

Appendix Y

Air Quality Conformity Determination

For the SKATS 2023-2050 Metropolitan Transportation Plan

Healthy Air

Following passage of the federal Clean Air Act Amendments in 1990, the Salem-Keizer area was designated as a non-attainment area for the carbon monoxide (CO) and 1-hour ozone (O₃) national ambient air quality standards (NAAQS). However, monitoring data since that time has shown that pollutant levels are decreasing.

Carbon Monoxide Status

Previously, the CO monitor for the SKATS region was located at Market Street and Lancaster Drive. The CO monitor had been located there in the past to ensure that measurements were being made in the location of highest CO concentrations prior to a re-designation effort. No violations of the carbon monoxide standard were recorded between 1984 and 2003, and the last exceedance was in 1993¹. Based on this history of clean air, the Oregon Department of Environmental Quality (DEQ) removed the CO monitor in 2006 and developed a Carbon Monoxide Limited Maintenance Plan for the SKATS region, which was submitted to the US Environmental Protection Agency (EPA) in 2007 and went into effect March 2, 2009². As an area with a limited maintenance plan, SKATS is no longer required perform a regional emissions analysis for CO but still must demonstrate conformity as discussed below.

Ozone Status

Effective June 15, 2005, EPA formally designated the entire state of Oregon “attainment” for the 1-hour ozone NAAQS.

Federal and State Regulations

The U.S. Congress approved amendments to the Clean Air Act (CAAA) on November 15, 1990. Shortly thereafter, urban air sheds were designated on the basis of design values as compared to the national ambient air quality standards. The area encompassed by the SKATS boundary was designated as a non-attainment area for carbon monoxide (CO) and ozone (O₃).

The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (USDOT) issued the final rule for CAAA conformity on November 24, 1993 (40 CFR Parts 51 and 93), which included rules for regional emissions analyses of transportation improvement programs (TIPs) and transportation plans in the interim period before approval of a revised State Implementation Plan (SIP). The State of Oregon's Environmental Quality Commission adopted *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act* (hereafter referred to as the Transportation Conformity), OAR 340-20-

¹ An exceedance of the standard is when the level of the pollutant is observed to be exceeded more than once in a year.

² Salem-Keizer Area Carbon Monoxide Limited Maintenance Plan, State Implementation Plan Volume 2 Section 4.57, June 4, 2007 Oregon Department of Environmental Quality. (EPA Approval is located at 73 FR 79655.)

710 through 340-20-1080, in March 1995. The rule was last revised in 2010 under OAR 340-252-0010 to 340-252-0230, Transportation Conformity.

The transportation conformity rule requires that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do conform. Conformity means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

Since 1993, EPA finalized several amendments to the transportation conformity rule. The first set of amendments was published on August 7, 1995 (60 FR 40098), a second set on

November 14, 1995 (60 FR 57179), and a third set on August 15, 1997 (62 FR 43780). In particular, the third set of rules increased the flexibility of demonstrating conformity for areas not required to submit SIP, such as SKATS (see next section for details).

In 1997, EPA revised the primary ozone standard from the 1-hour to an 8-hour standard. On April 30, 2004, EPA finalized the rules (69 FR 23951) that revoked the 1-hour ozone standard one year after the effective date of 8-hour ozone nonattainment designations. In accordance with EPA's April 30, 2004 final rule, conformity for the 1-hour standard will no longer apply in existing 1-hour nonattainment and maintenance areas once the standard and corresponding designations are revoked.

On July 1, 2004, new transportation conformity amendments were finalized (69 FR 40004) that: include criteria and procedures for the new 8-hour ozone and fine particulate matter (PM_{2.5}) national ambient air quality standards (NAAQS); address conformity requirements for 1-hour non-attainment areas that are in attainment of the 8-hour ozone standards (such as SKATS); contain conformity rules that implement the March 2, 1999 court decision when conformity lapses occur; and include a few miscellaneous revisions to clarify the existing regulation and improve implementation.

On December 22, 2006, the DC Court of Appeals struck down the 8-hour ozone standard, stating that EPA had violated the Clean Air Act in relaxing the limits. Later decision by the court clarified the ruling, and the State of Oregon is still designated as attainment for ozone.

In 2008, EPA modified federal rules to require states to adopt only parts of the conformity rules as state regulations. Passages that pertain to Oregon-specific conditions, such as those describing interagency consultation and any requirements that are more restrictive than federal minimum standards were required to be retained as states rules. In response to the federal changes, in February 2010 the Oregon Environmental Quality Commission repealed state rules that simply duplicated federal measures, allowing the federal measures to govern. The changes to the state conformity rules were submitted to EPA and were approved in 2012 as a revision to the State Implementation Plan.

Transportation Conformity as it Applies to the SKATS Area

According to federal rules, while areas with approved limited maintenance plans are not required to perform a regional emission analysis, they are required to demonstrate conformity of the transportation plans as stated in 40 CFR part 93, subpart A. These requirements, and how SKATS is meeting them in regard to the SKATS 2023-2047 MTP, are presented below. A more detailed discussion is presented in *AQCD Appendix 1*.

- a.) Transportation plans and projects provide for timely implementation of SIP transportation control measures (TCMs) in accordance with 40 CFR 93.113;
 - 1. There are no TCMs identified in the SIP for the SKATS area.
- b.) Transportation plans and projects comply with the fiscal constraint element per 40 CFR 93.108;
 - 1. As required by federal regulations, the SKATS 2023-2050 MTP is financially constrained, containing only those projects that funds are identified for or 'reasonably expected' to be available over the time frame of the plans.
 - 2. The financial constraint assumptions developed for the SKATS 2023-2050 MTP are shown on pages 6-16 to 6-17 of the document.
- c.) The MPO's interagency consultation procedures meet applicable requirements of 40 CFR 93.105;
 - 1. The equivalent State Rule is OAR 340-252-0060.
 - 2. A draft of this document was circulated to ODOT, EPA, Oregon DEQ, FHWA, and FTA prior to adoption. The draft was sent to the group on January 17, 2023. In addition, a document explaining the reasons for updating the MTP was included.
 - 3. An interagency consultation was held on February 15, 2023 to discuss the MTP project list and the draft AQCD document. Questions about the projects were addressed and meeting notes are attached in **Appendix 3** The list of projects included in the SKATS 2023-2050 MTP are attached as **Appendix 4**.
 - 4. No comments were received during the Public Review period.
- d.) Conformity of transportation plans is determined no less frequently than every four years, and conformity of plan amendments and transportation projects is demonstrated in accordance with the timing requirements specified in 40 CFR 93.104;
 - 1. The previous conformity determination for the SKAT 2019-2043 RTSP was adopted on May 28, 2019 and conformed by USDOT on March 2, 2020.
- e.) The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111;

As of March 2, 2009, SKATS is not required to perform regional emissions modeling as part of the conformity process. Thus, no emissions modeling was performed as part of this MTP update.

- f.) Projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations, in accordance with procedures specified in 40 CFR 93.123; and
 - 1. Projects included in the SKATS 2023-2050 MTP that are required to perform hot spot analysis will have this conducted by the project sponsors during the appropriate phase of the project.
- g.) Project sponsors and/or operators provide written commitments as specified in 40 CFR 93.125.
 - 1. Project sponsors and operators will conform to the CAA requirements.

AQCD Appendix 1: Supplemental Conformity Checklist

Response to the applicable conformity criteria and procedures as they apply to the amended SKATS 2023-2050 MTP, as per State of Oregon conformity rules (OAR 340-252-0010 et seq.), is made in the following text. This checklist is provided to assist in the state and federal review of this conformity determination and the consultation requirements of OAR 340-252-0060.

1. Conformity Requirements

40 CFR 93.014: Frequency of Conformity Determinations

A new transportation plan must be found to conform before the plan is approved by the MPO or accepted by USDOT. The conformity determination for the current SKATS plan (2019-2043 RTSP) was adopted on May 28, 2019 and was approved/acknowledged by USDOT on March 2, 2020 (*see letter in Appendix 2*). The conformity determination marked the beginning of the four-year cycle of conformity for the RTSP.

A new TIP must be demonstrated to conform before the TIP is accepted by USDOT, and the TIP must be updated no less frequently than every four years. The current MTIP, FY 2021-2026, was adopted on May 26, 2020, amended on August 24, 2021, and conformed by USDOT on October 28, 2021 (*see letter in Appendix 2*). The conformity determination marked the beginning of the four-year cycle under federal rules.

OAR 340-252-0060 and 40 CFR 93.105: Consultation

Federal, state, and local interagency consultation are required before making conformity determinations. See the response to OAR 340-252-0060 and 40 CFR 93.112 below for details of the consultation carried out for this conformity determination.

The Salem-Keizer Area Transportation Study (SKATS) MPO is the lead agency responsible for making the conformity determination for the RTPs and TIPs, RTP amendments, TIP amendments, performing transportation modeling, regional emissions analyses, and preparing and distributing the draft and final documents. The MPO is the agency responsible for assuring the adequacy of the interagency consultation. The SKATS Technical Advisory Committee (TAC) is designated under this regulation as the standing committee for the purposes of consultation on air quality. Members of the SKATS TAC include representatives of the City of Salem, City of Keizer, City of Turner, Marion County, Polk County, Salem Area Mass Transit District, Salem-Keizer School District, Oregon Department of Land Conservation and Development, Oregon Department of Transportation, Oregon Department of Environmental Quality, and FHWA. This committee currently meets monthly. The meetings are open to the public.

As described in more detail in the response to OAR 340-252-0060 and 40 CFR 93.112 below, MPO staff conferred with TAC members, consulted other state and federal agencies on development of the conformity determinations, and provided public notices on the TIP Update and conformity determination. This conformity determination is based on processes developed

in 2007 during the conformity determination of the 2031 RTSP and FY 08-FY 11 TIP, and that had been used for all subsequent updates and amendments to the SKATS RTSP and TIP.

40 CFR 93.106: Content of Transportation Plans

The SKATS 2023-2050 MTP describes the recommended and fiscally constrained transportation system up to the 2050 horizon year. Chapter 7 and Appendix A of the MTP documents the employment and population projections and land use allocations by jurisdiction to 2050. The population forecasts are developed by the Population Research Center at Portland State University and allocation was coordinated with the local jurisdictions through a Land Use Subcommittee of the TAC for use in the MTP, TIP, and conformity determinations. The projections for the population and employment in the area were made for the new horizon year of 2050.

The highway and transit projects described within the MTP are divided into “Recommended” and “Illustrative” categories (*see Table 7-3 and Appendix I*). All projects are sufficiently identified by description and location to ensure adequate modeling of capacity, routes, and speeds. Transit operations described in Chapter 4 of the MTP reflect the system as of early 2023, which includes service on weekday evenings, Saturdays, and Sundays as part of the additional funding available from ODOT. As such, the Plan recommends continuation of this level of transit service where existing demand exists, and future service increases in service coverage, types, and frequencies including projects such as the bus replacement, and ITS applications.

See additional information in response to 40 CFR 93.110 below.

40 CFR 93.108: Fiscal Constraints for the Transportation Plans and TIPs

The financial constraint assumptions developed for the amended SKATS 2023-2050 MTP are documented on pages 6-16 to 6-18.

2. Criteria and Procedures for Determining Conformity

40 CFR 93.109: General

In order to demonstrate conformity of a transportation plan and/or TIP, specific criteria listed in OAR 340-252-0110 through 340-252-0200 (40 CFR 93.110 through 93.119) must be addressed. These criteria include using the latest planning assumptions and the latest emissions model and undertaking interagency consultation and public involvement. Responses to the criteria are listed below.

As of June 15, 2005, the SKATS area is not required to show conformity for HC and NO_x, the precursors to ozone; and from March 2, 2009, is operating under a limited maintenance plan for Carbon Monoxide (CO), and thus not required to perform regional emissions modeling for CO.

40 CFR 93.110: Latest Planning Assumptions

This criteria states that the conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination. Key assumptions include population and employment forecasts for the 454 transportation analysis zones (TAZs) over which the transportation network of the 2023-2050 MTP is defined. This conformity analysis uses the most current projections of 2022 to 2050 population and employment as prepared by SKATS and reviewed by the SKATS TAC (see response to 40 CFR 93.106). Allocations were made to transportation analysis zones in consultation with the individual jurisdictions and coordinated with the SKATS Land Use Subcommittee. Housing, population, and employment forecasts and allocations reflect local development, redevelopment, and infill plans for mixed-use nodes, known projects currently in the planning process, and the availability of vacant, buildable land by current plan designation.

Transit service is assumed to change during the life of the MTP. Current transit service is a mix of corridors with frequent service and connector-like service with less frequent service, with service on Saturdays and Sundays. There is a central transit center in downtown Salem where the majority of bus routes meet, and smaller transit stations in West Salem and Keizer, with a third in the planning stages for South Salem (construction is likely in the next two years).

Longer term, an additional transit station is planned for East Salem at a location on the Chemeketa Community College campus. The Transit District reviews fares every two years and links them to an expected farebox rate of return but keeps the increases as small as possible and retain discounts for bus passes. In September 2022 fares for people under 18 years old were set to zero under a partnership with the cities of Keizer and Salem. It is hoped to keep this in place after the initial year trial period. A soon-to-be-implemented project will allow for eTickets and fare capping.

Salem Area Mass Transit District's website and staff provided historical and current ridership numbers. Cherriots ridership grew from 2.7 million trips in 1990 to over 4.3 million in 2000, increasing further to over 5 million riders for the first time in 2003 and peaked at 5.54 million in 2006. Ridership since 2006 have shown decreases every year, which can be partially attributable to service cuts (including removing Saturday service in 2009), fare increases, the regional/national economy (either the Great Recession in 2007-2010 or cheap fuel in 2014 onwards). Ridership in 2021 (the latest available from the National Transit Database) was approximately 1.8 million trips, which represent the impact of the COVID-19 pandemic and reduced service. The introduction of Sunday service in September 2021 had little impact on total ridership³.

There are no required TCMs for the SKATS area.

40 CFR 93.111: Latest Emissions Model

As of March 2, 2009, SKATS is not required to perform regional emissions modeling as part of the conformity process. Thus, no modeling was performed as part of this amendment.

³ In the fall of 2022, SAMTD introduced free fares for riders under the age of 18. This resulted in increasing ridership in the last three months of 2022 compared to 2021.

OAR 340-252-0060 and 40 CFR 93.112: Consultation

The SKATS MPO must make conformity determinations according to the interagency consultation procedures in OAR 340-252-0060 and according to the public involvement procedures established in OAR 340-252-0060 and 23 CFR Part 450.

Based on consultation conducted for the SKATS FY 04-FY 07 TIP amendment in December 2004, it was agreed that early consultation via e-mail was preferred by the MPO and state and federal agencies. This has been followed for all the subsequent consultations to date.

For this update, a draft copy of the AQCD and the project list was sent to air quality staff specialists at FHWA, FTA, EPA, ODOT and DEQ on January 17, 2023 for review. An interagency consultation with staff from the aforementioned agencies took place on February 15, 2023, focusing primarily on the project list. See **Appendix 3** for the meeting notes. The draft copy of the AQCD and appendices were available for public review and comment during the public review period of the SKATS 2023-2050 Metropolitan Transportation Plan (MTP) which took place between March 28, 2023 and May 12, 2023. The public could download the draft AQCD from the Mid-Willamette Valley Council of Governments website or read a copy at the Salem Public Library or the Keizer Community Library. The availability of the document was discussed, and the contents briefly summarized at each of the public involvement events that took place (please see **Appendix O** of the SKATS 2023-2050 MTP for a complete list). Adoption of this document by the SKATS Policy Committee took place on May 23, 2023.

40 CFR 93.113: Timely Implementation of TCMs

There are no TCM requirements in the SKATS non-attainment area.

40 CFR 93.114: Currently conforming transportation plan and TIP

The SKATS 2019-2043 RTSP was adopted on May 28, 2019 and conformed on March 2, 2020 (*see USDOT letter included in AQCD Appendix 2*). The FY 2021-2026 TIP was adopted on May 26, 2020, amended on August 24, 2021, and conformed by USDOT on October 28, 2021.

Only one conforming transportation plan or TIP may exist in an area at any time; conformity determinations of a previous transportation plan or TIP expire once the current plan or TIP is found to conform by DOT.

40 CFR 93.115: Projects from a Plan and TIP

Projects in the TIP are either drawn from the RTSP or are consistent with the policies and purpose of the plan and will not interfere with other projects specifically within the plan. Typically, TIP projects not in the RTSP are pavement rehabilitation/resurfacing projects.

AQCD Appendix 2

- U.S. DOT Air Quality Conformity Determination, SKATS 2019 – 2043 Regional Transportation Systems Plan dated March 2, 2020

AQCD Appendix 3

- Meeting notes from the Interagency Consultation that took place on February 15, 2023.

AQCD Appendix 4

- List of projects in the SKATS 2023 – 2050 Metropolitan Transportation Plan (Excel format)



U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 420
Salem, Oregon 97301
503-399-5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-7954

March 2, 2020

Appendix 2

Reply to: HDA-OR
FTA-TRO-10

Mr. Mike Jaffe
Transportation Program Director
Salem Keizer Area Transportation Study
100 High Street SE, Suite 200
Salem, OR 97301

Dear Mr. Jaffe:

The Clean Air Act Amendments of 1990 (CAAA) require that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of the NAAQS. The U.S. Department of Transportation (USDOT) is required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR 93.104 and 23 CFR Part 450. The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program as a whole is consistent with the State Implementation Plan (SIP). Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

Salem, Oregon was designated nonattainment for carbon monoxide (CO) on March 3, 1978 (43 FR 9028). On June 24, 1980, the United States Environmental Protection Agency (EPA) approved the State of Oregon's control strategy for the Salem CO nonattainment area (45 FR 42275). Upon enactment of the 1990 Clean Air Act Amendments, the Salem area was designated nonattainment by operation of law and identified as "not-classified" (56 FR 56818). Oregon submitted a CO limited maintenance plan and redesignation request to EPA on August 9, 2007. EPA approved the plan and redesignation request on December 31, 2008; effective March 2, 2009 (73 FR 79655). The Salem-Keizer urbanized area is currently designated as attainment for CO with an approved limited maintenance plan that demonstrates continued attainment of the NAAQS.

The Salem-Keizer Area Transportation Study (SKATS) Policy Committee adopted the 2019-2043 Regional Transportation System Plan (RTSP) on May 28, 2019. The RTSP was developed by SKATS to meet both State and Federal planning requirements for long-range planning, and included a conformity analysis that indicated that the air quality conformity requirements have been met.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) find that the 2019-2043 RTSP conforms to the Oregon Conformity SIP in accordance with the Transportation Conformity Rule. This determination is made based on our review of the SKATS conformity analysis and documentation sent to our offices on May 29, 2019 and in subsequent communications. As part of this determination, EPA Region 10, Oregon Department of Environmental Quality and Oregon Department of Transportation were provided an opportunity to comment through the interagency consultation process pursuant to the Transportation Conformity Rule. The comments received by the interagency consultation review team were satisfactorily addressed by SKATS.

This letter constitutes the FHWA's and the FTA's joint air quality conformity determination for the SKATS 2019-2043 RTSP. If you have any questions, please contact Rachael Tupica of FHWA at 503-316-2549 or Jeremy Borrego of FTA at 206-220-7956.

Sincerely,

**PHILLIP A
DITZLER**

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Date: 2020.03.02
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Phillip A. Ditzler
Oregon Division
FHWA Division Administrator

**LINDA M
GEHRKE**

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Date: 2020.03.02
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Linda M. Gehrke
Region 10
FTA Regional Administrator

cc:

FTA	Jeremy Borrego, Transportation Program Specialist
FHWA	Rachael Tupica, Senior Planner
EPA	Karl Pepple, Environmental Protection Specialist
ODOT	Dan Fricke, Senior Transportation Planner
	Natalie Liljenwall, Environmental Engineer
ODEQ	Rachel Sakata, Air Quality Planner
	Jeffrey Stocum, Technical Manager
	Wes Risher, Mission Inventory Analyst

SKATS AQ IAC

February 15, 2023

Virtual Meeting via Teams

Attendees – Federal State Agency Representatives

- LILJENWALL Natalie Natalie.LILJENWALL@odot.oregon.gov
- Ned.Conroy@dot.gov
- Jasmine Harris jasmine.harris@dot.gov Not present, but sent questions beforehand
- WILLIAMS Karen * DEQ Karen.WILLIAMS@deq.oregon.gov
- Vaupel, Claudia Vaupel.Claudia@epa.gov
- MAHER John D John.D.MAHER@odot.oregon.gov Only there to introduce Jessica
- Jessica Virrueta ODOT STIP
- Dan Fricke, ODOT Region 2 SKATS Liaison (outgoing)
- Brandon Williams, ODOT Region 2 SKATS Liaison (incoming)
- DERRICKSON Hope Hope.DERRICKSON@odot.oregon.gov
- thomas.w.parker@dot.gov FHWA Oregon environmental lead
- Daniel Burgin ? Listed in the TEAMS attendees, but I don't recall being present

Attendees – SKATS Staff

- Karen Odenthal: TIP Coordinator (outgoing)
- Steve Dobrinich: TIP Coordinator (incoming)
- Ray Jackson: MTP & AQCD Lead

Agenda

- Review the project lists for the SKATS 2023-2050 MTP and 2024-2029 TIP for the exempt/non-exempt category assigned by SKATS staff
- Clarification of whether projects are exempt/non-exempt
- Feedback on the draft AQCDs for the MTP and TIP
- Other Issues

The question sent by SKATS staff prior to the meeting:

One question for the IAC members is on the TIP projects, from Karen:

Here is the list of proposed SKATS FY 2024-2027 TIP projects, plus a couple that have illustrative years. I added a tab for exempt projects. It is unclear if KN 13188, OR22: Rickreall Rd to Doaks Ferry Rd NW is exempt or non-exempt. The description: "Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW." There is no construction phase funded at this time. I recommend asking the consultation group whether we should consider it exempt or non-exempt.

Notes:

- There was discussion on Center Turn Lanes (CTL) and whether these add capacity to a road and why SKATS staff considers them non-exempt (Reasoning is, if AQ modeling was performed, the presence of a CTL results in the modification of the capacity for the link. This would need to be known to be included in the model). **The group agreed** to consider projects with CTLs as non-exempt.
- Discussed the questions that Jasmine had sent before the meeting, clarified the descriptions for several of these projects (see below for details – answers were also emailed to the group prior to the meeting due to Jasmine’s absence).
- OR22W Rickreall to Doaks Ferry – As shown above, SKATS staff had a question of whether a project or a phase should be used for purpose of exempt/non-exempt determination. The project has funding for PE/ROW but not Construction. **The group agreed** to consider this as non-exempt as it will eventually lead to a construction project, and this will not require a subsequent AQCD.
 - o Natalie mentioned that she considers a project that is going to NEPA to be non-exempt.
- SKATS staff mentioned that they will encourage project submissions to include more information on the actual project, especially for the TIP. “Improvements” is too vague and does not adequately explain what is proposed to be built.
- No comments were received for the AQCD documents themselves. Ray asked the group to **review the draft AQCDs and provide any comments by March 28, 2023.**
- At the end, the members of the IAC agreed to the designations of the TIP projects as provided, with the modification for the OR22W Rickreall to Doaks Ferry project to be considered as non-exempt. **Those voting in favor were: Ned (FTA), Thomas (FHWA), Claudia (EPA), Karen Williams (DEQ).** Natalie concurred for ODOT.

Questions prior to the SKATS AQCD IAC

Clarifications from Janelle (Marion County Public Works) ----

1. Hollywood Dr: Salem City Limits to Silverton Rd NE - M024 - Widen to collector standards and add new signal at Hollywood Dr at Silverton Rd. (combined with M032).
 - a. **Construct bicycle and pedestrian improvements and add left turn refuge and signal at intersection with Silverton Road to increase safety. (Marion County PW)**
2. Lone Oak Rd SE at Rees Hill Rd SE - S376 - Design and RoW acquisition for intersection modifications that include a lengthened left-turn lane and an acceleration lane on Rees Hill Rd SE.
 - a. **Basically, this is a new intersection being built associated with development. Lone Oak is a collector street in Salem TSP. Development is required to build**

- it. The actual intersection is in Marion County. Due to sight distance, Marion County is requiring an acceleration lane so cars turning off of Lone Oak onto Rees Hill eastbound have room to get up to speed since this is a 55 mph county road. City is participating because Marion County requirements require off-site acquisition to accommodate the length of the turn lane. (Salem PW)
3. Cordon Road at Center Street: Intersection Modifications – M091 - Modifications to the intersection including upgrading the signal. Assumes 50 percent developer funded. M046 has roadway modifications.
 - a. **Modifications will be necessary to accommodate upgrading the signal and adding travel lanes. (Marion County PW)**
 4. Delaney Rd: Battle Creek SE to Turner - M022 - Widen road to county arterial standards
 - a. **Widens the roadway from existing 22' width to meet AASHTO standards for pavement width (remains 2 travel lanes) and accommodate the large percentage of truck traffic, while also provide standard shoulder widths to increase safety for pedestrians, and bicycles. (Marion County PW)**
 - b. **Note: This project is outside of the SKATS AQ Boundary**

Questions from Jasmine ---

1. Have any of the projects in the MTP or TIP list been determined exempt or nonexempt previously through the IAC process?
 - a. **Maybe. The local projects in the TIP have not changed since the last update. There are new ODOT projects in the TIP. The Ex/NEx determination was made for (all/some of?) those in 20xx.**
 - b. **The MTP projects have never been reviewed by the IAC for Ex/NEx status – it was never a question/request before.**
2. **There are several projects listed as nonexempt, please confirm that the classifications is accurate for all of them. Some seem to fall under exempt, see examples below:**
 McGilchrist St SE: 12th St SE to 25th St SE; Final design and construction for McGilchrist Complete Street project to improve safety for all users and reduce flooding.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

Center St.: Lancaster Dr. to 45th Pl. NE; Design the interim and long-term widening of Center St. east of Lancaster Dr. to 45th Pl NE, and construction of the interim improvements on the north side including center turn lane, bike lanes and sidewalks to increase safety. Update existing crossing located at Center St. & 45th Pl NE.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

3. Delaney Rd: Battle Creek Bridge; Replace the existing bridge on Delaney Road over Battle Creek. Project includes various intersection and roadway improvements to improve traffic flow and safety. Didn't this project already go through the AQCD process already, and handled as a nonexempt project? Or is this a different project? Are the "various intersection and roadway improvements" at the immediate entrances to this bridge? Will this project increase traffic, or simply smooth traffic flow?
 - a. It is likely this project was reviewed as part of the previous update to the TIP.
 - b. Project is outside of the SKATS AQ boundary.
4. One project was flagged as "unknown," pending the IAC discussion seems like this project could be exempt. OR22: Rickreall Rd to Doaks Ferry Rd NW; Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW.
 - a. Discussion with the IAC was to address these projects in the TIP when only one phase is funded. Is the E/NE determination on the project or the phase?

Appendix 4

RTSP Key	Project Name	Description	2050 Category	YoE_2023	AQ Category	Within SKATS AQ Boundary
B003	ITS - Transit Signal Priority	Implement signal priority along corridors with High Frequency Transit.	Included	\$328,000	Exempt	Yes
B005	ITS - Real-time Transit Arrival Information	Provide real-time arrival and departure info to transit users. Data at selected bus stops and electronically	Included	\$1,318,000	Exempt	Yes
B008	South Salem Transit Center	with 40 to 100 spaces, driver's break-room, indoor passenger waiting area with restrooms and other customer amenities, bicycle facilities, energy efficiency features and opportunities for commercial development.	Committed	\$12,391,000	Exempt	Yes
B009	Paratransit Facility	Design and construct a dispatch and administration facility for the district's paratransit contractor. This will eliminate using operating funds to pay lease costs for these functions.	Included	\$5,247,000	Exempt	Yes
B017	East Salem Transit Center	Build a transit center in east Salem at Chemeketa Community College to replicate the service offered by transit centers in Keizer, south Salem and west Salem. Currently a placeholder until a planning study provides the details.	Included	\$13,659,000	Exempt	Yes
K011	Verda Ln NE: Chemawa Rd NE to Dearborn Av NE	Widen to 3 lanes, add bike lanes and sidewalks. Westside portion to be completed by development by December 2022.	Included	\$4,701,000	Non-Exempt	Yes
K012	Verda Ln NE: Dearborn Av NE to Southern City Limits	Widen to 3 lanes, add bike lanes and sidewalks	Committed	\$5,013,306	Non-Exempt	Yes
K015	Wheatland Rd Multimodal Project - Phase 1	Construct refuge medians, street lighting, buffered bike lanes, and a multi-use path. See second phase in K027.	Included	\$9,400,000	Exempt	Yes
K027	Wheatland Rd Multimodal Project - Phase 2	Construct refuge medians, street lighting, buffered bike lanes, and a multi-use path. See K015 for phase 1.	Included	\$4,784,000	Exempt	Yes
M015	Cordon Rd NE & Auburn Rd NE	Add traffic signal and widening of intersection for lane channelization on Auburn Rd. Developer funded	Committed	\$1,652,000	Exempt	Yes
M016	Cordon Rd NE & Hayesville Dr NE	Add northbound left turn lane, ARTS funds	Committed	\$775,000	Exempt	Yes
M018	Cordon Rd NE & Ward Dr NE	Add northbound left turn lanes	Included	\$1,758,000	Exempt	Yes
M019	Cordon Rd NE & Herrin Rd NE	Add left turn refuge	Included	\$1,758,000	Exempt	Yes
M020	Hazelgreen Rd at Cordon Rd NE / 55th Ave	Realign, add turn lanes and signal or roundabout	Included	\$6,727,000	Exempt	Yes
M022	Delaney Rd: Battle Creek SE to Turner	Widen road to county arterial standards	Included	\$8,222,000	Exempt	No
M023	Delaney Rd: Bridge over Battle Creek	Replace bridge, realign intersection at Battle Creek Road and at Parrish Gap Rd.	Committed	\$6,865,000	Exempt	No
M024	Hollywood Dr: Salem City Limits to Silverton Rd NE	Widen to collector standards and add new signal at Hollywood Dr at Silverton Rd. (combined with M032).	Committed	\$4,003,000	Exempt	Yes
M027	Lancaster Dr NE: Center St to Monroe St NE	Reconstruct road, including sidewalk, ADA and access modifications. (see M100 for second part)	Committed	\$3,366,000	Exempt	Yes
M030	Sidewalk construction: various locations (set 1)	Construct sidewalks at various locations - \$300,000 per year, or used as match for grants for sidewalk projects.	Committed	\$2,101,000	Exempt	Yes

M031	Sidewalk construction: various locations (set 2)	Construct sidewalks at various locations - \$300,000 per year, or used as match for grants for sidewalk projects.	Included	\$2,638,000	Exempt	Yes
M034	State St: Lancaster Dr NE to 46th Av	Widen to 4 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	Committed	\$7,158,000	Non-Exempt	Yes
M042	Cordon Rd NE & Kale St NE	Add left turn refuge on Cordon Rd at Kale St. ARTS funded.	Committed	\$718,000	Exempt	Yes
M044	Cordon Rd NE: Silverton Rd NE to Kale St NE	Separated multi-use path	Included	\$2,896,000	Exempt	Yes
M046	Cordon Rd SE: Center Rd NE to State St SE	Construct to Parkway standards with 4 travel lanes, center turn lane and multi-use path including required signal modifications. Partially developer funded.	Included	\$10,464,000	Non-Exempt	Yes
M048	Hayesville Dr NE: Fuhrer Dr NE to Cordon Rd NE	Widen to collector standards. See also M073.	Included	\$6,812,000	Non-Exempt	Yes
M049	Herrin Rd NE: Middle Grove Dr NE to Cordon Rd NE	Widen to collector standards, replace bridge	Included	\$5,791,000	Non-Exempt	Yes
M058	Pedestrian Treatments: various locations (set 3)	Construct sidewalks, ADA facilities, pedestrian crossings at various locations - used as match for grants for pedestrian projects.	Included	\$3,420,000	Exempt	Yes
M059	Pedestrian Treatments: various locations (set 4)	Construct sidewalks, ADA facilities, pedestrian crossings at various locations - used as match for grants for pedestrian projects.	Included	\$3,003,000	Exempt	Yes
M061	Swegle Rd NE: City limits to Cordon Rd NE	Widen to minor arterial standards, including 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks and bike lanes.	Included	\$3,649,000	Non-Exempt	Yes
M062	Turner Rd SE: Val View Dr SE to Turner UGB	Widen to minor arterial standards adding turn lanes where needed, bike lanes, curbs, gutters, and sidewalks. Partially developer funded. See T007	Included	\$10,218,000	Non-Exempt	No
M070	Cordon Road SE & State St	Modify the intersection to upgrade the signal, add NB & SB travel lanes, NB right turn lane, EB & WB travel lanes. Assume 50 percent developer funded.	Committed	\$4,485,000	Exempt	Yes
M074	Brooklake Rd NE Pedestrian Enhancements	On the north side of Brooklake Rd, provide sidewalks, add seating areas, lighting and landscaping.	Included	\$1,271,000	Exempt	Partial or No
M077	Sunnyview Rd NE: Walker Rd NE to Cordon Rd NE	Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections.	Included	\$2,676,000	Non-Exempt	Yes
M082	ITS - Overheight Warning System	Add two overheight warning systems and turn arounds on River Rd S before low clearance railroad bridges.	Included	\$3,119,000	Exempt	TBD
M084	Center St NE: Greencrest Dr NE to Cordon Rd NE	Widen to major arterial standards, including bikelanes, sidewalks, curbs and gutters as necessary. Was S171.	Included	\$10,342,000	Non-Exempt	Yes
M085	Center St: Lancaster Dr to 45th Pl (3-lane interim)	Widen to include 3-lane section with center turn lane, sidewalks and bike lanes on the north side. Stormwater mitigation as required. Was S171, see also M084.	Committed	\$4,286,000	Non-Exempt	Yes
M086	Connecticut St: Bike and Pedestrian	Design bike and pedestrian path on west-side. PE Phase in 2020, construction in 2024.	Committed	\$1,594,000	Exempt	Yes
M088	Marion County Curve Warning Signs	Upgrade and install new curve warning (chevron) signs on curves where warranted (Vitae Springs Rd, Orville Rd and River Rd South)	Committed	\$357,000	Exempt	Yes
M090	Cordon Road: Caplinger Road to State Street	Construct to county parkway standards with 4 travel lanes, center turn lane and a multi-use path including required signal modifications at the intersections.	Included	\$6,978,000	Non-Exempt	Yes
M093	Small Bridge Replacement	Replace small bridges at locations to be determined after further study.	Included	\$2,472,000	Exempt	TBD

M095	State Street: 46th Avenue to Cordon Road	Widen to three travel lanes adding center turn lane with curbs, gutters, sidewalks and bike lanes. Joint project with Salem (see Sxxx).	Included	\$12,283,000	Non-Exempt	Yes
M099	Macleay Rd: Lancaster Dr. to Connecticut Ave	Construct sidewalks and bicycle lanes.	Included	\$5,791,000	Exempt	Yes
M100	Lancaster Dr NE: Monroe St NE to State St	Reconstruct road, including sidewalks, ADA and access modifications. See M027 for first part of project.	Included	\$4,332,000	Exempt	Yes
M102	Chemeketa CC East/West Bike Corridor	Create a corridor for bicycle travel connecting to Chemeketa Community College. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding one section of the corridor (covered in other projects)	Included	\$129,000	Exempt	Yes
O004	Chemawa/Hazelgreen & Portland Rd NE	Upgrade signal and interconnect	ODOT TBD	297,000.00	Exempt	Yes
O006	I-5 Phase IV: Kuebler Interchange to Delaney Rd. (SB Phase)	Widen I-5 southbound from Battlecreek Road to Delaney Road. Pave the existing section southbound and northbound. Replace a bridge over Commercial Street NB off-ramp. Rebuild and realign the SB Delaney Road off-ramp. Create concept level designs for replacing Battle Creek Road over-crossing bridge. Add broadband along the segment. Design and Right-of-Way for both directions. See also O039 for NB project.	Committed	\$61,516,000	Non-Exempt	Yes
O008	Hwy 22 and 51 interchange	Construct an interchange at the OR22W and OR51 intersection. Year to be built is a placeholder based on the OR22W EMP to allow for YoE estimates. No funding is currently available (2022)	ODOT TBD	71,543,000.00	Non-Exempt	Partial
O010	ITS - En-Route Traveler Information System - Phase II-III	Deploy Dynamic Message Signs and city/county/state websites to notify motorists of incidents and other traveler information. Multiple phase project.	Included	3,909,000.00	Exempt	TBD
O021	Commercial St NE & Marion St Bridge	Restripe the through/right lane to a right-turn only lane giving 2 right-turn only lanes onto the bridge. Add curb extensions on the south side of the intersection and improve the northwest corner to facilitate truck turning movements.	ODOT TBD	353,000.00	Exempt	Yes
O022	I-5: Traffic Surveillance	Install a new camera at the Delaney Rd interchange (SB) and upgrade the existing camera (NB lanes) that is south of Enchanted Forest. Signal will be sent to the NW Traffic Operations Center in Salem. Part of a larger project on I-5 between Salem and Albany.	Committed	\$235,000	Exempt	Partial
O025	Backage Roads (OR 22W)	Develop backage roads to the north of OR 22W corridor between the revised alignment of Doaks Ferry Rd. and OR 51. Cost represents amount available for planning and other stages. Listed in the TIP/STIP (key number 13188). Was P003.	Committed	13,512,000.00	Non-Exempt	Yes
O027	I-5: Delaney Road to Albany	Widen I-5 from Delaney Road interchange south to Albany. Add an additional lane in each direction. Cost estimate is for development work only. Project is in the SKATS area only at ramps for the Delaney Road interchange.	ODOT TBD	4,069,000.00	Non-Exempt	No
O028	Mission St @ 25th St: Turn Lane	Add a WB right turn lane with storage lane. From OR 22E Facility Plan.	ODOT TBD	475,000.00	Non-Exempt	Yes
O029	Mission St at Airport Road: EB Turn Lanes	Install EB right turn with storage lane on Airport Road. Improve the North/South geometry of the intersection. From the OR 22E Facility Plan.	ODOT TBD	1,153,000.00	Non-Exempt	Yes

O030	Mission St at Airport Rd: EB Turn Lane	Add EB left turn with storage lane (resulting in dual lefts). From the OR 22E Facility Plan.	ODOT TBD	748,000.00	Non-Exempt	Yes
O031	Mission St at Hawthorne Av: WB Turn Lane	Add a WB right turn with storage lane on Hawthorne Av. From OR 22E Facility Plan.	ODOT TBD	475,000.00	Non-Exempt	Yes
O032	Mission St at 25th St: Pedestrian Refuge	Add a pedestrian refuge island on west leg of the intersection. From the OR 22E Facility Plan.	ODOT TBD	339,000.00	Exempt	Yes
O033	Mission St (OR 22E) Corridor Multi-Use Path	Construct a separated multi-use path paralleling Mission St (OR 22E) from 25th St to Lancaster Dr. Preliminary proposal is for a path would follow Mission St to Turner Rd, go south until Cascade Park to a trail that goes under I-5 linking to Lancaster Dr. From the OR 22E Facility Plan.	ODOT TBD	1,015,000.00	Exempt	Yes
O034	Center St Bridge - Seismic Updates	Seismic updates to the Center Street Bridge based on the Seismic Study (2019). Funded by Oregon Legislature via HB 2001 for \$60 million.	Committed	131,286,000.00	Exempt	Yes
O035	Chemawa / I-5 Phase 1 - Lockhaven/Chemawa Limited Widening	Projects from the Chemawa / I-5 IAMP for Phase 1 including widening Lockhaven Road from I-5 to the Verda Lane extension (see K0xx) and widening Chemawa Road from I-5 to Portland Road (OR99E).	ODOT TBD	64,859,000.00	Non-Exempt	Yes
O036	Chemawa / I-5 Phase 2 - Tepper / 35th / Indian	Projects from the Chemawa / I-5 IAMP for Phase 2, including realignment of	ODOT TBD	123,541,000.00	Non-Exempt	Yes
O037	Chemawa / I-5 Phase 3 - Chemawa Partial Cloverleaf	Projects from the Chemawa / I-5 IAMP for Phase 3. Build NB Partial cloverleaf interchange of I-5 and Chemawa Road on the eastside.	ODOT TBD	18,531,000.00	Non-Exempt	Yes
O038	Brooklake at I-5 Short-term projects	Placeholder for short-term projects from the Brooklake/I-5 IAMP (2022) Traffic signals at I-5 ramp terminals. Re-grade ramp terminals. Lengthen and widen I-5 off-ramps (increase to two-lanes) Traffic signal and turn lane on Brooklake Road at Huff Avenue	ODOT TBD	11,062,000.00	Non-Exempt	Partial
O039	I-5 from Kuebler Bv Interchange to Delaney Rd Interchange - Phase 2 NB	Widen I-5 to three lanes between Kuebler Boulevard and Delaney Road interchange ramps. Design and RoW were part of Phase 1 (O006). Phase 2 focuses on the NB lanes and the Battle Creek Road over-crossing bridge.	ODOT TBD	18,234,000.00	Non-Exempt	Yes
O041	Wallace Rd NW & Edgewater St NW (BHES)	Increase radius of westbound bridge ramp to Wallace Road NW, provide an additional westbound entrance lane from bridge onto Edgewater Road NW, and bridge ramp lanes, and close Musgrave Lane NW. Alternative access would be provided to impacted businesses.	ODOT TBD	3,959,000.00	Exempt	Yes
O042	Wallace Rd NW: Edgewater St NW to Orchard Heights Rd NW	Address safety issues through construction of a raised median with turn pockets to serve businesses. Pedestrian and bicycle facilities will be included.	ODOT TBD	3,897,000.00	Non-Exempt	Yes
S036	Doaks Ferry Rd NW: Brush College Rd NW to Orchard Heights Rd NW	Widen to 3 lanes where appropriate with curbs, bikelanes and sidewalks. Improves intersection at Orchard Hts. Developer contribution expected.	Included	\$12,824,000	Non-Exempt	Yes
S061	17th St NE: Norway St NE to Sunnyview Rd NE	Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections.	Included	\$4,962,000	Non-Exempt	Yes
S064	25th St SE: State St to Helm St SE	Add bike facilities and turn pockets as needed.	Included	\$6,457,000	Exempt	Yes

S065	36th Av SE: Kuebler Bv SE to Langley St SE	Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks.	Included	\$2,234,000	Non-Exempt	Yes
S067	Battle Creek Rd SE: Kuebler Bv SE to Wiltsey Rd SE	Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks. Likely developer funded or built.	Included	\$8,290,000	Non-Exempt	Yes
S071	Brush College Rd NW: Doaks Ferry Rd to BPA Power Lines	Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks.	Included	\$8,846,000	Non-Exempt	Yes
S079	Commercial SE & Ratcliff Drive SE	Construction of sidewalks along east side of Commercial St SE between Ratcliff Dr SE and Vista St SE, and new signal at Ratcliff Dr SE.	Committed	\$5,908,000	Exempt	Yes
S082	Commercial St SE: Ratcliff Dr SE to Vista Av SE	Add curbs, gutters and sidewalks where missing along this segment of Commercial Street SE.	Committed	\$3,729,000	Exempt	Yes
S083	Commercial St SE: Baxter Rd SE to I-5 Interchange	Widen to major arterial standards, including 4 travel lanes, left turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	Included	\$23,882,000	Non-Exempt	Yes
S085	Cordon Rd SE & Hwy 22	Construct interchange with recommended signalized intersections and lane configurations. From Cordon Road Interchange Study and the OR 22E Facility Plan.	Included	\$64,098,000	Non-Exempt	Yes
S087	Croisan Creek Rd S: River Rd S to Heath St S	Widen to collector standards by adding curbs, bikelanes & sidewalks	Included	\$9,026,000	Exempt	Yes
S094	Fabry Rd SE: Reed Ln SE to Battle Creek Rd SE	Extend Fabry Rd SE eastward from Reed Ln SE to Battle Creek Rd SE. This along with the westward extension of Mildred Ln SE will provide an east/west minor arterial connection south of Kuebler Bv SE from Battle Creek Rd SE to Skyline Rd. Developer funded partially or fully.	Included	\$7,618,000	Non-Exempt	Yes
S095	Front St N: Norway St NE to Division St NE	Rebuild Front Street to a modified minor arterial standard and aligning the railroad tracks down the center. Construct wide travel lanes as well as curbs, gutters, and sidewalks. The project includes the reconstruction of Mill Creek Bridge.	Included	\$13,034,000	Non-Exempt	Yes
S096	Front St N: River Rd N to Norway St N	Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections.	Included	\$5,637,000	Non-Exempt	Yes
S098	Glen Creek Rd NW: Crescent Dr NW to Westfarthing Way NW	Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks.	Included	\$7,736,000	Non-Exempt	Yes
S103	Hilfiker Ln SE: Commercial St SE to Pringle Rd SE	Construct extension of Hilfiker Lane SE to Hillrose Street SE and reconstruct both Hilfiker and Hillrose to collector standards, with two travel lanes, turn pockets, curbs, gutters, sidewalks, and bike lanes. A portion of the project will likely be developer funded.	Included	\$7,741,000	Non-Exempt	Yes
S110	Kuebler Bv SE: Turner Rd SE to Hwy 22 Overpass	Widen to four travel lanes, paved or raised median, bike lanes, curbs, gutters and sidewalks, improvements to the bridge over Mill Creek. Developer funds the NB portion.	Included	\$22,424,000	Non-Exempt	Yes
S113	Lancaster Dr SE: Cranston St SE to Kuebler Bv SE	Realign curves and widen to 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	Included	\$8,007,000	Non-Exempt	Yes
S117	Macleay Rd SE: Pennsylvania Av SE to Cordon Rd SE	Widen to minor arterial standards, including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	Included	\$7,616,000	Non-Exempt	Yes
S119	Madrona Av S: Biegler Lane S to Liberty Rd S	Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections.	Included	\$2,931,000	Non-Exempt	Yes
S120	Madrona Av S: Croisan Creek Rd S to Elderberry Dr S	Widen to an interim 2 travel lanes with curbs, gutters, sidewalks and bike lanes.	Included	\$7,179,000	Exempt	Yes

S124	32nd Av SE & Trelstad Ave SE: East of I-5 to 36th Av SE signal at Kuebler Bv SE	Widen to minor arterial standards, including 2 travel lanes, left turn pockets where needed, curbs, gutters, sidewalks, and bike lanes.	Included	\$10,634,000	Non-Exempt	Yes
		Reconstruct to a 3-lane standard from 12th to 22nd, and to a 4-lane standard (with eastbound lanes) from 22nd the 25th. Add or revise signals at 5 intersections, realign 22nd and widen both 22nd and 25th in the vicinity of McGilchrist. See S316. Work on/at 22nd separately funded.		\$16,760,000		
S126	McGilchrist St SE: 12th St SE to 25th St SE	RAISE grant awarded in 2022 for \$13,229,320. Also part of the 2022 GO Bond	Committed		Non-Exempt	Yes
S128	Mildred Ln SE: Lone Oak Rd SE to Sunnyside Rd SE	Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks.	Included	\$8,434,000	Non-Exempt	Yes
		Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks. NEW ***		\$3,002,000		
S131	Orchard Heights Rd NW: Parkway Dr NW to Snowbird Dr NW	Reconstruct northside of the road to include stormwater, bike and pedestrian facilities. See Sxyz for sidewalks on southside.	Included		Non-Exempt	Yes
S132	Orchard Heights Rd NW: Titan Dr NW to UGB	Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks. Include realignment of Orchard Heights Rd west of BPA power lines. Developer funded.	Included	\$9,056,000	Non-Exempt	Yes
		Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, stormwater treatment, streetlights, and sidewalks. Includes four pedestrian crossing near transit stops.		\$19,220,000		
S135	Pringle Rd SE: McGilchrist St SE to Georgia Av SE		Committed		Non-Exempt	Yes
S137	Robins Lane, east of Commercial St. SE	Connect Robins Lane to Battlecreek Rd with a new collector street alignment.	Included	\$5,928,000	Non-Exempt	Yes
S143	Skyline Rd S: Maplewood Dr S to Mildred Lane S	Widen to minor arterial standards including 2 travel lanes, a center turn lane, curbs, gutters, sidewalks and bike lanes.	Included	\$8,260,000	Non-Exempt	Yes
S147	Sunnyside Rd S: Kuebler Bv SE to Mildred Lane SE	Widen to minor arterial standards with 2 travel lanes, left turn pockets, bike lanes, curbs, gutters and sidewalks.	Included	\$14,729,000	Non-Exempt	Yes
S148	Sunnyside Rd S: Pawnee Circle SE to the UGB	Widen to minor arterial standards with 2 travel lanes, left turn pockets, bike lanes, curbs, gutters and sidewalks.	Included	\$17,060,000	Non-Exempt	Yes
S149	Sunnyview Rd NE: Evergreen Av NE to Fisher Rd NE	Install roundabout at Park Av NE, traffic signal at Lansing Av NE, and curbs, gutters, and sidewalks from Evergreen Avenue NE to Bryam Street NE.	Included	\$8,036,000	Exempt	Yes
S155	Turner Rd SE: 2100 feet south of Cascade Gateway Park to Airway Dr SE	Project to include bike lanes, drainage, paved shoulder on one side, and curb, gutter and sidewalk on the other.	Included	\$15,270,000	Exempt	Yes
S156	Turner Rd SE: Airway Dr SE to Kuebler Blvd SE	Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks.	Included	\$13,000,000	Non-Exempt	Yes
S158	Turner Rd SE: Gath Rd SE to UGB	Widen to minor arterial standards with 2 travel lanes, left turn pockets, bike lanes, curbs, gutters and sidewalks.	Included	\$15,789,000	Non-Exempt	Yes
S168	Airport Rd SE: State St. to Mission St.	Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks	Included	\$7,306,000	Non-Exempt	Yes
S172	Chemawa Rd NE: I-5 to Portland Rd NE	Widen to 4 lanes plus center turn lane, bike lanes, curbs, gutters and sidewalks.	Included	\$6,956,000	Non-Exempt	Yes
S173	Cherry Av NE: BNRR to Dr. MLK Jr Parkway NE	Widen to 5 lanes with 4 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes	Included	\$17,997,000	Non-Exempt	Yes

S174	Cherry Av NE: Johnson St NE to Pine St NE	Widen to an interim 3-lane configuration, with 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes	Included	\$5,227,000	Non-Exempt	Yes
S178	Doaks Ferry Rd NW: Glen Creek Rd NW to Eola Dr NW	Widen to an interim 3-lane, minor arterial standard, with 2 travel lanes, center turn lane, bike lanes, curbs, gutters and sidewalks. Include all necessary realignments and intersection modifications.	Included	\$9,483,000	Non-Exempt	Yes
S184	Hyacinth St NE: Dr. MLK Jr Parkway NE to Portland Rd NE	Widen to major arterial standards, including 4 travel lanes and a center turn lane with curbs, gutters, sidewalks, bike lanes and intersection modifications.	Included	\$10,529,000	Non-Exempt	Yes
S185	Kale St NE: Portland Rd NE to Cordon Rd NE	Add a center turn lane, bike lanes, curbs and sidewalks in missing sections as development occurs.	Included	\$9,171,000	Non-Exempt	Yes
S187	Kuebler Bv SE: Skyline Rd S to Liberty Rd SE	Widen to 4 lanes, curbs, sidewalks, bikelanes, center turn lane or median	Included	\$3,672,000	Non-Exempt	Yes
S189	Liberty Rd S & Salem Heights Av S	Add northbound and southbound left turn lanes, bike lanes	Included	\$5,929,000	Exempt	Yes
S190	Liberty Rd S: Commercial St SE to Browning Av SE	Widen to 4 travel lanes, center turn lanes or raised medians, curbs, gutters, sidewalks, and bike lanes.	Included	\$49,779,000	Non-Exempt	Yes
S191	Liberty Rd S: Holder Ln SE to South UGB	Widen to an interim 3-lane urban standard, with 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	Included	\$5,047,000	Non-Exempt	Yes
S197	Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE	Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks. Additional lanes may be required in the vicinity of the Kuebler Bv intersection.	Included	\$15,489,000	Non-Exempt	Yes
S198	Reed Rd SE: Battle Creek Rd SE to Strong Rd SE	pockets, bike lanes, curbs, gutters, and sidewalks. Half street modifications to	Included	\$3,027,000	Non-Exempt	Yes
S204	Broadway St NE: Liberty St NE to Dr. MLK Jr Parkway NE	Add bike facilities. The portion from Dr. MLK Jr Parkway to Pine St NE is funded with ARTS funds is \$1.4 million. This includes a turn pocket. See also Sxxx and Sxxy	Included	\$3,633,000	Exempt	Yes
S205	Center St NE: Commercial St NE to 17th St NE	Add bike facilities	Included	\$1,850,000	Exempt	Yes
S208	Commercial St SE: Mission St SE to Superior St SE	Add bike facilities	Included	\$300,000	Exempt	Yes
S210	Liberty St: Trade St SE to E St NE	Add bike facilities	Included	\$435,000	Exempt	Yes
S211	Marion St NE: 13th St NE to Commercial St NE	Add bike facilities	Included	\$1,142,000	Exempt	Yes
S212	Market St NE: Commercial St NE to Hawthorne Av NE	Add bike facilities	Included	\$7,410,000	Exempt	Yes
S213	Madrona Av SE: Liberty Rd S to Commercial St SE	Add bike facilities	Included	\$661,000	Exempt	Yes
S214	Mission St SE: 12th St SE to Commercial St SE	Add bike facilities.	Included	\$461,000	Exempt	Yes
S216	Silverton Rd NE: Fairgrounds Rd NE to Lancaster Dr NE	Add bike facilities	Included	\$6,413,000	Exempt	Yes
S219	17th St NE: Sunnyview Rd NE to Silverton Rd NE	Add bike facilities	Included	\$707,000	Exempt	Yes
S224	Broadway St NE: Dr. MLK Jr Parkway NE to River Rd N	Add bike facilities	Included	\$262,000	Exempt	Yes
S225	D St NE: Lancaster Dr NE to Summer St NE	Add bike facilities	Included	\$7,572,000	Exempt	Yes
S226	Fairgrounds Rd NE/Hood St NE: Summer St NE to Commercial St NE	Add bike facilities	Included	\$335,000	Exempt	Yes

S229	Lana Av NE: Portland Rd NE to Silverton Rd NE	Add bike facilities	Included	\$153,000	Exempt	Yes
S231	Madrona Av SE: Pringle Rd SE to Commercial St SE	Add bike facilities	Included	\$2,918,000	Exempt	Yes
S236	25th St SE/Airway Dr SE: Madrona Av SE to Turner Rd SE	Add bike facilities	Included	\$8,494,000	Exempt	Yes
S238	Sunnyview Rd NE: 17th St NE to Fairgrounds Rd NE	Add bike facilities	Included	\$1,140,000	Exempt	Yes
S245	12th St SE: Ibsen St SE to Commercial St SE	Add sidewalks for the west side of the street.	Included	\$2,068,000	Exempt	Yes
S247	Center St NE: Mitchel St NE to Cordon St NE	Add sidewalks. See S346.	Included	\$15,506,000	Exempt	Yes
S248	Commerical St SE: Winding Way SE to Lansford Dr SE	Add sidewalks	Included	\$16,547,000	Exempt	Yes
S249	Connecticut Ave SE Bike/Ped overpass of Hwy 22 between Lancaster and Cordon	Construct a pedestrian overpass of Highway 22 connecting a residential area to the south to a shopping center and two schools to the north. Salem has an overcrossing from Bill Riegel Park to Miller E.S. in their plans.	Included	\$9,073,000	Exempt	Yes
S274	Salem Industrial Dr Improvement	Widen half the street to collector standards, with sidewalks, curbs, gutters and bike lanes where designated.	Included	\$7,066,000	Exempt	Yes
S286	Cordon Rd: Highway 22 E to Caplinger Rd SE	Widen to 4 lanes, plus center turn lane or left turn lanes at selected locations, curbs, gutters, sidewalks and bike lanes.	Included	\$9,391,000	Non-Exempt	Yes
S287	Kuebler Blvd SE: I-5 to Turner Rd SE	Widen to 4 travel lanes, paved or raised median, bike lanes, curbs, gutters and sidewalks. This project includes turn lanes at Turner Rd SE and bridge modifications over the railroad.	Included	\$31,559,000	Non-Exempt	Yes
S288	Hawthorne Ave NE: Silverton Rd NE to Sunnyview Rd NE	Widen to 2 travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and modify intersection approach to Silverton Rd NE and Sunnyview Rd NE. Project scope is to do interim minor arterial projects using a modified cross section (46 feet curb to curb in a 64 foot ROW) with construction to major arterial standards within 400 feet of intersections with Silverton Rd and Sunnyview Ave. Project includes some intersection realignment on the south side of Sunnyview to line up with new cross section. See also S364 for Hawthorne Ave at Sunnyview Rd project.	Included	\$28,073,000	Non-Exempt	Yes
S292	Brush College Rd NW: Pedestrian Project	Construct missing section (approximately 850 feet) of sidewalk on north side of Brush College Rd NW to Doaks Ferry Rd NW to provide access to Brush College Elementary school from the west.	Included	\$6,238,000	Exempt	Yes
S293	Hines St SE Railroad Crossing Pedestrian Facilites	Construct sidewalks on Hines St SE at the Union Pacific railroad crossing, including relocating rail switching equipment, crossing arms, and connect to existing sidewalks.	Included	\$5,049,000	Exempt	Yes
S297	Marine Drive NW: Harritt Dr Nw to Cameo St at 5th Av NW	Construct a new collector street to the east of Wallace Rd along alignment determined by the flood plain. Uses a special Salem TSP cross section with two travel lanes, new curb, sidewalk on westerly side, 12-foot multi-use path on the easterly side, stormwater treatment, and streetlights. Includes connetor streets at Beckett St and 5th Av and improvements to Harritt Dr NW. Sections may be constructgd by developers depending on timing of development vs. funding for city construction. See also S343 and S382. In the 2022 GO Bond.	Committed	\$23,530,000	Non-Exempt	Yes

S308	Capitol Mall to Keizer/Kroc Center Bike Corridor	Enhance the corridor for bicycle travel between the Capitol Mall and Keizer/Kroc Center. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding two sections of the corridor (covered in other projects).	Included	\$361,000	Exempt	Yes
S310	State St to Kroc Center Bike Corridor	Enhance corridor for bicycle travel between the State St in central east Salem and the Kroc Center. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding two sections of the corridor (covered in other projects)	Included	\$2,497,000	Exempt	Yes
S312	Geer Community Park to Hoover Elementary School Bike Corridor	Create a corridor for bicycle travel between Geer Community Park and Hoover Elementary School. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards.	Included	\$164,000	Exempt	Yes
S314	McKay Park East/West Bike Corridor	Create a corridor for bicycle travel connecting to McKay Park. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding one section of the corridor (covered in other projects)	Included	\$264,000	Exempt	Yes
S315	Four Corners Elementary School and Auburn Elementary School Bike Corridor	Create a corridor for bicycle travel between the Four Corners Elementary School and Auburn Elementary School. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards.	Included	\$507,000	Exempt	Yes
S317	Sprague HS to South Salem HS Bike Corridor	Create a corridor for bicycle travel between Sprague HS and South Salem HS. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding three sections of the corridor (covered in other projects)	Included	\$857,000	Exempt	Yes
S318	Bush's Pasture Park to River Road Bike Corridor	Create a corridor for bicycle travel between the Bush's Pasture Park and River Road S. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards.	Included	\$76,000	Exempt	Yes
S319	Saginaw St Bike Corridor	Create a corridor for bicycle travel between Mission St and Rural Av, bypassing the Commercial/Liberty couplet. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards.	Included	\$180,000	Exempt	Yes

S320	Clark Creek Park/South Village Park Bike Corridor	Create a corridor for bicycle travel between the Clark Creek Park and South Village Park. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding three sections of the corridor (covered in other projects)	Included	\$388,000	Exempt	Yes
S321	Pringle Creek Path: Civic Center to Riverfront Park.	Construct a pedestrian bridge crossing of Pringle Creek under the Commercial street bridge, construct a new path along Pringle creek from Commercial Street under the existing railroad bridge to the Riverfront Park. Includes creek overlooks and art wall. From 2022 Salem GO Bond.	Committed	\$5,300,000	Exempt	Yes
S322	Orchard Heights Park / Brush College Park Bike Corridor	Create a corridor for bicycle travel between Orchard Heights Park and Brush College Park. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding three sections of the corridor (covered in other projects)	Included	\$705,000	Exempt	Yes
S323	2nd St NW Bike Corridor - Phase 1	Design and reconstruction of 2nd St NW, phased from Gerth Av NW to Wallace Rd NW. Phase 1 is between Patterson St NW to Wallace Rd NW. From the Salem CIP. See also S344. Previously \$5.93 million has been allocated to this project.	Included	\$2,953,000	Exempt	Yes
S324	25th St South of Mission St Bike Corridor	Create a corridor for bicycle travel along 25th Av SE. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding two sections of the corridor (covered in other projects). See S221.	Included	\$6,607,000	Exempt	Yes
S326	Cottage St - Convert to two-way	Convert to two-way with sharrows. From the Central Salem Mobility Study (2012).	Included	\$1,649,000	Exempt	Yes
S333	Summer St NE & Marion St NE Intersection Modifications	Remove southbound right-turn movement from shared lane and remove fourth westbound lane east of Summer St and start it as an add lane for the southbound right-turn movement. From the Central Salem Mobility Study (2012).	Included	\$274,000	Exempt	Yes
S336	Union St Bikeway - Phase 2 Summer St NE to 12th St NE	Build buffered bike lanes on Union Street from Summer St NE to 12th St curve and end at Marion St. Requires adjustment to curb extensions. From Central Salem Mobility Study (2012). See also S311 for Phase 1, S298 for the signal at Commercial St, and S347 for Phase 1B. Part of the 2022 GO Bond Package.	Committed	\$4,300,000	Exempt	Yes
S340	Kroc Center Pathway	Build a bicycle/pedestrian connection between Hyacinth St NE and Bill Frey Dr, including a bridge over Claggett Creek. Cost estimate is for the most expensive option (concrete path and bridge).	Included	\$3,973,000	Exempt	Yes
S341	Hyacinth St Multi-Use Path	Build a bicycle/pedestrian path along the south side of Hyacinth St NE between Dr. MLK Jr Parkway and Salem Industrial Drive NE.	Included	\$1,214,000	Exempt	Yes
S342	Bike/Pedestrian Bridge over Dr. MLK Jr Parkway	Build a bridge over Dr. MLK Jr Parkway to separate bicycle and pedestrian travel from motorized vehicles. Would include connections to the existing multi-use path along Dr. MLK Jr Parkway and to the proposed multi-use path along Hyacinth St NE (see S3421).	Included	\$12,170,000	Exempt	Yes

S343	Marine Dr NW: Harritt Av NW to River Bend Rd NW	Construct a collector/minor arterial from the Harritt Av NW extension to River Bend Rd NW. Road will include one lane in each direction, center turn pockets as necessary and facilities for bicycles and pedestrians. See also S297 and S382.	Included	\$19,731,000	Non-Exempt	Yes
S345	Auburn Rd NE: Baldwin Av NE to Cordon Rd NE	Widen to collector standards, add bike lanes, drainage and sidewalks. Continuation of M071. Was M011. Developer funded.	Included	\$4,137,000	Exempt	Yes
S347	Union St Bikeway: Phase 1B	Phase 1B includes curb extensions at the intersection of Liberty St NE and Union St NE, and the design and construction of enhanced bicycle facilities on Union St NE between Commercial St NE and Summer St NE. See also S298, S311, and S336.	Committed	\$4,525,000	Exempt	Yes
S348	Fisher Rd NE - Silverton Rd NE to East/West Curve	On Fisher Rd NE from Silverton Rd NE to the East/West curve, construct to collector street standrads, including new curb, sidewalks, bike lanes, stormwater treatment, and streetlights. Includes a traffic signal replacement at Sunnyview Road and pedestrian crossings at Beverly Av and Devonshire Av. Part of the Salem 2022 GO Bond.	Committed	\$27,650,000	Exempt	Yes
S354	Replace Railroad and McGilchrist St culverts on West Fork Pringle Creek	Replace Union Pacific Railroad and McGilchrist St culverts on West Fork Pringle Creek. From the Pringle Creek Basin Plan, project PC-01C. In FY2023 CIP.	Committed	\$3,076,000	Exempt	Yes
S355	Hawthorne Av NE at Sunnyview Rd NE	Design and construction of modification to the northwest and southeast quadrants of the intersection of Hawthorne Ave NE at Sunnyview Rd NE to align the northbound and southbound left-turn pockets and add a new northbound right-turn pocket. This project would require minor widening of the southeast quadrant to accommodate the new right-turn lane. The project would also overlay the approaches, restripe the new lane configuration and relocate traffic signal poles in the NW and SE quadrants	Committed	\$3,215,000	Exempt	Yes
S357	Turner Rd SE: Mill Creek Bridge to Deer Park Dr SE	Design and construction of full-street improvements from Mill Creek bridge to Deer Park Rd SE	Committed	\$1,506,000	Non-Exempt	Yes
S358	Turner Rd SE at Gath Rd SE and Deer Park SE	Design and construction of improvements to realign Turner Rd SE at Gath Rd SE / Deer Park Dr SE and add SB and WB left-turn lanes.	Committed	\$7,727,000	Non-Exempt	Yes
S359	Turner Rd SE: Kuebler Blvd SE to Mill Creek Bridge	Design and construction of full-street improvements on Turner Rd SE for 1500 linear feet from Kuebler Blvd SE to the Mill Creek bridge and 500 linear feet from Turner Rd SE north of Kuebler Blvd SE. Work also includes signal modifications and 1000 linear feet of half-street improvements on the south side of Kuebler Blvd SE from Turner Rd Se to the Mill Creek bridge.	Committed	\$5,596,000	Non-Exempt	Yes
S360	Deer Park Dr SE Modifications	Construct full-street improvements from Aumsville Hwy SE to Turner Rd SE. Work includes one travel lane in each direction, left-turn pockets, curbs, and sidewalks.	Committed	\$6,829,000	Non-Exempt	Yes
S362	Hilfiker Ln SE at Commercial St SE	Design, RoW, and construction to widen the approaches on Hilfiker Ln SE to allow a left-turn lane and bike lanes in both directions. Replace traffic signal.	Committed	\$5,344,000	Exempt	Yes
S363	Commercial St SE: Oxford St SE to Madrona Ave SE	Design and construct buffered bike lanes and pedestrian crossings along this stretch.	Committed	\$2,554,000	Exempt	Yes
S364	Commercial St SE: Madrona Av SE to Robins Ln SE - Signal Improvements	Design and construct upgrades at signalized intersections on Commercial St SE from Madrona Av SE to Robins Ln SE.	Committed	\$952,000	Exempt	Yes

S365	State St at 25th St SE Intersections Improvements	Design and construct intersection modifications to improve pedestrian visibility and reduce traffic incidents.	Committed	\$798,000	Exempt	Yes
S366	Pedestrian Island and Crossing Safety Improvements Package	Design and construct crossing modifications on State St at 21st SE; Lancaster Dr NE at Weathers St NE and River Rd N at Riveria Dr NE. ***Note: Project list will be revised in Oct/Nov 2022 due to cost escalation	Committed	\$1,752,000	Exempt	Yes
S367	Downtown Signal Upgrades	Design and construct upgrades at signalized intersections at various locations within downtown bordered by State St, Capitol St NE, Union St NE, and Commercial St NE.	Committed	\$141,000	Exempt	Yes
S369	Orchard Hts Rd NW Modifications	Design and construct modifications along the south side of two segments of Orchard Hts Rd NW, from Snowbird Dr NW to Schoolhouse Ct NW, and from Chapman Hill Dr to Westhaven Av NW. Modifications include constructing missing curb, sidewalks, and widening Orchard Hts Nw to provide a pedestrian median island at Parkway Dr NW and WB left-turn pocket from Orchard Hts Rd Nw to Parkway Dr NW.	Committed	\$2,939,000	Exempt	Yes
S370	Sunnyview Rd NE at Hollywood Dr NE Pedestrian Crossing	Design and construct a new median island crossing at Sunnyview Rd NE at Hollywood Dr NE with street lighting, improved crosswalk and ramps.	Committed	\$210,000	Exempt	Yes
S372	Pedestrian Crossing Program	Design and construct pedestrian safety crossings. Locations determined annually based on opportunites or identified crossing safety issues.	Included	\$1,161,000	Exempt	Yes
S373	Broadway St NE at Locust St NE Pedestrian Crossing	Design and construct a new median island crossing of Broadway St at Locust St NE, with street lighting, improved crosswalk, and ramps.	Committed	\$192,000	Exempt	Yes
S374	Macleay Rd SE and Caplinger Rd SE Pedestrian Crossing	Design, RoW, and construction of a new crossing with pedestrian island, lighting, and new sidewalk on west side of Macleay Rd SE from 150 linear feet south of Periwinkle Dr SE to 100 linear feet west of Gaffin Rd SE and the south side of Caplinger Rd Se from Macleay Rd SE to 750 linear feet easterly to connect to existing sidewalk.	Committed	\$2,763,000	Exempt	Yes
S376	Lone Oak Rd SE at Rees Hill Rd SE	lengthened left-turn lane and an acceleration lane on Rees Hill Rd SE.	Committed	\$1,716,000	Exempt	Yes
S377	Davis Rd S: Skyline Dr S to Liberty Rd S	Urban upgrade of the existing road to add new curb, sidewalks, bikelane, stormwater treatment and streetlights with pedestrian crossings. Adds a new traffic signal at Davis Rd S at Liberty Rd S. From the 2022 Salem GO Bond.	Committed	\$7,600,000	Exempt	Yes
S378	State St: 13th St NE to 17th St NE Bike Lanes and Pavement	Pavement rehabilitation and striping reconfiguration to one travel lane in each direction with a center turn lane and bike lanes. Includes a pedestrian crossing at 15th St andstreetscape features. Also includes a new traffic signal at the 17th St intersection. From the 2022 Salem GO Bond. See S217 for portion east of 17th.	Committed	\$12,950,000	Exempt	Yes
S379	Broadway: Pine St N to Tryon St N	Add bike facilities via ARTS funds. See S204 and S380.	Committed	\$2,382,000	Exempt	Yes
S382	Marine Dr NW: 5th St NW to Glen Creek Rd	Construct a new collector from 5th St NW to Glen Creek Rd. Road will include one lane in each direction, center turn pockets as necessary, facilities for bicycles and pedestrians, and appropriate stormwater treatment. See also S297 and S343.	Included	\$32,951,000	Non-Exempt	Yes

S383	McGilchrist St SE at 22nd St SE	Realign 22nd St SE at McGilchrist St SE to make a four-leg intersection and install a new traffic signal to increase traffic flow. See S126 for remaining work on McGilchrist St SE.	Committed	\$9,925,000	Exempt	Yes
T008	Delaney Road at Turner Road	Add sidewalks, bicycle lanes, and a right turn lane to Delaney Road east of Turner Road extending approximately 340 feet, connecting to the existing sidewalks and bicycles lanes at 2nd St. SE.	Included	\$1,188,000	Exempt	No