



Staff Report

File #: 21-28
Version: 1

Date: 2/8/2021
Item #: 3.3a.

TO: Mayor and City Council
THROUGH: Steve Powers, City Manager
FROM: Peter Fernandez, PE, Public Works Director

SUBJECT:

Request to create a mid-year project and enter into an intergovernmental agreement with Marion County to conduct a transportation planning study and develop a management plan for the Cordon/Kuebler Corridor.

Ward(s): 3, 4, 5, and 6.

Councilor(s): Phillips, Leung, Gonzalez, and Hoy

Neighborhood(s): SEMCA, ELNA, NOLA, Northgate

Result Area(s): Good Governance; Safe, Reliable, and Efficient Infrastructure.

ISSUE:

Shall the City Council authorize the creation of a new project, "Cordon/Kuebler Corridor Study," in the FY 2020-21 Extra Capacity Facilities Fund 260 and funded with Transportation System Development Charges; authorize the City Manager to execute the attached intergovernmental agreement with Marion County relating to the *Cordon/Kuebler Corridor Study and Management Plan*; and further authorize the City Manager to sign any additional supplements and amendments as needed to complete the Study?

RECOMMENDATION:

Authorize the creation of a new project, "Cordon/Kuebler Corridor Study," in the FY 2020-21 Extra Capacity Facilities Fund 260 and funded with Transportation System Development Charges; authorize the City Manager to execute the attached intergovernmental agreement with Marion County relating to the Cordon/Kuebler Corridor Study and Management Plan; and further authorize the City Manager to sign any additional supplements and amendments as needed to complete the Study.

SUMMARY:

The Salem-Keizer Area Transportation Study (SKATS) awarded funds to Marion County to conduct a transportation planning study of the Cordon Road Corridor from the interchange of Interstate 5 and

Chemawa Road NE to the intersection of Cordon Road SE and Lancaster Drive SE/Aumsville Highway SE. Following discussions among the jurisdictions, SKATS supplemented the original funding to further extend the limits of the transportation planning study south to the interchange of Interstate 5 and Kuebler Boulevard SE. Approximately 60 percent of the corridor is under County jurisdiction and 40 percent is under City jurisdiction. Because this study was initiated by an application from Marion County and the majority of the project is in Marion County, the County is taking the lead role in managing the planning study on behalf of both the City and the County.

FACTS AND FINDINGS:

1. By the authority granted in *Oregon Revised Statute* (ORS) 190.110, the City may enter into cooperative agreements with counties, cities, and units of local governments for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties.
2. The Project study corridor ("Corridor") for this transportation planning project includes the following roadway segments:
 - Chemawa Road NE from the interchange at Interstate 5 to Highway 99E.
 - Hazelgreen Road NE from Highway 99E to Cordon Road NE.
 - Cordon Road NE from Hazelgreen Road NE to the Lancaster Drive/Aumsville Highway SE intersection.
 - Kuebler Boulevard SE from Lancaster Drive/Aumsville Highway SE intersection to the interchange at Interstate 5.
3. The Corridor is approximately 12.2 miles long, with 5.0 miles of the corridor being within City jurisdiction and 7.2 miles within County jurisdiction.
4. The Corridor operates as a principal arterial along the fringe of the Salem-Keizer metropolitan area and is designated as a Parkway in the Salem Transportation System Plan. The Corridor is a designated detour route for Interstate 5 and is on the National Highway System.
5. The Project was selected as a part of the Surface Transportation Block Grant Program.
6. The Oregon Department of Transportation (ODOT) and SKATS have created a single project in the 2018-2021 State Transportation Improvement Plan (STIP) entitled *Cordon/Kuebler Corridor Study and Management Plan*, Key Number 20744.
7. The total Project cost is estimated at \$297,000, which is subject to change. Federal funds for this Project are limited to \$266,950.
8. On September 22, 2020, the SKATS Policy Committee approved Resolution No. 20-21 adding a

total of \$92,000 (\$82,552 federal STBG-U funds plus \$9,448 local match) to the *Cordon/Kuebler Corridor Study and Management Plan*. The reason for the additional funds was to expand the scope of the project to extend the original southern limit of the study area approximately two miles from Lancaster Drive SE/Cordon Road SE to the Interstate 5 interchange at Kuebler Boulevard SE. This extended study area will provide a more efficient and comprehensive evaluation of the Project Corridor in its entirety from the northern I-5 interchange (at Chemawa Road NE) to the southern I-5 interchange (at Kuebler Boulevard SE). The Project will encompass how the recommended strategies and alternatives affect the full corridor. These additional funds are included in the total Project cost shown in Facts and Findings 7.

9. For the federal funds allocated to expand the scope of the *Cordon Road Corridor Study and Management Plan* as shown in Facts and Findings No. 8 above, the City shall provide matching funds equal to 10.27% of total cost. City's match equals \$9,448 calculated as follows:

Total Cost of Expanded Scope per Resolution No. 20-21=	\$92,000
Less Federal Funds @ 89.73% =	<u>\$82,552</u>
Estimated City Match @ 10.27% =	\$ 9,448

10. Transportation planning studies that address the impacts of growth are eligible for funding with Transportation System Development Charges. Funds for this new project are available to be transferred from Transportation System Development Charges - Unspecified.

BACKGROUND:

Kuebler Boulevard SE, Cordon Road SE/NE, Hazelgreen Road NE, and Chemawa Road NE are classified as a Parkway in the *Salem Transportation System Plan*. Parkways serve as high-capacity, high-speed roadways that primarily serve regional and intracity travel. The Kuebler/Cordon Road corridor serves as the primary arterial serving the Mill Creek Corporate Center. The ultimate cross section for this corridor is intended to include four travel lanes, a landscaped median with turn pockets, and a multi-use path. This planning study will help prioritize future investments in this corridor and identify management strategies to promote safe and efficient operation for all modes of transportation.

Robert D. Chandler, PhD, PE
Assistant Public Works Director

Attachment:

Intergovernmental Agreement with Marion County for the Cordon/Kuebler Corridor Study and Management Plan.