

LEGISLATIVE REPORTS

ODOT implements and operationalizes legislative direction

Kris Strickler, ODOT Director

Daniel Porter, Finance and Economics Manager

Brendan Finn, Urban Mobility Office Director

Mac Lynde, Delivery & Operations Division Administrator

January 19, 2023: Joint Committee on Transportation

WAYS WE REPORT TO THE LEGISLATURE

- Interim legislative days informational presentations
- Biennial budget development, passage, and oversight
- Required reports



SAMPLING OF LEGISLATIVELY REQUIRED REPORTS

- HB 2017 requirements:
 - Surplus Property Inventory (Section 9)
 - Continuous Improvement Advisory Committee-KPMs (Section 10)
 - Condition of State and Local Transportation Infrastructure (Section 11)
 - Internal audits (Section 18)
 - Certifications for Conditional Fuels Tax Increases (Section 45)
 - Revenue and Expenditure Report (Section 71L)
 - Vehicles Powered by Different Means (Section 75)
- Specific legislation/program, including:
 - Passenger rail
 - Workforce development
 - Clean diesel (HB 2007)
 - Waterways access (HB 2835)
- All-agency requirements, including:
 - Temporary rules

WHERE TO FIND REPORTS

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ODOT Home Programs Planning & Technical Guidance Drivers & Vehicles - Doing Business - Data & Maps Local Governments Get Involved

About Us -

About Us

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DMV Alert Governor Brown's - Remission of Fines for Traffic Offense Failure to Appear and Failure to Comply Court Cases

Government Relations

HUMAN RESOURCES

- Career Opportunities
- Explore ODOT Careers
- Applicant Information
- Glenn Jackson Scholarship Program

EQUAL ACCESS

- Accessibility at ODOT
- Diversity and Inclusion
- Title VI: Non-Discrimination

CONTACTS

- Ask ODOT
- Directory
- Executive Team

AGENCY INFORMATION

- Mission and Values

What We Do

We guide ODOT's participation in state and federal legislative efforts and intergovernmental relationships with tribal governments to positively advance ODOT's mission and values for the benefit of all Oregonians.

Publications and Reports

Legislative Summaries

- [2022 Legislative Summary](#)
- [2021 Legislative Summary](#)
- [2020 Special Sessions Legislative Summary](#)
- [2020 Legislative Summary](#)
- [2019 Legislative Summary](#)
- [2018 Legislative Summary](#)
- [2017 Legislative Summary](#)

Reports to the Legislature

- [2023 Passenger Rail Report](#)
- [HB 2017 Revenue and Expenditure Report Dec 2022](#)

Contact Us

Government Relations Section
Oregon Department of Transportation
355 Capitol St. NE, MS11
Salem, OR 97301
(503) 986-2840
[Email us](#)

- Sent via email
- Posted on [ODOT's Government Relations page](#) on oregon.gov
- Reports are posted for at least two years, and older reports are available upon request

TODAY'S FOCUS

- HB 2017 (2017) Semi-Annual Revenue and Expenditure Report
- HB 3055 (2021) Low-Income Toll Report
- HB 3304 (2021) Implementation of Blueprint for Urban Design

SEMIANNUAL REVENUE AND EXPENDITURE REPORT– HB 2017 (2017)

Daniel Porter, Finance and Economics Manager

SEMIANNUAL REVENUE AND EXPENDITURE REPORT- HB 2017 (2017)

- The report structure was developed in collaboration with the Legislative Revenue Office
- **Purpose:** To document revenues and project expenditures from State Highway Funds raised through HB 2017



HB 2017 Semiannual Revenue & Expenditure Report

Submitted to:
Joint Committee on Transportation
December 2022

By:
Oregon Department of Transportation

REPORT ALLOWS THE READER TO:

Directions from HB 2017:

SECTION 71L. Section 18, chapter 30, Oregon Laws 2010, is amended to read:

Sec. 18. (1) The Department of Transportation shall report quarterly to the legislative committees on revenue if the Legislative Assembly is in session or, if the Legislative Assembly is not in session, to the Legislative Revenue Officer. The department's report shall include an estimate of the amounts received in the previous quarter from the increased taxes and fees established in chapter 865, Oregon Laws 2009, and an estimate of the projected revenue in the current quarter from the increased taxes and fees established in chapter 865, Oregon Laws 2009.

Timing amended in HB 4059 (2018):

SECTION 32. Section 18, chapter 30, Oregon Laws 2010, as amended by section 71L, chapter 750, Oregon Laws 2017, is amended to read:

Sec. 18. (1) The Department of Transportation shall report [*quarterly*] **semiannually** to the legislative committees on revenue if the Legislative Assembly is in session or, if the Legislative Assembly is not in session, to the Legislative Revenue Officer. The department's report shall include an estimate of the amounts received in the previous [*quarter*] **two quarters** from the increased taxes and fees established in chapter 865, Oregon Laws 2009, and an estimate of the projected revenue in the current quarter from the increased taxes and fees established in chapter 865, Oregon Laws 2009.

- Track actual revenues and forecasts over time by category
- See how much gets programmed in the STIP and comparisons over time between programmed amounts and actuals
- Know exactly which projects have HB 2017 funding and how much has been spent

SNAPSHOTS OF THE REPORT

HB 2017 Section 71(L) Semiannual Revenue and Expenditures Report – December 2022

RECEIVED & FORECASTED HB 2017 REVENUE (UPDATED BASED ON OCTOBER 2021 REVENUE FORECAST)														
REVENUE	2021-2023 BIENNIUM (ACTUALS)										Current Quarter	Next Quarter	Previous Biennium, To-date	Remainder of Current Biennium
	Q1 Jul-Sep 21	Q2 Oct-Dec 21	Q3 Jan-Mar 22	Q4 Apr-Jun 22	Q1 Jul-Sep 22	Q2 Oct-Dec 22	Q3 Jan-Mar 23	Q4 Apr-Jun 23	2021-2023 Biennium Total	Oct 22-Dec 22	Jan 23-Mar 23	Jul 19-Sep 22	Oct 22-Jun 23	
	DMV	Light Vehicle Title Fee	\$ 6,615,156	\$ 7,447,859	\$ 5,672,399	\$ 6,945,148	\$ 6,971,167			\$ 33,651,729	\$ 7,175,173	\$ 6,405,757	\$ 68,228,715	\$ 20,806,108
	Registration Fee (all)	\$ 25,068,650	\$ 24,959,094	\$ 23,120,939	\$ 25,333,217	\$ 25,477,424			\$ 123,959,326	\$ 26,144,011	\$ 24,109,906	\$ 269,518,733	\$ 77,386,885	
	Vehicle Trip Permit Fee	\$ 123,319	\$ 109,939	\$ 119,243	\$ 171,599	\$ 177,479			\$ 701,580	\$ 175,114	\$ 164,301	\$ 1,568,872	\$ 525,581	
	TOTAL (DMV)	\$ 31,807,127	\$ 32,516,892	\$ 28,912,581	\$ 32,449,964	\$ 32,626,071			\$ 158,312,634	\$ 33,494,298	\$ 30,679,964	\$ 339,316,320	\$ 98,718,574	
Commerce and Compliance	Weight-Mile	\$ 27,391,578	\$ 27,331,187	\$ 30,312,920	\$ 36,791,193	\$ 38,897,348			\$ 160,724,226	\$ 36,779,952	\$ 33,734,071	\$ 349,945,427	\$ 106,183,856	
	Road Use Assessment	\$ 197,134	\$ 247,326	\$ 229,262	\$ 397,830	\$ 362,345			\$ 1,433,897	\$ 346,150	\$ 284,465	\$ 2,760,203	\$ 907,779	
	Permits, Cab Cards, Plates	\$ 31,714	\$ 33,606	\$ 23,908	-	-			\$ 89,227	-	-	\$ 303,106	-	
	TOTAL (C&C)	\$ 27,620,425	\$ 27,612,119	\$ 30,566,090	\$ 37,189,204	\$ 39,259,693			\$ 162,247,351	\$ 37,126,102	\$ 34,018,536	\$ 353,008,737	\$ 107,091,635	
Misc.	Motor Vehicle Fuels	\$ 29,486,059	\$ 25,540,466	\$ 30,436,539	\$ 33,334,418	\$ 36,906,916			\$ 155,704,398	\$ 37,175,286	\$ 32,734,722	\$ 338,069,225	\$ 102,090,338	
	Net Vehicle Use Tax	\$ 2,188,057	\$ 1,930,544	\$ 2,308,414	\$ 2,205,111	\$ 2,420,000			\$ 11,052,126	\$ 2,255,888	\$ 1,956,688	\$ 25,315,929	\$ 6,993,645	
	TOTAL (All Sources)	\$ 91,101,668	\$ 87,600,021	\$ 92,223,623	\$ 105,178,517	\$ 111,212,680			\$ 487,316,509	\$ 110,051,573	\$ 99,389,910	\$ 1,055,710,210	\$ 314,894,191	

DISTRIBUTION OF REVENUE														
DISTRIBUTION	2021-2023 BIENNIUM										Current Quarter	Next Quarter	Previous Biennium, To-date	Remainder of Current Biennium
	Q1 Jul-Sep 21	Q2 Oct-Dec 21	Q3 Jan-Mar 22	Q4 Apr-Jun 22	Q1 Jul-Sep 22	Q2 Oct-Dec 22	Q3 Jan-Mar 23	Q4 Apr-Jun 23	2021-2023 Biennium Total	Oct-Dec 2022	Jan-Mar 2023	Jul-Sep 2022	Jan-Jun 2023	
	Set Aside	Rose Quarter Project	-	-	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000			\$ 7,500,000	\$ 7,500,000	\$ 7,500,000	\$ 7,500,000	\$ 7,500,000
	Safe Routes to Schools	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000			\$ 12,500,000	\$ 2,500,000	\$ 2,500,000	\$ 32,500,000	\$ 7,500,000	
	NET TOTAL (Revenue for Apportionment)	\$ 86,413,610	\$ 83,169,478	\$ 84,915,210	\$ 97,973,406	\$ 103,792,680			\$ 254,498,298	\$ 97,795,686	\$ 87,433,222	\$ 990,394,281	\$ 292,900,547	
Counties (30% Net Revenue)		\$ 25,924,083	\$ 24,950,843	\$ 25,474,563	\$ 29,392,022	\$ 31,137,804			\$ 76,349,489	\$ 29,338,706	\$ 26,229,967	\$ 295,873,947	\$ 87,870,164	
Cities (20% Net Revenue)		\$ 17,282,722	\$ 16,633,896	\$ 16,983,042	\$ 19,594,681	\$ 20,758,536			\$ 50,899,660	\$ 19,559,137	\$ 17,486,644	\$ 197,249,298	\$ 58,580,109	
	NET TOTAL (ODOT 50% Revenue)													
ODOT Revenue Dist.	Debt Service on \$ 71(d) Projects	\$ 2,200,588	\$ 2,200,588	\$ 2,200,588	\$ 2,200,589	\$ 2,200,590			\$ 11,002,941	\$ 2,200,588	\$ 2,200,588	\$ 13,937,057	\$ 14,850,545	
	Safety Set-Aside (\$10m/y)	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000			\$ 12,500,000	\$ 2,500,000	\$ 2,500,000	\$ 32,500,000	\$ 7,500,000	
	Bridge/Seismic (70%)	\$ 30,035,175	\$ 28,899,729	\$ 29,510,735	\$ 34,081,104	\$ 36,117,851			\$ 158,644,592	\$ 32,478,490	\$ 28,851,628	\$ 332,192,211	\$ 91,765,361	
	Preservation/Culverts (24%)	\$ 10,297,774	\$ 9,908,478	\$ 10,117,966	\$ 11,684,950	\$ 12,383,263			\$ 54,392,432	\$ 11,135,482	\$ 9,891,987	\$ 113,894,472	\$ 31,462,409	
	Maintenance (6%)	\$ 2,574,444	\$ 2,477,120	\$ 2,529,492	\$ 2,921,237	\$ 3,095,816			\$ 13,598,108	\$ 2,783,871	\$ 2,472,997	\$ 28,473,618	\$ 7,865,602	

Note: Amounts shown are based on calculations using the state fiscal year. Seasonal effects can be quite strong throughout many DMV and Commerce and Compliance (C&C) (formerly Motor Carrier) series resulting in quarterly revenue volatility. Typically, the summer months show increased DMV activity, while at the end of a calendar year C&C activity is strongest. Forecasted revenues are based on the October 2022 Revenue Forecast.

PROGRAMMED REVENUE – BY QUARTER (BASED ON 21-24 STIP DATA & OCTOBER 2022 REVENUE FORECAST)				
	PROGRAMMED AMOUNT (MAY 2022)	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT (DECEMBER 2022)	DIFFERENCE (PROGRAMMED AMOUNT MAY-DEC)
HB 2017 Bridge/Seismic (70% HB Funds)	\$ 243,539,013	\$ 261,290,000	\$ 280,553,289	(\$ 4,355,561)
Other State & Federal Bridge/Seismic	\$ 317,826,237	\$ 317,826,237	\$ 317,826,237	\$ 0
TOTAL	\$ 561,365,250	\$ 579,116,237	\$ 598,379,526	(\$ 37,014,276)

	PROGRAMMED AMOUNT (MAY 2022)	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT (DECEMBER 2022)	DIFFERENCE (PROGRAMMED AMOUNT MAY-DEC)
HB 2017 Pres/Culverts (24% HB Funds)	\$ 127,252,716	\$ 90,000,000	\$ 124,664,504	\$ 2,588,212
Other State & Federal Pres/Culverts	\$ 425,369,865	\$ 425,369,865	\$ 425,369,865	\$ 0
TOTAL	\$ 552,622,581	\$ 515,369,865	\$ 550,034,369	\$ 2,588,212

	PROGRAMMED AMOUNT (MAY 2022)	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT (DECEMBER 2022)	DIFFERENCE (PROGRAMMED AMOUNT MAY-DEC)
HB 2017 Maintenance (6% HB Funds)	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 0
Other State & Federal Maintenance	\$ 1,108,054,852	\$ 1,336,911,479	\$ 1,336,911,479	(\$ 228,856,627)
TOTAL	\$ 1,131,054,852	\$ 1,313,054,852	\$ 1,313,054,852	(\$ 228,856,627)

	PROGRAMMED AMOUNT (MAY 2022)	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT (DECEMBER 2022)	DIFFERENCE (PROGRAMMED AMOUNT MAY-DEC)
HB 2017	\$ 393,791,729	\$ 374,290,000	\$ 428,217,793	(\$ 34,426,064)
Other State & Federal	\$ 1,851,250,954	\$ 2,080,107,581	\$ 2,080,107,581	(\$ 228,856,627)
TOTAL	\$ 2,245,042,683	\$ 2,454,397,581	\$ 2,508,325,374	(\$ 263,282,691)

HB 2017 Section 71(L) Semiannual Revenue and Expenditures Report – December 2022

PROGRAMMED REVENUE – PERCENTAGE SPENT (BASED ON 21-24 STIP DATA & OCTOBER 2022 REVENUE FORECAST)				
	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT	DIFFERENCE (REVENUE-PROGRAMMED AMOUNT)	PERCENTAGE (PROGRAMMED AMOUNT/REVENUE)
HB 2017 Bridge/Seismic (70% HB Funds)	\$ 261,290,000	\$ 280,553,289	(\$ 19,263,289)	66% (HB Funds)
Other State & Federal Bridge/Seismic	\$ 317,826,237	\$ 317,826,237	-	-
TOTAL	\$ 579,116,237	\$ 598,379,526	(\$ 19,263,289)	24% (All Funds)

	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT	DIFFERENCE (REVENUE-PROGRAMMED AMOUNT)	PERCENTAGE (PROGRAMMED AMOUNT/REVENUE)
HB 2017 Pres/Culverts (24% HB Funds)	\$ 90,000,000	\$ 124,664,504	(\$ 34,664,504)	29% (HB Funds)
Other State & Federal Pres/Culverts	\$ 425,369,865	\$ 425,369,865	-	-
TOTAL	\$ 516,369,865	\$ 552,622,581	(\$ 34,664,504)	22% (All Funds)

	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT	DIFFERENCE (REVENUE-PROGRAMMED AMOUNT)	PERCENTAGE (PROGRAMMED AMOUNT/REVENUE)
HB 2017 Maintenance (6% HB Funds)	\$ 23,000,000	\$ 23,000,000	-	5% (HB Funds)
Other Maintenance	\$ 1,336,911,479	\$ 1,336,911,479	-	-
TOTAL	\$ 1,359,911,479	\$ 1,359,911,479	(\$ 34,664,504)	54% (All Funds)

	REVENUE (ACTUAL & FORECASTED)	PROGRAMMED AMOUNT	DIFFERENCE (REVENUE-PROGRAMMED AMOUNT)	PERCENTAGE (PROGRAMMED AMOUNT/REVENUE)
HB 2017	\$ 374,290,000	\$ 393,791,729	(\$ 53,927,793)	100% (All HB Funds)
Other State & Federal	\$ 2,080,107,581	\$ 2,080,107,581	-	-
TOTAL	\$ 2,454,397,581	\$ 2,508,325,374	(\$ 53,927,793)	100% (All Funds)

LOW-INCOME TOLL REPORT

Brendan Finn, Urban Mobility Office Director

LOW-INCOME TOLL REPORT – HB 3055 (2021)

REPORT ON EQUITABLE INCOME-BASED TOLL RATES

SECTION 162. (1) As used in this section, “toll” and “tollway” have the meanings given those terms in ORS 383.003.

(2) Before the Department of Transportation assesses a toll, the department shall implement a method for establishing equitable income-based toll rates to be paid by users of tollways.

(3) At least 90 days before the date the Oregon Transportation Commission seeks approval from the Federal Highway Administration to use the income-based toll rates developed under subsection (1) of this section, the department shall prepare and submit a report on the method developed to the Joint Committee on Transportation and the Oregon Transportation Commission. The department may also submit to the Joint Committee on Transportation any recommended legislative changes. The report shall be provided to the Joint Committee on Transportation, in the manner provided under ORS 192.245, on or before September 15, 2022.

SECTION 163. Section 162 of this 2021 Act is repealed on January 2, 2023.

Presents an approach for developing a low-income toll program as part of the Oregon Toll Program, with “options for consideration” for the income threshold for a low-income toll rate and benefit type (e.g., discounts, credits, number of free trips).

Oregon Toll Program

Low-Income Toll Report:

Options to Develop a Low-Income Toll Program and Best Practices for Implementation

A Report to the Oregon Legislature

September 2022



LOW-INCOME TOLL REPORT ENGAGEMENT: SPRING – SUMMER 2022

- 7 **stakeholder interviews** with service providers
- 8 **discussion groups** with historically excluded and underserved groups
- 30 **briefings** with regional and statewide agencies, staff, and committees
- Over 12,000 responses from **online public survey**
- **Partner agency review Draft Report**

WHAT WE HEARD: PUBLIC AND PARTNER COMMENT THEMES

- Support for the following:
 - Two-tiered benefit level
 - Proposed eligibility thresholds (200% Federal Poverty Level and up to 400% Federal Poverty Level)
 - Using existing programs or services for enrollment
 - Robust messaging campaign to increase enrollment

EQUITY AND MOBILITY ADVISORY COMMITTEE & OREGON TRANSPORTATION COMMISSION



Equity and Mobility Advisory Committee, 2021



Oregon Transportation Commission members, 2022

NEXT STEPS FOR OREGON TOLL PROGRAM

Ongoing
engagement

Statewide Toll
Rulemaking
Advisory
Committee

Traffic and
revenue studies

Customer service

Back-office and
operations

Monitoring and
adjustments

STATEWIDE TOLL RULEMAKING ADVISORY COMMITTEE

- Provide customer perspective to help determine Oregon Administrative Rules
- 18 members from across the state
- Meetings over the next 8-12 months
- Discuss low-income discounts: Mid-2023

STRAC MEMBERSHIP *(updated Jan. 5, 2023)*

Name	Organization/Business	Industry/Interest Category	Geography
Elizabeth Mazzara Myers	Westside Economic Alliance	Small - Large Business Community	Metro: Washington County
Ethan Hasenstein	Knife River Corporation	Construction Materials	Statewide
Jeff Spiegel	Penske Truck Leasing	Trucking	Outside Oregon
Lanny Gower	XPO Logistics	Trucking	Metro
Lauren Poor	Oregon Farm Bureau	Agriculture	Statewide
Marc Ortega Kilman-Burman	American Medical Response (AMR)	Emergency Response Services	Statewide
Marie Dodds	AAA Oregon/Idaho	Commuters	Statewide
Michael Card	Combined Transport Inc.	Trucking	Statewide: Southern Oregon
Nafisa Fai	Region Toll Advisory Committee (RTAC) Washington County Commission	Various	Metro: Portland
Omar Cruz	May Trucking	Trucking	Statewide: Mid-Valley
Park Woodworth	Ride Connection	Commuters, Equity	Metro: Multnomah County
Philip Wu	Equity and Mobility Advisory Committee (EMAC)	Equity	Metro: Multnomah County
Sean Philbrook	Identity Clark County	Various Small Businesses	Metro: Clark County, Washington
Shannen Knight	A Sight for Sport Eyes	Minority and Woman Owned Small Business	Metro: Clackamas County
Sharla Moffett	Oregon Business and Industry	Small - Large Business Community	Statewide
Shatrine Krake	West Linn Chamber	Tourism, Local Business	Metro: Clackamas County
Susan Nelson-Ellis	First Student	Public Safety and Transit	Metro: Clackamas County
<i>To be determined</i>	<i>Legislative Commission on Indian Services</i>	<i>Tribal Governments</i>	<i>Statewide</i>

BLUEPRINT FOR URBAN DESIGN & IMPLEMENTATION OF HB 3304

Mac Lynde, Delivery & Operations Division Administrator

BLUEPRINT FOR URBAN DESIGN

- Developed in 2020
- Part of 2023 edition of the ODOT Highway Design Manual
- Performance-Based, Practical Design
- Multi-modal decision-making framework aids in balancing between all roadway user needs when applying flexible design parameters





BLUEPRINT FOR URBAN DESIGN IMPLEMENTATION REPORT

Oregon Department of Transportation
House Bill 3304 – 2021 Legislative Session
September 15, 2022

IMPLEMENTATION OF BLUEPRINT FOR URBAN DESIGN (HB 3304)

SECTION 1. (1) The Department of Transportation shall prepare and submit a progress report on the implementation and utilization of the recommendations that are identified in the report prepared by department titled “Blueprint for Urban Design” and dated January 2020. In preparing the report, the department shall solicit feedback from cities, counties and community planning organizations that have been impacted by a state highway project that has implemented the Blueprint for Urban Design and how that project impacted rural downtown districts where the state highway also serves as the rural community’s main street.

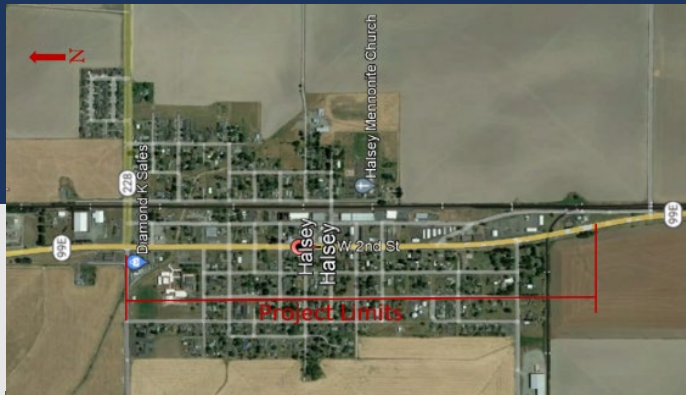
- (2) The report must include:
- (a) The number of state highway projects that utilized the Blueprint for Urban Design;
 - (b) Examples of how the Blueprint for Urban Design was incorporated into state highway project planning, design and construction in rural communities; and
 - (c) A review of the feedback received.
- (3) The department shall submit the report required by this section to the Joint Committee on Transportation in the manner provided under ORS 192.245 no later than September 15, 2022.



INTEGRATION OF THE BLUEPRINT FOR URBAN DESIGN

- The Blueprint for Urban Design was the basis for statewide scoping of urban projects for the 2024-2027 STIP cycle
- Projects using the Blueprint for Urban Design Statewide:
 - 47 urban projects in the 2021-2024 STIP
 - 39 urban projects in scoping for the potential 2024-2027 STIP, and
 - 18 planning activities in various stages of completion

URBAN PROJECT EXAMPLES



Halsey

OR99E: American Drive to South City Limits

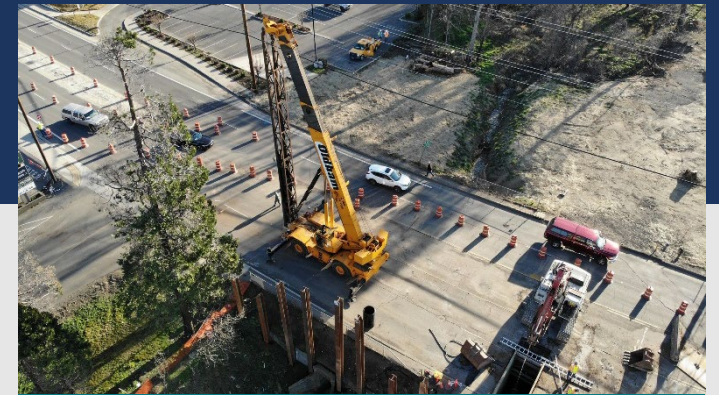
“This project will make a huge difference for the town and will bring profound changes to the community.”
– Halsey City manager



Sweet Home

US20: 53rd Avenue to East of 60th Avenue (Riggs Hill Road)

Improve pedestrian access



Phoenix

OR99 Coleman Creek: Replace bridge over creek

OR99: Glenwood to Coleman Creek: widen road and improve pedestrian access

LOMBARD MULTIMODAL SAFETY PROJECT



Above: North Lombard Street shown before safety improvements and after, with an RRFB and median refuge island for safer and more visible pedestrian crossings.

- Extensive community involvement
- Designated freight route between U.S. 30 Bypass and I-5
- Completed August 2022
- Project includes:
 - Reducing travel lanes to one lane in each direction, making space for a center turn lane and buffered bike lanes
 - More enhanced crossings, five updated intersections, and two new RRFBs with median refuge islands
 - 176 upgraded ADA curb ramps

QUESTIONS?

