
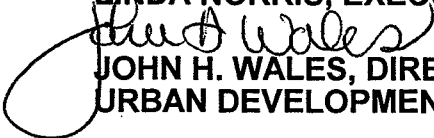



TO: URBAN RENEWAL AGENCY BOARD  
THROUGH:   
LINDA NORRIS, EXECUTIVE DIRECTOR  
FROM:   
JOHN H. WALES, DIRECTOR  
URBAN DEVELOPMENT DEPARTMENT  
ROBERT D. CHANDLER, Ph.D., P.E.,   
INTERIM PUBLIC WORKS DIRECTOR

SUBJECT: FEDERAL HIGHWAY ADMINISTRATION GRANT APPLICATION FOR  
DESIGN AND CONSTRUCTION OF MINTO ISLAND PEDESTRIAN  
TRAIL

**ISSUE:**

Shall the Agency Board authorize the Executive Director to apply for and accept a grant for up to \$867,759 from the Federal Highway Administration Transportation's Community and System Preservation Program for design and construction of a pedestrian trail across Minto Island, and if awarded authorize the use of up to \$121,366 in matching funds from the South Waterfront Urban Renewal Area?

**RECOMMENDATION:**

Staff recommends the Agency Board authorize the Executive Director to apply for and accept a grant for up to \$867,759 from the Federal Highway Administration (FHWA) Transportation's Community, and System Preservation Program (Program) for design and construction of a pedestrian trail across Minto Island, and if awarded authorize the use of up to \$121,366 in matching funds from the South Waterfront Urban Renewal Area.

**BACKGROUND:**

Over the last several years, the City and Urban Renewal Agency (Agency) have been working towards the goal of constructing a pedestrian bridge and trail system to connect Riverfront Park with Minto Brown Island Park. The Minto Island multi-use trail is included as a project in the South Waterfront Urban Renewal Plan, Section V.A.2.

In 2008, OBEC Consulting Engineers prepared a concept design study, as well as a hydraulic analysis related to access by the Willamette Queen Sternwheeler. In the concept design, the City considered alternatives including long and short bridge spans as well as high- and low-level bridge crossings of the Slough. On October 18, 2010, Council approved a tied arch bridge design with a 14-foot wide deck which provides a low profile, clear span of the Willamette Slough. On December 17, 2010, an easement agreement was executed with Boise Cascade, LLC to allow construction of the bridge landing and connecting trail from the privately owned portion of Minto Island to Minto Brown Island Park. On August 26, 2011, the

Executive Director of the Agency signed an agreement with the owners of the Willamette Queen Sternwheeler to accommodate their business loss, assuming the low span tied arch bridge is constructed across the Willamette Slough, blocking the Sternwheelers right to commercial navigation of the Slough. The City and Agency are now in a position to move forward with design and permitting of the bridge and adjoining trail system across Minto Island.

The Minto Island Bicycle and Pedestrian Bridge (Bridge) and related infrastructure are located in two Urban Renewal Areas; the South Waterfront and Riverfront Downtown Urban Renewal Areas (URA) (Attachment A). The Riverfront Downtown URA FY 11-12 budget includes \$749,000 for design and permitting of the Bridge. Additional Riverfront Downtown URA funding is expected to be allocated for the project in FY 12-13 and FY 13-14. Staff expects sufficient Riverfront Downtown URA funding to be available to fund the design and permitting of the Bridge. The trail connection across Minto Island will require additional funding. Staff does not expect sufficient funds will be available in future years in the South Waterfront URA to fund the design and permitting of the trail due to the limited amount of tax increment the URA is generating.

The Minto Island Bicycle and Pedestrian Bridge and connecting trail to Minto Brown Island Park are both needed to complete the connection between Riverfront Park and Minto Brown Island Park. Grant funding will allow the trail component of the project to keep pace with the Bridge design and permitting. The City and Agency will pursue grant funding for construction of the Bridge, beginning in 2012.

### **FACTS AND FINDINGS:**

On October 20, 2011, the Agency submitted an application requesting \$867,759 in funding from the Oregon Department of Transportation Flexible Funding Program, and if awarded, committing up to \$121,366 in matching funds from the South Waterfront Urban Renewal Area. ODOT expects to announce grant awards for this program in March 2012. FHWA grant awards will likely be announced in April 2012. If the Agency is notified in March that the requested amount of ODOT Flexible Funding will be awarded for the Minto Trail staff will withdraw the FHWA application.

The Bridge and a connecting trail to Minto Brown Island Park is an adopted FY 11-12 Council goal and is identified in several supporting plans and policies, including the Riverfront Downtown Urban Renewal Plan.; South Waterfront Urban Renewal Plan , Section V.A.2; Comprehensive Park System's Master Plan; the Salem Transportation Plan; 2011 - 2035 Regional Transportation Systems Plan; Salem's Vision 2020 Action Plan; and the Urban Land Institute's 2006 '*Strategies for Redevelopment of the Downtown Boise Cascade Site*' study.

### ***Scope of FHWA Grant Application***

FHWA is currently accepting applications for the Transportation, Community, and System Preservation Program, a grant program for which the trail component of the project has been determined eligible. Eligible Program activities include design, planning, and construction of bicycle and pedestrian facilities, transit oriented development, traffic calming, and other related activities. FHWA has not established regulatory criteria for the selection of Program activities, but identifies several criteria that will be considered, including contribution to livability, reduced greenhouse gas emissions, and safety. Approximately \$29,000,000 is available to distribute

nationally for the Program in 2012. Additional funds may be allocated after April 2012. In 2011, only one of the over twenty Oregon projects requesting funding through this Program received funding.

The Agency is requesting \$867,759 in funding to support design and construction of approximately 3800 linear feet of permanent surface 12 foot wide trail that will connect the Minto Island Bicycle and Pedestrian Bridge with Riverfront Park and Minto Brown Island Park. FHWA requires a minimum match of 10.27 percent. Staff recommends contributing \$121,366 in South Waterfront URA matching funds. The proposed match represents 12.27 percent of the grant request. The South Waterfront URA has sufficient cash on hand, and budget authority, to expend the funds for the match if authorized by the Agency.

### *Grant Requirements and Schedule*

- Draft applications are due on or before December 14, 2011; final applications due January 6, 2012.
- Applications will be reviewed and prioritized by Oregon Department of Transportation (ODOT) and submitted to FWHA.
- Notification of awards likely by April 2012. If awarded, the Agency will be required to enter into an inter-governmental agreement with ODOT to formalize responsibilities for the Program.
- Minimum of 10.27 percent match required; additional match increases an applicant's score. In kind support and related investment are also considered.
- Requires that projects have completed sufficient due diligence and preparation to be ready to initiate grant activities and obligate funds by September 30, 2012.
- Requires adherence with federal rules and regulations, including for procurement.

### *Next Steps*

Staff will continue to pursue design and permitting of the Bridge, beginning with selection of a design consultant in January 2012. The project schedule assumes completion of design and permitting of the Bridge by October 2013. Assuming funding for the Bridge and Trail, the Agency is prepared to start construction of both project components by 2014. Staff will continue to pursue additional funding for the projects, including funding for construction of the Bridge.

### **Attachment A: Map**

Report Prepared By: Annie Gorski, Project Manager

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Legend	
Pedestrian Bridge Type	Urban Renewal Areas NAME
Bridge	RIVERFRONT DOWNTOWN
Trail	SOUTH WATERFRONT
Contours	parks