



# APPLICATION FOR: FFY 2018-2023 SKATS TIP - 2018 UPDATE

(Transportation Improvement Program)

- **STBGP-U FUNDS** (Surface Transportation Block Grant Program-Urban)

Section 1: Applicant Information			
Date:	October 11, 2017		
Sponsoring Organization:	City of Salem		
Organization Address:	555 Liberty Street SE/Room 325, Salem OR 97301		
Contact Person & Title:	Julie Warncke, Transportation Planning Manager		
Contact e-mail:	<a href="mailto:jwarncke@cityofsalem.net">jwarncke@cityofsalem.net</a>	Phone:	503-588-6211
Section 2: Project Information (Enter all applicable information.)			
Project Title:	Brown Road NE: Sidewalks and Bike Lanes		
Location (Street, highway, other identifier):	Brown Road NE between San Francisco Drive NE and Sunnyview Road NE		
Cross street(s) or other reference point:	San Francisco Drive NE & Sunnyview Road NE		
Length in feet:	~2,300 feet		
RTSP Functional Class:	Collector		
Current Traffic Volume:	5,000 vehicles per day		
Existing Level of Service:	N/A		
Freight Volume:	N/A		
Current Transit Ridership:	15 pickups/19 dropoffs average daily ridership (May-August 2017)		
Bike/Pedestrian Volumes:	N/A		
5-year Crash History:	4 (2010-2014)		
State Senate District:	11	State Representative District:	21
Project Purpose:	<i>(In MS Word, right click box, pick properties, pick "checked.")</i>		
Check all that apply (See Objectives in RTSP p. 2-8. Check all that apply.)	<input checked="" type="checkbox"/> Safety	<input checked="" type="checkbox"/> Relieves Traffic Congestion	<input checked="" type="checkbox"/> Preservation
	<input checked="" type="checkbox"/> Multi-modal	<input checked="" type="checkbox"/> Efficiency	<input type="checkbox"/> Other
<b>a. Project Description:</b>			
<p>This project will provide facilities for pedestrians and bicycles on Brown Road NE, beginning at Sunnyview Road NE and extending north to San Francisco Drive NE (approximately 2,300 feet). Sidewalks, curbs, gutters, and bike lanes will be added to what is currently a narrow, two-lane roadway with a ditch located along one side or the other for most of the project length.</p> <p>This project also calls for widening to 46 feet curb to curb at Sunnyview Road NE for addition of a left turn pocket.</p>			
<b>b. Briefly describe the problem and the proposed solution:</b>			
<p>Brown Road NE is a north-south collector street that connects a large single-family neighborhood to Sunnyview Road NE on the south and to Silverton Road NE on the north. This area developed over time with limited local street connectivity. As a result, people walking, biking, or driving are focused on a limited number of through streets, including Brown Road NE. The traffic volumes on Brown Road NE are approximately 5,000 vehicles per day. The street currently has two travel lanes that are about 10 feet wide; most of the street has no sidewalks or shoulder and there are drainage ditches along one side or the other creating hazardous walking and bicycling conditions.</p>			

This project would complete a critical missing link in the bicycle/pedestrian network by widening the existing roadway to provide two 11' travel lanes, 6 foot bike lanes, curb, gutter, 5' wide sidewalks, planter strips and street lights, consistent with the City of Salem standard cross section for a Collector Street.				
c. Is this a continuation of a project currently in the TIP or STIP? Enter yes or no -->		Yes		
If yes, describe the status of the project: Preliminary 30% design (DAP) will be submitted in November 2017				
<b>Section 3: Eligibility</b> (Check "yes," "no," or "not applicable" for each.)		Yes	No	N/A
<b>RTSP:</b> Is the project listed in, consistent with, or able to be added to the financially constrained RTSP during project time frame? (See p. 2-7 of RTSP about consistency.)		X		
Project number in RTSP, if applicable: <u>S070</u>				
<b>State/Local Plans:</b> Is the project in (or consistent with) a local adopted plan?		X		
Identify plan: <u>Salem Transportation System Plan</u> (See Maps and Plans section below, and attach information from plan.)				
<b>Federal Eligibility:</b> Is project eligible for STBGP-U or TA-U funding under Federal guidelines? (See application instructions.)		X		
<b>Local Match:</b> Can agency provide minimum required matching funds to the requested federal funds? (This should be indicated in Section 7.)		X		
<b>Sufficient Funding:</b> Is the total of requested STBGP-U/TA-U funds plus local match and other committed funds sufficient to complete the project or a phase of the project?		X		
<b>Readiness:</b> Does the agency have the ability to utilize the requested federal funds in the Fiscal Years requested in Section 7?		X		
<b>CMP:</b> Is the project consistent with the regional Congestion Management Process? (See RTSP, Appendix E for information.)		X		
<b>Provide information if the answer is "no" or "n/a" for any of the above eligibility questions:</b>				
N/A				

<b>Section 4: Description of Project Benefits</b> (Relates to the goals of the RTSP: p. 2-8.) For each section, describe the benefits of the project, as applicable (or enter "n/a" for not applicable).	
a. Accessibility and Connectivity	Describe how the completed project fills in key gaps in the transportation system; completes system components; or provides better pedestrian, bicycle, or roadway accessibility for users in the region. Does it connect to schools, parks, community centers, or other public locations? Who benefits from the project?
The project will result in a street cross section that includes property line sidewalks, planting strips, bike lanes, and two eleven-foot travel lanes. The project will include street lighting and stormwater facilities.	
This project will serve an established neighborhood in northeast Salem. The project will allow students, transit riders, and residents to avoid using private automobiles for most of their trips, and to avoid walking alongside a narrow street with speeds and traffic volumes not conducive to biking or walking. This project would fill a critical missing link in the sidewalk network, thereby providing a continuous sidewalk and safe bicycle connection between McKay High School and Scott Elementary School. Cesar Chavez Elementary School is also less than half a mile away from this stretch of Brown Road NE; these improvements could benefit students at that school as well.	
Brown Road Park is located at the center of the project area; these improvements will connect residents from the neighborhoods to the east safely to the park. A master planning process for the development of the park is scheduled for 2018.	

<p>This route provides access to the regional transit system and on a more local level, provides school children with a safe and comfortable facility.</p>	
<p>b. Multiple Modes</p>	<p>Describe how the completed project benefits more than one transportation mode or purpose (e.g., roadway and transit, bicycle and roadway users, or roadway and identified freight route, etc.).</p>
<p>Sidewalks and bike lanes will be added to what is currently a narrow, two-lane roadway with a ditch located along one side or the other for most of the project length. The street currently has two travel lanes that are about 10 feet wide; most of the street has no sidewalks or shoulder.</p> <p>Route 2 of the Cherriots transit system runs directly along the project extents, with stops on Brown Road NE at the intersections with San Francisco Drive NE and Maria Avenue NE. Between May and August 2017 these stops averaged 15 pickups and 19 dropoffs daily. Route 2 runs on a 15 minute interval Monday-Friday.</p>	
<p>c. Preservation</p>	<p>Describe how the requested funds will be used to maintain and preserve the regional transportation system in good repair.</p>
<p>A reduction of automobile usage as a result of the bicycle and pedestrian facilities put in place by this project would lessen the strain on the existing transportation network.</p> <p>This project includes an overlay of fresh pavement for the length of the entire area, maintaining the road in a state of good repair.</p>	
<p>d. Freight</p>	<p>Describe how the completed project improves the freight system and freight movement.</p>
<p>N/A</p>	
<p>e. Economic Development</p>	<p>Describe how the completed project promotes or supports economic development.</p>
<p>This project carries the regional benefit of providing more users with transportation alternatives to the automobile. After these improvements are implemented the residents of this area will be more connected to the regional economic opportunities available to them.</p>	
<p>f. Safety</p>	<p>Describe how the completed project improves safety for all users.</p>
<p>Due to hazardous walking conditions, the School District is forced to provide bus transportation to most of the neighborhood west of Brown Road NE even though this area is within one mile of the school. Presently, most of the street has no sidewalks or shoulder and there are drainage ditches along one side or the other creating hazardous walking conditions.</p> <p>Between 2010 and 2014 there were 4 crashes along this particular stretch of Brown Road NE. None involved bicyclists or pedestrians.</p>	
<p>g. Environmental Justice</p>	<p>At the project and regional levels, describe how the completed project promotes environmental justice (by avoiding, minimizing, or mitigating disproportionately high and adverse human health or environmental effects including social and economic effects on minority and low-income populations).</p>
<p>Providing bicycle and pedestrian facilities is crucial to supporting a safe and pleasant environment for those residents who choose to travel using alternate modes. This route provides access to the regional transit system and on a more local level, provides school children with a safe and comfortable facility. The Census Tract served</p>	

<p>by this project has higher than regional average percentages of poverty (22.1%), non-white (23.5%), Hispanic (33.1%), linguistically-isolated (13.8%), and zero car households (12.2%).</p> <p>Enabling and encouraging walking or bicycling to school establishes patterns that can extend to other transportation choices that students make as they mature. Providing viable transportation choices in our community improves livability and enhances the environmental quality of the region.</p>	
h. Efficiency	Describe how the project provides benefits to users of the system in a manner that is cost efficient.
<p>At present, the School District is forced to provide bus transportation to most of the neighborhood west of Brown Road NE even though this area is within one mile of the school. Making the project area safer for pedestrians may allow the School District to redirect that bus resource to another location more in need of it. Further, by providing users with access to transit there may be a reduced usage of single automobile trips; this would result in improved efficiency throughout the transportation network.</p>	
i. Environmental Impact	Describe how the completed project minimizes the impact to the natural and built environment.
<p>Providing viable transportation choices in our community improves livability and enhances the environmental quality of the region. The reduction in automobile usage will lead to cleaner air and less strain on the transportation facilities in the area.</p> <p>The stormwater quality treatment facilities that are included as part of this project will provide an upgrade over the existing drainage ditch, and bring this area up to city and state stormwater runoff treatment standards.</p>	
j. Public Health	Describe how the completed project promotes public health benefits.
<p>Enabling and encouraging walking or bicycling to school establishes patterns that can extend to other transportation choices that students make as they mature. This project directly supports effort to promote a healthy active lifestyle by allowing residents a viable choice to use active modes of transportation.</p> <p>These improvements will make Brown Road Park more easily and safely accessible to the residents of this area. Currently, residents are forced to walk on the shoulder to access the park.</p>	
k. Other	Describe other benefits of the completed project or use of the requested transportation funds not listed above.
<p>Improving the walkability and bikeability of this area will increase real estate values and make it a more attractive place to live.</p>	
<p><b>Section 5: Importance and Support</b> Describe the importance and support for the project.</p>	
a. Importance and Near-term Need	Describe the project's priority for the agency, community, or region and its relative priority for the regional transportation system and how its importance is documented (e.g., identify adopted plans or policies, as applicable). Describe the need in terms of problems or lost opportunities that arise if the project is not awarded federal transportation funds in the near term.
<p>The need for pedestrian and bicycle facilities along Brown Road NE is identified in the Salem Transportation System Plan. The Salem Keizer School District, the Salem Keizer Transit District, Marion County Public Works Department, and the North Lancaster Neighborhood Association (NOLA) support this project.</p> <p>This project will serve an established neighborhood in northeast Salem. If the project is not funded, students, transit riders, and residents will be required to use private automobiles for most of their trips, or risk walking alongside a narrow street with speeds and traffic volumes not conducive to walking or biking.</p>	

b. Public Involvement	Describe any public involvement activities that demonstrated support for the project. List any letters of support attached to the application or submitted separately.
Salem Public Works Department received a letter of support for this project from Cherriots in September 2013. That letter is attached.	
c. Existing Plans	Describe what approved plan this project is in, and what public process was used in developing and approving the plan (TSP, Corridor Study, Transit Plan, ITS Plan, etc.).
The need for pedestrian and bicycle facilities along Brown Road NE is identified in the Salem Transportation System Plan.	

<b>Section 6: Maps and Plans</b> (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)	
	Description of attachments.
<input checked="" type="checkbox"/> Attached	Vicinity Map
<input type="checkbox"/> Not Applicable	

<b>Section 7: Timetable and Readiness Information: REQUIRED</b>	
a. Indicate anticipated timing for major activities for the project (preliminary engineering, right-of-way, construction start/completion, purchases, year the activity will be operational, etc.), as applicable. Provide a date, if known, or year.	
<b>Anticipated Dates</b>	<b>Activity</b>
November 2017	Preliminary 30% design
2018	ROW Acquisition
2019	Construction
b. Describe any planning, coordination, or development activities that are planned or have taken place.	
The project is in the design stage. Preliminary 30% design (DAP) will be submitted November 2017.	
c. Describe any issues or controversy that may delay the project.	
The Brown Road NE project was already programmed into the 2015-2020 TIP. The funds requested in this application would cover a budgetary shortfall. Additional funds are needed to cover extra preliminary engineering costs related to the certification process, as well as budgetary shortfalls related to consultant right-of-way services and right-of-way acquisition.	
The ROW acquisition costs are significantly higher than what was originally estimated. This is due to a need to acquire significantly more ROW due to the stormwater treatment facilities that are a part of this project.	

Originally it was thought that ROW would be acquired from 12 parcels; but ROW from 44 parcels is what is actually required.

If this funding is not provided, the project may be delayed.

<b>Section 8: Project Budget and Funding Request Summary: REQUIRED</b>						
Note federal STBGP-U require at least 10.27% of funds from non-federal sources.						
Estimated Total Project Cost	<b>\$630,000 (additional funding needed; total cost \$3,688,000)</b>					
In this section, enter the amount of federal transportation funds requested, local match, and total estimated costs by project phase/use and preferred federal fiscal year	Phase or use of funds	Federal Fiscal Year Obligated	Federal Funds Requested	Required Match 10.27% Minimum	Additional Match	Total Estimated Cost
	<i>Preliminary Engineering</i>		\$140,000	\$50,000	\$	\$190,000
	<i>Right of Way</i>		\$390,000	\$50,000	\$	\$440,000
	<i>Construction</i>		\$	\$	\$	\$
	<i>Utility Relocate</i>		\$	\$	\$	\$
	<i>Other</i>		\$	\$	\$	\$
<b>Total request of federal funds:</b>			\$530,000	\$100,000	\$	\$630,000
Enter amounts and sources of committed funds and match:	\$100,000	Source:	Local Funds			
	\$	Source:				
	\$	Source:				
	\$	Source:				
<b>Total Match</b>	\$100,000					
Provide other funding information, as relevant:						
This project was originally programmed in the 2015-2020 TIP. Total funds previously programmed was \$3,058,700.						

<b>Section 9: Estimated Project Costs: REQUIRED</b>			
A detailed cost estimate <u>must</u> be provided for construction projects.			
a. List estimated costs for the various activities listed below, as applicable to the proposed project.			
Items and activities			Estimated Cost
Project Planning and/or Administration			\$
Preliminary Engineering	(Enter % of Construction cost) -->	35%	\$698,000
Construction Engineering	(Enter % of Construction cost) -->	18%	\$350,000

Environmental Work		\$
Right-of-Way and/or Building purchase		\$650,000
Capital Equipment		\$
<b>Non-Construction Project Cost sub-total</b>		<b>\$1,698,000</b>
Construction Estimate		\$1,640,000
Construction Contingency	(Enter % of Construction cost) --> 18%	\$350,000
<b>Construction Project Cost sub-total</b>		<b>\$1,990,000</b>
<b>Non-Eligible Costs sub-total</b> (other non-transportation project expenditures, e.g., non-reimbursable utilities)		\$
<b>Total Project Costs</b> (Add the subtotals from above.)		<b>\$3,688,000</b>
<b>b. Additional project cost information.</b> Indicate below if other project cost information is being submitted such as detailed construction cost estimates or detailed capital equipment list and costs.		
<i>(In MS Word, right click box, pick properties, pick "checked.")</i>	Description of attachments	
	Brown Road NE Budget Reconciliation and Projection	
<input checked="" type="checkbox"/> Attached		
<input type="checkbox"/> Not Applicable		
<b>c. Project Administration Details.</b> Indicate below how the project will be administered.		
<input checked="" type="checkbox"/> Local/Certified Agency <input type="checkbox"/> Local/LAL (Local Agency Liaison) <input type="checkbox"/> ODOT <input type="checkbox"/> Local/Transit <input type="checkbox"/> Other _____		
<b>Section 10: Submittal Approval</b>		
<b>Project Sponsor Signature Authority Information - REQUIRED</b>		
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.		
Authorizing Authority Name:	Steve Powers	
Authorizing Authority Title:	City Manager	

<input checked="" type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
<b>Co-Sponsor Signature Authority Information</b>			
The signature below demonstrates support of this application on behalf of the Co-Sponsor			
Authorizing Authority Name:			
Authorizing Authority Title:			
<input type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.			

<b>Section 11: Project Summary Sheet</b>
Complete the project summary sheet (available at <a href="http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/transportation-improvement-program-tip/">http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/transportation-improvement-program-tip/</a> ), and attach in word format to the application transmittal.

## Brown Road NE Budget Reconciliation and Projection

October 12, 2017

ITEM	ORIGINAL BUDGET	ACTUAL/ESTIMATED COSTS	ESTIMATED SHORTFALL
<b>Preliminary Engineering (PE)</b>			
a. Consultant		482,728.00	
b. ODOT		35,000.00	
c. City of Salem PM		180,000.00	
<b>Subtotal PE</b>	<b>508,000.00</b>	<b>697,728.00</b>	<b>190,000.00</b>
<b>Right-of-Way (ROW)</b>			
a. Consultant ROW Services (Programming Estimate, Appraisals and Appraisal Review - 44 potential files)		221,257.00	
b. City Staff ROW Acquisition (10 ROW files + 34 TCE Files)		125,000.00	
c. Land Acquisition Costs (10 ROW files + 34 TCE Files)		175,000.00	
d. Contingency Funding (~24%)		125,000.00	
<b>Subtotal ROW</b>	<b>211,000.00</b>	<b>646,257.00</b>	<b>440,000.00</b>
<b>Construction (Roadway, Stormwater, and Illumination)</b>	<b>1,640,000.00</b>	<b>1,640,000.00</b>	<b>N/A</b>
<b>Construction Contingencies</b>	<b>350,000.00</b>	<b>350,000.00</b>	<b>N/A</b>
<b>Construction Engineering</b>	<b>350,000.00</b>	<b>350,000.00</b>	<b>N/A</b>
<b>Subtotal Construction</b>	<b>2,340,000.00</b>	<b>2,340,000.00</b>	
<b>Total</b>	<b>3,059,000.00</b>	<b>3,683,985.00</b>	<b>624,985.00</b>

**ESTIMATED TOTAL PROJECT BUDGET SHORTFALL**

**630,000.00**

# Brown Road NE Sidewalks and Bike Lanes

San Francisco Drive NE

Brown Road NE

West Fork Little  
Pudding River

East Fork Little  
Pudding

Sunnyview Road NE

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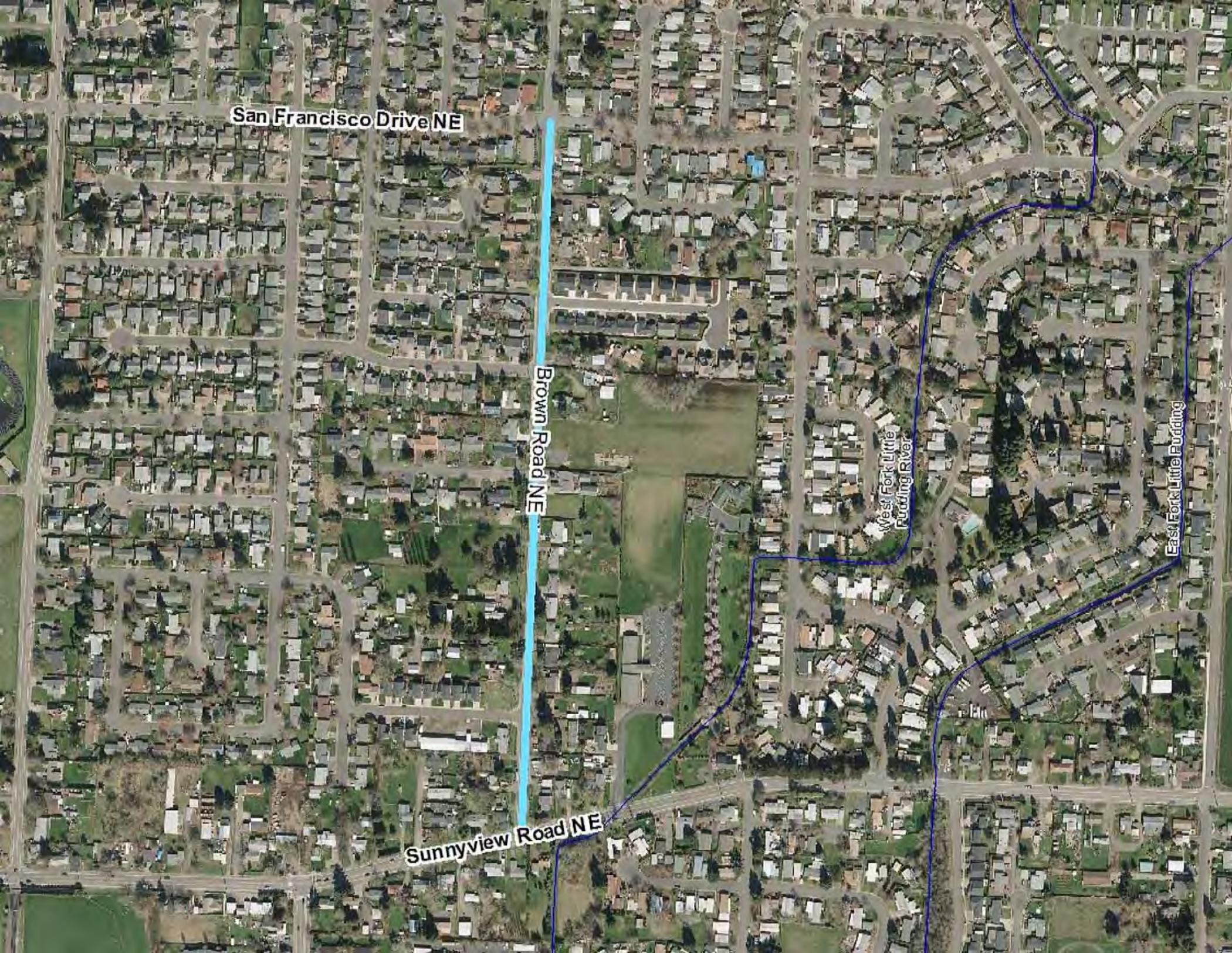
San Francisco Drive NE

Brown Road NE

Sunnyview Road NE

West Fork Little Pudding River

East Fork Little Pudding



## SALEM - KEIZER TRANSIT

925 Commercial Street SE, Suite 100  
Salem, OR 97302-4173

503-588-2424 Fax 503-566-3933  
www.cherriots.org

RECEIVED  
SEP 30 2013

CITY OF SALEM  
PUBLIC WORKS



September 26, 2013

Julie Warncke, Transportation Planning Manager  
City of Salem  
555 Liberty Street SE  
Salem, OR 97301-3513

Re: Bicycle and Pedestrian Improvements to Brown Road NE

Dear Ms. Warncke:

We want to thank you for the efforts to improve pedestrian and bicycle facilities along Brown Road NE in Salem, Oregon. This project will begin to address safety issues that are critical along Brown Road NE; however, the current project will leave an important section of Brown Road NE without adequate pedestrian and bicycle facilities.

As a provider of public transportation, the safety of our riders is our primary concern. The location along Brown Road NE has a high volume of pedestrian traffic, including many students traveling from home to their schools in the neighborhood, to the local city park property, and to friend's homes in the area. Even when the currently planned project is completed, Brown Road NE will not have continuous standard sidewalks or standard width bicycle lanes from Silverton Road NE to Sunnyview Road NE. This situation leaves pedestrians and bicyclists in a situation of having to travel dangerously close to moving traffic, or even in the traffic lane.

Many of our transit riders, including school students, use Brown Road NE to access the bus. Salem-Keizer Transit currently has a grant for stop and shelter improvements, and this funding can be used to assist with any bus stop improvements needed in conjunction with current and future pedestrian and bicycle improvements along Brown Road NE. This opportunity to combine the resources of two projects occurring in the same location has the potential to improve the overall benefit of the project to the neighborhoods in the area.

The transit routes serving Brown Road NE are the only bus routes within a reasonable walking distance for many of the residents in the area. By providing safe pedestrian and bicycle facilities along Brown Road NE, people will have a much safer and more convenient experience when using transit.

Sincerely,

Jerry Thompson, President

cc: Salem-Keizer Transit Board of Directors