



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 13, 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:	jwarncke@cityofsalem.net	Phone:	503-588-6211
Section 2: Project Information (Enter all applicable information.)			
Project Title:	McGilchrist Complete Street Project – Right-of-way		
Location (Street, highway, other identifier):	McGilchrist Street SE		
Cross street(s) or other reference point:	12 th to 25 th Streets SE		
Length in feet:	~4,500 feet		
RTSP Functional Class:	Minor Arterial		
Current Traffic Volume:	10,900 (2015)		
Existing Level of Service:	N/A		
Freight Volume:	1,486 (14%)		
Current Transit Ridership:	N/A		
Bike/Pedestrian Volumes:	N/A		
5-year Crash History:	89		
State Senate District:	10	State Representative District:	19
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
a. Project Description:	<p>The project will transform McGilchrist into a Complete Street that provides the necessary elements to support safe movement of goods and people by truck, rail, car, foot, and bicycle. Project elements include: additional travel lanes, turn lanes, bicycle lanes, sidewalks, planting areas, Green Stormwater Infrastructure, measures to reduce flooding, a new signalized street crossing, and improvements to the existing rail crossing. In total, the project will improve approximately 8,500 linear feet of roadway.</p>		
b. Briefly describe the problem and the proposed solution:	<p>The primary obstacle to development in the McGilchrist Opportunity Area is the abysmal condition of McGilchrist Street, which lacks sufficient width to safely accommodate current traffic volumes, freight movement, people walking and bicycling, and stormwater drainage. In its existing condition, the roadway has two 11-foot travel lanes with limited to non-existent shoulders, no turn lanes, and no crossing facilities for over 4,300 feet. There are no facilities for people walking or bicycling and the roadway is subject to frequent flooding associated with two undersized creek crossings and inadequate drainage.</p> <p>The City formed an Urban Renewal Area in 2006 specifically to support needed transportation improvements. Urban Renewal funds have been used to complete 60-percent design for this project and to complete all necessary environmental discipline reports.</p>		

There will not be enough urban renewal funds to acquire needed right-of-way and construct this \$23.6 million project. SKATS awarded \$3,230,000 for right-of-way acquisition in 2018. This amount is expected to be sufficient to acquire land needed along the corridor, with the exception of the land needed to realign 22nd Street at McGilchrist. The intersection of McGilchrist is an important part of the project as it will provide a signalized crossing at the currently off-set intersection. 22nd Street is also the only north-south connection within the McGilchrist Opportunity Area.

This application is for additional right-of-way funds so that the project can be “shovel ready.”

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: Right-of-way funds are programmed in 2018. 60-percent design documents and environmental discipline reports were submitted to ODOT for review in September 2017.				
Section 3: Eligibility (Check "yes," "no," or "not applicable" for each.)		Yes	No	N/A
RTSP: 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: S126				
State/Local Plans: 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.)				
Federal Eligibility: Is project eligible for STBGP-U or TA-U funding under Federal guidelines? (See application instructions.)		X		
Local Match: Can agency provide minimum required matching funds to the requested federal funds? (This should be indicated in Section 7.)		X		
Sufficient Funding: 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		
Readiness: Does the agency have the ability to utilize the requested federal funds in the Fiscal Years requested in Section 7?		X		
CMP: Is the project consistent with the regional Congestion Management Process? (See RTSP, Appendix E for information.)		X		
Provide information if the answer is "no" or "n/a" for any of the above eligibility questions:				

Section 4: Description of Project Benefits (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?
This project will address a key gap in the regional transportation system that is created by the current condition of McGilchrist Street. The project will connect industrial land to the regional transportation system, thereby supporting economic development. This one-mile section of McGilchrist Street is designated as a Critical Urban Freight Corridor. Once complete, movement of goods and people will be significantly enhanced. The surrounding area, referred to as the McGilchrist Opportunity Area, is approximately 468 acres. Redevelopment potential in this area relies on completion of this project. In addition, critical services are located along this corridor, including the Social Security Administration and the Veteran’s Administration Outpatient Clinic. Access to these facilities is extremely constrained by the conditions of McGilchrist, in particular the lack of space for people walking, bicycling, or using transit.	

b. Multiple Modes	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>The completed project will serve all modes of travel, including freight, automobile, bicycle, and pedestrian. McGilchrist is identified as a freight supportive roadway in the RTSP and is designated as a Critical Urban Freight Corridor. The project will provide facilities for people walking, biking, and driving. Transit does not currently operate on McGilchrist due to the conditions of the roadway. People using transit on intersecting streets, including Pringle, 13th, 12th, and 25th Streets, have inadequate facilities to connect them to destinations on the corridor.</p>	
c. Preservation	Describe how the requested funds will be used to maintain and preserve the regional transportation system in good repair.
<p>McGilchrist Street is classified as a Critical Urban Freight Corridor in the SKATS area, signifying its importance for supporting economic development. The current condition of this roadway and drainage is such that it can barely support the demands placed on it today; with no capacity to accommodate future growth.</p> <p>The pavement report completed for the project (GeoDesign, Inc. 2016) detailed that the severity of distress is between Moderate and Moderate to High for the majority of the corridor. The pavement report provided recommendations for pavement rehabilitation, repair, reconstruction, and widening to address site conditions.</p> <p>City maintenance crews grade the roadside ditches annually, fill potholes, and do minor surface treatments in an attempt to maintain its functionality; however, this is not a cost-effective use of resources. The project will be constructed to meet current standards with a 20-year design life. Once constructed, City resources can be transitioned to from corrective to preventative maintenance.</p> <p>The project is located in a floodplain and has inadequate stormwater drainage. While flooding cannot be entirely eliminated, stormwater drainage will be improved significantly, thereby reducing the frequency and severity of flooding associated with under-sized culverts.</p>	
d. Freight	Describe how the completed project improves the freight system and freight movement.
<p>McGilchrist is identified as a freight supportive roadway in the RTSP and is designated a Critical Urban Freight Corridor. Without this project, the level of service along the corridor is projected to fail, with volume to capacity ratios in excess of 1.0 at all but one project intersection in 2040. This is a critical freight corridor given the accessibility to high quality industrial land, access to I-5, the Union Pacific Railroad, and the Salem Municipal Airport.</p>	
e. Economic Development	Describe how the completed project promotes or supports economic development.
<p>The area surrounding McGilchrist Street was identified as a significant opportunity area in the 2015 NEN-SESNA Neighborhood Plan. This area, which is primarily zoned for industrial uses, consists of approximately 468 acres situated in inner-south Salem. McGilchrist is the primary east-west roadway connecting this industrial land to freeway access and the airport. McGilchrist is a Critical Urban Freight Corridor, one of only nine miles with this designation in the SKATS MPO.</p> <p>The primary obstacle to development in the McGilchrist area is the substandard condition of this roadway and its intersections. In addition to substandard geometry, there is insufficient capacity to serve future growth as documented in the traffic analysis for the project. With this recognition, the City in 2006 formed the McGilchrist Urban Renewal Area to support transportation improvements along this corridor.</p>	

<p>The Salem Economic Opportunities Analysis identified the McGilchrist Urban Renewal Area as high value industrial land and placed importance on preserving this area for industrial uses. Characteristics that support this designation include proximity to multi-modal transportation (rail, Interstate-5, and airport), flat land, and a long-term concentration of industrial and manufacturing uses. This area is envisioned to play an important role in retaining existing and attracting new traded-sector industries.</p>	
f. Safety	Describe how the completed project improves safety for all users.
<p>Safety is a prime objective of this project. The project will create a complete street designed to safely move people and freight through the corridor. Sidewalks will enable people to access destinations by foot, including transit connections. Bicycle lanes will provide a dedicated space for people choosing this travel mode. The project will realign the intersection of 22nd Street, mid-way along the corridor, and construct a traffic signal to facilitate safe crossing of McGilchrist. A center turn lane will be provided throughout the corridor to allow vehicles space to wait for a safe opportunity for left turns. Lighting will be added to this currently dark corridor to improve safety for all users, particularly during dark and rainy conditions of Oregon’s winters. Planting strips and rain gardens will be designed to further separate the pedestrians from motor vehicles wherever possible. The crossing of the Union Pacific Railroad will be upgraded to provide facilities for all users and minimize the risk of crashes. Altogether, this project is designed to improve safety for all transportation users.</p>	
g. Environmental Justice	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>This project is located within the South East Salem Neighborhood Association (SESNA). SESNA is located in the inner-south area of Salem, with a population of 5,651 residents (2010). The percentage of the population who identify as Hispanic or Latino is 27.3%, higher than the average rate for the City of Salem (20.3%). The median household income in this neighborhood is \$28,771, as compared to \$46,479 for the City as a whole. The neighborhood has a higher percentage of renter-occupied housing units, at 61.2%, compared to 44.3% citywide.</p> <p>The project will provide benefits to this neighborhood through the provision of a transportation facility that meets the needs of all users.</p>	
h. Efficiency	Describe how the project provides benefits to users of the system in a manner that is cost efficient.
<p>The McGilchrist Opportunity Area is situated in close proximity the regional transportation system, with nearby connections to OR 22, Interstate-5, the Union Pacific Railroad, and the Salem Municipal Airport. In addition, this industrial area is located close to several neighborhoods. Providing transportation facilities to support development in an area close to the regional transportation system and residential areas is an efficient use of funding by minimizing transportation costs for moving freight and people.</p>	
i. Environmental Impact	Describe how the completed project minimizes the impact to the natural and built environment.
<p>Existing runoff is collected by catch basins and roadside ditches that discharge to Clark Creek, West Fork of Pringle Creek, East Fork of Pringle Creek, or an unnamed ditch. There is currently no water quality treatment for the approximately 11 acres of impervious service in the project area. The three creeks that receive this runoff are known to contain native and non-native fish species, including ESA-listed species.</p> <p>The project will treat site runoff using Green Stormwater Infrastructure, designed according to City, State, and Federal requirements. Treatment will include partial infiltration facilities (planters, rain gardens, vegetated swales) to the maximum extent feasible. The addition of stormwater quality treatment will benefit the environment by improving water quality within the Pringle Creek Watershed.</p> <p>The project will significantly decrease congestion and reduce delays at project intersections as documented in the traffic analysis. This reduction in congestion-related emissions will help the region and the state meet Greenhouse Gas Reduction targets. Constructing facilities to support transportation options such as walking,</p>	

<p>bicycling, and transit, will reduce energy use and improve air quality. The close-in proximity to housing further supports the viability of people choosing walk, bicycle, or ride the bus.</p>	
j. Public Health	Describe how the completed project promotes public health benefits.
<p>Improved facilities for people walking and bicycling will promote active transportation. The proximity of the area to residential neighborhoods increases the likelihood of people choosing to walk or bicycle to placement of employment.</p>	
k. Other	Describe other benefits of the completed project or use of the requested transportation funds not listed above.
<p>The total cost of this project is high, at \$23.6 million. The funds requested from SKATS at this time are to support the City’s efforts to make this project “shovel-ready” to attract construction funding from the national level.</p>	
<p>Section 5: Importance and Support 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 this project is identified in several key planning documents, including the City of Salem Transportation System Plan, Urban Renewal Plan, and NEN-SESNA Neighborhood Plan. The industrial land surrounding the project was identified as high value industrial land in the City of Salem Economic Opportunities Analysis (2015-2035). This plan places a high priority on retaining high value industrial land. The roadway improvements associated with this project are necessary to support development and redevelopment of industrial land in this area.</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.
<p>This project has been developed with extensive public involvement, both through the creation of the McGilchrist Urban Renewal Area (2006) and the development of the NEN-SESNA Neighborhood Plan (2015). More recently, in February – July 2016, the City conducted several meetings with the public, property, and business owners as part of developing 60-percent design documents.</p> <p>In conjunction with the City’s application for TIGER 2017 funds, the City received letters of support from the following:</p> <ul style="list-style-type: none"> • Salem Municipal Airport • Salem Area Chamber of Commerce • Cherriots • Denezol Tool • Hancock Real Estate • State Legislators • Nate Levin • Mayor Bennett • Norpac • Oregon Transportation Commission • Salem Ale Works • SEDCOR • Sovereign Properties 	

<ul style="list-style-type: none"> Walling Properties <p>These letters of support are addressed to the Secretary of Transportation, Elaine Chao. The letters are available on the City's TIGER web page at: http://www.cityofsalem.net/Pages/mcgilchrist-project.aspx</p>	
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.).
<p>This project is included in the adopted Salem Transportation System Plan, the McGilchrist Urban Renewal Plan, the NEN-SESNA Neighborhood Plan, and the Regional Transportation System Plan. There has been extensive public involvement in developing and adopting all of the above plans.</p>	

<p>Section 6: Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)</p>	
	Description of attachments.
<input checked="" type="checkbox"/> Attached	<ul style="list-style-type: none"> Vicinity Map Major Project Components
<input type="checkbox"/> Not Applicable	

<p>Section 7: Timetable and Readiness Information: REQUIRED</p>	
<p>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.</p>	
Anticipated Dates	Activity
2018	Right-of-way Acquisition
2019-2020	Construction (subject to availability of funding)
<p>b. Describe any planning, coordination, or development activities that are planned or have taken place.</p> <p>Project design documents (60 percent) and environmental discipline reports have been submitted to ODOT for review in preparation for commencing right-of-way acquisition. In developing project design, the City has coordinated with ODOT, the Union Pacific Railroad, National Marine Fisheries Service, and business and property owners.</p>	
<p>c. Describe any issues or controversy that may delay the project.</p> <p>Construction funding has not yet been secured. The City applied for funding through the TIGER Discretionary Grant Program, 2017. If these funds are not awarded, the City will continue to seek sources to fund construction. Right-of-way acquisition will proceed to prepare the project as "shovel-ready." Given that property values are subject to change, the estimated cost for this additional right-of-way includes a 20-percent contingency.</p>	

<p>Section 8: Project Budget and Funding Request Summary: REQUIRED</p> <p>Note federal STBGP-U require at least 10.27% of funds from non-federal sources.</p>	
Estimated Total Project Cost	\$ 1,500,000

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
	Preliminary Engineering					
	Right of Way		\$1,345,000	\$155,000	\$	\$1,500,000
	Construction					
	Utility Relocate		\$	\$	\$	\$
	Other		\$	\$	\$	\$
Total request of federal funds:			\$1,345,000	\$155,000	\$	\$1,500,000
Enter amounts and sources of committed funds and match:	\$155,000	Source:	Urban Renewal Funds			
	\$	Source:				
	\$	Source:				
	\$	Source:				
	Total Match	\$155,000				

Provide other funding information, as relevant:

Section 9: Estimated Project Costs: REQUIRED			
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) -->		\$
Construction Engineering	(Enter % of Construction cost) -->		\$
Environmental Work			\$
Right-of-Way and/or Building purchase			\$1,500,000
Capital Equipment			\$
Non-Construction Project Cost sub-total			\$1,500,000
Construction Estimate			
Construction Contingency	(Enter % of Construction cost) -->		
Construction Project Cost sub-total			

Non-Eligible Costs sub-total (other non-transportation project expenditures, e.g., non-reimbursable utilities)		\$
Total Project Costs (Add the subtotals from above.)		\$1,500,000
b. Additional project cost information. 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> <input type="checkbox"/> Attached <input type="checkbox"/> Not Applicable	Description of attachments	
c. Project Administration Details. 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 _____		
Section 10: Submittal Approval		
Project Sponsor Signature Authority Information - REQUIRED		
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:
Co-Sponsor Signature Authority Information		
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.			

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