

ADDITIONS A G E N D A



Joint Meeting of the City of Salem Budget Committee and
the Salem Urban Renewal Agency Budget Committee

DATE: Wednesday, April 26, 2023
TIME: 6:00 PM
CHAIRPERSON: Virginia Stapleton

STAFF LIAISON:
Josh Eggleston, Chief Financial Officer
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ADDITIONS AGENDA

- 4. ACTION ITEMS
 - c. Errata 3 – Scrivener Correction, Cultural and Tourism (TOT) Fund Summary (Book 1, pgs. 301- 302, 304)
- 5. INFORMATION ITEMS
 - e. Staff Report: Additional Responses to Committee Member Questions

The City of Salem budget information can be accessed on the internet at: www.cityofsalem.net/departments/budget

NOTE: Disability-related accommodations, including auxiliary aids or services, in order to participate in this meeting, are available upon request. Sign language and Spanish interpretation is available at the meeting. For languages other than English are also available upon request. To request such an accommodation or interpretation, contact Kelli Blechschmidt, (503) 588-6049 or kblechschmidt@cityofsalem.net at least 2 business days before this meeting. TTD/TTY telephone (503) 588-6439 is also available 24/7.

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For the Budget Committee Meeting of: April 26, 2023
Agenda Item No.: 4.c.

TO: Budget Committee

THROUGH: Keith Stahley, City Manager

FROM: Josh Eggleston, Chief Financial Officer

SUBJECT: Errata Sheet 3 – Cultural and Tourism (TOT) Fund Summary pages, 301-302, 304.

ISSUE:

To inform the Budget Committee about errors and corrections, or updated information regarding the Proposed FY 2024 City of Salem Budget.

RECOMMENDATION:

1. Accept changes to the Proposed FY 2024 City of Salem Budget on pages 301 – 304 for the incorrectly displayed Cultural & Tourism Promotion Advisory Board (CTPAB) recommended budget column.

SUMMARY AND BACKGROUND:

Errata sheets are used in the budget process to identify and correct errors to the proposed budget or provide updated information. Small errors in formatting, spelling, and grammar may not be included in an errata sheet, but instead will be corrected prior to publication of the adopted budget. When an error or updated information has a budgetary impact or could affect comprehension, an errata sheet is prepared.

FACTS AND FINDINGS:

During the review process of the budget book, Urban and Community Development Department staff identified that the Operating Grants on page 302 were displaying fiscal year 2023 values in the CTPAB recommended column. These values should have been the same as the City Manager's Proposed FY 2024 column. Additionally, page 301 displayed a \$450 difference in the Historic and City Landscape Maintenance program between the City Manager's Proposed FY 2024 column and the CTPAB recommended in error. Values in the CTPAB recommended column should have matched the City Manager's Proposed FY 2024 column. There is no budgetary impact to this change.

Kelli Blechschmidt
Management Analyst I

Attachments:

1. Errata 3 replacement pages

For Budget Committee Meeting of April 26, 2023
Errata Sheet 3

Page 1

**CULTURAL AND TOURISM
FUND NO. 175
FY 2024**

**Department: Non-Departmental
Cost Center: Cultural and Tourism
Cost Center No: 60-91-00-00**

	City Manager's Proposed FY 2024	CTPAB Recommended FY 2024
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RESOURCES

Beginning fund balance	\$ 2,047,540	\$ 3,881,480	\$ 3,881,480
Utility contributions - tenants / Parks Operations	5,400	5,400	5,400
Projected tax collections	4,191,730	4,770,140	4,770,140
Interest earnings	7,000	16,800	16,800
Other revenue	12,000	12,000	12,000
TOTAL RESOURCES	\$ 6,263,670	\$ 8,685,820	\$ 8,685,820

EXPENDITURES

CONVENTION CENTER SUPPORT (60911000)

City contribution to Convention Center reserve			
Convention Center marketing	\$ 419,170	\$ 477,020	\$ 477,020
Total Convention Center Support	\$ 419,170	\$ 477,020	\$ 477,020

CONVENTION AND TOURISM MARKETING (60912000)

Convention and tourism promotion	\$ 1,047,930	\$ 1,192,540	\$ 1,192,540
Travel Salem website upgrade			
Total Convention and Tourism Marketing	\$ 1,047,930	\$ 1,192,540	\$ 1,192,540

CITY PROGRAMS (60913000)

Projects Transferred to Capital Improvements Fund (255)

Historic Building Condition Survey			
Bush House roof treatment / repairs	\$ 50,000	\$ 65,000	\$ 65,000
CIP supported projects (Riverfront Electrical, Art Eco Ball, and Wallace Playground)	232,000	150,000	150,000
City-sponsored signature festival / events (4th of July, Neighborhood Street Art, and Hispanic Heritage Month Celebration)	1,500	40,500	40,500
Support for public art acquisition, maintenance, administration (Fund 176)	25,000	25,000	25,000
<i>Total Historic Building Major Projects</i>	\$ 308,500	\$ 280,500	\$ 280,500

Historic Building Maintenance	\$ 97,620	\$ 100,710	\$ 100,710
Historic and City Landscape Maintenance	\$ 1,459,920	\$ 1,608,080	\$ 1,608,080
Historic Building Utilities	\$ 46,350	\$ 47,740	\$ 47,740
Total City Programs	\$ 1,912,390	\$ 2,037,030	\$ 2,037,030

**CULTURAL AND TOURISM
FUND NO. 175
FY 2024**

**Department: Non-Departmental
Cost Center: Cultural and Tourism
Cost Center No: 60-91-00-00**

	City Manager's	CTPAB
Adopted	Proposed	Recommended
FY 2023	FY 2024	FY 2024

STAFFING & CONTRACT ADMINISTRATION (60913500)

Total Staffing & Contract Administration

\$ 495,380	\$ 364,300	\$ 364,300
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MAJOR TOURIST ATTRACTION AND CULTURAL FACILITIES (60914000)

Operating Grants

Gilbert House Children's Museum	\$ 43,750	\$ 48,130	\$ 48,130
Deepwood Museum & Gardens	44,060	48,130	\$ 48,130
Historic Elsinore Theatre	45,460	48,130	\$ 48,130
Hallie Ford Museum of Art	45,150	48,130	\$ 48,130
Salem Art Association	45,180	48,130	\$ 48,130
Salem's Multicultural Institute	45,000	48,130	\$ 48,130
Salem's Riverfront Carousel	42,810	48,130	\$ 48,130
Willamette Art Center / Friends of the Visual Arts	42,810	48,130	\$ 48,130
Willamette Heritage Center	45,780	48,130	\$ 48,130
<i>Total Operating Grants</i>	\$ 400,000	\$ 433,170	\$ 433,170

Special Event / Project Grants

Capaces Leadership Institute - Salem Cultural Night Mercado Hispanic Heritage Month	\$ -	\$ 10,000	\$ 10,000
Capitol Pride (dba Salem Capital Pride) - Pride in the Park	7,500	10,000	10,000
Capitol Pride (dba Salem Capital Pride) - Pride March and Block Party	-	10,000	10,000
Casa de la Cultura Tlanese - Dia de Muertos Celebration	-	10,000	10,000
Casa de la Cultura Tlanese - Haupango Huasteco Contest	-	10,000	10,000
Ceili of the Valley Society - Celtic Festival	5,000	5,000	5,000
Sasquatch Sports - Capitol City Classic	2,000	2,000	2,000
Deepwood Museum & Gardens - Public Quarterly Event Series	-	10,000	10,000
Deepwood Museum & Gardens - Erythronium Festival	3,000	-	-
Englewood Forest Festival	3,000	3,600	3,600

**CULTURAL AND TOURISM
FUND NO. 175
FY 2024**

**Department: Non-Departmental
Cost Center: Cultural and Tourism
Cost Center No: 60-91-00-00**

Capital Improvement / Outlay Grants

	Adopted FY 2023	City Manager's Proposed FY 2024	CTPAB Recommended FY 2024
Gilbert House Children's Museum - Priority Play Accessible Outdoor Play	\$ 7,500	\$ -	\$ -
Historic Elsinore Theatre - Concession & Box Office Renovation	-	10,000	10,000
Keizer - Salem Youth Basketball Association - Event & Game Day Entertainment System	7,500	-	-
Willamette Heritage Center - Asphalt Walkways Repair & Replacement	-	10,000	10,000
<i>Total Capital Improvements / Outlay Grants</i>	15,000	20,000	20,000

<u>Total CTPAB Grants</u>	\$ 557,750	\$ 715,520	\$ 715,520
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Direct Banking Fees	250	540	540
Card Processing Fees	31,290	39,740	39,740
<u>Contingencies</u>	\$ 200,000	\$ 200,000	\$ 200,000

TOTAL EXPENDITURES

<u>\$ 4,664,160</u>	<u>\$ 5,026,690</u>	<u>\$ 5,026,690</u>
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TO: Budget Committee Members

THROUGH: Keith Stahley, City Manager

FROM: Josh Eggleston, Chief Financial Officer

SUBJECT: Additional Responses to Committee Member Questions

SUMMARY:

Since the release of the agenda, Committee members have reached out to City departments with additional questions. In the interest of sharing information and increasing understanding, the questions and responses are compiled in this document.

These questions are all related to the Proposed Capital Improvement Plan.

ISSUE:

Additional responses to member questions through April 26, 2023.

RECOMMENDATION:

Information only.

BACKGROUND:

General Inquires:

- Why are costs increasing for so many projects?

As project planning and scoping work gets underway, it provides an early opportunity to reevaluate the scope and cost of the project to make sure its specific objectives are being met and programmed funding is sufficient. It is not uncommon to adjust CIP funding amounts as the project nears the current budget year. Construction costs have risen dramatically over the past 2 years due to increased costs of raw materials (asphalt, concrete, steel, fuel, etc) along with increased labor costs due to qualified workforce shortages. Supply chain difficulties are extending project durations, which also contributes to increased costs for extended overhead expenses and less efficient construction sequencing. Design costs have also increased significantly.

- What happens when a project is no longer shown in the CIP?

In most cases, when a project no longer shows up in the CIP, it means that the project has been fully funded and is no longer required to be included for the financial planning purposes of the CIP. The project will remain in the construction budget each year as rollover project until it is completed. Sometimes it takes a few

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years to complete the budgeted project as we work through the process of design, permitting, right-of-way acquisition, construction and close-out. When the project drops out of the CIP, it does not signify completion of construction, just full funding. In rarer cases, priorities change, funding is not realized, or insurmountable obstacles are discovered, at which time a project may be removed from the CIP. These projects continue to be tracked as active issues for reconsideration in future CIPs.

- Why are SDC projects changing so much?

Forecasted SDC revenues are development dependent and they fell short of projections over the past year, requiring an adjustment of projected revenue over the 5-year CIP. Affordable housing developments have a portion of the SDC fees waived based on the percentage of affordable units, which decreases overall SDC revenue. At the same time, many developments are either ongoing or getting underway where public improvements that are eligible for SDC funded reimbursement are being constructed. Several planned CIP projects had to be resequenced in the CIP to adjust for the decreased revenues and increased reimbursements.

CIP Category Specific Questions

Parks:

- Page 18 #918 - Future Park Acquisition - We are adding \$470k this year to get to \$2.3 million in total funding. Can you tell me what land, if any, we are planning to buy this year?

This project functions similar to a savings account. Through the Proposed FY 2024-28 CIP, the City is forecasting an accumulation of funding for one or more future park acquisitions. The funding is not committed to specific projects and can be utilized if, and when one or more opportunities arise to acquire a park included in the SDC eligible projects lists (309 list). If staff have reason to believe that a property will be purchased in the upcoming budget year, we identify it independently in Year 1 of the Proposed FY 2024-28 CIP and in the proposed City Budget.

The amount of SDC funding that is proposed this year is higher for a couple of reasons. First, an unanticipated transfer was made to P.N. 722409 through the FY 2023 Budget. The additional funding this year helps to replenish "the savings account." P.N. 722409 funds a proposed purchase of park property near State Street and Cordon Road NE. An appraisal was updated in early 2022 and it

Page 3

showed that the City needed more funding due to increasing land value. This is the reason for the transfer.

There are also several potential acquisition opportunities on the horizon, reason enough to put funding aside. For example, at one point a park amenities site was identified in a preliminary site plan for the Front Street Redevelopment ("The Cannery"). The area is not well served by neighborhood parks.

- Page 25 #1471 - Fabry Natural Area Acquisition - How does this differ from #918

This is a proposed acquisition that staff anticipates closing on in the upcoming budget year – the project is included in the proposed FY 2024 capital budget. The land use decision for the subdivision requires the developer to sell the property to the City. Staff have reason to believe that the property will be purchased in the upcoming budget year, so we identified it as a separate, independent project with dedicated funding.

- Page 30 #1511 - Willamette Valley View Park - Same question as above

This is a nearly identical situation to the Fabry Natural Area Acquisition. The main difference is that this project is the proposed acquisition of a future neighborhood park while the Fabry Natural Area Acquisition is a proposed natural area park.

Parking Structures:

- (2023 CIP) Page 37 #944 - Pringle Parkade Upgrades - This is no longer listed in the 2024 book, what's changed? Are the improvements no longer needed?

The City listed leasehold revenue as the funding source for this in the FY 2023-27 CIP; however, the City has determined that Pringle Parkade is not eligible for leasehold funding and would need to instead rely on the General Fund, which does not currently have the ability to fund this project. Therefore, it was removed from the Proposed FY 2024-28 CIP.

- Page 50 #1577 - CAP - Is this money set aside for the DT area to upgrade to paid parking?

Page 4

Yes, this project is for implementation of a potential paid parking program in downtown if Council chooses that route. It can also be used for other activities related to implementation of the Climate Action Plan if Council does not pursue paid parking in downtown.

Streetlights:

- Page 52 #543 - New Streetlights -

- Our annual funding went up by \$100k overall and our project est. went up by \$1 million each, can you tell me why we have these changes?

When the streetlight fee was adopted in 2015, this fee was established to provide funding for the electricity to power the streetlights, the re-lamping of the system to energy efficient LED lamps, replacement of aging poles, and installation of new streetlights in underserved areas. The goal was to set the fee at a rate sufficient to accomplish these goals without increasing the fee for ten years. When preparing the five-year forecast, it was determined that the fund could support an additional \$100,000 per year for new installations, so the annual allocation was increased to provide additional funding for streetlight installations. The goal is to use available funding to expand the streetlight network in areas that do not have streetlights or to replace poles that may be nearing end of life.

- Where are we at with upgrades, repairs, and installs?

We have bid three street lighting and replacement construction projects in the past 24 months totaling over \$1.5 million. This work includes installing 67 new lights on existing poles, 39 new lights on new wooden poles, and 30 new lights on fiberglass poles. Construction beginning in Summer 2023 will add 53 new lights on existing, wooden and fiberglass poles.

- Are we always going to put \$600k a year into this budget even when we have \$5.3 million saved? Do we have plans for how to spend that money?

The Streetlight Fund on page 394 of Book 1 is an operating fund that pays for electricity to power the streetlights and for repair and installation of streetlights. Page 394 shows total resources of \$3.4 million of which \$1.45 million is beginning working capital and the balance of approximately \$2

Page 5

million represents the streetlight fee, permits, interest and accident recovery. Page 395 shows an expenditure budget of \$2.5 million, of which \$700,000 is in line item 62110 - transfers to other funds - for two projects in the construction fund. Transfers to construction will continue annually based on funding available.

There are two corresponding projects in the Proposed FY 2024-28 CIP on Pages 52 and 53: Project 0000543 is for New Streetlight Installations at \$600,000 per year and Project 0000729 is for Streetlight Pole Rehabilitation at \$100,000 per year. Each year, new money is allocated to projects in the CIP. The notations related to amount funded in prior years for each project is the amount transferred in previous years for the program. It does not represent savings or the balance available but is intended to represent the cumulative amounts of funds transferred in prior years.

As of April 25, 2023, a total of \$4,545,189 has been expended in the construction fund on Streetlight projects since the inception of the program. Construction projects are identified on page 231, project 42 through 44, representing the balances available for work in progress. Project 43 on page 231 contains the \$100,000 identified in Project 0000729 above. Project 2 on page 226 for FY 2024 streetlight installations is project 0000543 from the CIP.

- This is funded by the streetlight fee, correct? What all can we spend that money on, only streetlights?

Yes, Project 543 on Page 52 and Project 729 on Page 53 of the Proposed FY 2024-28 CIP are funded with the streetlight fee revenue and can only be spent on the maintenance and installation of streetlights. When enacted, this fee was established to provide funding for the electricity to power the streetlights, the re-lamping of the system to energy efficient LED lamps, replacement of aging poles, and installation of new streetlights in underserved areas.

Streets:

- (2023 CIP) Page 50 #1040 - McGilchrist - \$5.5 million est. and \$225k funded.
 - Was this added to the current (2024) CIP #554 project on page 55 (did we combine projects)?

Page 6

No, these projects are not combined. Project 1040 is not in the proposed 2024-28 CIP because no additional funds are being added to the project.

- Increase in total project cost went from \$26.4 (both project numbers) to \$35.5 - I'd like to know where the added cost is coming from.

Please see the general explanation provided regarding rising costs.

- (2023 CIP) Page 46 - 2nd Street shows \$5,930,000 funded with no additional funding for 2023 but in the 2024 CIP we show \$7,391,370 funded - where did that money come from?

The amount funded in prior years in 2023 was incorrect. The prior years funding was corrected in the Proposed FY 2024-28 document.

- #1012 - Hawthorne Ave - This is a confusing project for me, I'll do my best to list my questions.
 - (2023 CIP) Page 47 - 2023 \$530k added to total \$2.5 million - was this project completed and spent down completely? Please see next question.

No, due to decreased revenues and increased reimbursements, this project had to be reprogrammed.

- (2024 CIP) Page 56 - Same project number, title and depiction - \$30k in prior year funding but a new total project cost for \$930k in 2028. I'm confused.

Please see above. \$30,000 was expended in FY 2023 and the project has been reprogrammed in the Proposed 2024-28 CIP, adding \$900,000 in FY 2028. Additional funding will be added in future CIP cycles.

- #1014 - Commercial St - Lots of questions
 - (2023 CIP) Page 47 - \$189,140 in prior year funding with total cost est. of \$773k. See next question.

This is a correct statement.

- (2024 CIP) Page 56 - No prior year funding with a new cost estimate of \$584k. Can you tell me what's going on with this project?

This is an error in the FY 2024-28 document. The project should show \$189,140 of prior year funding.

- Page 57 #1018 - State St - The project costs almost doubled, can you let me know what's driving the cost increase?

Construction costs are substantially higher than what was included in the ODOT scoped and estimated project. The scope increases include:

- The poor condition of the existing traffic signal requires replacement of conduit and wiring.
- ADA improvements were not adequately scoped, requiring more area to be improved and additional right-of-way needs.

- Page 58 #1030 - Commercial St

- This project cost est. increased by \$2.1 million, same question as others, I'd like to know what's driving these sharp increases in some of our projects.

Increased costs are based upon inflation in construction and consultant costs. A detailed scope review and cost estimate completed in 2022 identified project issues which allowed for the opportunity to request and receive additional Federal funds for the project.

- I'd like to know how this project will interface with the future buffered bike lanes.

This will be determined during the design development phase with an eye toward making safe and efficient connections to current and future facilities.

Page 8

- When you have designs/concepts ready I'd like to see them, please. I'm interested in how the sidewalks will be built there (steep hill) and if we can get creative with the ROW we already have there.

We will incorporate your request when the project is in the design development phase.

- Page 58 #1033 - Silverton Rd/17th

- This project shows \$2.8 million in prior year funding, but I don't see it in the 2023 CIP book, can you help me understand why that is and where that prior funding is coming from?

The prior year funding was in the FY 2022-23 North Gateway URA capital budget and was working capital made available for this project.

- If Silverton Rd does go to 3 lanes, how would this project support that?

The concept of a three-lane section will be investigated and the impacts to the traffic system will be determined during the design development phase. Design and construction of this project will be coordinated with the Safety and Livability bond project for Silverton Road Pavement Rehabilitation and Replacement in 2024.

- Can you tell me why we need this extra turn lane?

The current need for the turn lane is based upon traffic congestion observations and citizen complaints/requests. A traffic system analysis will be conducted during the design development phase to detail both the need of the turn lane and how a proposed three-lane section would impact congestion within the area.

- Page 59 #1049 Orchard Hts.

- I would like to see the future plans for this project and the traffic counts that support the need.

Plans are currently being developed for this sidewalk infill and pedestrian crossing improvement project and can be reviewed with you once available.

- I'm also interested in looking for other solutions to the issues within the project. We already have a ton of ROW there, are we planning on using what we have or are we planning to acquire more ROW?

Additional right-of-way is necessary in specific areas to install new sidewalks.

- #1380 - Lone Oak

- (2023 CIP) Page 57 Funded at \$350k

Correct.

- (2024 CIP) Page 63 No prior year funding noted, can you tell me what's going on here? What happened to the \$350k?

SDC revenue did not come in as projected, so the funding was not shown in prior year funding but was re-programmed in the Proposed FY 2024-28 CIP.

- Again, this has a large increase in project est., has the scope changed?

The original project funding was a placeholder based on very early information until a detailed scope and cost estimate could be developed, which is reflected in the new project funding included in Proposed FY 2024-28 CIP.

- Page 63 #1440 and 1441 - Concerned about future road diets, how do these projects set us up for our future goals?

These projects align with goals for pedestrian safety – both are funded by ODOT Safe Routes to School Grants that we applied for and received. Project 1440 (Market @ Aguilas) is located in a section that is currently three lanes – no further road diet would be possible in this section.

Project 1441 is in proximity to the area that will be analyzed for a possible road diet as part of a Bond paving project (Silverton Road). If the decision is made to pursue a road diet, the scope can still work within that context. There is also time to consider modifying the scope to best align with any proposed roadway reconfiguration (e.g., add a median island).

- Page 64 #1513 - Marine Dr - \$250k in prior year funding, was this from the 2008 Bond?

No, this project was opened in FY 2022-23 when the 2022 Bonds were sold and \$250,000 was allocated to the project.

- Page 65 #1517 - Union St - What was the original amount for this section in the Bond? I remember around \$6 million but I only see \$3.8 million listed here. Did I remember this wrong or has the cost est. changed?

\$500,000 is listed as prior year funding and \$3,800,000 in FY 2024-28, for a total of \$4.3 million. This was the original amount for this section in the Bond.

- Page 65 and 66 #1518, 1519, 1520 - I see the total bucket amounts from the Bond are spread out here but where would I see the normal \$2 million annually for sidewalks? I didn't see it in the 2023 CIP either so I'm guessing that's in a different part of the budget. If so, what's that part of the budget and do we get to see/vote on that as well?

The \$2 million for sidewalks is part of the Transportation Fund operating budget and is shown as a program on Page 135 for Sidewalk Maintenance in the amount of \$2,293,770.

Page 11

- Page 72 #1549 - Union St (Summer to Front) - This shows no prior funding but \$900k from Urban Renewal - Can you tell me what is included in this project? I'm guessing this is between Commercial and the Ped Bridge but please correct me if I'm wrong.

Project limits are correct as specified. The project extends bicycle and pedestrian improvements on Union Street from Summer St NE to Front St NE.

- Page 72 #1550 - River Rd NE - Can you tell me what all the City of Salem is doing on this project and why? I see they are giving \$10k to the project and we aren't listed, what's our role here?

The City of Salem and City of Keizer have a cooperative agreement for Salem to operate and maintain via reimbursement the traffic signal system within Keizer. This project is part of that agreement since the City of Salem is certified by ODOT to deliver the federally funded improvements to the system.

- Mill Creek Urban Renewal Projects - Can you tell me how these projects create a connected (protected?) bike network in this area?

The attached map (attachment 1) shows the planned multi-use paths and recreational trails included in the MCCC Master Plan. The multi-use paths provide an 8-foot-wide sidewalk along the streets within the MCCC. This is in addition to the standard bike lanes within the roadway that are also included. To date, the multi-use paths have been constructed along Aumsville Hwy, Truax Dr, and the portion of Mill Creek Dr that has been built. Active construction to complete Mill Creek Dr, Logistics St, and a portion of Turner Rd will complete the paths along those roads as indicated.

The recreational trail shown provides a 12-foot path that runs through both open space wetlands and allows for additional connectivity north and south through the MCCC and have been completed with previous construction.

Questions from 2023 CIP:

- #253 Gaffin Rd - This project was in the CIP but not in the current one, does that mean we are no longer planning on doing this project?

This is in the proposed FY 2024-28 CIP, Page 55, but it is not ready to be designed and constructed at this time. Funding is being held in FY 2026 in anticipation of continued coordination with Marion County, Salem-Keizer School District and surrounding development to complete the project.

- #627 Commercial St Buffered Bike Lanes - This project is fully funded at \$2.1 million but it was dropped from the 2024 CIP. I'd like to know why and when we are planning to complete the project?

The project is receiving no additional funds; therefore, it is not in the Proposed FY 2024-28 CIP. It is in the FY 2024 Capital Construction budget, Pg 230 Transportation section. Design is 90-percent complete, and we anticipate advertising the project for bid in the Fall 2023.

- #711 - \$462k and #1145 - \$975k - Both of these line items were for Ped Safety Crossing programs in 2023 but I don't see a line item for them in the 2024 CIP. What happened to these projects? Was the money spent?

- #711 – This project received one-time funds that from SKATS (CRRSSA) – split between Safer Crossing and Neighborhood Traffic Management (#1378). This project is not receiving additional funds; therefore, it is not in the Proposed FY 2024-28 CIP. The project is in the FY 2024 Capital Construction budget, Page 230, #27 Transportation section. We continue to identify and advance projects. One example is the Lancaster Dr at Watson Ave Pedestrian Crossing which recently bid, and construction will be starting this summer.

- #1145 – This project is not receiving additional funds; therefore, it is not in the Proposed FY 2024-28 CIP. The project is in the FY 2024 Capital Construction budget, Page 230, #27 Transportation section. This project is funded with 2008 Bond fund to allow Gas Tax funds to be used in other areas of need.

Page 13

- #718 - Niles Ave NE - Again, same question as above. What does it mean when projects fall off the CIP?

Due to higher priorities, lack of funding, and project complexities the project will need to be reprogrammed in a future CIP. This project will be reprioritized with other North Gateway projects for future funds.

- #1035, 1037, 1038 - Pine Street - Funded at \$2.6 million (I believe in Urban Renewal) - These projects are not in the 2024 CIP, what's the status on them?
 - #1035 – This project was listed in the FY 2023-2027 CIP in error. The funds remain with North Gateway URA for reallocation.
 - #1037 – This project was for the potential realignment of Pine St NE, based on initial conversations with the railroad and a review of design options this project is not likely to move forward. A portion of the funds are being reallocated to backfill the increased costs for the Silverton Rd NE /17th St NE project which has a combination of URA and 2022 Bond funds. The remaining funds are being held to potentially backfill the future bond project of water infrastructure, paving, etc. on Portland Rd NE.
 - #1038 – This project is still in the CIP, though the title has been revised to 2640 Portland Road NE Redevelopment, to provide additional transparency specific to the site.
- #1193 - Broadway - Can I get an update on the Broadway improvements, funding and construction timeline?

The project has been awarded and construction will begin early this Summer and is anticipated to be substantially complete this Fall. The project will convert Broadway from four lanes to three with a continuous center turn and bike lanes. A new signal will also be constructed at Broadway and Pine Street. Project funding includes: \$1,313,397 Federal, \$281,246 Streets and Bridges Bond, and \$400,000 Transportation SDCs. Total Project: \$1,994,644

- #1345 - TSP Update - I see a one-time \$400k for the TSP update, knowing that this is a multi-year project will that amount fund the whole project or will we see more money in future years?

Page 14

We are expecting to get funding from the State to help with updating the TSP. The \$400,00 will help provide the required match. It is unclear at this time if we will need additional funds beyond what the State is able to offer.

- #1378 - Neighborhood Solutions - What's the future of this line item? If this is where 20 is Plenty, speed humps and stop signs are going to be funded from should we be putting some money towards those goals?

This project received one-time funds that from SKATS (CRRSSA) – split between Neighborhood Traffic Management (#1378) and Safer Crossings (#711). This is where 20-is-plenty, speed humps and neighborhood stop plans would be funded. Additional funds could be added in future years if available. One project was completed in FY 2022-23, speed hump installations at Stortz Ave NE and Walker Rd NE.

- Can I assume that everything funded in 2023 and not beyond was constructed?

Please see the general response above regarding projects dropping out of the CIP. Sometimes it takes a few years to complete the project after full funding has been received.

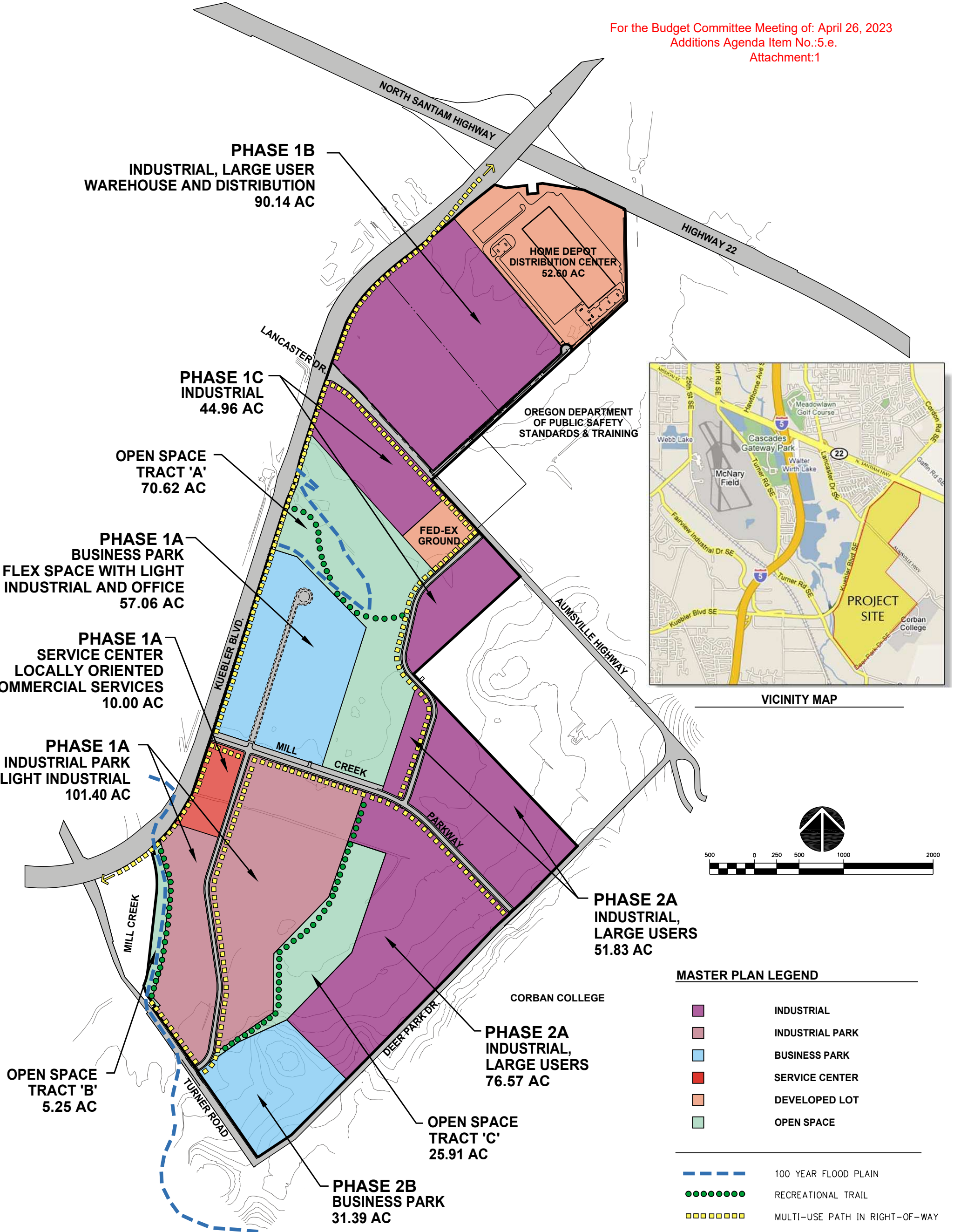
- Lastly, I'd like an update on funding for the Winter-Maple bikeway, even if you are not putting any funds towards that project, it would be good to know what the project costs are currently.

The total estimated cost for completing the main elements of the Winter-Maple Bikeway is approximately \$19 million. See attached cost estimate figure for the elements included in this total (note it does NOT include sidewalk rehabilitation). The PDF (attachment 2) shows a total estimated cost of approximately \$17.5 million. This was developed during bond discussions and was inflated to 2027 dollars. In addition, attachment 3 is the estimate done in April 2022 for pavement rehabilitation of the section from D St to Market St, which adds another \$1.6 million (\$1.85 million in 2027 dollars).

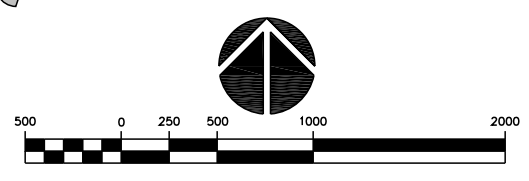
MILL CREEK CORPORATE CENTER

SALEM, OREGON

For the Budget Committee Meeting of: April 26, 2023
 Additions Agenda Item No.:5.e.
 Attachment:1



VICINITY MAP



MASTER PLAN LEGEND

- INDUSTRIAL
 - INDUSTRIAL PARK
 - BUSINESS PARK
 - SERVICE CENTER
 - DEVELOPED LOT
 - OPEN SPACE
-
- 100 YEAR FLOOD PLAIN
 - RECREATIONAL TRAIL
 - MULTI-USE PATH IN RIGHT-OF-WAY





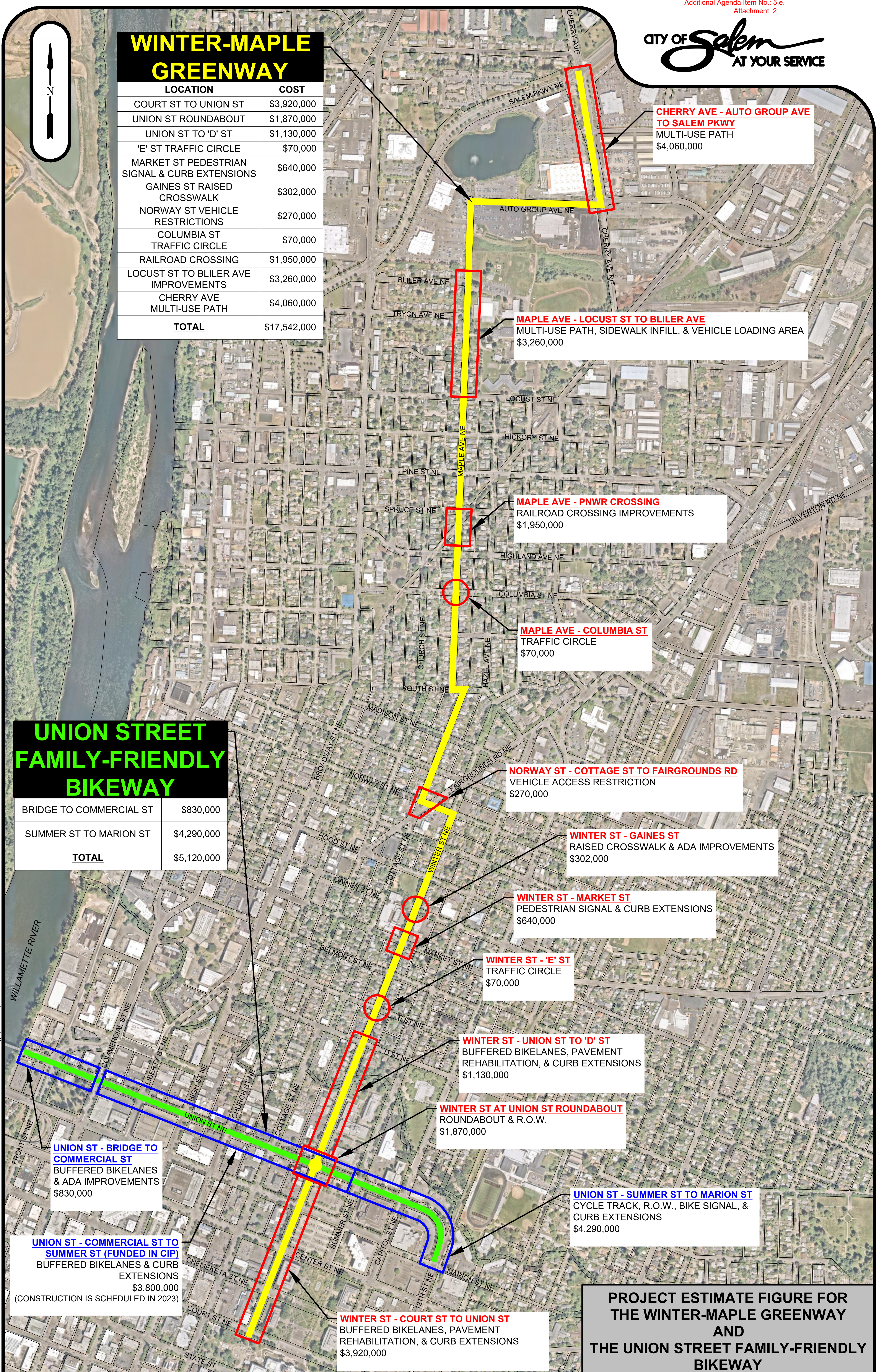
WINTER-MAPLE GREENWAY

LOCATION	COST
COURT ST TO UNION ST	\$3,920,000
UNION ST ROUNDABOUT	\$1,870,000
UNION ST TO 'D' ST	\$1,130,000
'E' ST TRAFFIC CIRCLE	\$70,000
MARKET ST PEDESTRIAN SIGNAL & CURB EXTENSIONS	\$640,000
GAINES ST RAISED CROSSWALK	\$302,000
NORWAY ST VEHICLE RESTRICTIONS	\$270,000
COLUMBIA ST TRAFFIC CIRCLE	\$70,000
RAILROAD CROSSING	\$1,950,000
LOCUST ST TO BLILER AVE IMPROVEMENTS	\$3,260,000
CHERRY AVE MULTI-USE PATH	\$4,060,000
TOTAL	\$17,542,000

UNION STREET FAMILY-FRIENDLY BIKEWAY

BRIDGE TO COMMERCIAL ST	\$830,000
SUMMER ST TO MARION ST	\$4,290,000
TOTAL	\$5,120,000

C:\PROJECTS 2020-JAKIBOND 2022\WINTER-MAPLE-ALL BOND B.dwg (ALL.tbl)



CHERRY AVE - AUTO GROUP AVE TO SALEM PKWY
 MULTI-USE PATH
 \$4,060,000

MAPLE AVE - LOCUST ST TO BLILER AVE
 MULTI-USE PATH, SIDEWALK INFILL, & VEHICLE LOADING AREA
 \$3,260,000

MAPLE AVE - PNWR CROSSING
 RAILROAD CROSSING IMPROVEMENTS
 \$1,950,000

MAPLE AVE - COLUMBIA ST
 TRAFFIC CIRCLE
 \$70,000

NORWAY ST - COTTAGE ST TO FAIRGROUNDS RD
 VEHICLE ACCESS RESTRICTION
 \$270,000

WINTER ST - GAINES ST
 RAISED CROSSWALK & ADA IMPROVEMENTS
 \$302,000

WINTER ST - MARKET ST
 PEDESTRIAN SIGNAL & CURB EXTENSIONS
 \$640,000

WINTER ST - 'E' ST
 TRAFFIC CIRCLE
 \$70,000

WINTER ST - UNION ST TO 'D' ST
 BUFFERED BIKELANES, PAVEMENT REHABILITATION, & CURB EXTENSIONS
 \$1,130,000

WINTER ST AT UNION ST ROUNDABOUT
 ROUNDABOUT & R.O.W.
 \$1,870,000

UNION ST - SUMMER ST TO MARION ST
 CYCLE TRACK, R.O.W., BIKE SIGNAL, & CURB EXTENSIONS
 \$4,290,000

UNION ST - BRIDGE TO COMMERCIAL ST
 BUFFERED BIKELANES & ADA IMPROVEMENTS
 \$830,000

UNION ST - COMMERCIAL ST TO SUMMER ST (FUNDED IN CIP)
 BUFFERED BIKELANES & CURB EXTENSIONS
 \$3,800,000
 (CONSTRUCTION IS SCHEDULED IN 2023)

WINTER ST - COURT ST TO UNION ST
 BUFFERED BIKELANES, PAVEMENT REHABILITATION, & CURB EXTENSIONS
 \$3,920,000

PROJECT ESTIMATE FIGURE FOR THE WINTER-MAPLE GREENWAY AND THE UNION STREET FAMILY-FRIENDLY BIKEWAY

STREET PROJECT
 ESTIMATE OF COST

CIP #
 P.N.

PROJECT:

NAME: Winter-Maple Greenway
 LIMITS: Segment 3: D Street to Market Street

SCOPE:

The Winter-Maple Greenway is identified in the Salem Transportation System Plan (TSP) Bicycle Element. The total bikeway will be approximately 2.5 miles long spanning from the Cherry Avenue & Salem Parkway intersection to the Winter Street & Court Street intersection. For estimating purposes this is broken down into Segment 1: Winter Street from Court Street to D Street , Segment 2: Cherry Avenue from Auto Group Way to Salem Parkway, and Segment 3: D Street to Market Street Pavement R&R. The section from Market Street to Auto Group Way has not had any additional elements estimated.

Segment 3 includes approximately 1,600' (1,200' + 8 side streets x 50') of pavement rehabilitation to provide a better riding surface for the bikeway. The work includes replacing the ADA curb ramps at D, E, and Belmont Streets to comply with current requirements. The existing curb ramps at Market Street NE are newer and this estimate assumes they are within compliance. The SW corner of Belmont has a new curb ramp, but this estimate assumes that it will need to be replace to bring the other direction into compliance with grades. The street is an older concrete street with an unknown thickness of asphalt overlaid on top of the concrete. The total street length includes going through the D and Market Street intersections. This estimate also assumes the work does not trigger stormwater treatment requirements (meaning the PCC repair work stays above the subgrade). The necessary signage for the bikeway is already in place.

Item	Quantity Calculation	Quantity	Unit	Unit Price	Amount
Construction Bid Items					
12-Inch Storm (Excavation, Agg Backfill, & Pipe)	miscellaneous replacement for CB work	100	LF	120.00	12,000.00
Adjust Manholes	Existing (3) SS & (1) Storm MHs	4	Each	1,500.00	6,000.00
Adjust Valves/Monuments	Existing - assumed #	5	Each	750.00	3,750.00
Existing Catchbasin Replacement	Type 1 to Type 2 for the curb ramp work	12	Each	5,000.00	60,000.00
ADA Ramp Replacements	4 @ the D, E, and Belmont Street intersections	12	Each	10,000.00	120,000.00
Concrete Pavement Patching (15% of Area to fix severely damaged concrete panels)	15% of total area 1,600'X 40'/9sf/sy Total Pvmt Area-64,000sf	1,100	SY	200.00	220,000.00
Asphaltic Concrete Overlay (back over the existing concrete)	0.0064 ton/sf/1"thick X (1,600' x 40' X 2.5")	1,100	Ton	85.00	93,500.00

Item	Quantity Calculation	Quantity	Unit	Unit Price	Amount
Asphaltic Concrete Pavement Grinding (on top of existing concrete)	1,600'X 40'/9sf/sy (assumed 2.5" depth)	7,200	SY	30.00	216,000.00
Signing & Striping	Stop Bar Replacement	1	LS	5,000.00	5,000.00
Mobilization		10	%		73,625.00
Temporary Traffic Control	includes TPARs	15	%		110,437.50
Erosion & Sediment Control		2	%		14,725.00
Contingencies		30	%		280,511.25
Sub-Total - Construction Costs					1,215,548.75
Engineering					
Design Engineering @ 20%	COR and includes NEPA	20	%		243,109.75
Construction Engineering @ 10%		10	%		121,554.88
Sub-Total - Engineering Costs					364,664.63
Total Project Costs in 2022 Dollars					1,580,213.38
Say:					\$1,590,000.00

Prepared by: Aaron A Edelman; Date: April 2022

2027 Dollars: **\$1,850,000**