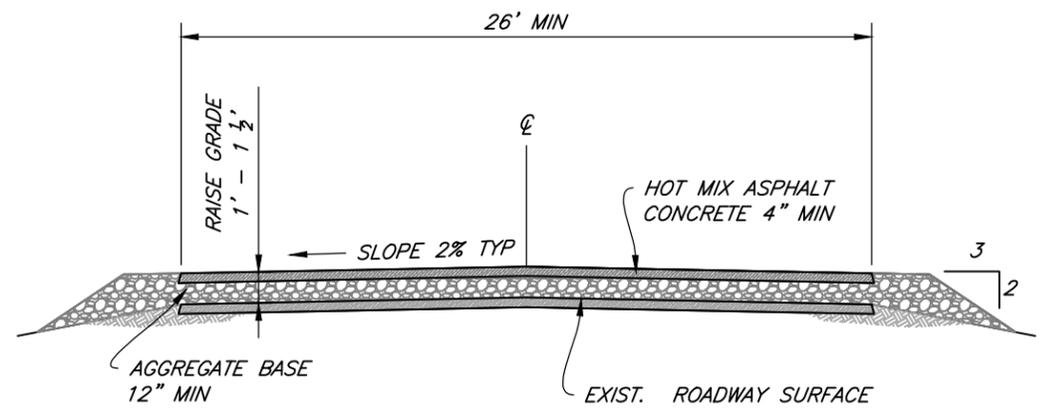
Southern Area
 Alternative C - Install New Culvert
 SHN 620096

March 2021

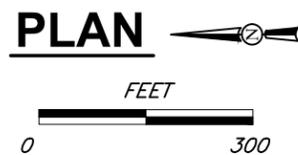
620096-TPPD-FIGS

Figure 5

\\CoosBay\Projects\2020\620096-TPPD\Drawings\100-Phase1\Drawings\SAVED: 3/24/2021 9:17 AM TBLAKLEY, PLOTTED: 3/25/2021 1:26 PM, TINA BLAKLEY



DETAIL 1
NTS
(ROAD CROSS-SECTION)



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon

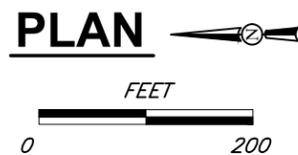
Southern Area
Alternative D - Raise Roadway Elevation
SHN 620096

March 2021

620096-TPPD-FIGS

Figure 6

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Dwgs_SAVED:3/24/2021 9:17 AM T BLAKLEY, PLOTTED: 3/25/2021 1:26 PM, TINA BLAKLEY



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon

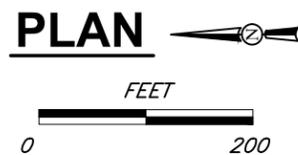
March 2021

620096-TPPD-FIGS

Northern Area
Site Plan
SHN 620096

Figure 7

\\CoosBay\Projects\2020\620096-TPPD\Drawings\100-Phase1\Drawings\SAVED: 3/24/2021 9:17 AM T BLAKLEY, PLOTTED: 3/25/2021 1:26 PM, TINA BLAKLEY



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon

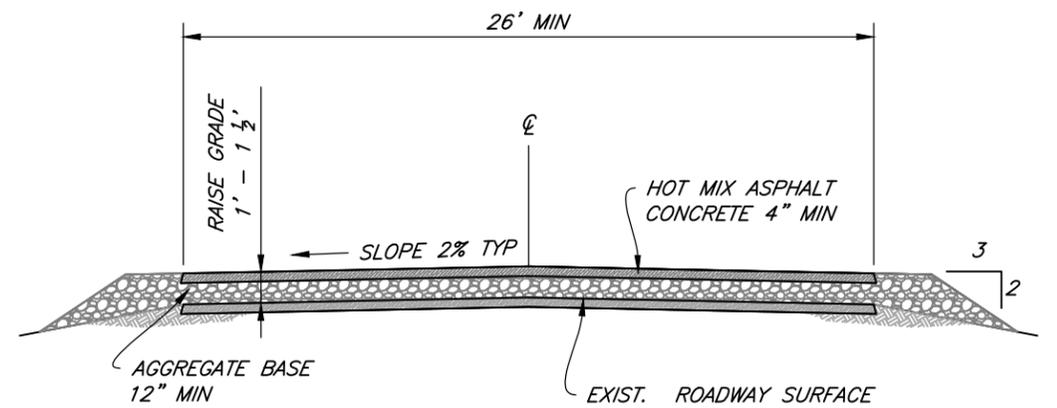
Northern Area
Alternative B - Divert Floodwater to Bay
SHN 620096

March 2021

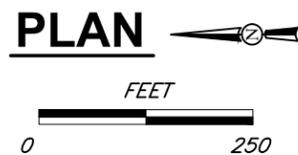
620096-TPPD-FIGS

Figure 8

\\CoosBay\Projects\2020\620096-TPPD\Drawings\100-Phase1\Drawings\SAVED: 3/24/2021 9:17 AM T BLAKLEY, PLOTTED: 3/25/2021 1:27 PM, TINA BLAKLEY



DETAIL 1
NTS
(ROAD CROSS-SECTION)



City of Coos Bay
Transpacific Parkway Flood Assessment Phs-1
Coos Bay, Oregon

Northern Area
Alternative D - Raise Roadway Elevation
SHN 620096

March 2021

620096-TPPD-FIGS

Figure 9

Budget Estimates

2



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Area, Alternative B
 Restore Flow in Existing Culvert

Option B1: No Repairs to Discharge Pipe

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 3,088	\$ 3,088
Cover grates	EA	2	\$ 200	\$ 400
3" diameter gravel	CY	6	\$ 100	\$ 600
Steel posts w/concrete	EA	8	\$ 125	\$ 1,000
Vacuum Truck/pressure washer	HR	8	\$ 300	\$ 2,400
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	7	\$ 500	\$ 3,500
Traffic signage	LS	1	\$ 200	\$ 200
Labor (installation of grates and steel posts, placement of gravel, culvert repairs)	Crew-HR	56	\$ 200	\$ 11,200
Annual culvert cleanout: vacuum truck rental and labor	EA	1	\$ 2,000	\$ 2,000
SUBTOTAL				\$ 27,788
Contingency	20%			\$ 5,558
Engineering	25%			\$ 6,947
Administration & Legal	4%			\$ 1,112
TOTAL Southern Area, Alternative B				\$ 41,403

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFfeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB

March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Area, Alternative B
 Restore Flow in Existing Culvert

Option B2: Install New Discharge Piping

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 11,613	\$ 11,613
Cover grates	EA	2	\$ 200	\$ 400
3" diameter gravel	CY	6	\$ 100	\$ 600
Steel posts w/concrete	EA	8	\$ 125	\$ 1,000
48" CMP Discharge Piping	20-FT	35	\$ 1,500	\$ 52,500
Vacuum Truck/pressure washer	HR	8	\$ 300	\$ 2,400
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	16	\$ 500	\$ 8,000
Traffic signage	LS	1	\$ 200	\$ 200
Labor (installation of grates and steel posts, placement of gravel, culvert repairs, and replacement/trenching for discharge piping)	Crew-HR	112	\$ 200	\$ 22,400
Annual culvert cleanout: vacuum truck rental and labor	EA	1	\$ 2,000	\$ 2,000
SUBTOTAL				\$ 104,513
Contingency	20%			\$ 20,903
Engineering	25%			\$ 26,128
Administration & Legal	4%			\$ 4,181
TOTAL Southern Area, Alternative B				\$ 155,724

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB

March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Area, Alternative B
 Restore Flow in Existing Culvert

Option B3: Repair Discharge Piping

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 3,775	\$ 3,775
Cover grates	EA	2	\$ 200	\$ 400
3" diameter gravel	CY	6	\$ 100	\$ 600
Steel posts w/concrete	EA	8	\$ 125	\$ 1,000
Vacuum Truck/pressure washer	Day	2	\$ 300	\$ 600
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	12	\$ 500	\$ 6,000
Traffic signage	LS	1	\$ 200	\$ 200
Labor (installation of grates and steel posts, placement of gravel, culvert and discharge piping repairs)	Crew-HR	80	\$ 200	\$ 16,000
Annual culvert cleanout: vacuum truck rental and labor	EA	1	\$ 2,000	\$ 2,000
SUBTOTAL				\$ 33,975
Contingency	20%			\$ 6,795
Engineering	25%			\$ 8,494
Administration & Legal	4%			\$ 1,359
TOTAL Southern Area, Alternative B				\$ 50,623
\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFfeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB				March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Area, Alternative B
 Restore Flow in Existing Culvert

Option B4: Construct Discharge Trench

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 4,663	\$ 4,663
Cover grates	EA	2	\$ 200	\$ 400
3" diameter	CY	6	\$ 100	\$ 600
Steel posts w/concrete	EA	8	\$ 125	\$ 1,000
Vacuum Truck/pressure washer	HR	8	\$ 300	\$ 2,400
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	13	\$ 500	\$ 6,500
Traffic signage	LS	1	\$ 200	\$ 200
Labor (installation of grates and steel posts, placement of gravel, culvert repairs, and trenching from culvert to Coos Bay)	Crew-HR	88	\$ 200	\$ 17,600
Annual culvert cleanout and sand removal from trench:	EA	1	\$ 5,200	\$ 5,200
SUBTOTAL				\$ 41,963
Contingency	20%			\$ 8,393
Engineering	25%			\$ 10,491
Administration & Legal	4%			\$ 1,679
TOTAL Southern Area, Alternative B				\$ 62,524
\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB				March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Areas, Alternative C
 Install New Culvert

Option C1: No Repairs to Discharge Pipe

Description of Costs	Southern Area			
	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 4,550	\$ 4,550
Cover grates	EA	2	\$ 200	\$ 400
3-6" diameter rock	CY	12	\$ 100	\$ 1,200
Steel posts w/concrete	EA	16	\$ 125	\$ 2,000
48" CMP Culvert	20-FT	2	\$ 1,500	\$ 3,000
Vacuum Truck/pressure washer	Day	2	\$ 300	\$ 600
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	10	\$ 500	\$ 5,000
Asphalt equipment	DAYS	2	\$ 500	\$ 1,000
Traffic signage	LS	1	\$ 200	\$ 200
Labor	Crew-HR	88	\$ 200	\$ 17,600
Annual culvert cleanout: vacuum truck rental and labor	EA	1	\$ 2,000	\$ 2,000
SUBTOTAL				\$ 40,950
Contingency	20%			\$ 8,190
Engineering	25%			\$ 10,238
Administration & Legal	4%			\$ 1,638
TOTAL Alternative C				\$ 61,016

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB

March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Areas, Alternative C
 Install New Culvert

Option C2: Install New Discharge Piping

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 13,456	\$ 13,456
Cover grates	EA	2	\$ 200	\$ 400
3" diameter gravel	CY	12	\$ 100	\$ 1,200
Steel posts w/concrete	EA	16	\$ 125	\$ 2,000
48" CMP Culvert	20-FT	2	\$ 1,500	\$ 3,000
48" CMP Discharge Piping	20-FT	37.5	\$ 1,500	\$ 56,250
Vacuum Truck/pressure washer	HR	8	\$ 300	\$ 2,400
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	14	\$ 500	\$ 7,000
Asphalt equipment	DAYS	2	\$ 500	\$ 1,000
Traffic signage	LS	1	\$ 200	\$ 200
Labor (installation of grates and steel posts, placement of gravel, culvert repairs, and replacement/trenching for discharge piping)	Crew-HR	144	\$ 200	\$ 28,800
Annual culvert cleanout: vacuum truck rental and labor	EA	1	\$ 2,000	\$ 2,000
SUBTOTAL				\$ 121,106
Contingency	20%			\$ 24,221
Engineering	25%			\$ 30,277
Administration & Legal	4%			\$ 4,844
TOTAL Southern Area, Alternative B				\$ 180,448
\\CoosBay\Projects\2020\620096-TPPDRAINAGE\100-Phase1\Data\[20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB				March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Areas, Alternative C
 Install New Culvert

Option C3: Repair Discharge Piping

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 5,150	\$ 5,150
Cover grates	EA	2	\$ 200	\$ 400
3" diameter gravel	CY	12	\$ 100	\$ 1,200
Steel posts w/concrete	EA	16	\$ 125	\$ 2,000
48" CMP Culvert	20-FT	2	\$ 1,500	\$ 3,000
Vacuum Truck/pressure washer	Day	2	\$ 300	\$ 600
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	10	\$ 500	\$ 5,000
Asphalt equipment	DAYS	2	\$ 500	\$ 1,000
Traffic signage	LS	1	\$ 200	\$ 200
Labor (installation of grates and steel posts, placement of gravel, culvert and discharge piping repairs)	Crew-HR	112	\$ 200	\$ 22,400
Annual culvert cleanout: vacuum truck rental and labor	EA	1	\$ 2,000	\$ 2,000
SUBTOTAL				\$ 46,350
Contingency	20%			\$ 9,270
Engineering	25%			\$ 11,588
Administration & Legal	4%			\$ 1,854
TOTAL Southern Area, Alternative B				\$ 69,062

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB

March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Areas, Alternative C
 Install New Culvert

Option C4: Construct Discharge Trench

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 5,638	\$ 5,638
Cover grates	EA	2	\$ 200	\$ 400
3" diameter	CY	12	\$ 100	\$ 1,200
Steel posts w/concrete	EA	16	\$ 125	\$ 2,000
48" CMP Culvert	20-FT	2	\$ 1,500	\$ 3,000
Vacuum Truck/pressure washer	HR	8	\$ 300	\$ 2,400
Close-Circuit TV (CCTV) Rental	WK	1	\$ 400	\$ 400
CCTV Operation	HR	20	\$ 150	\$ 3,000
Small excavator	Day	11	\$ 500	\$ 5,500
Asphalt equipment	DAYS	2	\$ 500	\$ 1,000
Traffic signage	LS	1	\$ 200	\$ 200
Labor (installation of grates and steel posts, placement of gravel, culvert repairs, and trenching from culvert to Coos Bay)	Crew-HR	104	\$ 200	\$ 20,800
Annual culvert cleanout and sand removal from trench:	EA	1	\$ 5,200	\$ 5,200
SUBTOTAL				\$ 50,738
Contingency	20%			\$ 10,148
Engineering	25%			\$ 12,684
Administration & Legal	4%			\$ 2,030
TOTAL Southern Area, Alternative B				\$ 75,599

\\CoosBay\Projects\2020\620096-TPPDRAINAGE\100-Phase1\Data\[20210311-TPPFfeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB

March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Southern Area, Alternative D
 Raise Existing Road Elevation

Description of Costs	Southern Area			
	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 42,933	\$ 42,933
Realignment/Increased Elevation of TPP	Mi	0.47	\$716,950	\$ 339,465
Annual removal of sand from pores of gravel/rip rap (labor and equipment)	EA	1	\$ 4,000	\$ 4,000
SUBTOTAL				\$ 386,398
Contingency	20%			\$ 77,280
Engineering	25%			\$ 96,600
Administration & Legal	4%			\$ 15,456
TOTAL Alternative D				\$ 575,733

\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB

March 24, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Northern Area, Alternative B
 Redirect Floodwater to Coos Bay

Description of Costs	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 4,419	\$ 4,419
ABS Pipe (8") - Pond to discharge in Bay	LF	800	\$ 10	\$ 8,000
ABS Pipe (8") - Culvert to pond	LF	300	\$ 10	\$ 3,000
Siphon	EA	1	\$ 100	\$ 100
Trash screen	EA	1	\$ 50	\$ 50
New CMP culvert	LF	55	\$ 60	\$ 3,300
Miscellaneous connectors, fittings and appurtenances	LS	1	\$ 500	\$ 500
Labor (10 days) @ 200/crew-hr	Crew-HR	80	\$ 200	\$ 16,000
Small excavator (\$500/day for 1 day)	Day	8	\$ 500	\$ 4,000
Traffic signage (\$200)	LS	1	\$ 400	\$ 400
Coordination with Southport Mill	HR	8	\$ 310	
Coordination with DEQ	HR	8	\$ 310	\$ 2,480
Coordination with County	HR	8	\$ 310	\$ 2,480
Annual culvert cleanout: vacuum truck rental and labor	EA	1	\$ 2,000	\$ 2,000
SUBTOTAL				\$ 46,729
Contingency	20%			\$ 9,346
Engineering	25%			\$ 11,682
Administration & Legal	4%			\$ 1,869
TOTAL Northern Area, Alternative B				\$ 69,626
Phase1\Data\20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB				March 29, 2021



CONSTRUCTION COST OPINION

Port of Coos Bay
 TPP Drainage Alternatives
 Opinion of Probable Cost: Northern Area, Alternative C
 Raise Existing Road Elevation

Description of Costs	Northern Area			
	UNIT	QTY.	UNIT PRICE	TOTAL
Mobilization	LS	All	\$ 27,483	\$ 27,483
Realignment/Increased Elevation of TPP	Mi	0.30	\$ 716,950	\$ 211,860
Annual removal of sand from pores of gravel/rip rap (labor and equipment)	EA	1	\$ 8,000	\$ 8,000
SUBTOTAL				\$ 247,343
Contingency	20%			\$ 49,469
Engineering	25%			\$ 61,836
Administration & Legal	4%			\$ 9,894
TOTAL Alternative C				\$ 368,540
\\CoosBay\Projects\2020\620096-TPPDrainage\100-Phase1\Data\[20210311-TPPFeasibility&Costs-Worksheet.xlsx]Cost Estimate_NB				March 24, 2021



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**COOS COUNTY URBAN RENEWAL AGENCY
NORTH BAY DISTRICT**

ACTION/DECISION REQUEST

DATE: April 9, 2021

PROJECT TITLE: Approval of Resolution 2021Res01

ACTION REQUESTED: Resolution 2021Res01Updated Signature Authority
with Checking Account at Umpqua Bank, Coos Bay Branch

BACKGROUND:

The Agency has used Umpqua Bank, Coos Bay Branch for their banking services since 2005. All bank accounts must be authorized and approved by the Agency Board. With the transition of new Board members, there is a need to update the signature authority documents for the bank. The Agency Administrator is not a signatory on the account. One Agency Board member is required to sign checks.

The Agency currently has one money market checking account. The following individuals will be authorized signatories on the Umpqua Bank Money Market checking account:

Todd Goergen	At Large - Chair
Eric Farm	Oregon International Port of Coos Bay, Commissioner

A resolution is required to update the signature authority on the checking account at Umpqua Bank.

RECOMMENDED MOTION:

Approve Resolution 2021Res01 updating signature authority with money market checking account at Umpqua Bank, Coos Bay Branch.

**COOS COUNTY URBAN RENEWAL AGENCY
NORTH BAY DISTRICT**

RESOLUTION 2021Res01

**Resolution for Updated Signature Authorization to the Money Market
Checking Account at Umpqua Bank, Coos Bay Branch.**

WHEREAS the Coos County Urban Renewal Agency-North Bay District has designated Umpqua Bank, under the terms and conditions of Umpqua Bank, as the bank and depository for the funds of the Agency, which may be withdrawn on checks, drafts, receipts or advices of debt given or signed in the Agency's name by any one of the following persons on behalf of the regular checking account; and

WHEREAS the following persons are authorized to act as signatories on the account;

Todd Goergen	At Large – Chair
Eric Farm	Oregon International Port of Coos Bay, Commissioner

And that said bank shall be and is authorized to honor and pay the same whether or not they are payable to bearer or to the individual order of any person or persons signing the same.

THEREFORE BE IT RESOLVED that the authority given to the above named persons supersedes that Resolution FY2013/2014-1 dated January 10, 2014.

APPROVED and ADOPTED by the Agency Board of the Coos County Urban Renewal Agency this 15th day of April, 2021.

Todd Goergen, Chair

Eric Farm, Vice Chair

Other Items

Coos County Urban Renewal Agency

Balance Sheet

As of March 31, 2021

	<u>Mar 31, 21</u>
ASSETS	
Current Assets	
Checking/Savings	
State Treasurer LGIP	1,479,203.57
Umpqua Bank	7,349.65
Total Checking/Savings	<u>1,486,553.22</u>
Total Current Assets	<u>1,486,553.22</u>
TOTAL ASSETS	<u>1,486,553.22</u>
LIABILITIES & EQUITY	
Equity	
Net Income	1,486,553.22
Total Equity	<u>1,486,553.22</u>
TOTAL LIABILITIES & EQUITY	<u>1,486,553.22</u>

Coos County Urban Renewal Agency

Profit & Loss

March 2021

	<u>Mar 21</u>
Ordinary Income/Expense	
Income	
Interest	754.65
Taxes - Current Year	2,538.11
Taxes - Previously Levied	138.40
	<hr/>
Total Income	3,431.16
	<hr/>
Gross Profit	3,431.16
Expense	
MATERIALS AND SERVICES	
Management	3,000.00
Professional Services	9,673.63
	<hr/>
Total MATERIALS AND SERVICES	12,673.63
	<hr/>
Total Expense	12,673.63
	<hr/>
Net Ordinary Income	-9,242.47
	<hr/>
Net Income	<u><u>-9,242.47</u></u>

Coos County Urban Renewal Agency
Profit & Loss Budget vs. Actual
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget
Ordinary Income/Expense			
Income			
Cash Carry Over	1,365,026.23	974,997.00	390,029.23
Interest	9,034.71	9,000.00	34.71
Taxes - Current Year	135,765.71	74,997.00	60,768.71
Taxes - Previously Levied	5,231.06	7,497.00	-2,265.94
Total Income	1,515,057.71	1,066,491.00	448,566.71
Gross Profit	1,515,057.71	1,066,491.00	448,566.71
Expense			
DEBT SERVICE			
Interest-Debt Service	1,487.38	1,696.00	-208.62
Principal (Umpqua payoff 7/20)	5,000.00	5,000.00	0.00
Total DEBT SERVICE	6,487.38	6,696.00	-208.62
MATERIALS AND SERVICES			
Audit	970.00	7,500.00	-6,530.00
Insurance	1,981.77	1,503.00	478.77
Legal Counsel	137.50	4,500.00	-4,362.50
Management	9,000.00	9,000.00	0.00
Professional Services	9,927.84		
Professional Svcs (Project)	0.00	74,997.00	-74,997.00
Publications and Advertising	0.00	747.00	-747.00
Total MATERIALS AND SERVICES	22,017.11	98,247.00	-76,229.89
Total Expense	28,504.49	104,943.00	-76,438.51
Net Ordinary Income	1,486,553.22	961,548.00	525,005.22
Net Income	1,486,553.22	961,548.00	525,005.22

**Coos County Urban Renewal Agency
Profit & Loss Budget vs. Actual
July 2020 through March 2021**

	<u>% of Budget</u>
Ordinary Income/Expense	
Income	
Cash Carry Over	140.0%
Interest	100.4%
Taxes - Current Year	181.0%
Taxes - Previously Levied	69.8%
Total Income	<u>142.1%</u>
Gross Profit	142.1%
Expense	
DEBT SERVICE	
Interest-Debt Service	87.7%
Principal (Umpqua payoff 7/20)	100.0%
Total DEBT SERVICE	<u>96.9%</u>
MATERIALS AND SERVICES	
Audit	12.9%
Insurance	131.9%
Legal Counsel	3.1%
Management	100.0%
Professional Services	
Professional Svcs (Project)	0.0%
Publications and Advertising	0.0%
Total MATERIALS AND SERVICES	<u>22.4%</u>
Total Expense	<u>27.2%</u>
Net Ordinary Income	<u>154.6%</u>
Net Income	<u><u>154.6%</u></u>

2021/22 CCURA Budget Planning Calendar

Budget Committee Meetings	
TBD – week of April 19	Publish Notice/Legal Ad (10 days prior)
TBD – week of May 3	1 st Budget Committee Meeting
TBD (if needed)	Publish Notice/Legal Ad (if needed)
TBD (if needed)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
TBD – week of May 17	Publish Notice & Budget Summary (14 days prior)
TBD – week of May 31	CCURA Board meeting / Budget Hearing & Approval – if ready
TBD (if needed)	Publish Notice & Budget Summary (14 days prior)
TBD (if needed)	2 nd CCURA Board meeting / Budget Approval (if needed)
Post Adoption	
July 7	Submit UR-50 to Tax Assessor by July 15
September 22	Submit complete budget document to County Clerk by September 30



Harwood, MacAdam, Wartnik,
Fisher & Gorman, LLC

CERTIFIED PUBLIC ACCOUNTANTS

LOREN HARWOOD, CPA JEFF DILLON, CPA
SHIRLEY MacADAM, CPA KRISTINA GOCHNOUR, CPA
JAYSON WARTNIK, CPA HANNA VAN CAMP, CPA
LAURA FISHER, CPA
BOB GORMAN, CPA

INDEPENDENT ACCOUNTANTS' REPORT

October 26, 2020

RECEIVED

OCT 29 2020

Megan Richardson
Oregon International Port of Coos Bay
P. O. Box 1215
Coos Bay, OR 97420

PORT OF COOS BAY

We have performed the procedures enumerated below, which were agreed to by the management of the Oregon International Port of Coos Bay, solely to assist you with respect to the financial accounting records of the Coos County Urban Renewal Agency as of June 30, 2020 and the year then ended. The Oregon International Port of Coos Bay's management is responsible for the Coos County Urban Renewal Agency's accounting records. The sufficiency of these procedures is solely the responsibility of those parties specified in the report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

The procedures and associated findings are as follows:

1. Regarding Oregon Budget Law:
 - A. Examine the 2020-21 budget for timely publication and obvious errors.
Finding: Published timely, no errors noted.
 - B. Examine the 2019-20 financial records for obvious budget violations.
Finding: No errors noted.
 - C. Scan transactions in the various funds for consistency with the 2019-20 adopted budget.
Finding: No errors noted.
 - D. Read minutes of the budget 2020-21 committee meeting(s) and hearing for required components.

Finding: Oregon budget law requires that the budget committee meeting make and approve a motion to approve the budget. This motion should contain the amount or rate of the assessment. In the case of the CCURA this would be "the maximum amount that may be raised by dividing the taxes under Section 1c, Article IX of the Oregon Constitution". This discussion was included in the minutes of the budget hearing held on June 23, 2020, but not those of the budget committee meeting held on June 9, 2020.

2. Regarding the 2019-20 In-Lieu of Audit form for:
 - A. Timely submission to the Secretary of State
Finding: Report was filed timely.
 - B. Relationship to the QuickBooks data
Finding: No errors noted.

3. Scan the 2019-20 QuickBooks financials and check register for obvious errors or unusual transactions.

Finding: No errors noted.

4. Determine if the Coos County assessments receipted into the Local Government Investment Pool during 2019-20 are reasonably consistent with the amounts recorded in QuickBooks for the same time period.

Finding: No errors noted.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to, and did not, conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on the accounting records. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of management of the Oregon International Port of Coos Bay and is not intended to be and should not be used by anyone other than those specified parties.

Harwood, MacAdam, Wartnik, Fisher & Gorman, LLC

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