A RESOLUTION CONSIDERING, ADOPTING AND ACCEPTING THE LEBANON CAPITAL IMPROVEMENT PROGRAM FOR 2011) **RESOLUTION NO. 2011-14**

WHEREAS, the City Council for the City of Lebanon has considered the 2011-2015 Capital Improvement Program on May 11, 2011; and

WHEREAS, where the City Council had the opportunity to consider, review and confer with city staff concerning the 2011-2015 Capital Improvement Program; and

WHEREAS, the public was invited and a public meeting was held during the City Council meeting on May 11, 2011 where the 2011-2015 Capital Improvement Program was reviewed; and

THEREFORE, THE CITY COUNCIL FOR THE CITY OF LEBANON RESOLVES AS FOLLOWS:

Section 1: The City Council hereby approves, accepts and adopts the 2011-2015 Capital Improvement Program as presented to the City Council as its regularly scheduled meeting on May 11, 2011.

Section 2: This resolution shall become effective immediately upon its passage.

Passed by the Lebanon City Council by a vote of 3 for and 0 against this 11th day of May, 2011.

CITY COUNCIL OF LEBANON, OREGON

Kenneth I. Toomb

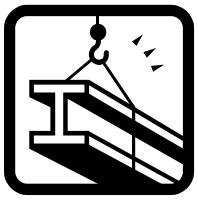
Kenneth I. Toomb, Mayor ☒
Bob Elliott, Council President ☐

ATTEST:

Linda Kaser

Linda Kaser, City Clerk

Capital Improvement Program



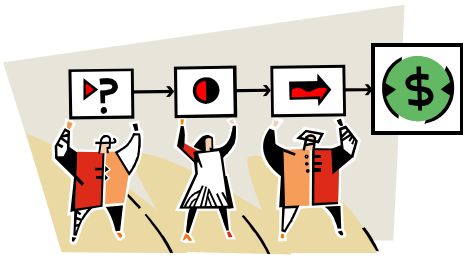
INTRODUCTION

The Capital Improvement Program (CIP) of the City of Lebanon is a planning tool intended to help prioritize, identify, arrange financing, and allow for timely technical design and application of projects and programs to better serve the citizens of Lebanon. Generally, the projects identified in this document have a significant impact on the City's infrastructure and are intended to help the City provide better and timely services.

This document is a "snap shot" representing a 5-year period of the Capital Improvement Program. Each year, this document is updated to represent the next 5-year window. Completed projects and projects scheduled to be completed before the end of the fiscal year are dropped from the document, new projects are added and other projects may be reprioritized. The Capital Improvement Program is directly linked to the budget process, land-use planning, facility plan documents, coordination with the State, County and other local municipalities. City Council also provides leadership and direction as to what projects are scheduled for completion and how projects are reprioritized.

The CIP document is divided into five sections. Each section details projects by function. Sections include Transportation, Wastewater, Water, Storm Drainage, and Facility & Parks. Each section of the CIP document targets projects to be completed within the next 5 years, identifies possible funds, and lists the year each project is targeted for construction. Each project is described in detail on individual pages within each section. Each section also lists future projects not yet included in the 5 year CIP document window. These projects are identified to allow for long term planning and prioritization of resources. Also included in each section is a list of projects completed within the past 5 years. This allows for tracking accomplishments and recognizing trends of how resources have been allocated.

Capital Improvement Program



FINANCING SUMMARY BY FUND

There are a number of ways to finance capital improvement projects. In reviewing this Capital Improvement Program, an important point to understand is current revenues are not adequate to maintain current programs and finance the public facilities recommended for construction during the next 5-years and beyond. A central theme found in these recommendations is that, whenever possible, users or persons benefiting from public facilities should pay a major portion of the capital costs. This means changes in polices, increases in fees and charges and new sources of revenue are essential if facilities are to be constructed as recommended in this document.

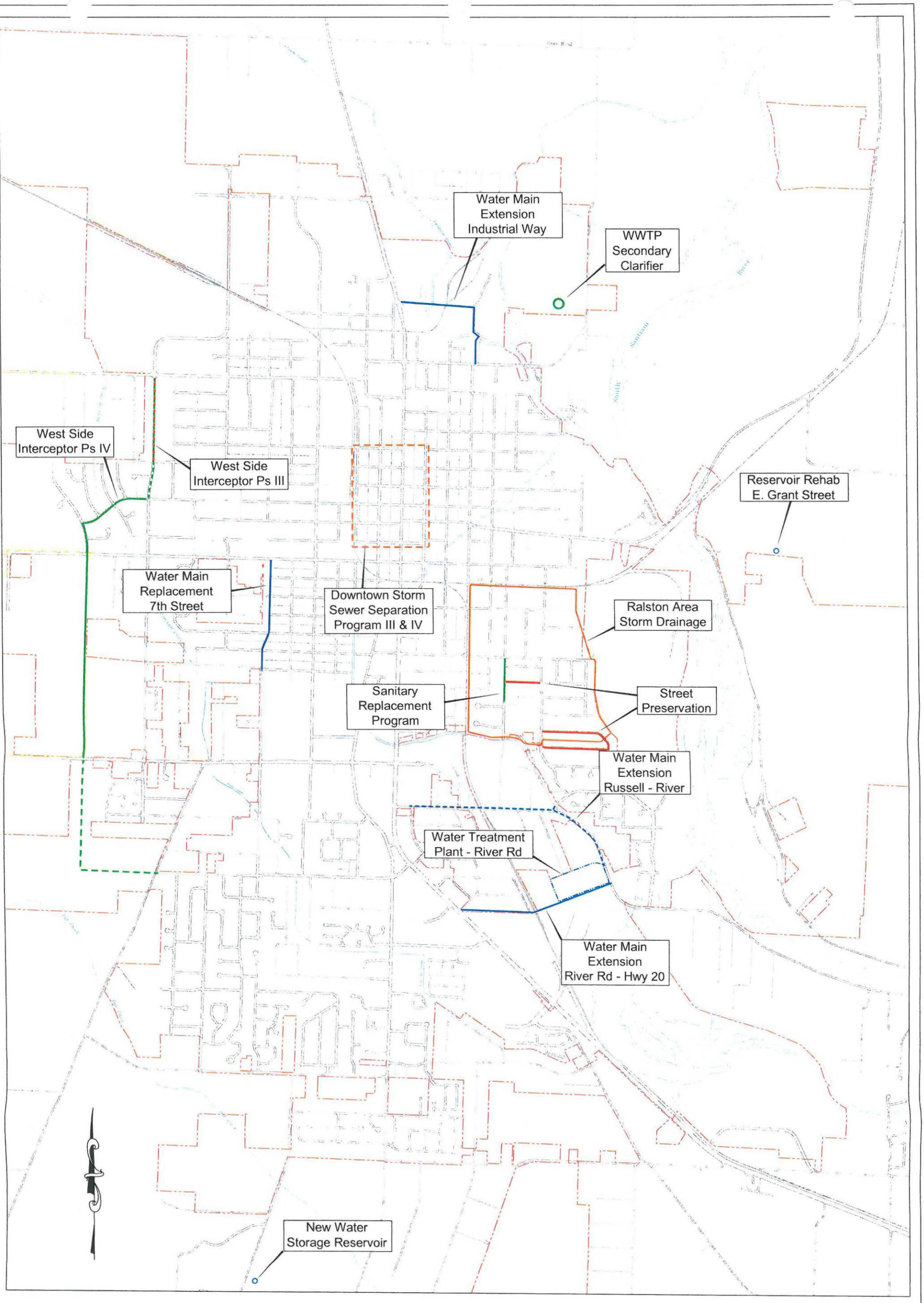
The following table lists the total amount of funding from each funding source by fiscal year as proposed in this 5-year capital improvement document. The fund number describing each funding source is defined following the table.

Projected Cost Totals by Funding Sources

	Fund - Description	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	Total
133	Parks, General Fund						$0
430	Water Utility						$0
435	Water Utility CIP	$5,000,000	$740,000	$585,000	$18,000,000	$1,213,000	$25,538,000
450	Storm Drainage Utility		$10,000	$300,000		$650,000	$960,000
470	Wastewater Utility						$0
474	Sewer and Lateral Repair	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
475	Wastewater Utility CIP			$1,698,000			$1,698,000
478	Clarifier Project	$5,000,000					$5,000,000
550	State Foot & Bike Path						$0
571	STP Street Project	$150,000	$150,000	$150,000	$150,000	$200,000	$800,000
840	Street Capital Projects						$0
852	SDC Drainage Improvements						$0
853	SDC Drainage Reimbursement						$0
862	SDC Parks Improvements						$0
863	SDC Parks Reimbursement						$0
872	SDC Wastewater Improvements	$600,000					$600,000
873	SDC Wastewater Reimbursements						$0
882	SDC Street Improvements						$0
892	SDC Water Improvements	$160,000					$160,000
893	SDC Water Reimbursemtn						$0
920	Lebanon URD						$0
929	Northwest URD Pro. Constuction						$0
935	Cheadle Lake URD						$0
940	Gateway URD						$0
	Total	$11,110,000	$1,100,000	$2,933,000	$18,350,000	$2,263,000	$35,756,000

Fund Descriptions

133 – Parks, General Fund
430 – Water Utility
437 – Small Diameter Waterline
450 – Storm Drainage Utility
470 – Wastewater Utility
474– Sewer and Lateral Repair
475 – Wastewater Utility CIP
478 – Clarifier Project
550 – State Foot & Bike Path
571 – STP Street Project
840 – Street Capital Projects
852 – SDC Drainage Improvements
853 – SDC Drainage Reimbursement
862 – SDC Park Improvements
863 – SDC Parks Reimbursement
872 – SDC Wastewater Improvements
873 – SDC Wastewater Reimbursement
882 – SDC Street Improvements
892 – SDC Water Improvements
893 – SDC Water Reimbursement
920 – Lebanon Urban Renewal Dist.
929 – Northwest URD Project Construction
935 – Cheadle Lake URD
940 – Gateway URD



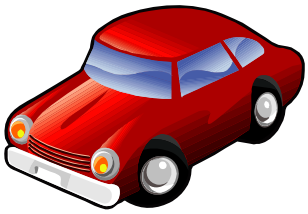
CAPITAL IMPROVEMENT PROGRAM

Project Location Map

2011 - 2015

FINANCING SUMMARY FUND DESCRIPTION

Let's make it clear right at the top: there is not enough money available for all the projects the City needs to complete. In most cases the source of money determines which projects are able to be completed. For instance, Wastewater Fund revenue can only be spent on wastewater projects. The same is true for all dedicated revenue, such as the Water Fund, Streets Fund and the Parks Fund. The money each of these funds receives must be spent for the purposes for which the fund was created. Below is a brief description of the funding sources available to fund projects in this plan.



Transportation Funds

State Foot and Bike Path - Fund 550:

This fund was originally set up to administer revenues from the state gas tax in order to fund qualified foot and bike path projects. The City now uses the fund for all budgeted projects relating to pedestrian and bikeway improvements.

Surface Transportation Program (STP) - Fund 571:

Every year federal grant funds are available through the Surface Transportation Program (STP). The Oregon Department of Transportation currently offers a program to exchange federal STP funds for state funds. This allows the City of Lebanon to put the funding to a broad range of transportation uses without the administrative burden required for direct use of the federal STP funds. Each year the City designates its allocation of STP funds to a transportation project identified in the Capital Improvement Program.

Special Assessment Fund - Fund 750:

This fund is used to budget for public improvement projects for which reimbursement of costs is expected. These public improvement projects originate at the public's request and usually involve forming a Local Improvement District (LID). The number and degree of requests for improvements can vary significantly from year to year. This fund provides a rudimentary budget for administering an LID until the district is formed and city costs are reimbursed.

Street Capital Improvement Projects Fund - 840:

The Street Capital Improvement Projects Fund was established to receive funds designated for street improvements. In 1998, the Capital Improvement Projects Committee and City Council recommended an increase in utility franchise fees with the increased revenue being allocated toward a Street Preservation Program within the Street Capital Improvement Projects Fund. The Street Preservation Program provides overlays, slurry seals, and crack sealing to City streets on a priority basis. The intent of the program is to preserve the existing City street system and prevent costly street reconstruction.

In 2005, the City Council reduced the franchise fee transfer from the General Fund into this fund by approximately 80 to 90 percent and in the 2010-11 budget year, this amount was reduced to zero virtually eliminating the Street Preservation Program.

Capital Improvement Projects (Restricted) - Fund 841:

An agreement was reached with Linn County during the 1991-92 budget year to provide the City with timber funds for street improvements. The money was set-aside in an interest-bearing account, and the County approved the projects and provided the funding as they were approved. No significant funds have been made available from the County for improvements in recent years. Further such allocations of timber funds could become available in coming years. The fund is to be used for improvements exclusively, no engineering or administration expenditures are allowed.

SDC Street Improvements - Fund 882:

As the city develops, larger and more sophisticated transportation systems are needed to handle increased traffic. Current and past residents of Lebanon paid for the streets that now serve them. Likewise, new development must pay for the capacity required to handle the resulting increase in traffic.

Street Systems Development Charges are paid by all new development in Lebanon. The resulting Street SDC fund may be used to increase capacity of transportation facilities.

The current Street SDC fee methodology was adopted in November of 1994. As required by ORS 223.309 (1), projects eligible for funding are limited to those specifically included in the Street SDC System plan, Transportation System Plan or this CIP plan.

Northwest URD - Fund 925:

In 1989, the City established the Northwest Lebanon Urban Renewal District. The purpose of the district is to provide for development of infrastructure to serve industrially-zoned property within the district boundaries. The area is located west of Highway 20 and north of Highway 34.

A change in Urban Renewal statutes now requires that debt be issued in order to collect any property tax revenue. In the past, Urban Renewal Districts were allowed to collect and spend property taxes in the same manner as any tax collection fund. Now, it must issue short term debt in the amount of the property taxes, show it as revenue from bond sale proceeds in the operating fund, and have a separate fund to collect the property taxes for repayment of the debt.

Northwest Lebanon URD Project Construction – Fund 929:

The purpose of this fund is to provide tracking of funds for infrastructure to serve new development within the Northwest URD boundaries. Funding sources from the state and county have been secured to provide infrastructure for the Lowe's Regional Distribution Center.

Northwest Lebanon URD 2000 Construction Bond – Fund 930**:**

In August 2000, the City of Lebanon issued $5.435 million in construction bonds for construction in the Northwest Lebanon URD. The agreement with the bondholders requires that a separate account be set up for construction and issuance expenses. All construction costs related to the project are included in this fund.

Northwest Lebanon URD 2000 Construction Bond – Fund 931:

In July 2000, the City of Lebanon issued $5.0 million in construction bond for construction in the Northwest Lebanon URD. The agreement with the bondholders requires that a separate account be set up for construction and issuance expenses. All construction costs related to the project are included in this fund.

Cheadle Lake URD - Fund 935:

In 2000, the City established the Cheadle Lake Urban Renewal District. The purpose of the district is to guide the provision of infrastructure necessary for the orderly redevelopment of the district. Through implementation of the Plan, economic development will be stimulated by the elimination of blight condition, provision of supporting public facilities, and general improvements in the overall appearance and function of the area.

Urban Renewal statutes require that debt be issued in order to collect any property tax revenue. In the past, Urban Renewal Districts were allowed to collect and spend property taxes in the same manner as any tax collection fund. Now, it must issue short term debt in the amount of the property taxes, show it as revenue from bond sale proceeds in the operating fund, and have a separate fund to collect the property taxes for repayment of the debt.

Gateway URD - Fund 940:

In 2008, the City established the Gateway Urban Renewal District. The purpose of the district is to guide the provision of infrastructure necessary for the orderly redevelopment of the district. Through implementation of the Plan, economic development will be stimulated by the elimination of blight condition, provision of supporting public facilities, and general improvements in the overall appearance and function of the area.

Urban Renewal statutes require that debt be issued in order to collect any property tax revenue. In the past, Urban Renewal Districts were allowed to collect and spend property taxes in the same manner as any tax collection fund. Now, it must issue short term debt in the amount of the property taxes, show it as revenue from bond sale proceeds in the operating fund, and have a separate fund to collect the property taxes for repayment of the debt.

Water

Water Utility CIP - Fund 435:

Water service revenues in this fund provide the capital necessary to help fund major water system improvements, implement facility plan projects and to repair equipment necessary to maintain the existing Water Treatment Plant. The purpose of the Water Capital Improvement Program is to fund projects identified by the Water System Master Plan and the CIP Plan.

Lebanon's 2007 Water System Master Plan identified improvement and rehabilitation projects necessary to maintain current service levels while allowing for growth and development. The identified improvements were beyond the scope of the existing water revenue fund. However, projects have been completed and new projects are scheduled to ensure the continuation of existing service levels.

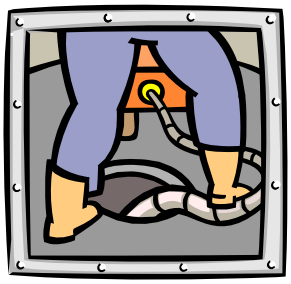
SDC Water Improvements - Fund 892:

Growth in population and industry requires similar growth in the capacity for treatment, storage and distribution of water. Water Systems Development Charges are paid by all new development in Lebanon.. The fund will also be used for planning, engineering and construction of expanded facilities to serve growth in Lebanon

The current SDC fee structure was adopted in August of 2005. As required by ORS 223.309 (1), projects eligible for funding are limited to capacity increasing projects specifically included in the Water SDC System plan, Water Master Plan, or the CIP plan.

SDC Water Reimbursement - Fund 893:

An SDC reimbursement fee is a charge for costs associated with capital improvements already constructed, or under constructed when the fee was established and for which capacity exists to meet growth. The restrictions placed on reimbursement fee proceeds are less restrictive than on improvement fee proceeds. Reimbursement fee proceeds can be spend on any capital improvement associated with the system for which the fee was collected regardless of its inclusion in an approved plan.



Wastewater

Wastewater Utility – Fund 470

This fund accounts and budgets for the operational cost administrating and running the wastewater system. It includes capital cost for replacing old deteriorated wastewater pipes (Sanitary Sewer Replacement Program) which require excessive maintenance or pipes that may not last the current CIP plan of 5 years. It also includes continuation of the City program for inflow and infiltration reduction.

Sewer and Lateral Repair – Fund 474

This fund accounts and budgets for the replacement of sewer mains and sewer lateral repair and replacements. The fund receives revenue from a transfer from the Wastewater Utility fund 470.

Wastewater Utility CIP - Fund 475:

The purpose of the Wastewater Utility Capital Improvement Program (CIP) is to fund projects identified by the City of Lebanon's Wastewater System Master Plan and comprehensive Capital Improvement Program. These projects provide improvements and rehabilitation necessary to maintain current levels of service to customers, meet new regulatory requirements, and allow for growth and development.

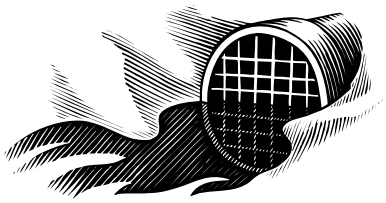
SDC Wastewater Improvement - Fund 872:

Sewer Systems Development Charges are paid by all new development in the city and go into the Sewer SDC fund. The City may use these funds "for no other purpose than extra capacity facilities". Examples of possible uses are planning, design, and construction of new collection facilities, pumping stations, and treatment plants. As required by the new law, projects eligible for funding are limited to those specifically included in the sewer SDC system plan.

The current SDC fee structure was adopted in August of 2005. As required by ORS 223.309 (1), projects eligible for funding are limited to capacity increasing projects specifically included in the Wastewater SDC System plan, Wastewater Master Plan, or the CIP plan.

SDC Wastewater Reimbursement - Fund 873:

An SDC reimbursement fee is a charge for costs associated with capital improvements already constructed, or under constructed when the fee was established and for which capacity exists to meet growth. The restrictions placed on reimbursement fee proceeds are less restrictive than on improvement fee proceeds. Reimbursement fee proceeds can be spend on any capital improvement associated with the system for which the fee was collected regardless of its inclusion in an approved plan.



Storm Drainage

Storm Drainage CIP – Fund 450

This fund accounts for the revenue generated from the storm drainage utility fee. The Lebanon City Council approved implementation of a Storm Drainage Utility beginning fiscal year 2010/2011. This fund will be responsible for maintenance/replacement of the existing storm water collection system, managing new environmental regulations being imposed by the Department of Environmental Quality, and to begin funding Storm Drainage Capital needs.

SDC Storm Drainage Improvements - Fund 852:

Drainage Systems Development Charges, paid by all new development in the city, go into the Drainage SDC Fund. The City may use the funds for right-of-way and easement acquisition; purchase, maintenance and installation of mainline conduit, curb inlets, catch basins, manholes, junction boxes, culverts and bridges; the rebuilding and replacement of dry wells; the construction of drainage ditches and swales; and for drainage studies, aerial mapping and like work related to drainage.

The current SDC fee structure was adopted in August of 2005. As required by ORS 223.309 (1), projects eligible for funding are limited to capacity increasing projects specifically included in the Storm Drainage SDC System plan, Storm Drainage Master Plan, or the CIP plan.

SDC Storm Drainage Reimbursement - Fund 853:

An SDC reimbursement fee is a charge for costs associated with capital improvements already constructed, or under constructed when the fee was established and for which capacity exists to meet growth. The restrictions placed on reimbursement fee proceeds are less restrictive than on improvement fee proceeds. Reimbursement fee proceeds can be spend on any capital improvement associated with the system for which the fee was collected regardless of its inclusion in an approved plan.

Parks & Facilities

SDC - Park Improvements - Fund 862:

Parks Systems Development Charges, paid by all new development in the city, go into the Parks SDC Fund. The City may use the funds for land acquisition and purchase, installation and maintenance of park recreation equipment, landscaping, restroom facilities, improvements, lighting and irrigation. The current SDC fee structure was adopted in August of 2005. As required by ORS 223.309 (1), projects eligible for funding are limited to capacity increasing projects specifically included in the Parks SDC System plan, Parks Master Plan, or the CIP plan.

SDC - Park Reimbursement - Fund 863:

An SDC reimbursement fee is a charge for costs associated with capital improvements already constructed, or under constructed when the fee was established and for which capacity exists to meet growth. The restrictions placed on reimbursement fee proceeds are less restrictive than on improvement fee proceeds. Reimbursement fee proceeds can be spend on any capital improvement associated with the system for which the fee was collected regardless of its inclusion in an approved plan.

Transportation System

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TRANSPORTATION SYSTEM

Currently, the City is without a major source of funding for street reconstruction projects. If transportation projects are to be funded and constructed within this Capital Improvement Program period, alternative sources of funding will need to be developed. Historically, major street projects, including the construction of new and the reconstruction of existing streets, have been funded by Lebanon's Urban Renewal Districts.

The City of Lebanon developed a proactive approach for the preservation and maintenance of existing City streets. In 1998, after reviewing several alternatives for funding street capital improvements, the Capital Improvement Program Committee recommended and the City Council adopted increasing franchise utility fees and allocating the additional revenue specifically to street preservation. On April 8, 1998, the City Council approved proceeding with this funding source. However, in 2005 the City Council reduced the franchise fee transfer into the street capital improvement fund by approximately 80 percent and in the 2010-11 budget year, this amount was reduced to zero.

The primary purpose of the street preservation program is to provide safe transportation throughout the City street network. The Capital Improvement Program (CIP) includes a Street Preservation Program, which includes slurry sealing and overlaying streets that haven't fallen into the reconstruction category. A street preservation project is a street improvement project that requires only limited removal and replacement of isolated sections of the base rock below the asphalt. Saving the street surface before the street fails will conserve limited street funds because reconstruction projects are approximately four times as expensive as overlay projects. Street Preservation projects are prioritized based on traffic type and volume, the stability of the existing pavement and the subsurface material, and the degree of pavement deterioration. The City uses a computer program called Pavement Management System (PMS) to assist in prioritizing streets by condition. The PMS database was established in 1999, and is updated every other year.

The City adopted the Transportation System Plan (TSP) in January 2007 in order to comply with the Transportation Planning Rule. The TSP will act as a planning tool and "roadmap" in guiding future development of streets and will aid in securing street funding.

Capital Improvement Program - Transportation System

Project Cost Summary

Project Name	Total Estimate	2011-12 Fund	Projected Funding	Total Estimate	2012-13 Fund	Projected Funding	Total Estimate	2013-14 Fund	Projected Funding	Total Estimate	2014-15 Fund	Projected Funding	Total Estimate	2015-16 Fund	Projected Funding
Street Preservation Program	$150,000	571	$150,000	$150,000	571	$150,000	$150,000	571	$150,000	$150,000	571	$150,000	$150,000	571	$150,000
Street Rating Update													$50,000	571	$50,000
Totals=	$150,000		$150,000	$150,000		$150,000	$150,000		$150,000	$150,000		$150,000	$200,000		$200,000

Total Project Cost (2009-2013) =	$800,000
Available Proposed Funding =	$800,000
Deficient Funding =	$0

STREET PRESERVATION PROGRAM

PROJECT YEARS: 2011-12

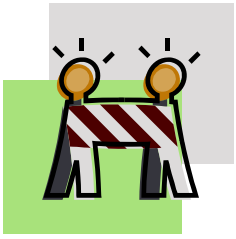
SUBMITTED BY: City Staff

DESCRIPTION: The Street Preservation Program rehabilitates existing city standard streets through the use of asphalt overlay, slurry seal, crack seal, and/or spot repair. The program is an economical way to restore roadways without completely reconstructing the roadway. This program will substantially extend the useful life of Lebanon's streets, reducing the need for more expensive street reconstruction projects.

PROJECTED BUDGET: $750,000 for the 5 year CIP Plan

PROPOSED FUNDING: 571 - STP Street Projects

NEEDED FUNDING	2011-12	2012-13	2013-14	2014-15	2015-16	TOTAL
840-Street Capital Projects	$0	$0	$0	$0	$0	$0
571- STP Street Projects	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000
TOTAL	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000



STREET PRESERVATION PROGRAM

The following list of projects has been compiled based on the 2010 Street Inventory Condition Map as rated by the City's Pavement Management System program. The project list for each year may change, based on the condition of the streets as they are periodically rated. Considerations such as traffic volume, weather conditions and traffic load may cause the streets to wear at differing rates. Therefore, streets may move up or down on the list from year to year. Also, all the streets listed each year may not be completed due to economic constraints such as the unit price of asphalt and labor costs.

ELIGIBLE PROJECT LIST:

Project List 2011-12:

Garvard Street (Park Dr. to Glen Oak Dr.)
Glenwood Drive (Park Dr. to Garvard)
Evans Street (Park Dr. to Franklin St.)

Future Years:

Park Drive (Milton to Glen Oak Dr.)
F Street (5th to 7th)
Berry Street
Pine Street (HWY 20 – Carroll St.)
Hiatt Street (Jennings St. – Milton St.)
Walnut Street
Sherman Street (Dead End – Walnut St.)
Ash Street (Walnut St. – Approx. 200' West)
Carlson Drive
Ralston Street
Sherman Street (5th St. – Main St.)
Sherman Street (10th St. – Burkhart Creek)
Maple Street (10th St. – 12th St.)
11th Street (Vine St. – Sherman St.)
2nd Street (Oak St. – 'H' St.)
Elmore Street (HWY 20 – Williams St.)
Binshadler Street
J Street (5th to 2nd)
Grant Street (5th to Main St.)

STREET RATING UPDATE

PROJECT YEARS: 2015-16

SUBMITTED BY: City Staff

DESCRIPTION: The Pavement Management System Database requires updating. New field data is planned to be collected during the summer of 2015. The existing database was developed in 2000, and with the addition of new streets, continuous wear on existing streets and with several rounds of street preservation projects completed, new field data is required.

FUTURE PROJECTS

TANGENT STREET WIDENING

PROJECT YEARS: 2015-16

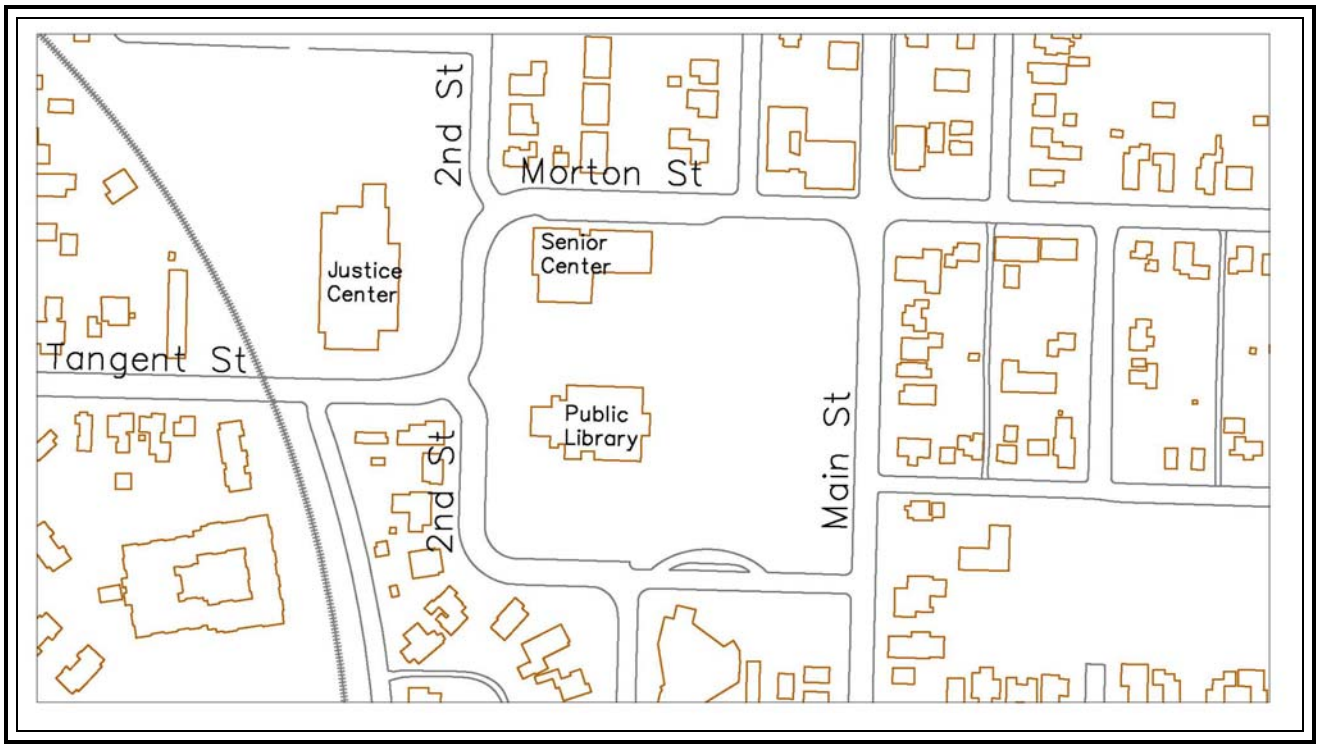
SUBMITTED BY: Transportation System Plan

DESCRIPTION: This project will be triggered by the continued development of the Samaritan Health Campus. The existing traffic configuration will require a left turn refuge the length Tangent/2nd/Morton Street from 5th Street to Hwy 20.

PROJECTED BUDGET: $1,950,000

PROPOSED FUNDING: Street Capital Improvement Fund
STP Streets Projects

Project Sketch Location



AIRWAY ROAD (Oak – Airport)

PROJECT YEARS: Future

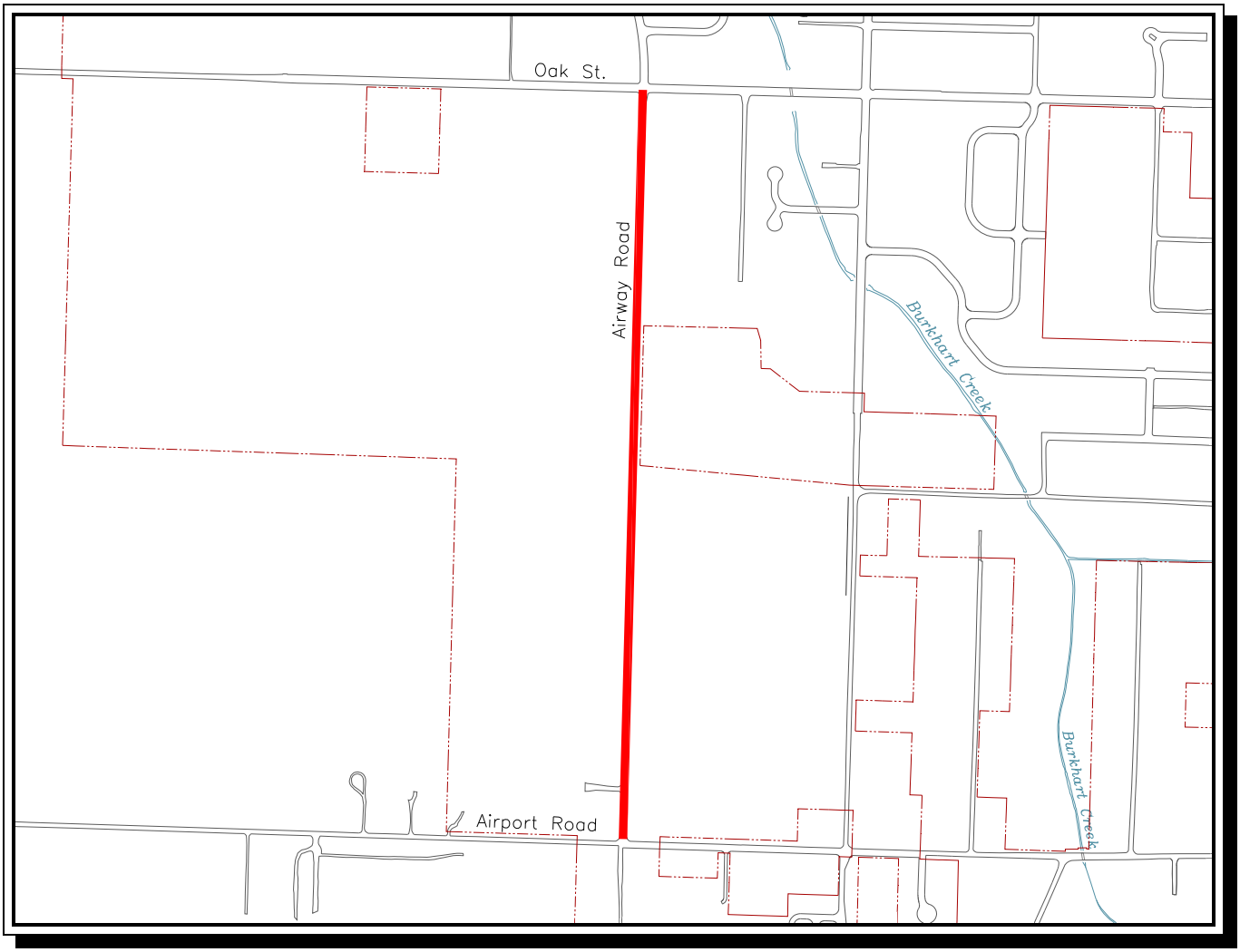
SUBMITTED BY: Transportation System Plan

DESCRIPTION: This existing portion of Airway Road is a county standard street consisting of two travel lanes with narrow shoulders and deep ditches. This project will improve Airway road to a city standard collector status consisting of curb & gutter, sidewalks, two travel lanes and a center turn lane.

PROJECTED BUDGET: $1,760,000

PROPOSED FUNDING: Street Capital Improvement Fund
STP Streets Projects
Local Improvement District

Project Sketch Location



BRIDGE MAINTENANCE AND REPAIR

PROJECT YEARS: Future

SUBMITTED BY: City Staff

DESCRIPTION: The City of Lebanon owns and maintains 13 bridges. Maintenance of these bridges is vital to ensure the maximum bridge service life is realized and costly bridge replacements are minimized.

The State of Oregon inspects these bridges on a cyclic basis. Many of the bridges are inspected annually. Some bridges are inspected once every two years. Bridges with significant wear or known issues are monitored more often as determined by the State bridge inspection program.

The table below lists the City bridges and recommended repairs. This list is not a complete bridge inventory. Only bridges with recommended repairs are included in this list. Further detail on recommended repairs and bridge inspection criteria, refer to the individual bridge inspection reports.

BUDGET PROJECTION: $133,100

PROPOSED FUNDING: Transportation Funds

BRIDGE REPAIRS (2005)

No.	Bridge ID #	Bridge Location	Last Inspection	Recommended Repair(s)	Cost	Cost per Bridge
1	43B001	Ash Street	8/11/2005	Install channel protection	$5,000	
				Clearing & brushing	$500	**$5,500**
2	43B002	E Street	8/15/2005	Crack seal	$500	**$500**
3	43B003	Grant Street (Intersection of Grant and Williams)	8/11/2005	Repair concrete spalls and delaminations	$800	
				Clearing & brushing	$400	
				Install scour countermeasures/Repair scour	$2,000	**$3,200**
4	43B004	Grove Street	8/11/2005	Maintain drains	$500	
				Install scour countermeasures/Repair scour	$10,000	**$10,500**
5	43B005	Hiatt Street	8/11/2005	Crack seal	$3,000	
				Maintain pavement	$6,000	
				Clearing & brushing	$500	
				Repair bridge member or connections	$4,000	
				Install channel protection	$5,000	**$18,500**
6	43B006	Oak Street	8/11/2005	Monitor slab for cracks and delamination	$200	

				Crack seal & chip seal bridge surface	$1,500	
				Clearing & brushing	$1,000	
				Install scour countermeasures/Repair scour	$4,000	**$6,700**
7	43B007	2nd Street (Adjacent to WTP)	8/11/2005	Replace wearing surface	$10,000	
				Repair approach road	$3,000	
				Replace east side curbs	$4,000	
				Clearing & brushing	$500	
				Clean and paint steel rails & repair concrete posts	$2,000	
				Abutment repair	$10,000	**$29,500**
8	43B008	2nd Street	8/11/2005	Clean and spray corroded metal	$500	
				Monitor bank erosion	$200	**$700**
9	43B009	North Williams Street (North of Wheeler)	8/15/2005	Deck resurfacing	$15,000	
				Install scour countermeasures/Repair scour	$10,000	**$25,000**
10	43B010	Williams Street (Intersection of Grant and Williams)	8/11/2005	Maintain pavement	$2,000	
				Rebuild approaches	$10,000	
						$12,000
11	43B120	Industrial Way	8/15/2005	Crack seal	$500	
				Clearing & brushing	$500	
				Abutment repair	$20,000	**$21,000**

TOTAL, RECOMMENDED REPAIRS: **$133,100**

PAST CIP PROJECT ACCOMPLISHMENTS

2005 MAJOR ACCOMPLISHMENTS

NW INDUSTRIAL AREA IMPROVEMENTS
Design work and property negotiation began for this project to support the Lowe's development. The scope of the project consists of reconstructing Hansard Avenue from Hwy 34 (Tangent St.) to Reeves Parkway, Harrison Street from Hansard to 12th Street, and the construction of 12th Street from Harrison to Hwy 34 (Tangent St.)

2006 MAJOR ACCOMPLISHMENTS

NW INDUSTRIAL AREA IMPROVEMENTS
The project was substantially completed this year. The scope remained the same and consisted of reconstructing Hansard Avenue from Hwy 34 (Tangent St.) to Reeves Parkway, Harrison Street from Hansard to 12th Street, and the construction of 12th Street from Harrison to Hwy 34 (Tangent St.)

GRANT STREET BRIDGE REPLACEMENT
This project has seen the construction of the temporary work bridge, installation of the new bridge bents and support columns, the placement of the mid span girders, and formwork for those spans.

2007 MAJOR ACCOMPLISHMENTS

TRUCK ROUTE REHAB. WHEELER, WILLIAMS, GRANT ST. AND REEVES PARKWAY
The project rehabilitated the northern section of the truck route and added a lane to the Reeves Parkway for the added truck traffic anticipated by the completion of Lowe's Distribution center. Due to budget constraints, the original scope of rebuilding Wheeler and Williams was revised to an overlay with minor base repairs as needed

LEBANON INDUSTRIAL IMPROVEMENTS - Phase II
This project constructed the south bound portion of the Lebanon Parkway. Work consisted of 500 lineal feet of a 43 foot wide county style roadway. Industrial sites in the area are anticipated to be the primary users of the future parkway

2008 MAJOR ACCOMPLISHMENTS

GRANT STREET BRIDGE REPLACEMENT
The bridge construction has been completed enough to open the new span to vehicles.

2009 MAJOR ACCOMPLISHMENTS

GRANT STREET BRIDGE REPLACEMENT
For 2008-09 the removal of the existing bridge and completion of miscellaneous project tasks

PARK STREET PEDESTRIAN PROJECT
This project will add sidewalks and driveways to Highway 20 from Elmore Street to the Albany-Lebanon Canal. This project includes 8 foot wide sidewalk and a new pedestrian bridge over the canal adjacent to the existing highway bridge.

TRUCK ROUTE IMPROVEMENTS (SOUTH/MILTON)

This project will reconstruct Milton Street from Hwy 20 to Williams including replacing the deteriorated water line. Milton Street from Williams to Post Street will be overlaid with areas of base repair as needed. Williams Street was overlaid with minor base repairs as needed.

MILTON STREET LANE ADDITION

This project widened the north side of Milton Street by 10 feet, a length of approximately 125 feet plus transition area, at the intersection of Hwy 20. This project was completed in conjunction with the Truck Route Rehabilitation.

Wastewater System

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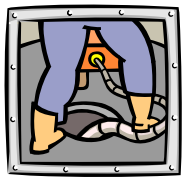
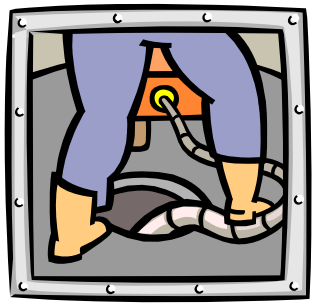




WASTEWATER SYSTEM

The Lebanon Wastewater Treatment Plant (WWTP) is located at 33110 Tennessee Road. The wastewater collection system conveys wastewater from its sources to the Wastewater Treatment Plant for processing. The entire Lebanon sewer collection system is currently made up of approximately 46 miles of wastewater collection pipe lines that vary in size from 6 to 54 inches in diameter. Currently the City contracts with CH2MHill/Operations Management International (OMI) to run the Wastewater Treatment Plant.

The purpose of the Capital Improvement Program (CIP) for the wastewater system is to identify the projects that are needed to upgrade and expand the existing system for future users and to ensure that the system remains functional for current users. The primary area of concern in the wastewater collection system is to replace existing deteriorated sanitary sewers. The primary areas of concern at the Wastewater Treatment Plant are capacity to serve an expanding customer base and technology improvements to meet state and federal regulatory requirements.

To effectively plan for the development of the wastewater system, an engineering consultant, West Yost & Associates, was employed to develop a Facilities Plan for the Wastewater Treatment Plant. City Council adopted the WWTP Facility Plan in October of 2004. The document provides several recommendations for improvements to the WWTP. The recommended improvements are intended to meet current state and federal regulatory requirements for the WWTP. The recommended improvements also address expansion of the plant's capacity.

The recommended projects are broken down into four phases. Phase I projects will help increase the capacity of the WWTP and help meet regulations governing the quality of the plant effluent. Phase II through Phase IV improvements continue to increase plant capacity and address issues of possible future regulations governing the quality of the plant effluent.

Lebanon is currently under a National Pollution Discharge Elimination (NPDES) permit issued February 2000, with the Oregon State Department of Environmental Quality. This permit outlines the regulatory compliance requirements that the City must adhere to when discharging treated wastewater. Lebanon has applied for a new NPDES permit which is currently being reviewed by DEQ.

Capital Improvement Program - Wastewater System

Project Cost Summary

Project Name	Total Estimate	2011-12 Fund	Projected Funding	Total Estimate	2012-13 Fund	Projected Funding	Total Estimate	2013-14 Fund	Projected Funding	Total Estimate	2014-15 Fund	Projected Funding	Total Estimate	2015-16 Fund	Projected Funding
Sewer Replacement Program	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000
Secondary Clarifier	$5,000,000	478	$5,000,000												
Westside Interceptor	$200,000	475	$200,000												
	$600,000	872	$600,000												
Downtown Sewer Separation P.III & IV							$1,698,000	475	$1,698,000						
Totals=	$6,000,000		$6,000,000	$200,000		$200,000	$1,898,000		$1,898,000	$200,000		$200,000	$200,000		$200,000

Total Project Costs (2008-2012) =	$8,498,000
*Available Funding =	$8,498,000
Deficient Funding =	$0

* City Council Passed a series of three rate increases; 13.5% in 2008, 11% in 2009 and 12% in 2010.
Funding for the projects listed in this section assume two addition rate increases of 12% for 2011 and 2012.

SANITARY SEWER REPLACEMENT PROGRAM

PROJECT YEAR: Annual Program

SUBMITTED BY: Wastewater Facility Study

DESCRIPTION: The current Wastewater Facility Study recommended that significant funds should be invested in the Capital Improvement Plan to replace pipes that are undersized and/or old and deteriorated. Funds included in this Capital Improvement Program target pipes whose service life has been depleted and those pipes which service life will end within the next five years. The criteria for pipe replacement are based on the physical integrity of the pipes not solely on the infiltration rate into the system.

BUDGET PROJECTION: $1,000,000 for the current 5-year CIP period

PROPOSED FUNDING: 474 - Wastewater Utility Capital Outlay

PROPOSED MAINLINE PROJECTS

Wheeler Street
4TH & "D" Street
Alley – Rose to Tangent between 6th & 7th
Main Street & Elmore Street
Park Street & Harden Street
Existing Westside Interceptor 6th & Walker to 7th & Airport
Park Street (Milton - Harden)
"C" Street (6th - 7th)
Elmore Street (Main - 2nd)
"D" Street (3rd - 4th)
6th & 7th Alley Street (Tangent-Carolina)
Carolina Street (5th - 6th)
Cooper Street (Cox - "H")
Park/Grove Alley (Ash - Sherman)
9th Street (Academy - Tangent)
Academy Street (9th - 8th)
N. Kees Street (2nd - Main)
Street Preservation Program
Roadway Reconstruction Project
Special Projects as Development Dictates

WESTSIDE SANITARY INTERCEPTOR PHASE III
(Tangent-Sherman)

PROJECT YEAR: 20011-12

SUBMITTED BY: Wastewater Treatment Plant Facility Plan and City Staff

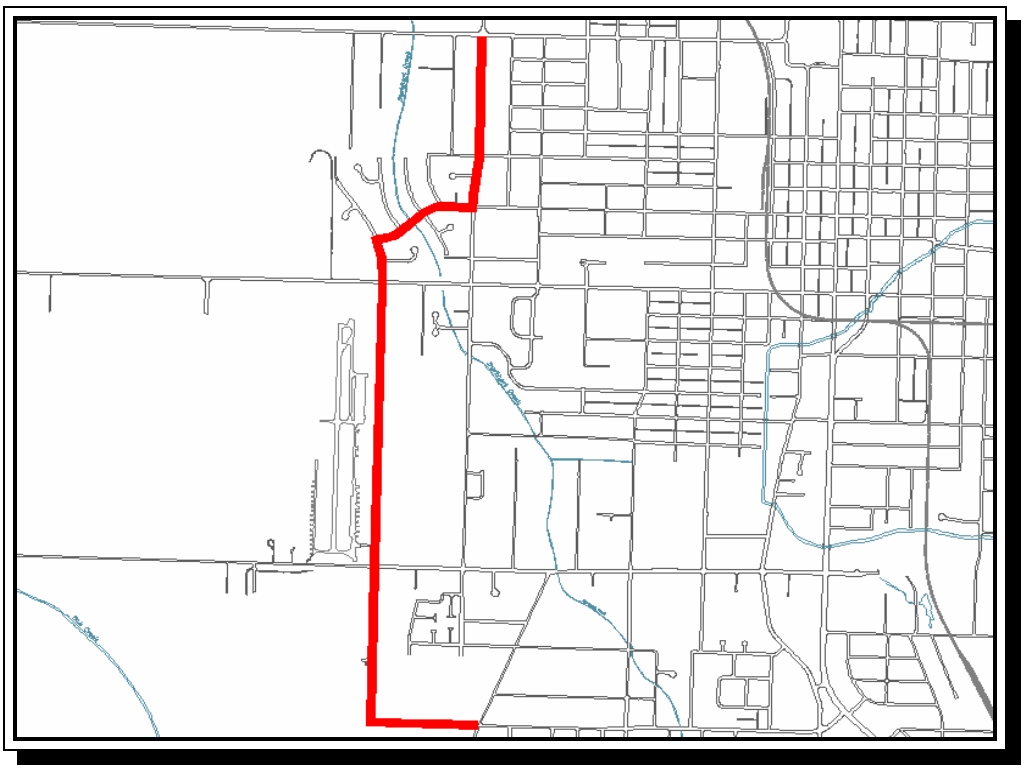
DESCRIPTION: The Westside Interceptor (WSI) is an existing sanitary sewer line which travels around the north and west part of Lebanon. Studies and field observations have verified that this line is nearing capacity and does not allow for serving the southern part of Lebanon's Urban Growth Boundary. To aid in continued growth and helping to relieve over-capacity in the existing Westside Interceptor, a new sewer interceptor will be constructed from the intersection of Highway 34 & 12th Street to the intersection of Stoltz Hill & Walker Road with a connection to 6th and Walker. This new interceptor will provide extra sewer capacity to the west and southern portion of Lebanon and relieve the existing Westside Interceptor.

This phase of the new WSI will construct a 42" concrete sewer pipe from the intersection of Twelfth and Tangent Street to the intersection of Twelfth and Sherman Street.

BUDGET PROJECTION: $800,000

PROPOSED FUNDING: 475 - Wastewater Funds

Project Sketch Location



SECONDARY CLARIFIERS

PROJECT YEAR: 2011-12

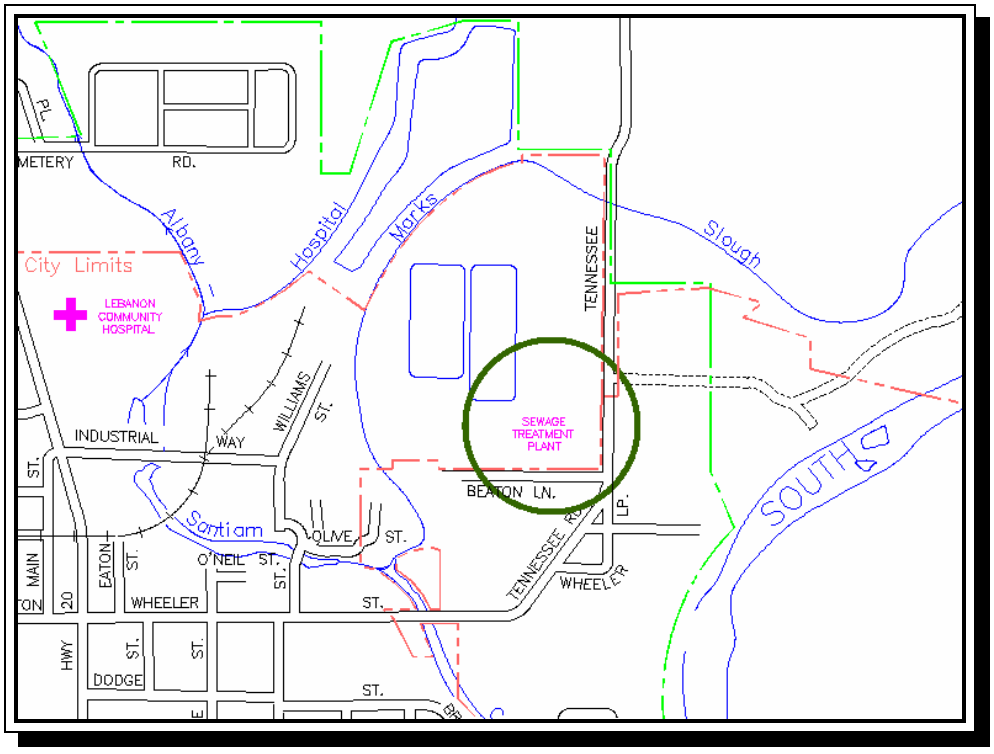
SUBMITTED BY: Wastewater Treatment Plant Facility Plan

DESCRIPTION: This project will construct a new 130 foot diameter Secondary Clarifier. Secondary clarification is the process at the Wastewater Treatment Plant that separates the solids from the liquids. This process is the current "bottle neck" at the treatment plant. During heavy rain events when plant flow increases, the secondary clarifiers do not have the capacity to treat all of the incoming influent. The only way to handle this is to back up the incoming sewage in the collection system and slowly let it run through the treatment process at the plant. This method has been effective in the past, but due to increasing due to growth this is no longer an effective method to handle a lack of secondary clarifier capacity.

BUDGET PROJECTION: $5,000,000

PROPOSED FUNDING: Wastewater Utility (100%)

Project Sketch Location



WESTSIDE SANITARY INTERCEPTOR PHASE IV
(Sherman-Airway-Airport - Walker)

PROJECT YEAR: 2013-14

SUBMITTED BY: Wastewater Treatment Plant Facility Plan and City Staff

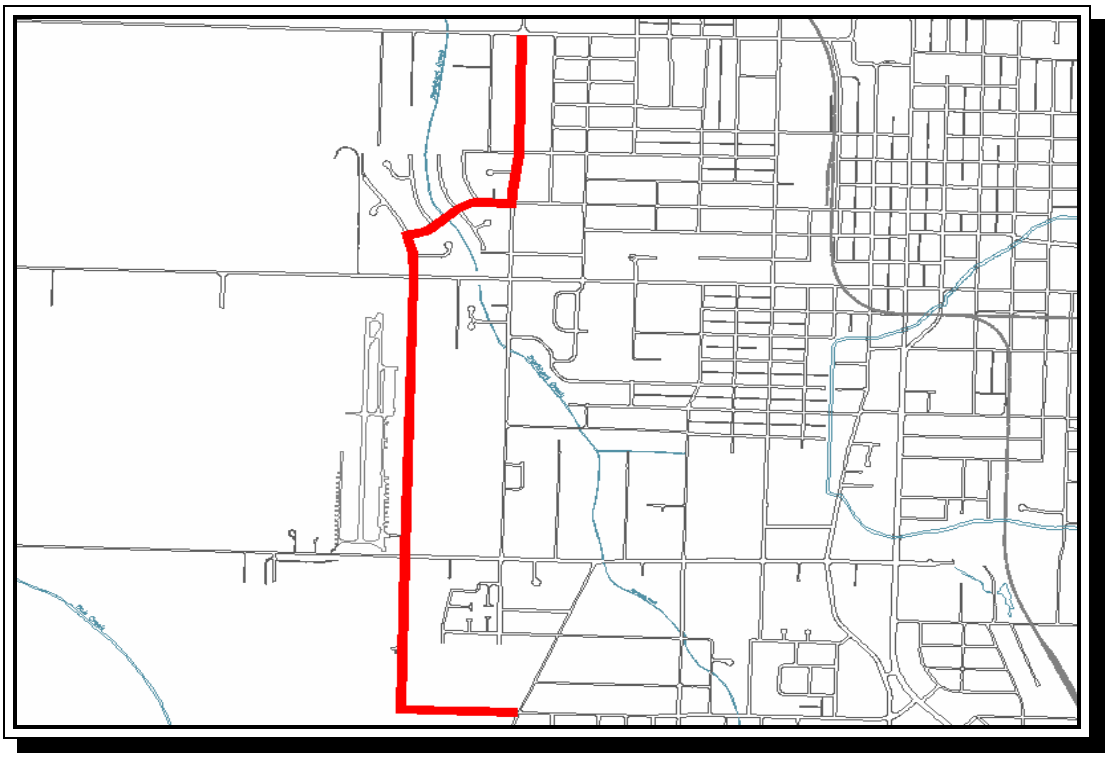
DESCRIPTION: The Westside Interceptor is an existing sanitary sewer line which travels around the north and west part of Lebanon. Studies and field observations have verified that this line is nearing capacity and does not allow for serving the southern part of Lebanon's Urban Growth Boundary. To aid in continued growth and helping to relieve capacity in the existing Westside Interceptor, a new sewer interceptor will be constructed from the intersection of Highway 34 & 12th Street to the intersection of Stoltz Hill & Walker Road with a connection to 6th and Walker. This new interceptor will provide extra sewer capacity to the west and southern portion of Lebanon and relieve the existing Westside Interceptor.

This phase of the new WSI will construct a new sewer main from the intersection of Twelfth and Sherman Street to intersection of Stoltz Hill and Walker Rd. with the connection to 6th and Walker.

BUDGET PROJECTION: $6,700,000

PROPOSED FUNDING: 475 - Wastewater Funds

Project Sketch Location



DOWNTOWN SEWER SEPARATION PHASE III (INFLOW AND INFILTRATION REDUCTION PLAN)

PROJECT YEAR: 2014-15

SUBMITTED BY: Public Works Department

DESCRIPTION: This program will help eliminate the remaining combined sewers within the City of Lebanon. This will aid in lowering peak inflow to the WWTP. These improvements are a priority due to our Inflow Removal Plan required by DEQ as part of our NPDES permit.

BUDGET PROJECTION: $907,500

PROPOSED FUNDING: Wastewater Funds

PROJECT MAP: See map on page 2-9

DOWNTOWN SEWER SEPARATION PHASE IV

PROJECT YEAR: 2014-15

SUBMITTED BY: Public Works Department

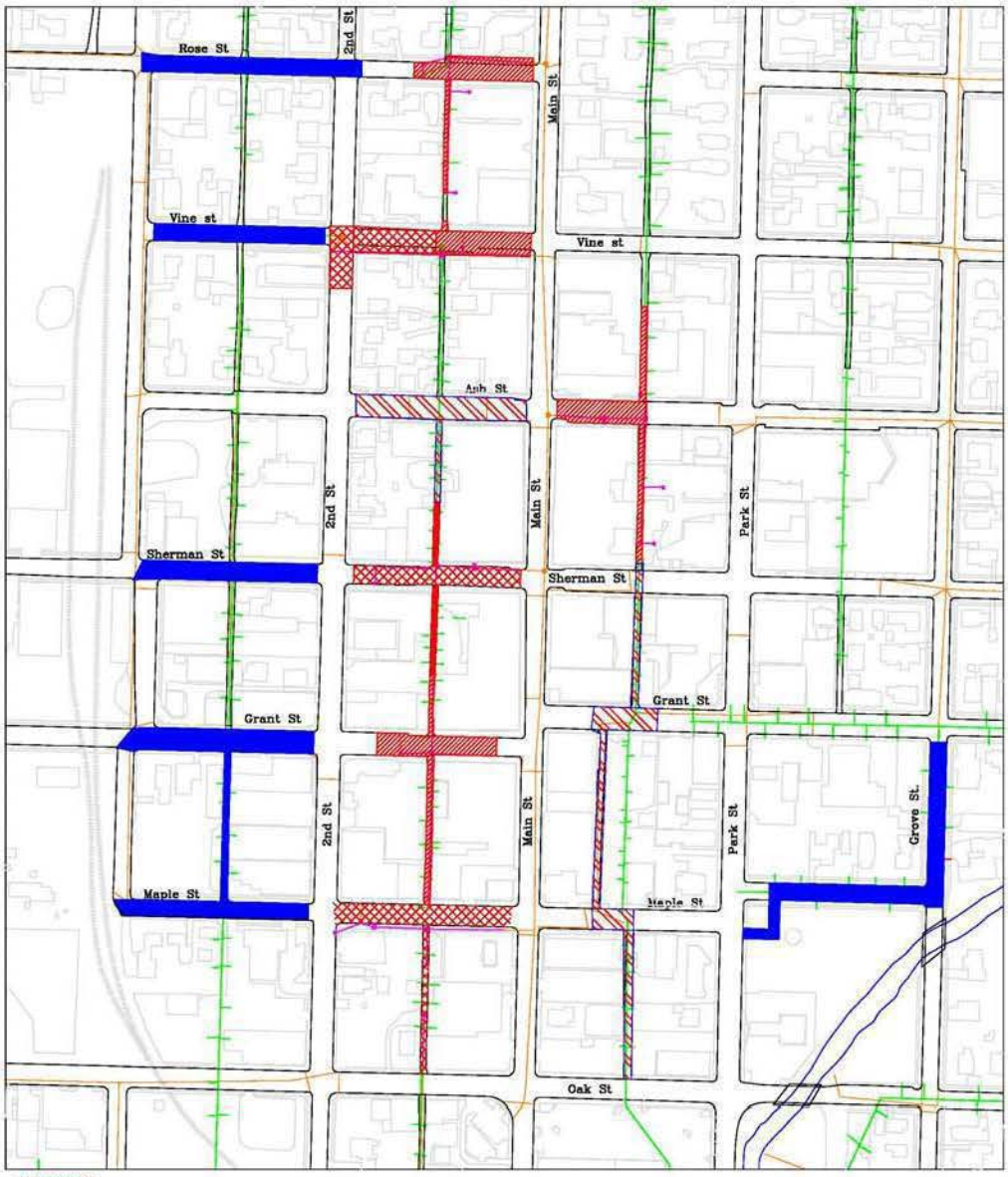
DESCRIPTION: This program will help eliminate the remaining combined sewers within the City of Lebanon. This will aid in lowering peak inflow to the WWTP, which is dangerously close to causing a discharge violation during wet weather months. These improvements are a priority due to our Inflow Removal Plan required by DEQ as part of our NPDES permit.

BUDGET PROJECTION: $790,500

PROPOSED FUNDING: Wastewater Funds

PROJECT MAP: See map on page 2-9.

CITY OF LEBANON
Downtown Sewer Separation Projects, Phases I–IV



INFLOW & INFILTRATION REDUCTION PLAN

SEWER SEPARATION PROJECTS

The Downtown Sewer Separation Projects deals with construction of storm lines, inlets, manholes, and the replacement of sanitary sewer main through the downtown alleys. The phases are determined by the amount of storm water entering the existing sanitary system. These phases or drainage basins are rated by the amount of inflow - the higher inflows have a higher priority for replacement.

Downtown Sewer Separation (Phase I) $423,935 Completed 1998

The construction of storm drains through the following basins: Ash Street (alley between Main & Park), Grant Street (alley between Main & Second), Rose Street (alley between Main & Second) and Vine Street (alley between Park & Second).

Downtown Sewer Separation (Phase II) $311,500 Completed 2000

Construction of storm drains through the following basins: Second Street (between Rose & Vine), Sherman Street (between Main & Second), and Maple Street (between Main & Second).

Downtown Sewer Separation (Phase III) $907,500 Scheduled 2014

Construction of storm mains through drainage basins: Ash Street (between Main & Second), Second Street (between Ash & Grant), and Grant Street (alley between Main & Park). There are 6 basins scheduled for construction. Complete smoke testing of the last 20% of the collection system.

Downtown Sewer Separation (Phase IV) $790,500 Scheduled 2014

Construction of storm mains through the drainage basins: Second Street (between Rose & Vine), Sherman Street (alley between Main & Park), Second Street (between Grant & Oak), and Maple (between Main & Park).

Residential Sewer Separation (Phase V) No Estimate On-going

This project will complete the remaining sewer separation outside the downtown core area. This work will focus primarily on cross connections occurring on private property in the residential areas.

PAST CIP PROJECT ACCOMPLISHMENTS

2005 MAJOR ACCOMPLISHMENTS

Westside Interceptor Phase 2A
The Westside Interceptor was extended from the termination of the Force Main project (Harrison and Hansard) west. Approximately 784 L.F. of 54" RCP was installed. The Harrison Street pump station and the two force mains (10" and 12") in Harrison Street were abandoned.

2006 MAJOR ACCOMPLISHMENTS

Northwest Industrial Area Improvements
The Westside Interceptor was extended from the termination at Harrison and 11th Street then west along the Harrison Street extension to 12th Street, then south along 12th Street to Tangent Street (Hwy 34). Approximately 1,045 L.F. of 42" RCP was installed.

2007 MAJOR ACCOMPLISHMENTS

Oak Street Lift Station and Force Main
The project extended the sanitary service area of Oak Street west of Airway Road. The improvements of a lift station, 6" force main, and 12" gravity sewer pipe have drawn three new industrial clients into the Lebanon city limits.

2008 MAJOR ACCOMPLISHMENTS

2009 MAJOR ACCOMPLISHMENTS

Milton Street Sanitary Replacement
Replaced 4 blocks of Sanitary Main on Milton street from Hwy 20 to Hiatt Street. Work included replacing manholes and installing a pipe conduit under the A&E Railroad.

2009 MAJOR ACCOMPLISHMENTS

TRUCK ROUTE IMPROVEMETNS (SOUTH)
Replaced Milton Street Sanitary pipe from Hwy 20 to Hiatt Street.

BIO-SOLID REDUCTION PROJECT
Disposing of dewatered sludge is becoming more and more challenging with current plant technology and increasing regulatory requirements. The current method of dewatered sludge disposal by applying it to farm fields during the dry weather months is not a viable long term solution due to environmental regulations.

This project proposes to construct improvements at the WWTP that will greatly reduce land application of sludge. The proposed improvements will promote the reduction of sludge by

manipulating the oxygen content of the activated sludge. Proposed improvements include an interchange bioreactor facility, an interchange reactor, and aeration basin improvements.

WWTP EFFLUENT DISCHARGE SYSTEM IMPROVEMENTS

The City of Lebanon's Effluent Distribution Improvement Project constructed a new effluent outfall pipe to the Santiam River. In addition to the new piping, fixtures where added to meet regulatory requirements for disbursement, temperature, and chlorine residual.

The new transmission pipeline has an in-river diffuser, which spreads the effluent evenly across the river bottom. This in turn helps meet the requirement for river water temperature in the effluent mixing zone. These modifications will keep the City in compliance with DEQ regulations through the planning period.

2010 MAJOR ACCOMPLISHMENTS

JENNINGS STREET SEWER REPLACEMENT

Replace the aged and problematic main line with a new 8" pipe and new manholes.

Water System

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WATER SYSTEM

The City of Lebanon's water system has two main components - the Water Treatment Plant and the Water Distribution System. Lebanon purchased both systems form Pacific Power & Light Co. in fiscal year 1985. Soon afterward, the City contracted with Operation Management International (OMI) to run the water treatment plant. The City contracted with Kramer, Chin & Mayo's in the March of 1989, to develop a Water Facility Study. This study was updated in 2006-7 by CH2MHill who completed a new Water System Master Plan.

The purpose of the Capital Improvement Program (CIP) for the water system is to further identify and prioritize projects that address water system needs and problems, to ensure and adequate supply of water for all current and future users, and to meet state and federal regulatory requirements. The primary areas of concern in the water distribution system are fire protection, emergency storage, reliability, capacity, waterline structural deterioration, and system extensions to serve un-serviced areas. The primary areas of concern at the Water Treatment Plant are capacity to serve and expanding customer base and technology to meet state and federal regulatory requirements.

The Water Treatment Plant was constructed in 1946 and the last major modified was in 1981 with the construction of two additional filters over the clear wells. The plant has an effective capacity to produce 3.75 million gallons of treated water per day (mgd). The raw water supply for the canal comes from the Santiam Canal which is owned and operated by the City of Albany. Lebanon has Certificate of Water Rights and Permits for 37.1 cubic feet per second (cfs) or 24 mgd from the Santiam Canal. Currently the average max daily demand water usage in the City of Lebanon is 3.3 mgd.

Most of the water distribution system consists of pipe serving well beyond its design life. A large portion of the system consists of steel pipe installed in the 1930's. This pipe has a design life of 25-30 years. As a result, significant water loss occurs, maintenance costs are increasing and the reliability of the distribution system is in jeopardy. In an effort to improve the water distribution system, the City is focusing on replacing waterlines that have a history of leak repairs. The benefits of replacing the old pipes with new ductile iron waterlines include better water pressure & quality, reduced water loss, and increased fire protection availability.

Capital Improvement Program - Wastewater System

Project Cost Summary

Project Name	Total Estimate	2011-12 Fund	Projected Funding	Total Estimate	2012-13 Fund	Projected Funding	Total Estimate	2013-14 Fund	Projected Funding	Total Estimate	2014-15 Fund	Projected Funding	Total Estimate	2015-16 Fund	Projected Funding
Sewer Replacement Program	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000
Secondary Clarifier	$5,000,000	478	$5,000,000												
Westside Interceptor	$200,000	475	$200,000												
	$600,000	872	$600,000												
Downtown Sewer Separation P.III & IV							$1,698,000	475	$1,698,000						
Totals=	$6,000,000		$6,000,000	$200,000		$200,000	$1,898,000		$1,898,000	$200,000		$200,000	$200,000		$200,000

Total Project Costs (2008-2012) =	$8,498,000
*Available Funding =	$8,498,000
Deficient Funding =	$0

* City Council Passed a series of three rate increases; 13.5% in 2008, 11% in 2009 and 12% in 2010.
Funding for the projects listed in this section assume two addition rate increases of 12% for 2011 and 2012.

BOND SALE: RIVER ROAD WTP & 5th ST. RESERVOIR

PROJECT YEAR: 2011-12: Bond Sale

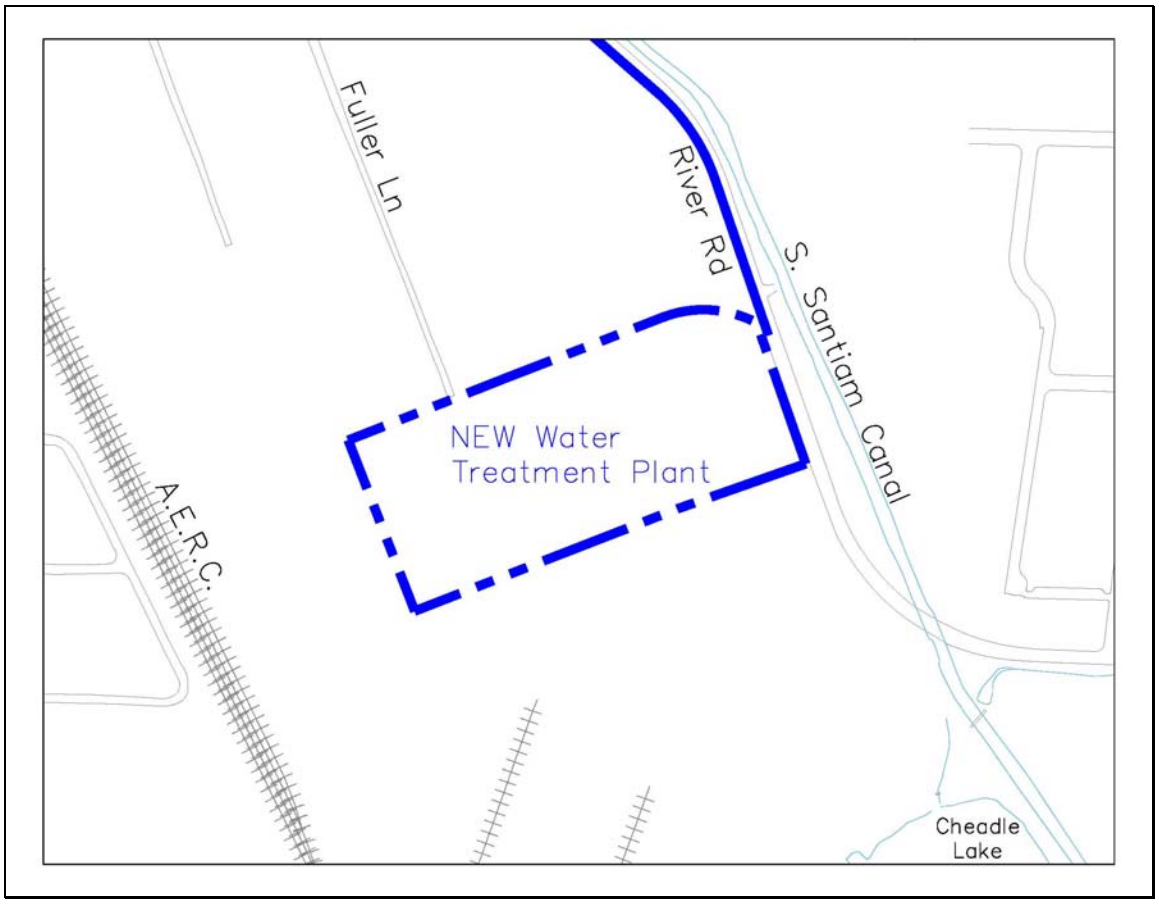
SUBMITTED BY: Water System Master Plan.

DESCRIPTION: The Water System Master Plan completed in 2007 identified the need for a new WTP and additional water reservoir storage capacity. The City's water treatment plant was originally constructed in 1946 and, in keeping pace with changing water quality needs, has undergone many upgrades and additions since that time. However, the WTP does not have the capacity to meet the projected water demand. A new WTP is planned for construction in 2014-15. A new water storage reservoir is needed to meet needed water storage requirements. This bond will provide revenue for both the design of the new WTP and for the design and construction of a new water storage reservoir.

BUDGET PROJECTION: $5,000,000

PROPOSED FUNDING: The Water Capital Improvement Fund (100%)

Project Location Sketch



MAINLINE EXTENSION
Industrial Way – Hwy 20 to N. Williams St

PROJECT YEAR: 2011-12

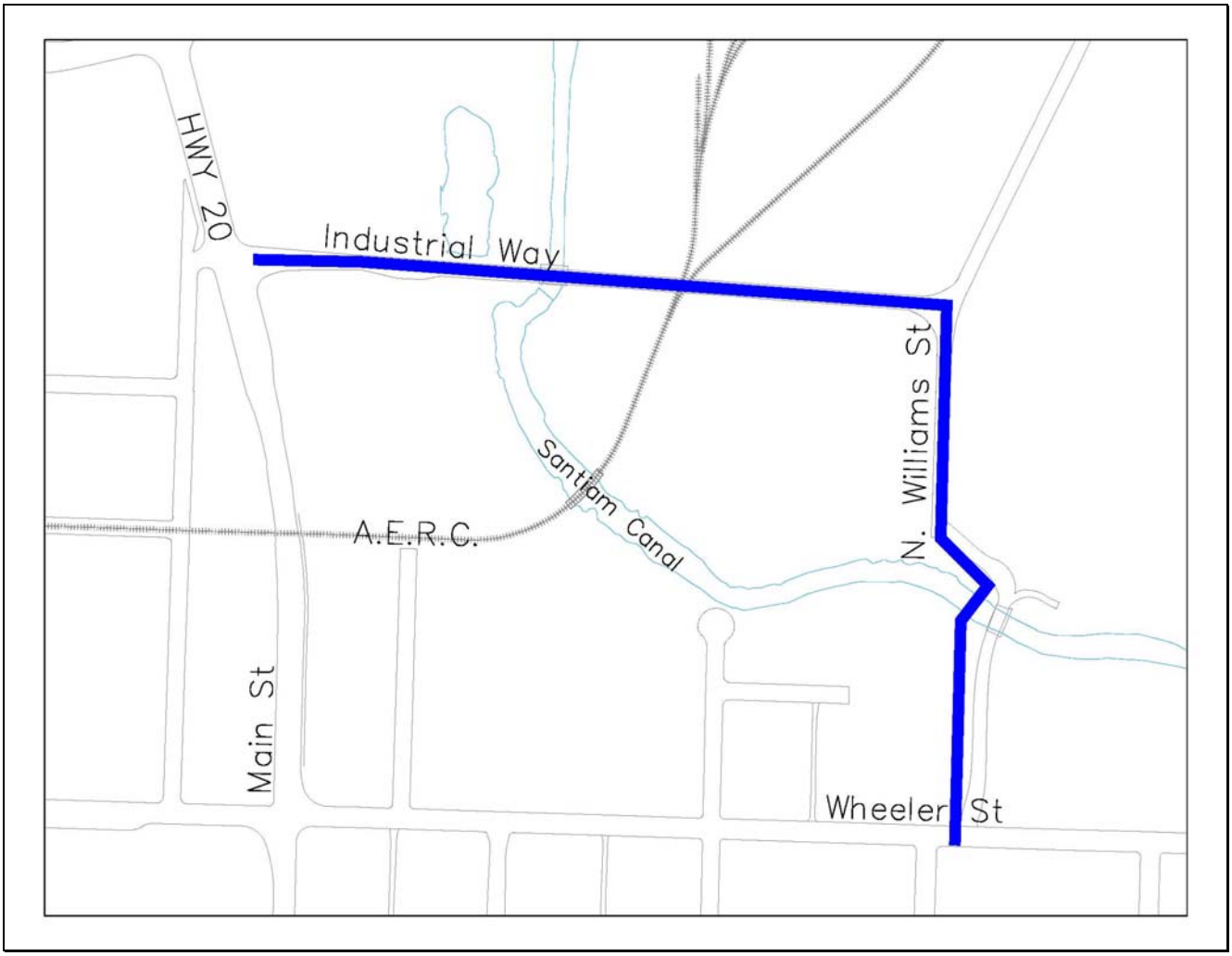
SUBMITTED BY: Public Works

DESCRIPTION: This project will construct new waterline along Industrial Way from Highway 20 east to N. Williams, then south to Wheeler Street with a 16" ductile iron pipe. This mainline will complete a portion of the systems perimeter loop as identified in the Water Master Plan.

BUDGET PROJECTION: $740,000

PROPOSED FUNDING: The Water Capital Improvement Fund (100%)

Project Location Sketch



MAINLINE EXTENSION
Russell Dr/River Rd – Hwy 20 to WTP

PROJECT YEAR: 2013-14

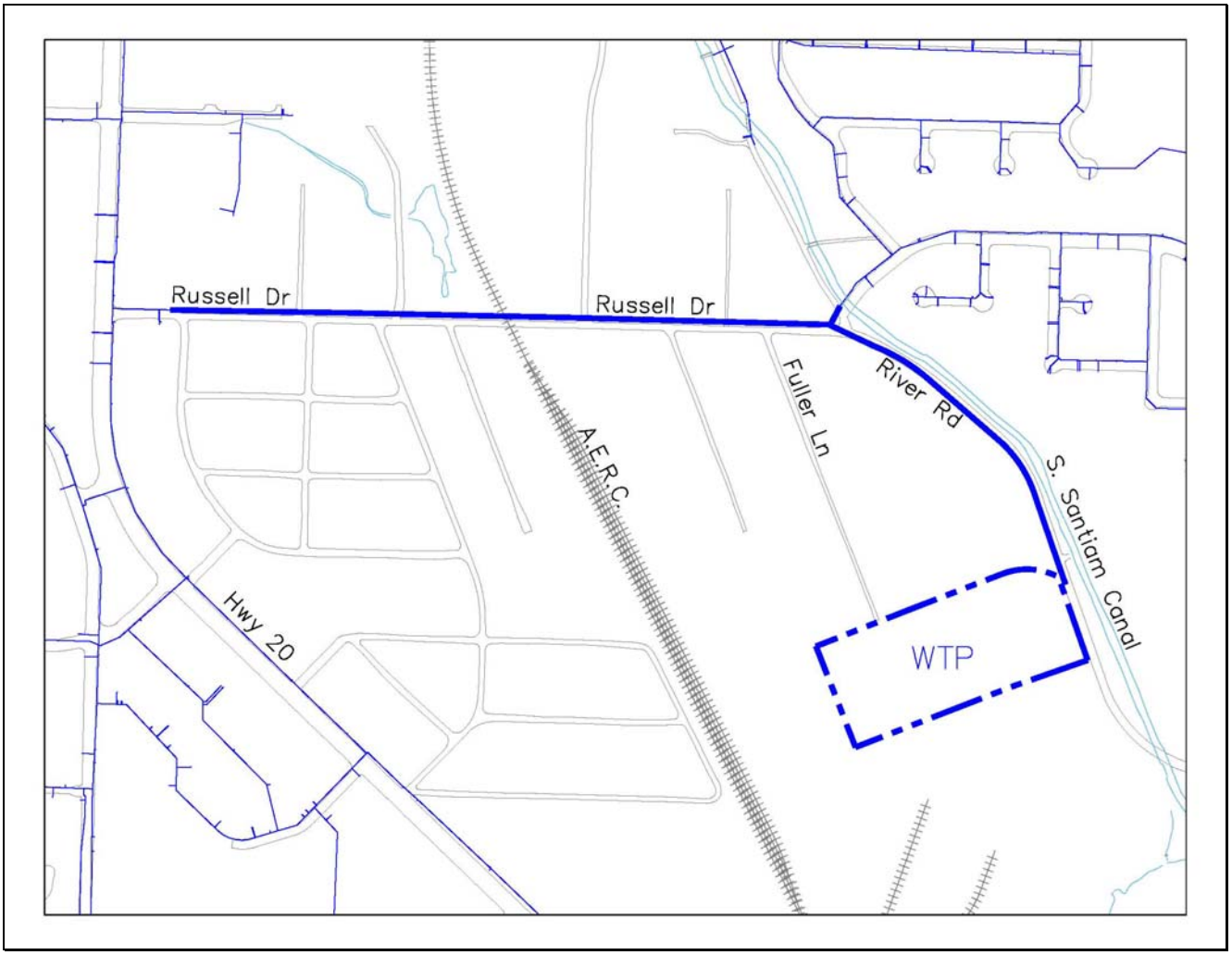
SUBMITTED BY: Public Works

DESCRIPTION: This project will construct a new waterline along Russell Drive and River Road from Highway 20 east to the River Road WTP with a 16" ductile iron pipe. This mainline is required to provide greater distribution capacity for the new WTP site on River Road. It will also complete a portion of the water system perimeter loop as identified in the Water Master Plan.

BUDGET PROJECTION: $740,000

PROPOSED FUNDING: The Water Capital Improvement Fund (100%)

Project Location Sketch



MAINLINE EXTENSTION
Gilbert Street - Hwy 20 to River Rd/WTP

PROJECT YEAR: 2014-15

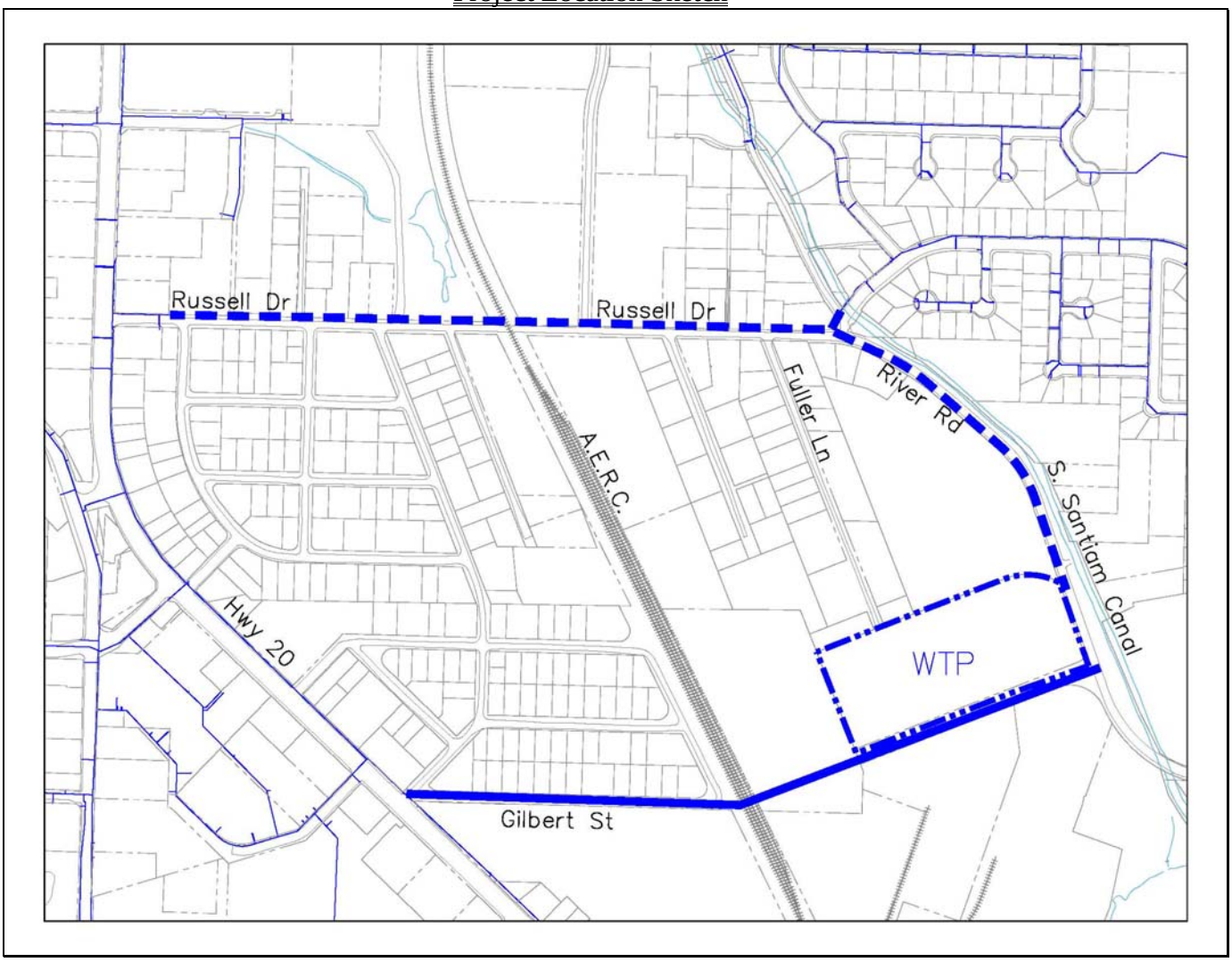
SUBMITTED BY: Public Works

DESCRIPTION: This project proposes to construct a 16" ductile iron waterline along Gilbert Street, under A.E.R.C. tracks then head east to River Road and the Water Treatment Plant.

BUDGET PROJECTION: $585,000

PROPOSED FUNDING: The Water Capital Improvement Fund (100%)

Project Location Sketch



NEW WATER TREATMENT PLANT

PROJECT YEAR: 2014-15

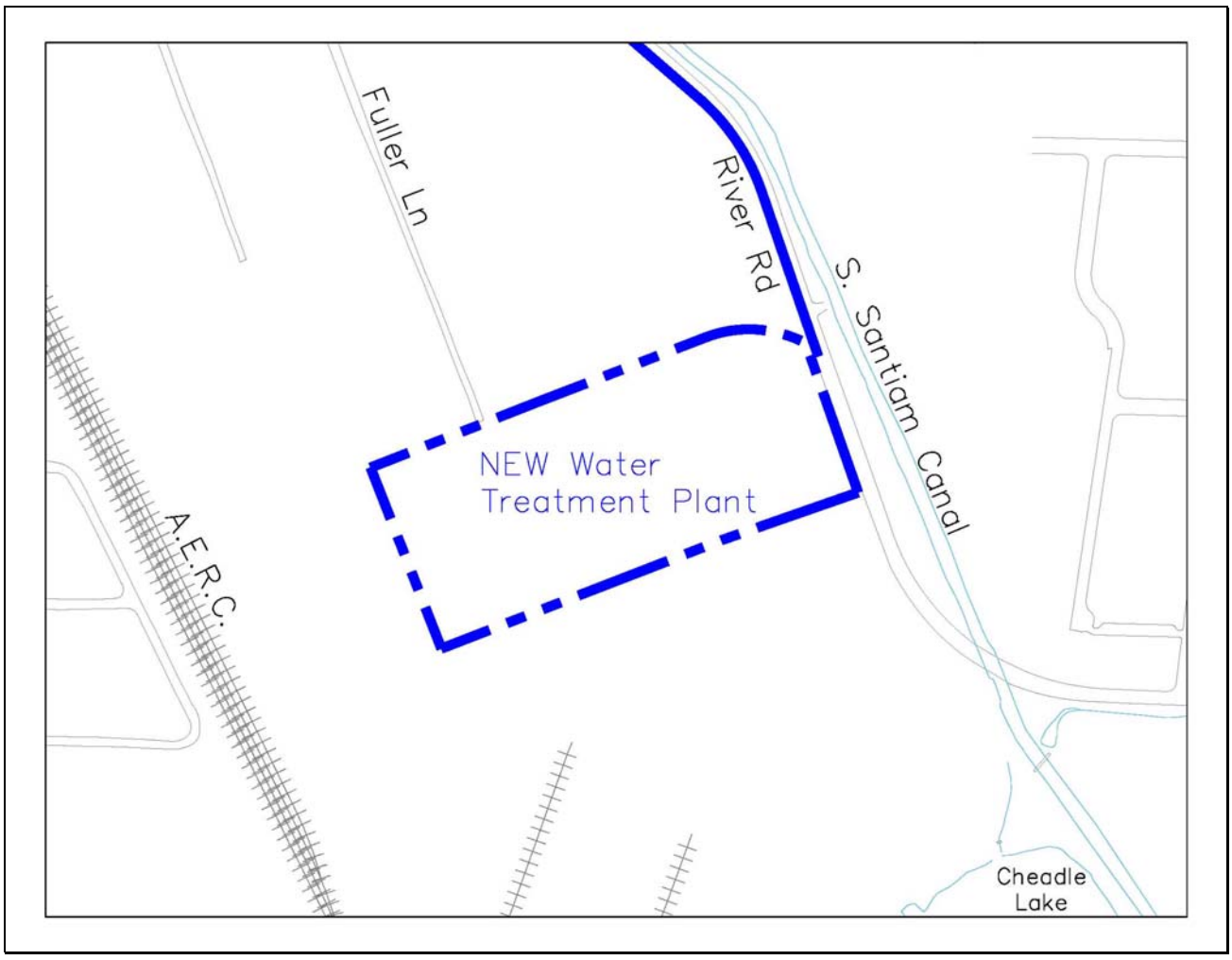
SUBMITTED BY: Water System Master Plan.

DESCRIPTION: The Water System Master Plan completed in 2007 identified the need for a new WTP. The City's water treatment plant was originally constructed in 1946 and, in keeping pace with changing water quality needs, has undergone many upgrades and additions since that time. However, the WTP does not have the capacity to meet the projected water demand. This project will construct a new 6 to 7 million gallon per day WTP on River Road.

BUDGET PROJECTION: $18,000,000

PROPOSED FUNDING: The Water Capital Improvement Fund (100%)

Project Location Sketch



MAINLINE REPLACEMENT
7TH Street – Oak St to 'F' St

PROJECT YEAR: 2015-16

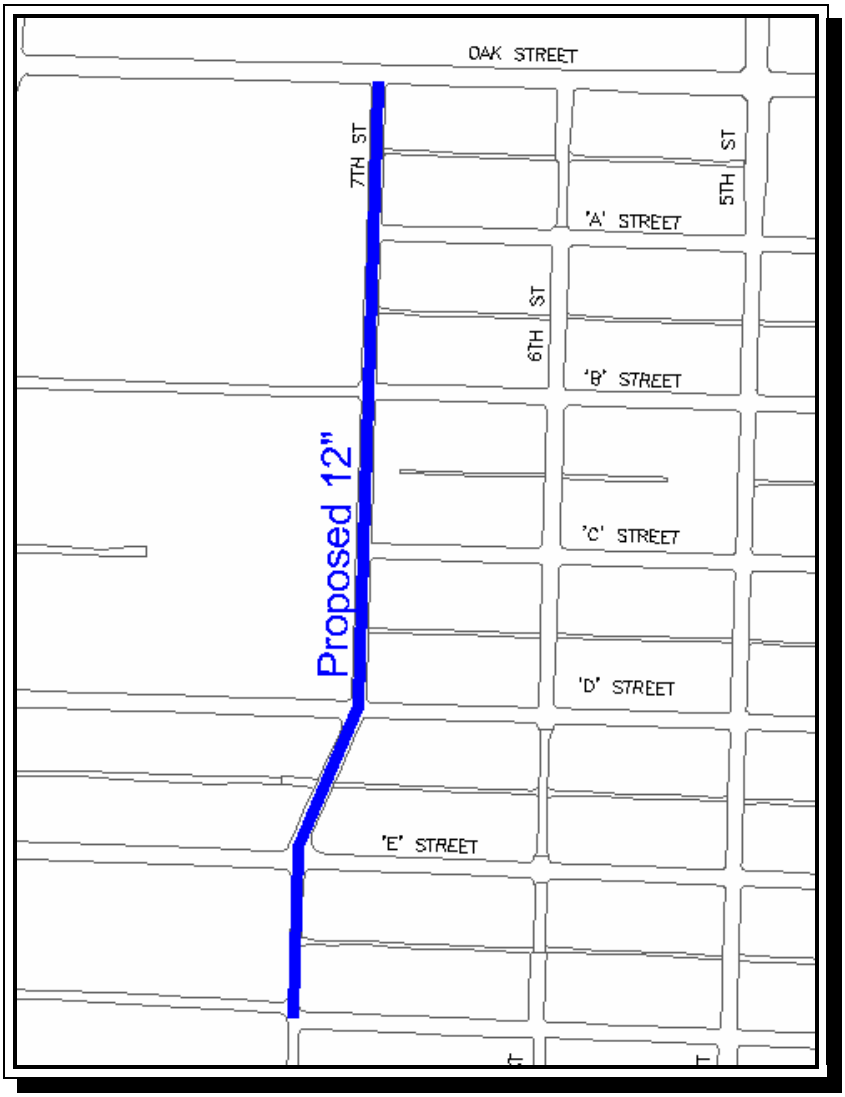
SUBMITTED BY: Public Works

DESCRIPTION: This project replaces the existing waterline along 7th Street from Oak Street south to "F" Street with a 12" ductile iron pipe. This mainline is deteriorated and has required many emergency leak repairs.

BUDGET PROJECTION: $363,000

PROPOSED FUNDING: The Water Capital Improvement Fund (100%)

Project Location Sketch



RESERVOIR REHABILITATION

PROJECT YEAR: 20015-16

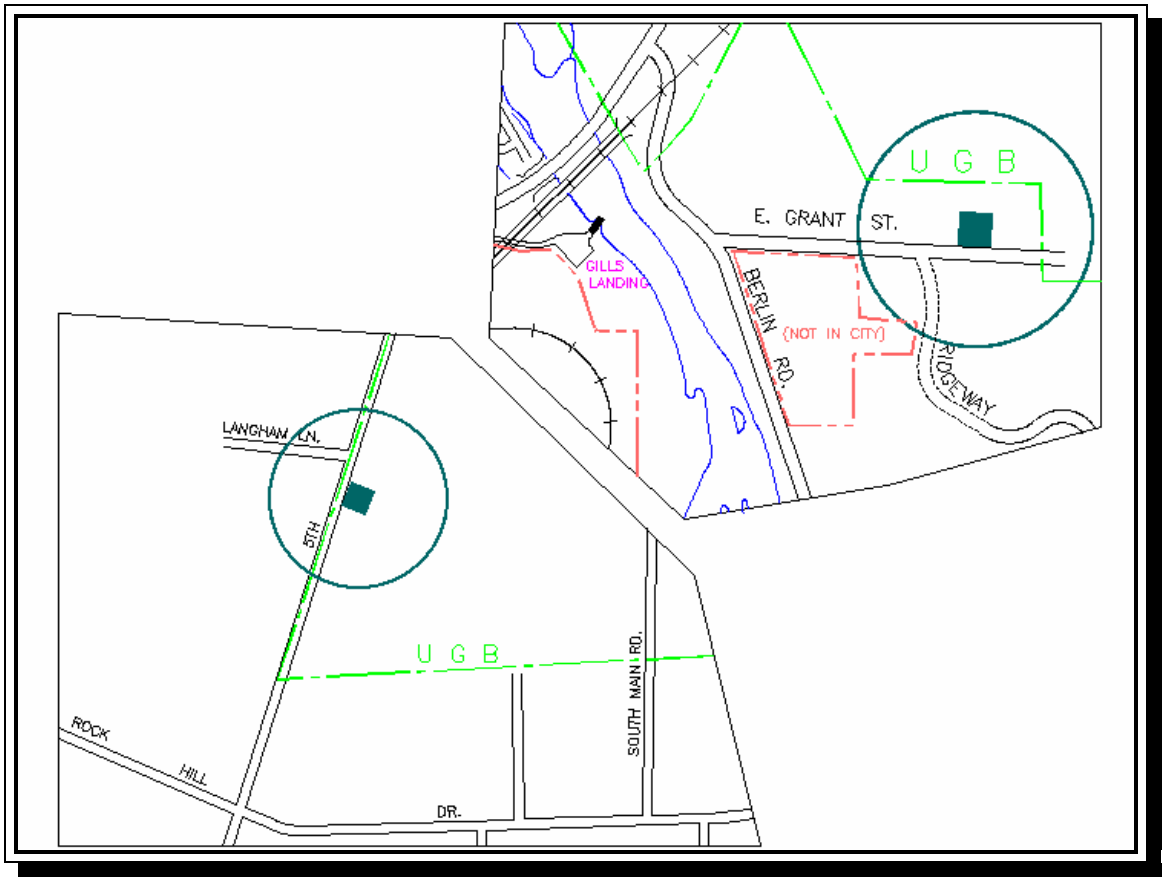
SUBMITTED BY: Water System Master Plan.

DESCRIPTION: This project will provide restoration and rehabilitation of the E. Grant Street and South 5th Street Reservoirs. Work to be done includes cleaning (inside and out), repainting the exterior, seismic stabilization and improving security.

BUDGET PROJECTION: $850,000

PROPOSED FUNDING: The Water Capital Improvement Fund (100%)

Project Location Sketch



PAST CIP PROJECT ACCOMPLISHMENTS

2005 MAJOR ACCOMPLISHMENTS

Small Diameter Waterline
Waterlines were replaced on Park, Ash, Crescent, Ralston, and Grove Streets for a total distance of over 1,900 lineal feet.

2006 MAJOR ACCOMPLISHMENTS

Small Diameter Waterline
Waterlines were replaced on "F" Street for a total distance of over 1,900 lineal feet.

Northwest Industrial Area Improvements
Waterlines were installed along the extension of Harrison Street to the new 12th Street, then south to Hwy 34 (Tangent St.) Total lineal feet of new 12" ductile iron pipe is 1,550. Work items also included residential services, planter strip irrigation, and additional fire hydrants.

2007 MAJOR ACCOMPLISHMENTS

Small Diameter Waterline
Waterlines were replaced on Cox/Cooper, Olive, Cleveland, and Berry Street for a total distance of over 1,900 lineal feet.

Highway 20 Waterline Relocation
In conjunction with the ODOT highway improvement project, the City of Lebanon relocated the existing water main along the east side of Hwy. 20. The existing water main which was replaced consisted of a 12" A.C. pipe adjacent to the Lebanon Community Hospital and a 6" A.C. line from the north Hospital driveway to James Place. This 6" line was abandoned and new services installed to the 12" line on the west side of Hwy. 20. The project also installed new 12" and 8" pipe for the new relocated intersection of Twin Oaks Drive and Hwy. 20. Total length of pipe install, 2,150 feet.

Lebanon Industrial Improvements – Phase II
This project installed 12" and 16" water main from Oak Street and Airway Road west to the Airport Area Industrial sites. 500 lf of 16" was installed along Lebanon Parkway, south from Oak Street.

2010 MAJOR ACCOMPLISHMENTS

5TH Street – Airport Rd to "F" Street & "F" Street- 5th to 4th
This project replaces the 1,250 lineal feet of existing waterline along 5th Street from Airport Road to the front of Lebanon High School with a 12" ductile iron pipe. This mainline is deteriorated and has required many emergency leak repairs.

Storm Drainage System

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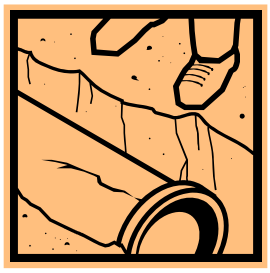


STORM DRAINAGE SYSTEM

During rain events it is important to have infrastructure in place to collect, transport or potentially infiltrate stormwater in a safe and efficient manner that protects against flooding while also minimizing environmental impacts. To accomplish this goal, it is important the City understands how the existing stormwater system performs, plan for future infrastructure needs, adapt to new regulatory requirements, and understand new methods and technologies for protecting Lebanon's water resources. To aid in this effort, Public Works performs system maintenance which includes routine cleaning of catch basins, pipes and ditches to ensure the system can adequately convey storm water runoff.

One of the stormwater challenges the City is faced with is how to respond to new and upcoming regulatory requirements mandated by the Environmental Protection Agency (EPA) and the Oregon Department of Environmental Quality (DEQ). This coming year (2011) the City anticipates receiving approval of our five-year plan for complying with the Willamette River Total Maximum Daily Load (TMDL). To comply with the TMDL plan, the City will need to make significant changes to our stormwater management practices within the five-year regulatory compliance window laid out in our proposed TMDL plan.

Historically, the only source of funding available for the storm drainage system was a transfer from the Street Maintenance budget. In 2010, a Storm Drainage Utility was implemented providing approximately $300,000 per year to the storm drainage fund. This revenue will be used to provide funding for maintenance and capital improvements necessary to maintain compliance with regulatory requirements mandated by the EPA and DEQ. Although the Storm Drainage Utility is a step in the right direction, it does not provide adequate funding necessary to provide all of the improvements required by EPA and DEQ.

Capital Improvement Program - Wastewater System

Project Cost Summary

Project Name	Total Estimate	2011-12 Fund	Projected Funding	Total Estimate	2012-13 Fund	Projected Funding	Total Estimate	2013-14 Fund	Projected Funding	Total Estimate	2014-15 Fund	Projected Funding	Total Estimate	2015-16 Fund	Projected Funding
Sewer Replacement Program	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000	$200,000	474	$200,000
Secondary Clarifier	$5,000,000	478	$5,000,000												
Westside Interceptor	$200,000	475	$200,000												
	$600,000	872	$600,000												
Downtown Sewer Separation P.III & IV							$1,698,000	475	$1,698,000						
Totals=	$6,000,000		$6,000,000	$200,000		$200,000	$1,898,000		$1,898,000	$200,000		$200,000	$200,000		$200,000

Total Project Costs (2008-2012) =	$8,498,000
*Available Funding =	$8,498,000
Deficient Funding =	$0

* City Council Passed a series of three rate increases; 13.5% in 2008, 11% in 2009 and 12% in 2010.
Funding for the projects listed in this section assume two addition rate increases of 12% for 2011 and 2012.

RALSTON/MILTON AREA PROJECT

PROJECT YEAR: 2012-13

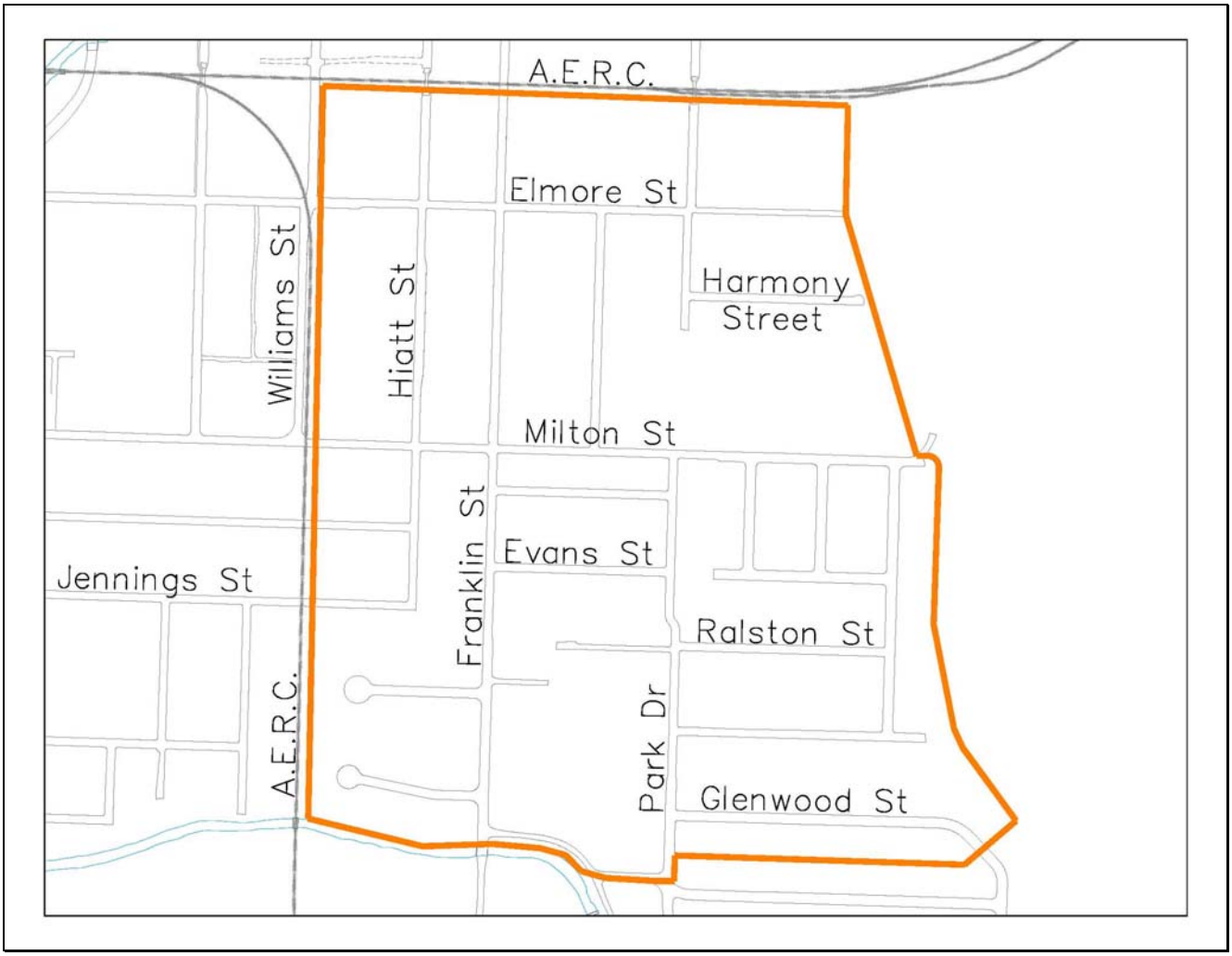
SUBMITTED BY: Storm Master Plan

DESCRIPTION: Investigate and secure an easement(s) along the east boundary of the drainage areas. Propose to discharge storm runoff into swale that will in turn discharge into the South Santiam River. Proposed drainage easement is across property owned by Weyerhaeuser.

BUDGET PROJECTION: $10,000

PROPOSED FUNDING: Storm Drainage CIP

Project Sketch Location



STORM DRAINAGE MASTER PLAN

PROJECT YEAR: 2013-14

SUBMITTED BY: Storm Master Plan

DESCRIPTION: This project will use the new storm utility revenue to create a new Storm Drainage Master Plan. The current master plan was developed in 1991 by David J. Newton Associates, Inc. The new Master Plan will help further identify problem areas and provide solutions to system improvements required to ensure the safe and effective transport and disposal of stormwater runoff.

BUDGET PROJECTION: $300,000

PROPOSED FUNDING: Storm Drainage CIP

RALSTON, HARMONY, GARVORD AREA PROJECT

PROJECT YEAR: 2015-16

SUBMITTED BY: Storm Master Plan

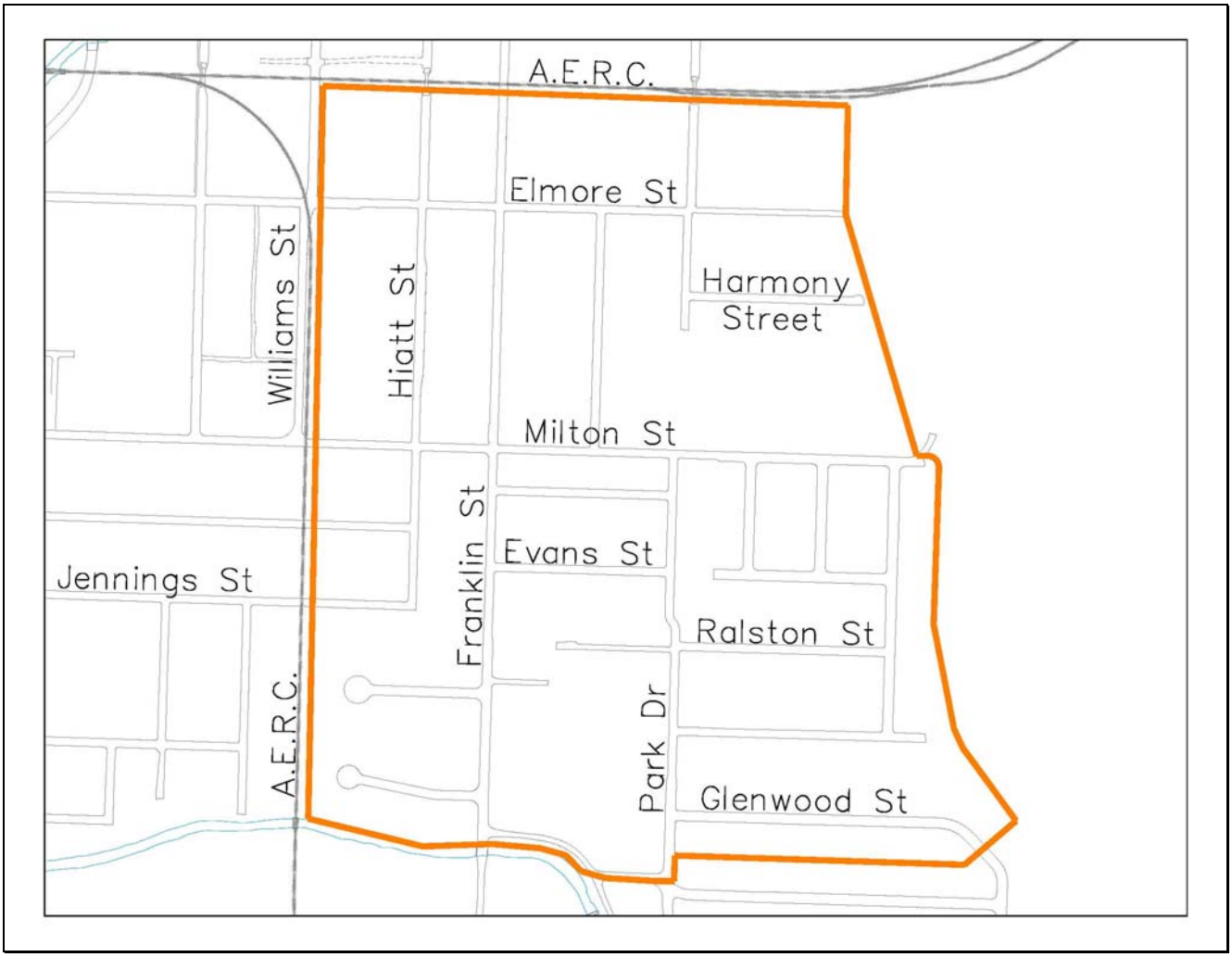
DESCRIPTION: This project will replace the existing pipes and dry well/UIC (Underground Injection Control) structures with a working system that discharges to an existing waterway.

Insufficient capacity and age of the existing system causes storm runoff to flood neighboring streets and properties.

BUDGET PROJECTION: $650,000 (Ralston/Milton Area)

PROPOSED FUNDING: Storm Drainage CIP

Project Sketch Location



PAST CIP STORM DRAINAGE PROJECT ACCOMPLISHMENTS

1993 MAJOR ACCOMPLISHMENTS

BURKHART CREEK DRAINAGE STRUCTURE (12TH STREET CROSSING)
This project increased the capacity of the crossing to future design requirements identified in the Storm Drainage Master Plan. The project was bid with alternative designs, ranging from culverts to pre-cast structures, with a pre-cast arch structure constructed.

1999 MAJOR ACCOMPLISHMENTS

AIRPORT ROAD (7^{TH} TO WEST CITY LIMITS)
A new 12' x 4' box culvert was installed under Airport Road to carry the flow of Burkhart Creek as part of the Linn County project to reconstruct Airport Road to County standards from 7^{th} Street west to Airway Road. The box culvert relieved the constriction of Burkhart Creek as it flowed under Airport Road. The improvements were made in conjunction with the Storm Drainage Master Plan.

2000 MAJOR ACCOMPLISHMENTS

BURKHART CREEK DRAINAGE STRUCTURE (HIGHWAY 34)
This project increased the capacity of the crossing to future design requirements identified in the Storm Drainage Master Plan. The project was designed and the construction administered by ODOT. A bridge spanning 10 feet wide was installed over Burkhart Creek as part of the ODOT project to rebuild Highway 34 from I-3 to Third Street in Lebanon.

2004 MAJOR ACCOMPLISHMENTS

BURKHART CREEK DRAINAGE STRUCTURE (SEVENTH STREET)
This project increased the capacity of the crossing to future design requirements identified in the Storm Drainage Master Plan. A twin barrel 6' x 3' box culvert was installed from the southeast corner to the northwest corner of the intersection of 7^{th} and Wasson. This was part of the Seventh Street project which reconstructed 7^{th} Street from Wasson to Airport Road.

2006 MAJOR ACCOMPLISHMENTS

NORTHWEST INDUSTRIAL AREA IMPROVEMENTS
This project removed the box culvert crossing at Hansard Avenue and Reeves Parkway, replacing that structure with twin pipes and end caps that transfer runoff to the northwest industrial area. Street improvements to Hansard Avenue (south of the Albany & Eastern Railroad tracks), Harrison Street, and the construction of 12^{th} Street (Hwy 34 to Harrison) saw runoff being piped and routed into the ODOT storm system along Highway 34 (Tangent Street).

2007 MAJOR ACCOMPLISHMENTS

HOBB STREET DRAINAGE IMPROVEMENTS

This project constructed a 30” storm drainage pipe from the existing 30” storm pipe south of the Walker Rd/Birch St. intersection south and east along Birch St and Hobbs St to the existing manhole of Twin Cedars.

LEBANON INSDUSTRIAL IMPROVEMENTS

Constructed a 30” storm pipe, an 18” overflow pipe, two ditch inlets, and two storm vaults for the extension of the Lebanon Parkway, extending south from Oak Street.

2008 MAJOR ACCOMPLISHMENTS

2009 MAJOR ACCOMPLISHMENTS

Parks and Facilities

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PARKS & FACILITIES

Parks provide the citizens of Lebanon with places and activities for their enjoyment. Parks enhance existing neighborhoods and provide a place for family outings and general summer recreation. These areas are experiencing increasing usage from adjacent neighborhoods and civic organizations. Development, expansion, and maintenance of these parks are of great importance to the City of Lebanon.

In 2006, the City Council adopted the Parks Master Plan. This Master Plan guides the City's investment in park acquisition, renovation and facility improvements. Park projects are funded through a mix of funds ranging from outside grants, private donations, parks system development charges and the parks annual operating funds. The current slow down in the economy has reduced estimate revenues in each of our funding sources. This will prove to be challenging as we move ahead in trying to secure funds to accomplish park improvements.

In addition, park improvement and expansion projects have to compete with other needs within the City. Many of the other needs include mandated projects or projects that typically meet a more urgent need for the citizens of Lebanon. Projects from the adopted Parks Master Plan in 2006 are included in this plan. These projects will continue to enhance the park system and will be funded as development continues to grow and more funding is available in the budget.

Included in this CIP are projects from the Master Plan which have been given a high and medium priority. These projects have been determined to have a more immediate impact to the citizens of Lebanon by providing improves to the highest use parks.

Capital Improvement Program - Parks & Facilities

Project Cost Summary

Project Name	2011-12 Total Estimate	2011-12 Fund	2011-12 Projected Funding	2012-13 Total Estimate	2012-13 Fund	2012-13 Projected Funding	2013-14 Total Estimate	2013-14 Fund	2013-14 Projected Funding	2014-15 Total Estimate	2014-15 Fund	2014-15 Projected Funding	2015-16 Total Estimate	2015-16 Fund	2015-16 Projected Funding
Christopher Columbus Park				$475,000	Note 1	$0									
Ralston Square				$185,000	Note 1	$0									
Had Irvine Park							$83,000	Note 1	$0						
Gills Landing							$94,500	Note 1	$0						
Booth Park										$283,000	Note 1	$0			
Academy Square										$412,000	Note 1	$0			
Bob Smith Memorial Park													$266,400	Note 1	$0
River Park													$814,600	Note 1	$0
Trail Development -Marks Slough & 2nd St.				$650,400	Note 1	$0									
Totals=	$0		$0	$1,310,400		$0	$177,500		$0	$695,000		$0	$1,081,000		$0

Total Project Costs =	$3,263,900
Available Proposed Funding =	$0
Deficient Funding =	$3,263,900

- Note 1

Parks & Trails are shown to be constructed in specific years for illustrative purposes only. In reality, they will be constructed as funds become available.
The Parks Master Plan identifies parks & trails to be funded by the following revenue sources:

$368,850
System Development Charges
$500,000
General Fund Contributions
$3,803,806
Land and Water Conservation Fund - A federal grant program
Donations
Private Grant and Foundations

CHRISTOPHER COLUMBUS PARK

SUBMITTED BY: Parks Master Plan

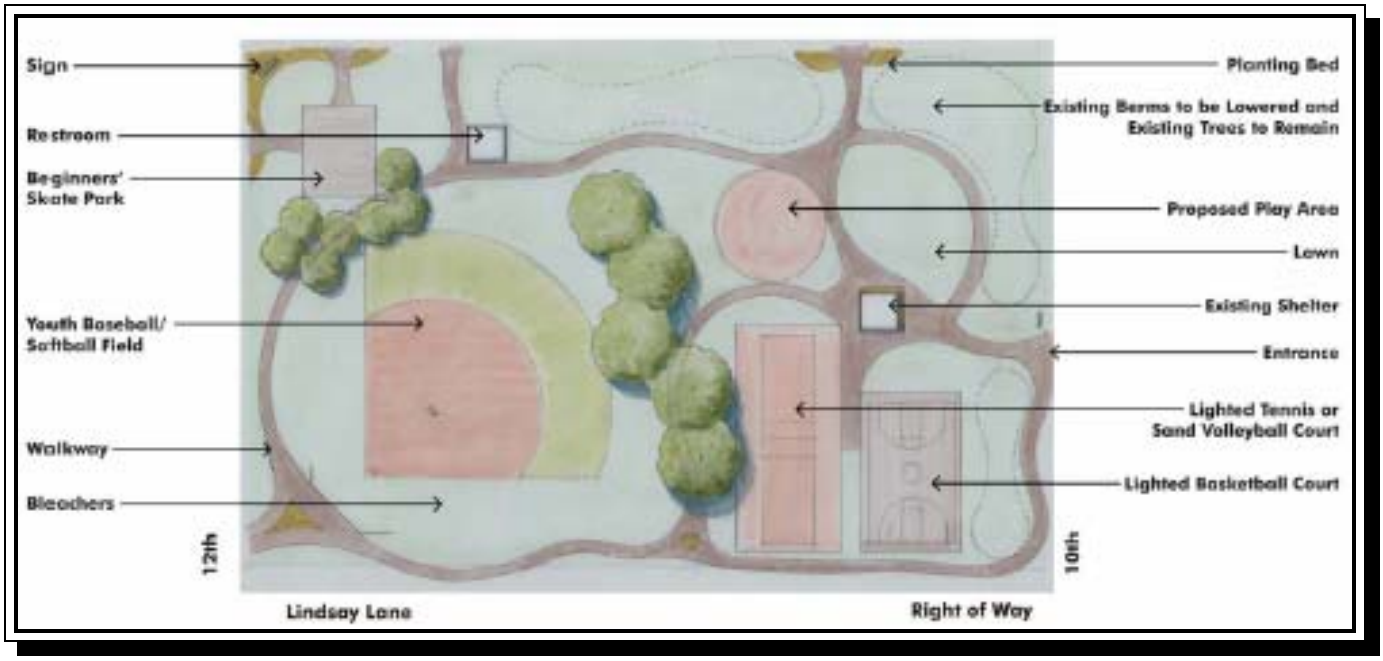
DESCRIPTION: Christopher Columbus Park is a 3.26 acre neighborhood park that provides a basketball court, youth baseball/softball field, shelter, picnic tables, benches, and lawn areas. The only Neighborhood Park in the southern portion of Lebanon, it has the potential to be highly used and provide a variety of activities.

Planned improvements include a 2,000sf skatepark, a sand volleyball court, improved restrooms, an updated play area, basketball court, and ball field. These attractions will be connected by a path/walkway system that will double as a jogging trail.

BUDGET PROJECTION: $475,146

PROPOSED FUNDING: System Development Charge
State and Federal Grants
Donations
Private Grants & Foundations

Project Location Sketch



RALSTON SQUARE PARK

SUBMITTED BY: Parks Master Plan

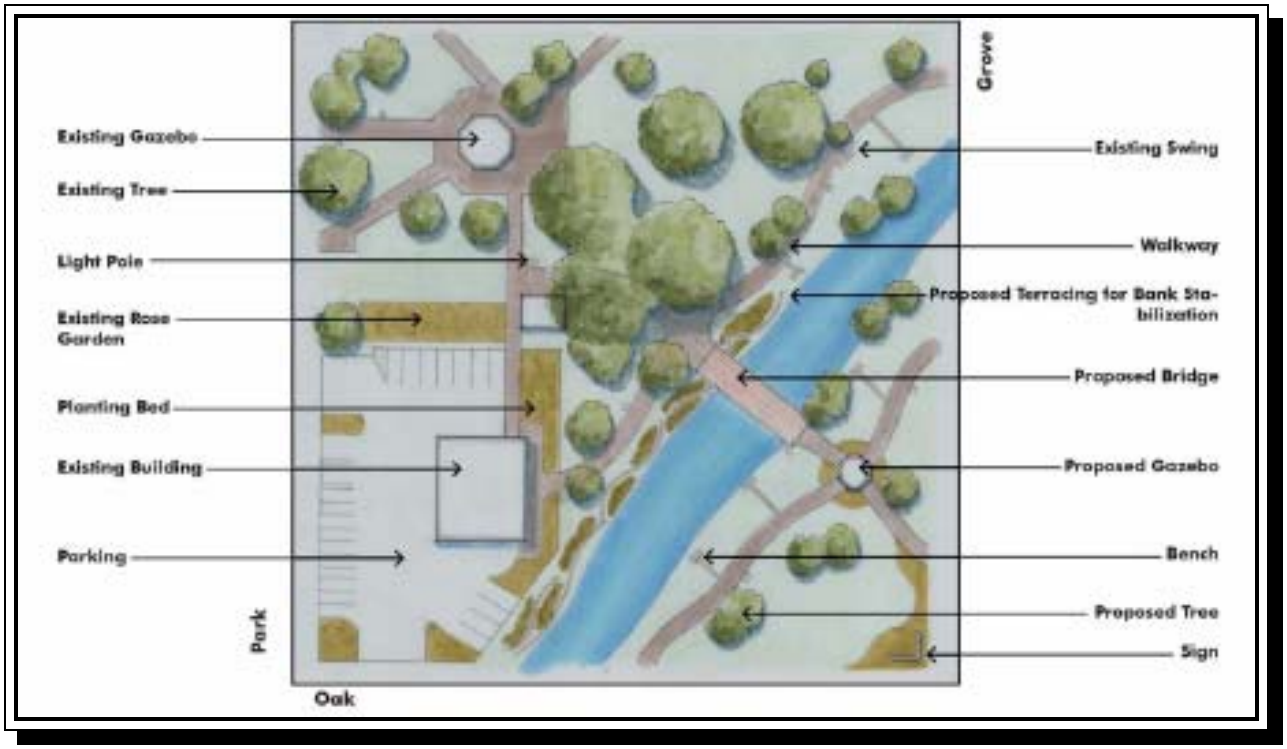
DESCRIPTION: Ralston Square Park is a 2.49 acre site that is bisected by the Albany-Lebanon Santiam Canal. The park is primarily used for picnicking and special events (summer run of Concerts in the Park, Celebration of Lights in December). On site amenities include a gazebo, open play area, rose garden, trails, walkways, and restrooms.

Planned improvements include a footbridge across the canal, additional paths, a new small gazebo, accent plantings, and a community picnic shelter. A former service station will receive partial demolition and the remaining structure adapted as the picnic shelter. This work will include the asphalt area around the building to be converted to public parking.

BUDGET PROJECTION: $185,363

PROPOSED FUNDING: System Development Charge
State and Federal Grants
Donations
Private Grants & Foundations

Project Location Sketch



HAD IRVINE PARK

SUBMITTED BY: Parks Master Plan

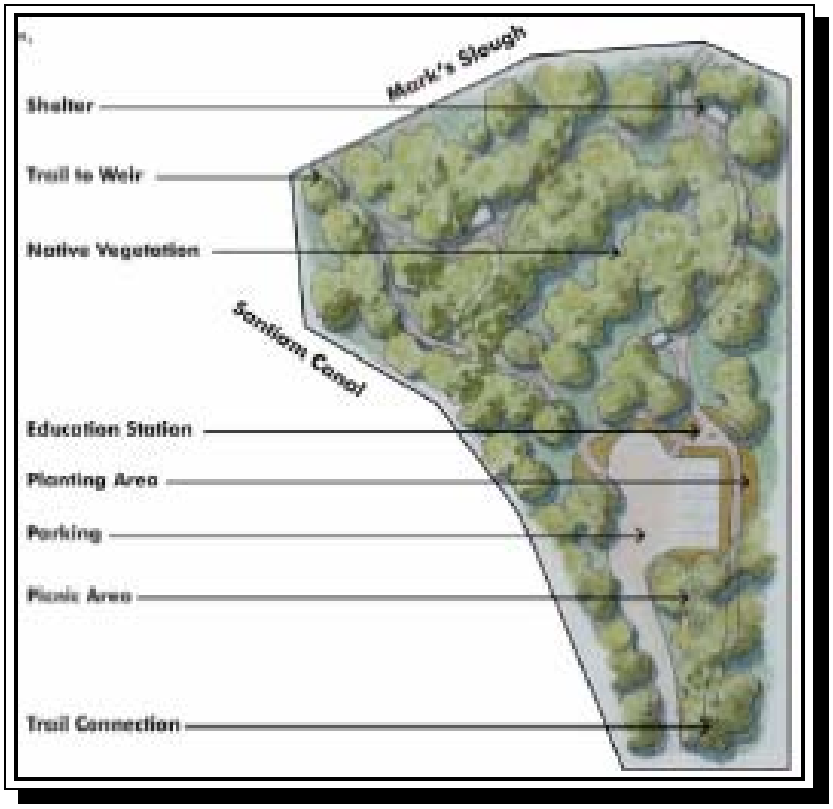
DESCRIPTION: Had-Irvine is a mostly undeveloped park of 1.38 acres. The park does provide a gravel access drive and parking area, a few picnic tables and a lawn area. Had-Irvine Park has a conceptual development plan which was provided by the Santiam Watershed Council and the students/biology teacher of Pioneer School.

The focus of the concept plan is to provide trailheads to the Lebanon trail system and to promote the ideas of natural system restoration. Improvements toward this goal include a small parking area off of Wheeler Street, a small picnic and gathering area. Two nature shelters will also be established to provide interpretive materials discussing the ongoing restoration activities and benefits.

BUDGET PROJECTION: $82,679

PROPOSED FUNDING: System Development Charge
State and Federal Grants
Donations and Private Grants & Foundations

Project Location Sketch



GILL'S LANDING PARK

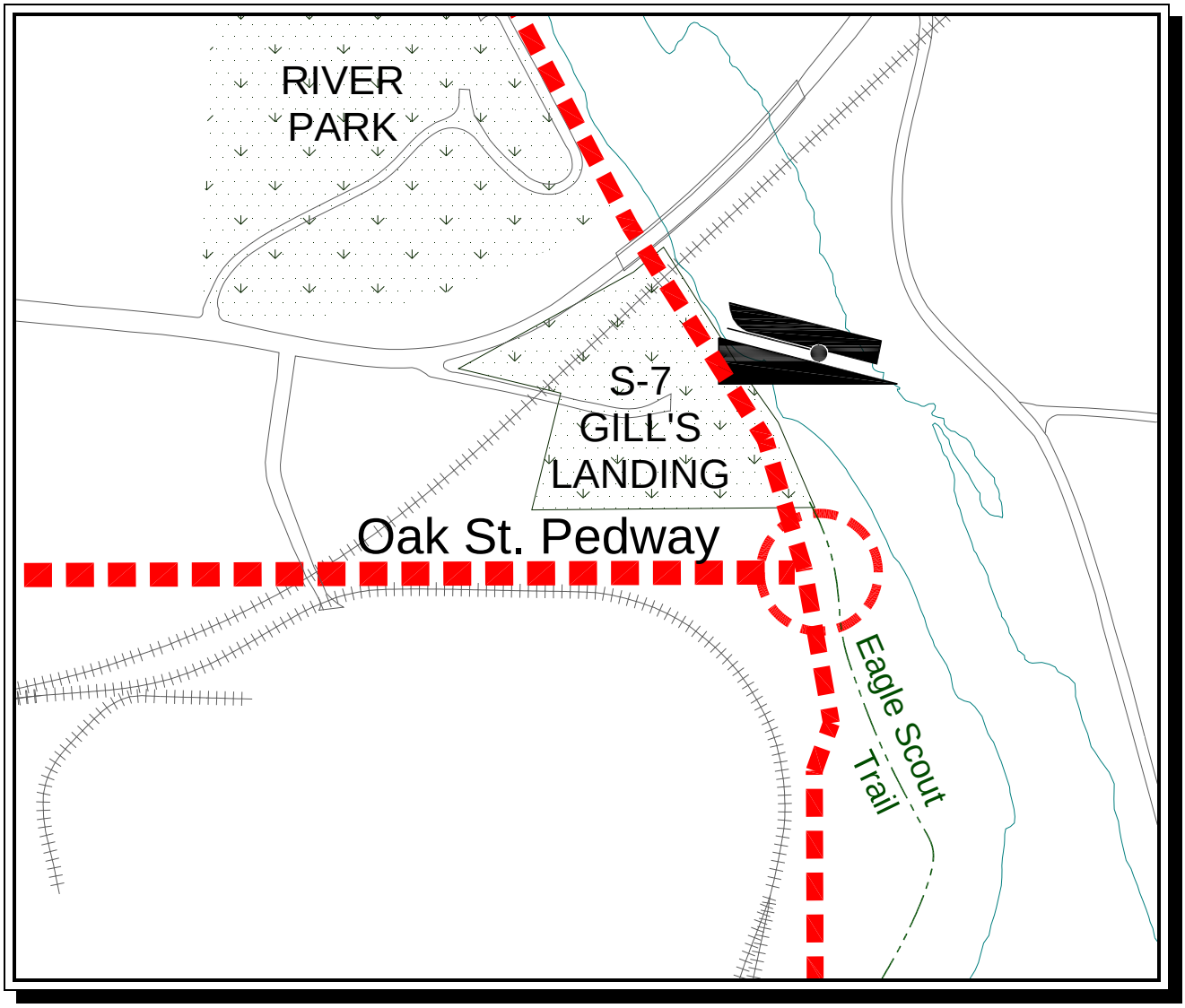
SUBMITTED BY: Parks Master Plan

DESCRIPTION: Gill's Landing is a 4.82 acre site located on the West River Trail and will be a trailhead for the Eagle Scout Trail and Oak Street Pedway. The park has received numerous improvements. The final improvements to Gill's Landing will be a river and beach access area.

BUDGET PROJECTION: $94,338

PROPOSED FUNDING: System Development Charge
State and Federal Grants
Donations and Private Grants & Foundations

Project Location Sketch



BOOTH PARK

SUBMITTED BY: Parks Master Plan

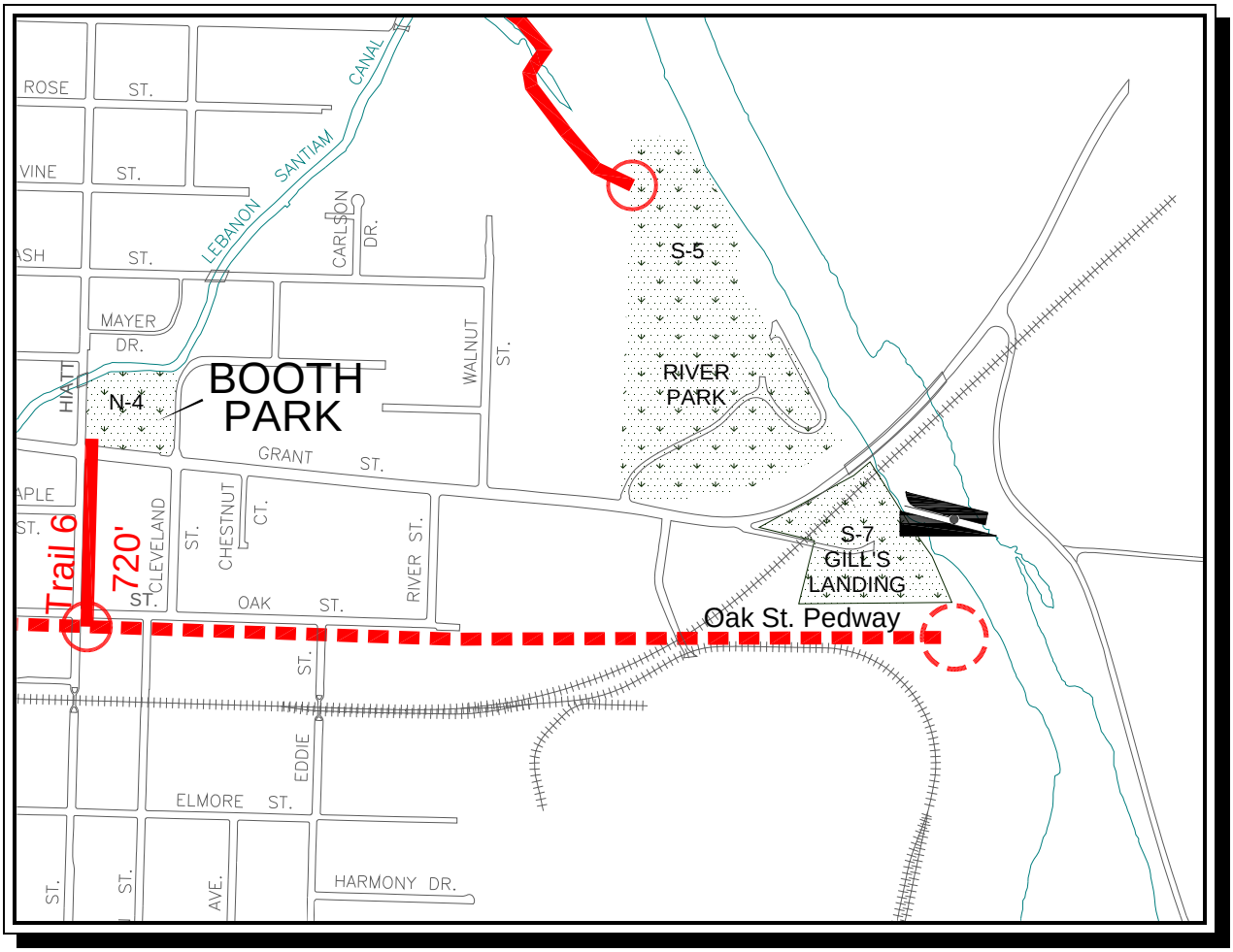
DESCRIPTION: Booth Park is a 2.20 acre site that is bordered by the Albany-Lebanon Canal to the north and Grant St. to the south. Although small for a neighborhood park, it is one of the few well developed parks with children's playground, a youth baseball field, an open play area, and a picnic shelter.

Improvements for this site include a small picnic area, an internal pathway system, develop a small parking area (5-10 spaces), add restroom facilities, and removal of the youth baseball field backstop.

BUDGET PROJECTION: $282,747

PROPOSED FUNDING: System Development Charge
State and Federal Grants
Donations
Private Grants & Foundations

Project Location Sketch



ACADEMY SQUARE PARK

SUBMITTED BY: Parks Master Plan

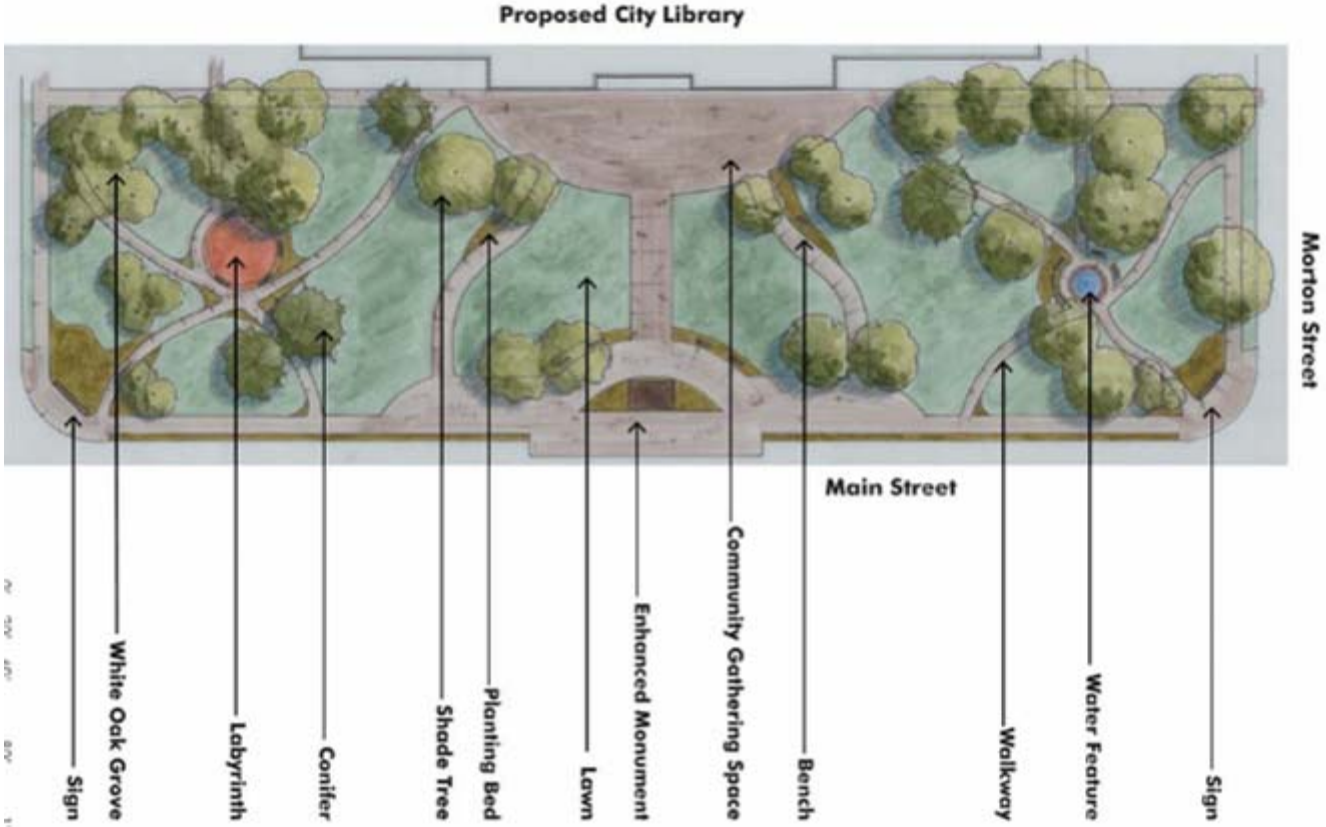
DESCRIPTION: Academy Square Park is a special use area of 7.48 acres. Bordered on the west side by the proposed City Hall/Library building and by Main Street on the east, the park has some useful existing features including paved paths, benches, monument trees and lawn area.

Future improvements include a central walkway, an interactive water feature, labyrinth, and secondary pathways. The proposed design is to create the concept of a campus setting, which has always been the primary use of this property.

BUDGET PROJECTION: $411,976

PROPOSED FUNDING: System Development Charges
State and Federal Grants
Private Grants & Foundations
Donations

Project Location Sketch



BOB SMITH MEMORIALPARK

SUBMITTED BY: Parks Master Plan

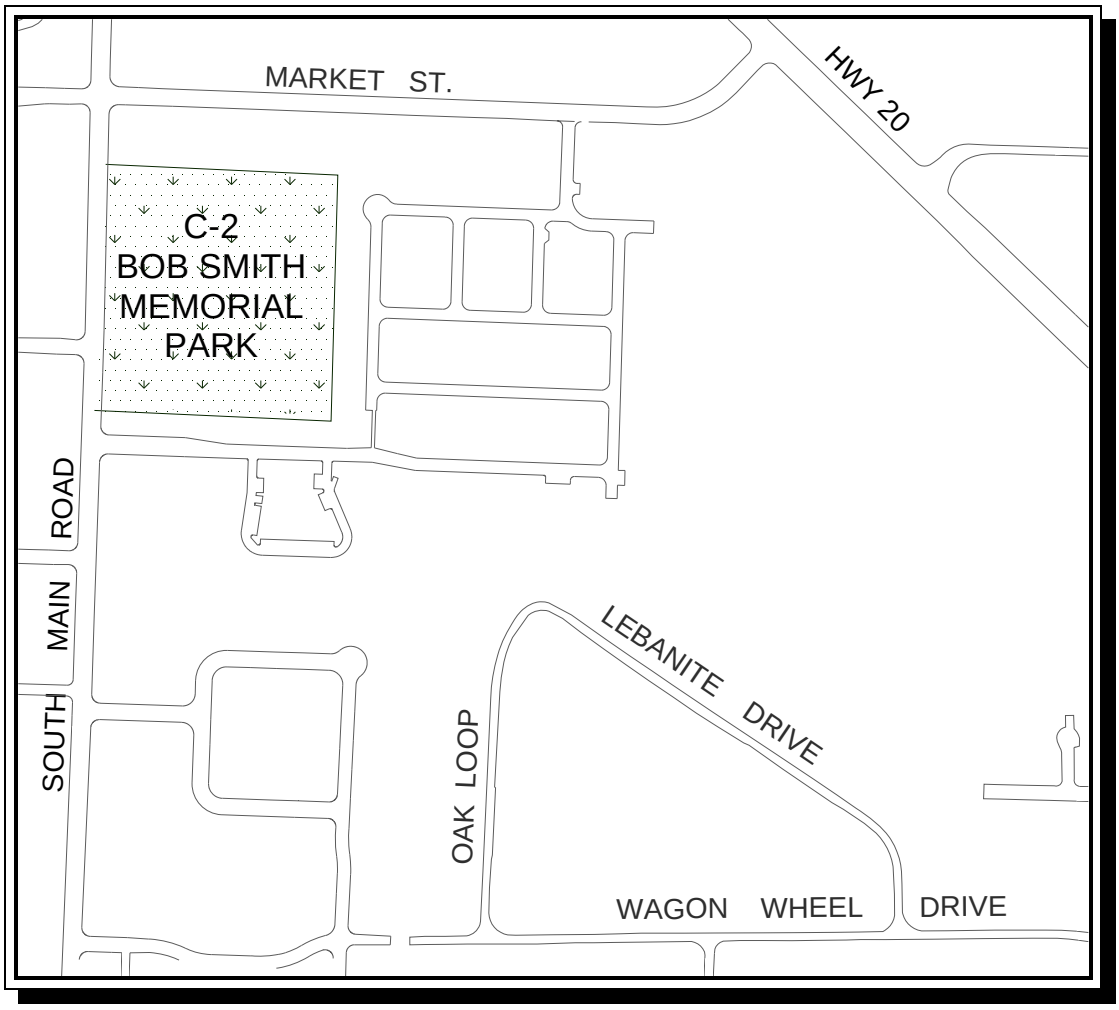
DESCRIPTION: Bob Smith Memorial Park (formerly Weldwood Park) is a 12.7 acre site located on South Main Road which includes 3 youth baseball/softball fields, restroom facilities, a playground, and a large parking area.

Possible improvements should include Multi-use paved court, open play area, picnic area and shelter, internal pathway system, additional landscaping and parking, ball field lighting, scoring booth, concession stand, and storage shelter.

BUDGET PROJECTION: $266,289

PROPOSED FUNDING: System Development Charge
State and Federal Grants
Donations
Private Grants & Foundations

Project Location Sketch



RIVER PARK

SUBMITTED BY: Parks Master Plan

DESCRIPTION: River Park is a regional park of 24.87 acres that is divided into three uses; camping, activities/sports, and picnicking. Existing amenities include an irrigation system, horseshoe pits, picnic tables and shelter, "Fort Stanley" playground area, trash receptacles, and lawn area.

Future improvements use existing components while adding basketball courts, a sand volleyball court, picnic shelters, and barbeques. Relocation of "Fort Stanley" to the north will open up a lawn/multi-use area for community gatherings/events.

The creation of a network of trail and sidewalks will provide connections throughout the park and to interpretive and educational opportunities along the river and forested natural area.

BUDGET PROJECTION: $814,568

PROPOSED FUNDING: System Development Charges
State and Federal Grants
Private Grants & Foundations
Donations

Project Location Sketch

TRAIL DEVELOPMENT

SUBMITTED BY: Parks Master Plan

DESCRIPTION:

Marks Slough, Trail 1 & 2A – 423 feet & 660 feet w/ Foot Bridge
This trail is to continue the development of the Marks Slough Trail. A portion of the trail exists on the east side of Marks Slough. This project is to connect that portion of the route to Samaritan Health Services area.

North 2nd Street – 1,000 feet
Trail development in a residential neighborhood will assist with connectivity from the new Lebanon Public Library to the newly constructed Samaritan Health Campus. Anticipated pedestrian traffic volumes require the antiquated and porous system to be improved and fully connected.

BUDGET PROJECTION: $650,390 ($477,390 MS Trail 1) **(**$173,000 No. 2nd St)

PROPOSED FUNDING: System Development Charges
State and Federal Grants
Land & Water Conservation Fund

Project Location Sketch

See Following Page


Samaritan Lebanon Community Hospital
Mullins Dr
Existing 10' wide PCC Sidewalk, 370'
WOU Health Campus
Phase I: Under Construction
66' ROW
Marks Slough Couplet Trail
North 2nd St Trail, 1,000'
60' ROW
Mary St
N. 3rd St
Olive St
A&E RR Spur
N. 2nd St
No. Main St
Hwy 20
Harrison St
A&E RR
Lebanon Justice Center
Lebanon Senior Center
Tangent St
Lebanon Public Library
Academy Green Grant Proposal
Main St
S. 2nd St

PAST CIP FACILITY and PARK PROJECT ACCOMPLISHMENTS

1994 MAJOR ACCOMPLISHMENTS

WELDWOOD PARK LANDSCAPING

This work completed the parking lot project constructed in 1992 by installing landscaping, which include trees, shrubs, grass, and an irrigation system.

1995 MAJOR ACCOMPLISHMENTS

NEW SHOP SITE (PHASE I)

This project included constructing a new concrete parking lot, a new security fence and installing new buildings for the storage and protection of maintenance equipment.

1996 MAJOR ACCOMPLISHMENTS

ENTRANCE BEAUTIFICATION

The sign for the Highway 20 north entrance was installed which included lighting and landscaping.

1997 MAJOR ACCOMPLISHMENTS

CITY HALL REMODEL

This project consisted of a major remodel for the Finance and Public Works offices and some minor modifications to the Police Department. Many of the improvements were to meet the ADA requirements. The City received a Community Development Block Grant to help with funding.

ANNEX BUILDING REMODEL

This project remodeled the Community Development Department building to accommodate the Planning, Building, and Engineering departments of Public Works. It also provided a public foyer, creating a customer friendlier atmosphere.

WELDWOOD PARK

Improvements to Weldwood (Bob Smith Memorial) Park were the installation of concrete for pathways, sidewalks, and the ball field dug outs.

1998 MAJOR ACCOMPLISHMENTS

CITY HALL EXTERIOR

New windows and exterior siding were installed at City Hall. The new windows, awnings, and Dryvit Siding have greatly improved the building's appearance. The improvements have also made the building more energy efficient helping to maintain a comfortable work environment.

SANTIAM TRAVEL STATION, PHASE I

The historic train depot was made structurally sound and the exterior completely restored, including the roof. The interior office area in the north half of the structure was restored and a new HVAC system was installed.

2002 MAJOR ACCOMPLISHMENTS

DOWNTOWN BEAUTIFICATION, PHASE I

This work comprised of installing decorative streetlights and planting street trees. Other work included installing light switches, wiring, minor conduit repair, installation of tree grates, sidewalk replacement.

2003 MAJOR ACCOMPLISHMENTS

SANTIAM TRAVEL STATION, PHASE II

This project completed the interior work and consisted of electrical, plumbing, drywall, and carpeting of the freight bay, which became the City Council meeting area. Exterior construction items which were completed include installing a deck, information kiosk, covered bicycle rack, landscaping/irrigation, and parking lot.

2004 MAJOR ACCOMPLISHMENTS

DOWNTOWN BEAUTIFICATION, PHASE II

This work completed the installation of 16 decorative streetlights and 22 street trees. Other work included switching, wiring, minor conduit repair, installation of tree grates, and sidewalk replacement.

RALSTON PARK RESTROOMS

In conjunction with the Downtown Beautification, Phase II, a restroom structure and joining pathway were constructed, expanding the potential use of the park.

2005 MAJOR ACCOMPLISHMENTS

GILL'S LANDING, PHASE II

This work completed the goal to provide additional RV campsites to the list of Lebanon campgrounds. The work consisted of asphalt paving, irrigation, RV hook-ups (water, sewer, electrical), parking lot striping, and landscaping.

RALSTON PARK

The Towne Pump property, located at W. Oak and Park Street, was acquired and is targeted for partial demolition in an effort to create a community picnic shelter. The existing hard surface area will be reconfigured for public parking.

ACADEMY SQUARE

This year saw the Senior Center move to Academy Square, occupying the middle schools north building, which housed the cafeteria & music rooms. With designs from Udell Engineering, the Senior Center received two parking lots, one east of the center, accessed from Wheeler Street and the other on the west side, accessed from 2nd Street.

2007 MAJOR ACCOMPLISHMENTS

MARKS SLOUGH, Phase I

This work completed the construction of a 3000 feet long 10 foot wide multiuse path beginning at Beaton Lane, just west of the Lebanon WWTP, heading west to Mark's Slough before meandering along the east bank of the waterway to Tennessee Road.

2009 MAJOR ACCOMPLISHMENTS

MARKS SLOUGH, Phase II

This work completed the installation of a 10 foot wide gravel path beginning at Beaton Lane heading east towards the South Santiam River and eventually ending at Tennessee Road near Marks Slough.

2010 MAJOR ACCOMPLISHMENTS

CHEADLE LAKE TRAIL

This project installed a 10 foot wide asphalt trail along the berm on the east side of Cheadle Lake. The trail begins at the existing boat launch on the north end of Cheadle Lake and ends on the south end of the lake near the Cheadle Lake Regional Park.