



Staff Report

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Date: 10/14/2024

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TO: Mayor and City Council

FROM: Bond Oversight Steering Committee

SUBJECT:

Summary of recent activity and progress on 2022 voter-approved Safety and Livability Bond measure.

Ward(s): All Wards

Councilor(s): All Councilors

Neighborhood(s): All Neighborhoods

Result Area(s): Safe, Reliable and Efficient Infrastructure; Strong and Diverse Economy; Welcoming and Livable Community.

SUMMARY:

In 2023, the City established an oversight committee to guide spending, timing, and prioritization of projects to be funded with the voter-approved Safety and Livability Bond measure. Also in 2023, the first of three bond sales occurred, design work began on several bond-funded projects, and fire trucks and equipment were purchased. City Council received updates from the Bond Oversight Steering Committee in April, August, and December of 2023, and in March 2024.

ISSUE:

Receive a progress report on the 2022 Salem Safety and Livability Bond measure.

RECOMMENDATION:

Information only.

FACTS AND FINDINGS:

Voters approved "[Salems safety and livability measure](https://www.cityofsalem.net/government/shaping-salem-s-future/2022-community-infrastructure-bond) in November 2022, setting in motion a ten-year plan for \$300 million in infrastructure investment in Salem. As part of the community conversation about the measure, voters were assured the City would establish a committee to provide oversight

and accountability about spending proposed in the measure.

The [Salem's Bond Oversight Committee](https://www.cityofsalem.net/government/boards-commissions/other-advisory-groups/bond-oversight-steering-committee) met for the first time on February 24, 2023. The Oversight Committee includes Mayor Chris Hoy, Councilors Stapleton and Varney, community members Bob Cortright and Mike Herron. Councilor Nishioka serves as an alternate. Altogether in 2023, the Committee met nine times to receive updates and consider criteria to prioritize future projects to construct missing sidewalks, repair sidewalks, improve pedestrian crossings, and mixed use paths and trail projects. In 2024, the Oversight Committee's work continues on a monthly meeting basis.

Since the last update, the following activity has been accomplished on the 2022 Safety and Livability Bond:

- **McGilchrist Complete Street.** The realignment of the intersection and construction of a new traffic signal at 22nd Street SE at McGilchrist Street SE was completed in July of 2024. The first phase of work continues with stormwater facility improvement and a replacement culvert crossing at the east fork of Pringle Creek. McGilchrist Street from 22nd Street to 19th Street remains closed as work progresses. The second and third phases of construction are anticipated for 2025 through 2027. All right-of-way acquisition has occurred for Phase 2 work, with bidding anticipated later this year for construction in 2025. Work planned for Phase 3, including the railroad crossing, is on schedule. More information about the [McGilchrist Complete Street project](https://www.cityofsalem.net/government/shaping-salem-s-future/safety-and-livability-) is available on the City's website.
- **Commercial and Liberty Street SE pavement rehabilitation.** This pavement rehabilitation work - on [Commercial Street SE from Fabry Road SE](#) to the Interstate 5 ramps and Liberty Street SE from Mill Street SE to Trade Street SE - is underway.

Pavement work on Liberty Street SE began the week of June 10, 2024 and will result in:

- New paved and striped surfaces for Liberty Street SE, from Mill Street SE to Trade Street SE.
- ADA-compliant curb ramps at Mill Street SE and Trade Street SE.
- Enhanced designated bicycle stopping area (bike box), with tubular markers to separate from vehicle traffic at Trade St.
- New sidewalk on west side of Liberty Street SE.
- New bridge support slab where settlement is occurring in the roadway north of the Liberty Street Bridge. Construction of the new support slab will result in lane closures of two lanes of Liberty Street SE during construction.

Commercial Street SE from Fabry to the I-5 is under construction with ADA-compliant curb ramps being installed at: Wiltsey Rd SE; Madras St SE; Waln Dr SE; and Robins/Fairway Lane SE. Grinding and paving activities are scheduled in late September and October, weather permitting.

- **[Minto-Brown Island Park parking lot paving](https://www.cityofsalem.net/government/shaping-salem-s-future/safety-and-)**
<https://www.cityofsalem.net/government/shaping-salem-s-future/safety-and->
 - Paving and stormwater drainage improvements are complete at Minto-Brown Parks Parking Lot 2, which serves the dog park area, and improvements are underway for Parking Lot 3, which provides parking for the river access area.

During the excavation of Minto-Brown's Parking Lot 3, a larger than anticipated amount of household garbage was discovered beneath the parking lot. The project team will be removing and containing the contaminated soil in preparation for environmental testing and proper disposal. Pre-project testing had identified the presence of this material, and the City and contractor will ensure its safe disposal.

Work is expected to be wrapped up in both parking lots by the end of October 2024.

- **Civic Center Seismic Retrofit.** In January 2024, City Council approved design-build as the contracting method for this work. The design-build team of Howard S. Wright Construction, Hacker Architects, CBTwo Architects, and KPFF structural engineers will design and construct the project. The team has begun investigating options for achieving the seismic stability of the building and how other project goals articulated in the Civic Center master plan can be achieved. Safety and Livability Bond funds are not eligible to use for the cost of relocation of City functions during construction. Staff are working hard to find an economical temporary space option in time for construction to begin as soon as the summer of 2025.
- **Replacing Multi-Use Athletic Courts.** Court surfaces at River Road and Sumpter School Park are under construction with an expected completion in November of 2024. Improvements include:
 - New asphalt surfacing.
 - Installation of new tennis posts, nets, and anchor straps.
 - Striping for pickleball on either side of each tennis net.
 - Addition of benches, waste receptacles, and drinking water fountains.
 - Enhanced walkways for improved court accessibility.
 - Replacement of fencing.
- **Design Underway.** We are staging other projects for construction beginning spring 2024 and beyond. Design of the following construction projects is underway:
 - **Mill and Pringle Creek Bridges** to strengthen bridges to meet new Federal Highway Administration and ODOT load rating requirements.
 - **Commercial Street** (from South of 12th Street Cut-Off SE to Boone Road SE), **Silverton Road, and Doaks Ferry Road pavement resurfacing** of the roadway and replacing non-compliant Americans with Disabilities Act (ADA) curb ramps. Construction is anticipated for these projects in 2025 and 2026.
 - **Marine Drive NW.** This project will extend Marine Drive from Harritt Drive NW to 5th Avenue NW and include a new multi-use pedestrian path connected to Wallace Marine Park. The new street will include two travel lanes, a sidewalk on the westerly side, a 12' multi-use

path on the easterly side, stormwater treatment facilities, and streetlights. An initial phase of the project will be constructed this year at Harritt Drive NW to coincide with the Applegate Veterans Housing project. Construction of the remaining portion of the project is planned to begin in 2027.

- **Davis Road S** improvements from Liberty Road S to Skyline Road S are planned near the end of the 10-year bond program. However, an early phase of the project has begun design to construct a new traffic signal at the intersection of Davis and Liberty with construction planned for 2025.
- **Livingston Park:** Land use approval has been granted. Construction is anticipated in 2025.
- **Morningside Park:** Land use approval has been granted. Construction is anticipated in 2025.
- **Highland Park:** Community outreach and review set to begin. Anticipated construction in 2025.
- **Hoover Park:** Community outreach and review set to begin. Two design options include a soccer mini-pitch system, which would be a first for the Salem park system. Anticipated construction in 2025.
- **Riverfront Park:** Bond funded playground improvements have been combined with a \$770,000 grant from the Oregon Parks and Recreation Department to help design a more inclusive and accessible playground for all residents. Construction is anticipated in March of 2026.
- **Geer Park:** dog park, shelter, and sports fields. Construction is tentatively scheduled to start in June 2025.
- **McKay Park:** Restroom, shelter, and sports fields. Design work has begun with construction anticipated in 2025 or 2026.
- **Local Contracting Update.** The Steering Committee receives regular updates on the local vendor participation in the bond projects. As of June 2024, 70% of bids by amount awarded have been awarded to local vendors from Marion and Polk Counties. Staff will continue to conduct outreach in advance of each construction season with the Salem Area Chamber of Commerce, Latino Business Alliance, and the Salem Capital Connection.

BACKGROUND:

The City plans to issue two more bond sales within the next ten years to support [Salem's safety and livability measure <https://www.cityofsalem.net/government/shaping-salem-s-future/2022-community-infrastructure-bond>](https://www.cityofsalem.net/government/shaping-salem-s-future/2022-community-infrastructure-bond), passed by voters in November 2022. In addition to fire trucks and equipment, the bond includes investments in Salem's streets, sidewalks, parks, two new fire stations to improve responses times, affordable housing, purchase of sites for affordable housing and branch libraries, cybersecurity for City operations, and Civic Center seismic improvements. Because payments for existing bonds are decreasing in the future, the City committed to keeping Salem's bonded tax levy rate at or below the 2022 rate of approximately \$1.20/\$1,000 of assessed value.

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Chief Strategy Officer

Attachments:

