

# FIXING OUR STREETS

Progress Report 2020



Fixing  
Our  
Streets



Your Dime at Work



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Our  
Streets**  
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[www.fixingourstreets.com](http://www.fixingourstreets.com)

**PBOT**

# A Portland First

Dear Portlanders,

In 2016, voters entrusted the Portland Bureau of Transportation (PBOT) to deliver on road maintenance and safety projects through passage of Fixing Our Streets. This was a four-year 10-cent gas tax, alongside a heavy vehicle use tax passed by Portland City Council.

During some of the city's busiest construction years, amid Portland's unprecedented growth, and then through a global pandemic, Fixing Our Streets has continued to transform Portland neighborhoods, making it easier and safer for everyone to get where they need to go.

In May 2020, Portland voters overwhelmingly passed Measure 26-209, a four-year renewal of the Fixing Our Streets gas tax. Measure 26-209 will bring millions of dollars into our economy over the next four years as we continue the work of fixing our streets. As we emerge from the impacts of Covid-19, this investment will be more valuable than ever. Whether it's paving our streets, filling potholes, servicing gravel streets, improving street lighting, building sidewalks, or helping our youngest Portlanders safely walk, bike, and roll to school, this program is for you.

In its final year of initial funding, Fixing Our Streets continued to deliver for Portland even as we navigated the challenges of the Covid-19 pandemic. This final progress report on the 2016-2020 program highlights the work we've accomplished and looks ahead at the last set of projects in the program, set to be completed in 2021.

Thank you Portland for your support as PBOT planners, engineers, project teams, and our Maintenance Operations crews did the work these past four years. More is on the way!

Sincerely,

Director Chris Warner



*Chris Warner*  
Chris Warner,  
PBOT Director



# Program Overview

In May 2016, Portland voters made history when they approved Measure 26-173, a new 10 cents per gallon fuel tax for repairing our streets and making them safer. This was the first local funding source in the city's history dedicated to the city's transportation system. That same month, Portland City Council passed a Heavy Vehicle Use Tax on companies operating trucks over 13 tons, with companies paying 13% of total fuel tax revenue for use on Portland streets.

Under the banner "Fixing Our Streets," the Portland Bureau of Transportation (PBOT) has managed every project funded by these local dollars. This new local funding has meant PBOT could deliver critical safety and maintenance projects across the city. We started with a clear mission to fix our ailing infrastructure, and make it safer for children, elders, and all Portlanders to travel on our streets. With the guidance of the Fixing Our Streets Oversight Committee, PBOT evaluated priorities, developed solutions, and built projects that met the community's needs and expectations. After four years of work, the impact has been astounding.

This past year has brought new challenges and successes. In February 2020, Portland City Council renewed the Heavy Vehicle Use Tax for an additional four years of investment prioritized for freight and the movement of goods. In May 2020, Portlanders resoundingly approved Measure 26-209, a four-year renewal of Fixing Our Streets. Meanwhile, the early months of the Covid-19 pandemic meant a significant reduction in gas tax revenue as residents hunkered down during Oregon's stay-at-home order.

Throughout 2020, construction continued but with modified operations to prevent the spread of Covid-19. PBOT put in place specific safety measures for PBOT crews and contractors, adjustments still in practice today. This includes modified shifts, social distancing, and other precautions based on current guidelines from local, state, and federal health officials.

As PBOT completes projects for the first Fixing Our Streets program, we will also be breaking ground on new projects as part of the 2020 renewal. Among them are eight new paving projects and new street lighting on 60 blocks of outer NE Glisan Street (between 102nd and 162nd avenues), important maintenance and safety projects that will make travel safer for Portlanders throughout the city. More information about these upcoming projects can be found at the end of this report as well as online at: [www.fixingourstreets.com](http://www.fixingourstreets.com)

# The Impact of Covid-19

The pandemic had a quick and direct impact on Fixing Our Streets, both operationally and financially.

PBOT has been in modified operations since March 17 and has implemented specific measures to ensure the safety of our crews and contractors. This includes modified shifts, social distancing, and other precautions based on current guidelines from local, state, and federal health officials.

On March 23, Governor Kate Brown issued an executive "Stay Home" order. Traffic volumes (and, consequently, fuel consumption) dropped significantly and so gas tax revenue was much lower than projected for 2020. Prior to the pandemic, PBOT estimated

Fixing Our Streets revenue for 2020 would be approximately \$18.8M. In reality, revenue is estimated to be closer to \$15.6M.

This fall, because of lower revenues, the Fixing Our Streets Oversight Committee voted to remove the NE Alberta Street paving project from the portfolio. They chose instead to use remaining gas tax revenue to fully fund other remaining Fixing Our Streets maintenance and safety projects in high equity areas, such as installing safer crossings on 82nd and 122nd avenues, and paving SW Fourth Avenue.

Covid-19 will continue to affect PBOT's revenue forecasts in 2021. The bureau will continue to work with the Oversight Committee to manage the program portfolio and finances.



# Basic Maintenance

## BASE REPAIR case study



### SW CAPITOL HIGHWAY MULTNOMAH VILLAGE

Over the past four years, Fixing Our Streets has helped PBOT maintain our \$16 billion in assets.

The measure brought in \$16 million for paving. Because we repaved using a technique that would ensure greater outcomes and extend the life of the existing pavement, we avoided an estimated \$35 million in potential asset maintenance.

Thanks to these improvements, PBOT have been able to build or fill in gaps in our sidewalk network – particularly in East Portland. In places where there is limited sidewalk infrastructure, PBOT has built safer shoulders, installed speed bumps to calm traffic, and done critical ditch maintenance to make these streets safer for pedestrians, people biking, and people driving.

Over the last four years, PBOT’s Maintenance Operations crews performed an unprecedented 386 base repairs. Base repair projects are reserved for streets that are in poor or very poor condition, that require more than simple patching or a standard 2-inch grind-and-pave process. The goal of a base repair project is to prevent the structural failure from spreading to other parts of the street. Because base repair projects replace both the asphalt and the street’s rock base, they are more expensive than other preventive maintenance projects. For this reason, they also tend to be smaller, ranging from the size of a tabletop to an entire city block. Still, these base repairs make a huge difference in every neighborhood, replacing a section of road that was notorious for potholes, with a new section that will preserve the life of the street for years to come.



Portland’s streets are full of history. In historic Multnomah Village, located in the heart of Southwest Portland, a one-block section of SW Capitol Highway had century-old pavement, some of the oldest and most deteriorated pavement in the corridor. It required a full street rebuild. Crews removed about 18 inches of damaged pavement all the way to the dirt base before rebuilding the street from the bottom up.

In total, PBOT rebuilt or repaved SW Capitol Highway from the far end of the Multnomah Village business district at SW 36th Avenue to SW Texas Street. In addition to providing new, smooth pavement and extending the lifespan of the street, PBOT upgraded all curb ramps to current ADA standards and built new high-visibility crosswalks. We also rebuilt the intersection and median at the “triangle” of SW 35th Avenue, Troy Street, and Capitol Highway, making it easier and safe for people crossing the street.



# On Safety

In keeping our promise to Portland voters, PBOT worked through an extensive list of traffic safety projects citywide.

With the city's adoption of Vision Zero in 2015, followed by the passing of Fixing Our Streets in 2016, PBOT was able to focus attention and resources in places where we could make travel safer. We are proud of

what we've been able to accomplish. The stories the public has shared with us are a testament to the value of these investments.

These investments also help us achieve our climate and equity goals, ensuring our transportation system is more accessible to all. There is more work ahead, but we're proud of what we've achieved so far. These include:



Making critical improvements to the city's **High Crash Corridors**, the busiest (and most dangerous) streets in Portland, which see a disproportionate share of deadly crashes



Improving our city's **Safe Routes to School** network in all five school districts, so that primary pedestrian routes to and from schools are complete, safe, and providing access in areas that have historically lacked investment



Adding **crosswalks** and making crossing safer for pedestrians throughout the city by adding **ramps** and pedestrian islands, as well as better **lighting**, better **signage**, and more rapid-flashing beacons



Making **public transit** and **biking** safer by building more transit-only lanes, installing more protected bike lanes, and ensuring that our 103 miles of neighborhood greenways are safer and more accessible for people biking as well as pedestrians

## SAFE ROUTES TO SCHOOL case study

**Thanks to Fixing Our Streets, PBOT will complete 94 Safe Routes to School projects across the city to help kids and families safely walk, bike, roll, and stroll to school. Highlights in 2020 include:**

- N Courtenay Ave and Willis Boulevard  
– extended curbs and new ADA curb ramps
- NE 52nd Avenue and Killingsworth Street  
– extended curbs and new ADA curb ramps
- NE 118th Avenue and Prescott Street  
– new high-visibility crosswalk and pedestrian signage
- SE 29th Avenue and Holgate Boulevard  
– new median and high-visibility crosswalk
- SW 40th Avenue and Huber Street  
– new speed bumps
- SW Capitol Highway and Dickinson Street  
– new median, high-visibility crosswalk, and pedestrian signage



# Heavy Vehicle Use Tax

In Oregon, heavy vehicles (over 13 tons) don't pay gas taxes. Instead, they pay a weight-mile tax that is based on their mileage in the state. To make sure that local transportation funding is collected in a way that accounts for freight as well as residential use of the transportation system, Portland City Council passed a heavy vehicle use tax in May 2016, the same month Portland voters approved a 10-cent gas tax. This way, companies operating trucks over 13 tons paid their fair share for road repair, too.

Allocation of the Heavy Vehicle Use Tax is decided with input from Portland's Freight Committee. The projects we completed helped with maintenance and safety improvements to streets and other assets used most often by freight. These improvements also provide benefits to other modes of travel. In four years, we completed the following projects:

- **N Going Street** (Interstate Avenue to the I-5 ramp)
- **N Greeley Avenue** (Multiuse Path and Paving Project)
- **N Lombard Street** (2,500-foot section from Ramsey Boulevard)
- **N Marine Drive** (between Kelley Point Park and Leadbetter roads)
- Ongoing bridge column safety work to upgrade or install five new **impact attenuators** around the city. Impact attenuators are designed to absorb collisions to reduce damages to transportation infrastructure and motorists, or to redirect the vehicle away from the hazard entirely.
- Replaced 75 **guardrails** across the city

In addition to these projects, our program for freight priority included small-scale safety and operational improvements in the following locations:

- **N Mississippi Street** (Interstate Avenue to Russell Street)
- **NE Martin Luther King Jr Boulevard** (Tillamook Street to Columbia Boulevard)
- **NE Sandy Boulevard** (96th Avenue to Killingsworth Street)
- **SE Morrison Street** (between Grand and 14th avenues)
- **SW Beaverton Hillsdale Highway and Shattuck Road**

Additional freight projects currently in planning, design, or construction phases include a project on **N Suttle Road** where Fixing Our Streets funding is being leveraged against financial commitments from adjacent property owners. This project is currently underway.

## HEAVY VEHICLE USE TAX case study

### N GREELEY AVE MULTIUSE PATH AND PAVING PROJECT

N

Thanks to the Heavy Vehicle Use Tax, people are now able to comfortably walk, bike, and roll up and down N Greeley Avenue between Going Street and Interstate Avenue on a separate, protected multiuse path adjacent to the busy freight corridor.

Connecting North Portland neighborhoods and businesses with the Rose Quarter and the central city, the project repaved the entire width of N Greeley Avenue from Going Street to Interstate Avenue and installed a two-way, mile-long, multiuse path. This path is along the same stretch that was repaved and is located on the east side of N Greeley Avenue. The path is separated from the road by substantial concrete barriers weighing approximately two tons each. As part of this project, we also installed a bike signal to safely get cyclists heading southbound on N Greeley Avenue across the intersection at Going Street.

N Greeley Avenue is a busy, high-speed road with heavy freight vehicle traffic. There are 25,000 motor vehicle trips per day and 15% of them are trucks. The street is also classified by planners as a Priority Truck Street, a City Walkway, and a Major City Bikeway, providing a direct bicycle connection between St. Johns and the central city.

The street was redesigned to safely integrate the various travelers on the road. Protecting cyclists and pedestrians behind a continuous concrete barrier, the new multiuse path will reduce the severity of crashes and prevent crashes where people driving or cycling are run off the road. With N Greeley Avenue repaved, it can better serve the 25,000+ motor vehicle trips it sees each day.



# Work in Progress

The following Fixing Our Streets (2016-2020) projects were put on hold in 2020 while the Oversight Committee determined how to manage the Covid-19 budget shortfall. Now that the budget challenges have been resolved, design and construction can begin on these remaining projects from the initial ballot measure:

PROJECT	START	COMPLETE
NE and SE 82nd Avenue (Crossing Improvements)	Winter 2020/2021	Spring 2021
NE and SE 122nd Avenue (Safety improvements, Phase 1)	Spring 2021	Summer 2021
SW Fourth Avenue (Lincoln to W Burnside streets)	Winter 2021/2022	Fall 2022

# Oversight Committee

- Ashton Simpson
- Elliot Levin
- Carmen Thompson
- Wayne Bauer
- Jennifer Rollins
- Clint Culpepper
- Tony Lamb
- Joanne Landry
- Petra Whitacre
- Erich Pacheco
- Claire Irvan
- William Henderson
- Claire Vlach

## Fixing Our Streets Oversight Committee

Playing a vital role in ensuring the program’s accountability, this committee of Portlanders is made up of residents, business owners, transportation experts and advocates, representing a wide range of interests within the transportation community. They provide budget and project management experience, monitor revenues and expenditures, oversee project implementation, advise the PBOT director, and report to city council annually.



# Shared Opportunities

PBOT sets ambitious targets for the percentage of contracts we award that meet one or more of the following categories recognized by Oregon’s Certification Office for Business Inclusion and Diversity (COBID):

- Disadvantaged business enterprise
- Minority-owned business enterprise
- Women-owned business enterprise
- Emerging small business
- Service-disabled veteran-owned business enterprise

These firms are sometimes abbreviated as D/M/W/ESB/SDVBE or, more simply, COBID-certified.

Over the past four years, 40.87% of all Fixing Our Streets contracting dollars have been committed to COBID-certified firms. These design and construction jobs represent more than \$19 million invested in COBID-certified firms, a majority of which are local companies based in the Portland area.

PBOT is committed to increasing diversity, advancing equity, and fostering inclusion in everything that we do. PBOT’s Racial Equity Plan sets forth several objectives to fulfill this commitment. This includes very concrete goals about how we contract work, recognizing how specific communities have been historically excluded from the economic benefit of design and construction work. PBOT upholds a citywide goal of 20% participation of COBID-certified firms in eligible, subcontracted construction work and 30% in design consultation. PBOT’s Fixing Our Streets program has far exceeded these targets.



# Financials

While the long-term impact of decreased revenue from the gas tax during the Covid-19 pandemic is still uncertain, we continue to rely upon the guidance of the Fixing Our Streets Oversight Committee to make difficult decisions around project funding within the current project portfolio. At their November

2020 meeting, the Fixing Our Streets Oversight Committee voted to cancel the Alberta paving project in order to fully fund other Fixing Our Streets maintenance and safety projects in high equity areas. This project remains important to us and we are sorry that we will not be moving forward with it at this time.

## FIXING OUR STREETS REAL & PROJECTED REVENUE

### LOCAL GAS TAX

Collection Year	Gross Revenue
2017 Actual	\$19,872,787
2018 Actual	\$19,128,009
2019 Actual	\$18,799,821
2020 Projected	\$15,600,000
Total	\$73,400,618

### HEAVY VEHICLE USE TAX

Tax Year	Gross Revenue
2016 Actual	\$1,870,829
2017 Actual	\$1,953,779
2018 Projected	\$2,223,377
2019 Projected	\$2,200,000
Total	\$8,247,985

## FIXING OUR STREETS EXPENDITURES through Nov. 30, 2020

Project Category	Fixing Our Streets dollars	Other leveraged sources*	Total project budgets
Base Repairs	\$8,770,674	\$96,505	\$8,867,179
Crossing Improvements	\$2,802,358	\$569,001	\$3,371,359
Heavy Vehicles	\$3,833,455	\$3,884,112	\$ 7,717,567
High Crash Corridors	\$869,449	\$1,013,310	\$ 1,882,759
Major Paving	\$22,121,598	\$14,853,664	\$36,975,262
Neighborhood Greenways	\$2,751,298	\$1,751,683	\$4,502,981
Protected Bike Lanes and Routes	\$968,384	\$3,407,463	\$4,375,847
Safe Routes to School	\$3,239,401	\$ 74,482	\$3,313,883
Safer Shoulders	\$367,433	-	\$367,433
Sidewalks	\$2,510,120	\$2,409,230	\$4,919,350
Total	\$48,234,170	\$28,059,450	\$76,293,620

\*Includes transportation system development charges (TSDCs), local improvement district (LID) funds, as well as state and federal grants.

# Our Progress, Your Future

## Fixing Our Streets 2020-2024 Look Ahead

By investing approximately \$25 million in street paving for nearly 50 lane miles of busy and neighborhood streets over the next four years, we estimate PBOT will avoid approximately \$55 million in future costs from rehabilitating and rebuilding streets.

The following are the first projects going to construction in 2021 from the **Fixing Our Streets (2020-2024)** project portfolio. We've organized them by categories:

**Paving on busy streets:**

- **N Ida Avenue** (Lombard to Smith streets)
- **NE 138th Place** (Halsey to Sacramento streets)
- **SE 162nd Avenue** (Powell Boulevard to Division Street)
- **SW Bertha Boulevard** (Vermont Street to Beaverton-Hillsdale Highway)

**Paving on neighborhood streets:**

- **N Houghton Street** (Haven to Dana avenues)
- **N Tillamook Street** (Flint to Williams avenues)
- **NE Alberta Street** (Cully Boulevard to 72nd Avenue)

**Sidewalk Improvements:**

- **SE Mill Street** (135th to 139th avenues)

**Street Lighting:**

- **NE Glisan Street** (102nd to 162nd avenues)



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**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION