

Fixing Our Streets 2024 Progress Report (Working Draft)

February 2025

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## SECTION 1: Overview

The Fixing Our Streets program at the Portland Bureau of Transportation (PBOT) focuses on basic maintenance and safety. It is funded by a local 10-cents-per-gallon gas tax on light vehicles and a companion Heavy Vehicle Use Tax.

Portland voters approved the local gas tax with 53% support in 2016. That same year, Portland City Council established the Heavy Vehicle Use Tax (HVUT) to ensure trucks pay their share for street maintenance and safety. Portland voters overwhelmingly renewed the 10-cent gas tax in 2020 and 2024. Council reauthorized the HVUT both years as well.

From 2016 through 2024, the Fixing Our Streets program generated roughly \$150 million for basic transportation safety and maintenance services. These resources have funded safety improvements across Portland including projects at high-crash locations and near schools. Investments have also focused on preventive pavement maintenance, helping to avoid larger reconstruction costs in the future.

The proposal for the 2024 renewal kept Portland's gas tax at 10 cents per gallon. The average driver would continue to pay roughly \$5 per month for the tax. This figure is based on driving 12,000 miles a year in a vehicle with a fuel efficiency of 20 miles per gallon, with all fuel purchased within the city of Portland.

### Fixing Our Streets Oversight Committee

Since its inception, Fixing Our Streets has had an oversight committee to provide accountability. This committee uses the resource allocation strategy outlined below (and detailed in council filings) to guide their oversight.

The committee consists of 15 residents, business owners, transportation experts, and advocates, representing a wide range of interests within the transportation community. They help oversee budgets, projects, and schedules with Portland Bureau of Transportation (PBOT) staff, advise the PBOT director, and report to city council annually.

Current members include:

Position	Name
Business Representative: 51+ employees	Stephen McLandrich
Business Representative: 1-50 employees	Erik Lawrence
District 1	Jeffrey Hinton
District 2	Robin Washington
District 3	<i>Vacant as of 1/17/25</i>
District 4	Keith Liden
Modal Representative: People biking	Ed Abrahamson

Modal Representative: Freight	Sorin Garber
Modal Representative: People driving	Jennifer Polis
Modal Representative: Pedestrians	Claire Vlach
Modal Representative: Transit riders	Dan O'Neil
Modal Representative: People with disabilities	Sky McLeod
Nonprofit Representative: Low-income, communities of color	Abby Griffith
Transportation Expert: Paving	Wayne Bauer
Transportation Expert: Construction	Greg Griffin

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## SECTION 2: Projects

This report section describes the different categories of projects and maintenance activities funded by Fixing Our Streets (2021-2024), including progress and expenditures to date.

### Smoother Streets – Paving



*Figure 1 – Looking east on NE Killingsworth Street near 57th Avenue showing completed pavement grind and inlay of vehicle travel lanes.*

#### **What is it?**

Depending on the state of the road, paving treatments may involve micro-surfacing, grind and repave, base layer repair, or a complete rebuild. Fixing Our Streets (2020-2024) paving funds focused on preventive maintenance, including repaving streets and applying protective street coating.

#### **How does it make a difference?**

Addressing pavement wear-and-tear early saves money. Road treatments that protect streets from weather damage as well as heavy cars and trucks extends the life of a street significantly.

## Priority locations:

- Streets in fair condition to avoid costly rebuilds in the future
- Busy streets that carry transit and freight
- Local streets vital to Portland's all-ages-and-abilities [Neighborhood Greenway](#) network
- Streets in neighborhoods with communities of color and low-income residents

## Allocations & Progress – Busy Streets

- **Budgeted:** \$20,000,000
- **Spent:** \$7,055,000 (35%)
- **Spent + Encumbered Leverage:** \$17,135,000 (86%)
- **Progress:** Five projects have been completed, one project will be completed in 2025, and two projects are in design and will be delivered through other federally funded projects.
  - **N Ida Ave (Lombard to Smith)** - COMPLETED in 2021
  - **NE 138th Place (Halsey to Sacramento streets)** - COMPLETED in 2021
  - **SW Bertha Blvd (Beaverton-Hillsdale Highway to Vermont Street)** - COMPLETED in 2021
  - **SE 162nd Ave (Division to Powell streets)** - COMPLETED in 2023
  - **NE Killingsworth Street (53rd Avenue to Cully Boulevard)** - COMPLETED in 2024.
  - **SW 45th Avenue (Flower to Vermont streets):** Approaching 95% design. Construction estimated to start May 2025 and last four months.
  - **SE Washington Street (102nd to 108th avenues):** \$5.03 million in Fixing Our Streets (2020-2024) paving funds are leveraging a larger \$11.8 million federal grant here. As part of this project, crews will improve safety on the couplet of SE Stark and Washington streets between I-205 and SE 109th Avenue in the Gateway Regional Center. PBOT decided to integrate paving into the scope of this larger capital project as it makes for more efficient corridor improvements (not having to demolish brand new pavement or traffic striping). Design engineering began in late 2024. Construction estimated to start in 2027.
  - **SE 122nd Avenue (Steele Street to Foster Road):** \$5.04 million in Fixing Our Streets (2020-2024) paving funds are serving as the required 20% local match on a \$25.4 million federal aid project to improve safety on 122nd Avenue. Design engineering began in late 2024. Construction estimated to start in 2027.

## Allocations & Progress – Neighborhood Streets

Includes micro-surfacing as well as grind-and-pave projects on local streets.

- **Budgeted:** \$5,000,000
- **Spent:** \$5,000,000 (100%)
- **Progress:** All eight projects were completed by the end of 2023.
  - **NE Alberta St (Cully to 72nd)** - COMPLETED in 2021
  - **N Houghton St (at Dana) to McCoy Court (at Haven)** - COMPLETED in 2021
  - **N Tillamook St (Flint to Williams)** - COMPLETED in 2021
  - **SE Bush St (99th to 112th)** - COMPLETED in 2022
  - **SE 87th Ave (Rural to Holgate)** - COMPLETED in 2022
  - **NW Pettygrove St (19th to 25th)** - COMPLETED in 2023
  - **NW Raleigh St (29th to 20th)** - COMPLETED in 2023
  - **Parkrose Heights Street Pavement Preservation** - COMPLETED in 2023

## Safer Streets – New Signals and Beacons



### What is it?

Traffic signals and crossing beacons make streets safer and prevent crashes. PBOT evaluates intersections to decide how to make them safer for everyone through engineering.

### How does it make a difference?

On our widest and busiest streets, people need a signal to safely cross the road. Rapid-flashing beacons and traffic signals reduce pedestrian crashes by about 45%.

**Priority locations:** Tier 1 priorities in [PedPDX: Portland's Citywide Pedestrian Master Plan](#), based on the following factors:

- Pedestrian crash history
- Distance from another protected crossing
- Ability to increase access to transit stops
- Alignment with city equity goals
- Traffic speed and crossing distance
- Proximity to schools, community centers, businesses, and key services

### **Allocations & Progress**

- **Budgeted:** \$5,000,000
- **Spent:** \$200,000. PBOT will use Fixing Our Streets funds primarily for construction. Ongoing design work is largely paid through other sources.
- **Spent + Encumbered: \$2,200,000 (44%)**
- **Progress:** Four projects are in design and will be delivered through either the federally funded Stark/Washington safety project (January 2028 estimated completion), or through the E Burnside Street (at 24th Avenue) and NE Halsey Street (at 114th Avenue) projects (August 2026 estimated completion):
  - **E Burnside Street at 24th Avenue.** IN DESIGN, estimated completion August 2026
  - **NE 114th Avenue at Halsey Street.** IN DESIGN, to be delivered with E Burnside Street and 24th project. Estimated completion August 2026
  - **SE 105th Avenue at Stark Street.** IN DESIGN, to be delivered with federally funded grant project and paving project
  - **SE 105th Avenue at Washington Street.** IN DESIGN, to be delivered with federally funded grant project and Fixing Our Streets (2020-2024) paving funds on SE Washington Street project
  - **SE César E Chávez Boulevard at Francis Street.** Project cancelled, to be replaced with an unsignalized, marked pedestrian crossing made possible through a proposed road redesign funded by a federal grant.



## Safer Streets – Sidewalks and Other Walkways



### What is it?

Sidewalks and other walkways separate people from traffic lanes. They provide safety, mobility, and access for everyone, including people using “active” modes of transportation.

Sidewalks make it easier for everyone to reach businesses, transit, schools, and other frequent destinations. The term “other walkways” or “alternative walkways” typically means lower-cost asphalt shoulders with concrete separators to protect people from vehicle traffic.

### How does it make a difference?

Creating a separate space for people of all ages to safely walk or use their mobility device to travel is critical for a safe and accessible transportation system.

### Priority locations

Top tier priorities in [PedPDX: Portland’s Citywide Pedestrian Master Plan](#), based on the following factors:

- Pedestrian crash history
- Distance from another protected crossing



- Ability to increase access to transit stops
- Alignment with city equity goals
- Traffic speed and crossing distance
- Proximity to schools, community centers, businesses, and key services

### Allocations & Progress

- **Budgeted:** \$4,500,000
- **Spent:** \$2,141,000 (48%)
- **Progress:** Two projects are done, two are slated for construction in 2025, and one was reallocated with approval of the oversight committee:
  - [NE 42nd Avenue \(Killingsworth to Holman streets\)](#) - Final engineering was completed in December 2024. Construction will take place summer 2025. The final cost estimate exceeds available funding by nearly 50%, so the project team is looking for additional funding and also considering reducing the construction project scope.
  - **NE Glisan Street** (east of 122nd Avenue) - At its October 2024 meeting, the oversight committee approved the reduction of this project to an interim protected walkway due to conflicts with an adjacent Multnomah County property redevelopment that will provide full sidewalks in the future. The committee approved reallocation of remaining funds to two sidewalk projects on NE Shaver Street in the Parkrose neighborhood that have experienced cost overruns. The first NE Shaver Street sidewalk project (NE 115th Avenue to Parkrose Middle School), was completed in November 2024. The second (NE 102nd and 115th avenues), will begin construction in early 2026.
  - [SE Mill Street \(135th to 139th avenues\)](#) – **COMPLETED** in 2023.
  - [SE Washington Street \(80th to 82nd avenues\)](#) - Final engineering was completed in January 2025 and the project is ready for procurement and construction, with estimated completion in July 2025.
  - [SW Multnomah Boulevard \(37th to 40th avenues\)](#) - This alternative walkway was completed in November 2024.



*Figure 2 - Alternative walkway and bikeway on SW Multnomah Boulevard between 37th and 40th Avenues, using concrete separators and green and yellow paint.*

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## Safer Streets – Safe Routes to School Projects

### What is it?

[Safe Routes to School](#) is a partnership between the city, schools, neighborhoods, community organizations, and agencies that makes walking, biking, and rolling fun, easy, and safe for all students and families. PBOT's Safe Routes to School program connects with every elementary, K-8, and middle school in Portland to offer education on safe, active ways of getting to school, and to identify and implement needed safety improvements around schools.

### How does it make a difference?

Through a comprehensive approach, PBOT's [Safe Routes to School](#) program has increased the percentage of students walking or biking to school since it began in 2006. Fixing Our Streets helps fund school crossing improvements, paths, and missing connections to school grounds. This includes building sidewalks where there are gaps on priority residential streets as well as tying in our existing network of bike routes to schools.

### Priority Locations

Projects were drawn from the Safe Routes to School plan developed in 2017 with funding from the original Fixing Our Streets program. Projects in the David Douglas, Reynolds, and Parkrose School Districts consisted primarily of sidewalk projects, while projects in the Portland Public Schools boundary were largely characterized by crossing improvements and traffic calming.

### Allocations & Progress

**Budgeted:** \$6,000,000

**Spent:** \$2,290,000 (39%)

**Progress:** In 2024, PBOT constructed 7 Safe Routes to School projects across the city.

Three East Portland school district projects are complete:

- **NE Shaver Street** (115<sup>th</sup> to Parkrose Middle School)
- **NE 148th Avenue** (Sacramento to Halsey streets)
- **SE 174th Avenue** (Stark to Main streets). This project received additional funding from a competitive ODOT Safe Routes to School grant and the 2016-2020 funding cycle for Fixing Our Streets.

Another East Portland sidewalk project on **NE Shaver Street** (102nd to 115th avenues) is in design. Estimated completion is July 2026. This project received additional funding from a competitive ODOT Safe Routes to School grant and a competitive Portland Clean Energy Fund grant.

An additional \$1.5 million will fund crossings on **NE Martin Luther King Jr. Blvd** (a federal project), speed bumps in Midway, signals along Safe Routes to School citywide, and sidewalks on **N Willis Boulevard** (Newman Avenue to Chautauqua Boulevard). The Willis project is underway now and expected to be done February 2025; sidewalks were completed in December 2024.

Safe Routes to School projects completed in 2024 (listed by school, with project examples)

- **Alder Elementary** (Reynolds high school cluster). Crossing improvement and sidewalk infill on SE 174th Avenue (Stark to Main streets).
- **Buckman Elementary** (Cleveland high school cluster). Crossing improvement at E Burnside Street and 16th Avenue.
- **Dr. Martin Luther King Jr. Elementary** (Grant-Jefferson high school cluster). Crossing improvement at NE Martin Luther King Jr Boulevard and Going Street. Marked crosswalks at NE Seventh Avenue and Going Street.
- **Llewellyn Elementary** (Cleveland high school cluster). Crossing improvement at SE Bybee Boulevard and 14th Avenue.
- **Margaret Scott Elementary** (Reynolds high school cluster). Crossing improvement and sidewalk infill on NE 148th Avenue (at Sacramento Street).
- **Parkrose Middle, Parkrose High** (Parkrose high school cluster). Sidewalk infill at NE Shaver Street (Parkrose Middle to 115th Avenue).
- **Jackson Middle** (Wells high school cluster). Crossing improvement and sidewalk infill on SW 35th Avenue (at Huber and Dickenson streets)



Figure 3 - A concrete multi-use path was completed on SE 174th Avenue between Stark and Main streets, serving Alder Elementary School in the Reynolds School District.



### What is it?

Portland's High Crash Network makes up 8% of Portland's streets and is where 57% of serious injuries crashes and fatalities occur. Using Vision Zero data, PBOT identified lighting as a critical safety investment. Recent analysis indicates that many streets in our High Crash Network, especially those in some of our most diverse neighborhoods, lack adequate street lighting. In talking with community members, PBOT learned how less safe Black Portlanders feel walking on poorly lit streets. It's evident better lighting improves visibility for everyone and significantly reduces fatalities and injuries.

### How does it make a difference?

No matter how you travel, better lighting improves visibility for everyone and can significantly reduce fatalities and injuries.

### Priority locations:

- High Crash Network streets in the [Vision Zero](#) Action Plan based on fatalities and serious injuries
- Streets wider than 48 feet
- Streets with bus service
- Streets with lighting on only one side
- Alignment with city equity goals

### Allocations & Progress

- **Budgeted: \$4,500,000**
- **Spent: \$1,155,000 (26%)**
- **Progress:**
  - **NE Glisan Street (102nd to 162nd).** **COMPLETED** November 2024. Lights have been turned on. Favorable pricing allowed PBOT to extend the project west to NE 82nd Avenue.
  - **NE Killingsworth Street** (42nd Avenue to Portland Highway). Bids came December 2024. Estimated completion November 2025.
  - **SW Capitol Highway / 49th Avenue** (Barbur Boulevard to Stephenson Street). Paired with the Killingsworth project for construction. Estimated completion November 2025
  - **SE 122nd Avenue** (Stark Street to Powell Boulevard). Completed engineering plans January 2025. Project ready to be advertised for construction along with other safety improvements on 122nd Avenue funded by the 2016-2020 funding cycle of Fixing Our Streets. Estimated completion September 2025.



- **SE Stark Street** (122nd to 162nd avenues). Project combined with larger Safer Outer Stark project funded by Build Portland. Design approaching 30%. Estimated construction in 2026.

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## Safer Streets – Neighborhood Greenways



*New high visibility crossing for people walking and biking at N Rosa Parks on the N Delaware Neighborhood Greenway.*

### **What is it?**

[Neighborhood Greenways](#) are low-traffic residential streets where people of all ages and biking abilities feel safe traveling without a car. They often run parallel to busier streets, proving a quiet place for people to bike, walk, roll, and stroll.

Greenways connect schools and parks, while providing access to business and transit. They feature 15 or 20 mph speed limits, painted bike markings, traffic-calming features, and safer crossings of busy streets.

### **How does it make a difference?**

Neighborhood Greenways form the backbone of the city’s Safe Routes to School network and often run parallel to busier streets, proving a quiet place for families to bike, walk, roll and stroll.

### **Priority Locations:**

- Routes identified in the [2030 Bike Plan](#), [East Portland in Motion](#), and [Southwest in Motion](#)
- Ability to support citywide Portland Comprehensive Plan goals, including “Healthy Connected Communities,” and the [Climate Action Plan](#)
- **Budgeted:** \$4,500,000

- **Spent:** \$2,285,000 (51%)
- **Progress:** [N Delaware Avenue \(Willamette Boulevard to Terry Street\)](#). Substantially completed in November 2024, including speed bumps, “daylighting” of on-street parking for greater visibility, signs, and sharrows. Some additional finishes and repairs expected early 2025.
- [Parkrose Neighborhood Greenway \(multiple segments\)](#). COMPLETED August 2024.
- [NE Mason / Skidmore \(37th to 77th avenues\)](#). IN DESIGN, estimated completion summer 2025.
- [NE Sacramento / Knott streets \(122nd to 162nd avenues\)](#) - Design complete. Construction starts 2025.
- [SE 60s Greenway \(Lincoln to Flavel streets\)](#). Substantially completed November 2024, including speed bumps, “daylighting” of on-street parking for greater visibility, signs, and sharrows.
- [SW Bertha Boulevard \(Vermont Street to Barbur Boulevard\)](#). IN DESIGN, estimate construction summer 2025.

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## Safer Streets – Neighborhood Safety Improvements (by area plan)

### What is it?

As part of PBOT’s outreach and engagement for their “In Motion” plans, neighbors and businesses told us about the safety projects they consider most important. Many of these are small-scale, simple fixes, or alternate designs focused on pedestrians and people biking.

### How does it make a difference?

PBOT’s “In Motion” plans create new ways for people to travel safely in their neighborhoods by making new connections where none existed before. These improvements make it safer for pedestrians and people biking to access local schools, parks, main streets, and other community destinations without a car.

### Neighborhood Safety Improvements (by area plan)

- [Northwest in Motion](#)
- [North Portland in Motion](#)
- [Southwest in Motion](#)

### Allocations & Progress

- **Budgeted:** \$1,500,000
- **Spent:** \$1,217,000 (81%)
- **Progress:** A variety of small-scale enhancements first identified in Northwest in Motion, North Portland in Motion, and Southwest in Motion plans are in design or complete, including the following projects built in 2024:
  - **NW 25th Avenue** (Lovejoy to Vaughn streets). Speed cushions to slow traffic.
  - **NW Johnson and Marshall streets.** Speed bumps to slow traffic along these neighborhood greenways.
  - **NW 18th, 19th, and 23rd avenues, NW Everett Street.** “Paint and post” curb extensions at eight intersections along these streets.

## Community Transportation Services – Basic Maintenance

### What is it?

Fixing potholes, repairing sections of failing road (base repair), and maintaining gravel streets. These are routine maintenance requests PBOT receives from neighborhoods and businesses, along with an ongoing gravel grading program.

Base repairs involve excavating a section of failing road down to its dirt base and rebuilding it from scratch.

Gravel Street Service maintains existing gravel streets throughout the city on a three-year cycle, typically during the winter. There is no charge to adjacent property owners. PBOT crews grade and add fresh gravel to these streets, filling potholes, puddles and ruts that form over time. The result is a smoother gravel street that makes travel and access easier.

### How does it make a difference?

A quicker response to potholes and failing roads makes everyone safer. By establishing a dedicated citywide program for this routine maintenance, PBOT can deliver these services more efficiently.

### Priority Locations:

- Citywide pothole and base repair needs
- PBOT's citywide Gravel Streets Service areas, divided into three areas: Lower Southeast, Upper Southeast/Northeast/North, and West Side.

### Allocations & Progress

- **Budgeted:** \$5,000,000 for potholes, \$4,000,000 for base repair, and \$4,000,000 for gravel streets (\$13 million total)
- **Spent:** \$12,800,000 (98%)
- **Progress:** Work was continuous throughout the 2020-2024 cycle. Data below covers January 2021 through December 2024:
  - **Potholes:** PBOT's Maintenance Operations crews filled 47,976 [potholes](#).
  - **Base repair:** PBOT crews completed 72,047 square yards of base repair, which equates to over ten lane miles.
  - **Gravel streets:** Crews serviced 51.93 centerline miles of gravel streets over the four-year period. The winter 2024-2025 cycle covered lower Southeast Portland, including Woodstock, Brentwood-Darlington, and Powellhurst-Gilbert.

## Community Transportation Services – Basic Safety Improvements

### What is it?

As our population grows and our streets become busier, we need to be more responsive to basic safety concerns citywide. Meeting our goal of eliminating fatalities and reducing serious injuries requires projects big and small.

This flexible funding category includes creating safer intersections, reducing vehicle speeds on cut-through routes, retrofitting our existing neighborhood greenways, and making additional safety enhancements to existing projects.

### How does it make a difference?

A pedestrian hit by a person driving at 30 mph is 75% more likely to suffer serious injuries or death relative to a pedestrian hit at 20 mph. PBOT has several proven tools to significantly improve street safety. Establishing a citywide program for basic street safety services allows PBOT to deliver these services more efficiently. These funds allow PBOT staff to address small-scale safety challenges without the time and investment of a large-scale capital project

To make intersections safer, for example, PBOT can remove some on-street parking (known as “daylighting”) as well as improve everything from signage to striping to signal timing. Strategic placement of speed bumps is also a low-cost and effective treatment for reducing speed.

### Priority Locations:

- Projects based on citywide crash data
- priority intersections in [PedPDX: Portland’s Citywide Pedestrian Plan](#)
- A focus on ensuring diverse communities are empowered to request these services

### Allocations & Progress:

- **Budgeted:** \$10,500,000 (\$4,000,000 million for additional safety enhancements, \$2,500,000 for retrofitting neighborhood greenways, \$2,000,000 for safer intersections, \$2,000,000 for traffic calming on cut-through routes)
- **Spent:** \$4,850,000 (46%) This includes three completed projects and \$600,000 spent on neighborhood greenways and traffic calming.
- **Progress:** A range of small-scale safety enhancements citywide complete or in design now. Projects for 2024 and 2025 include:
  - **139th Avenue** (NE Glisan to SE Stark streets). Speed reduction completed 2024.
  - **N Gilbert Avenue Greenway** (Lombard to Smith streets). Intersection improvements. Construction expected 2025.
  - **NE 37th Avenue Greenway** (Killingsworth to Alameda streets). Speed reduction and operational improvements completed 2024.



- **NE 119th Avenue** (Halsey to San Rafael streets). Speed reduction in design.
- **NE San Rafael Street** (122nd to 138th avenues). Speed reduction and striping improvements. Construction underway.
- **SE 62nd Avenue** (Harney to Flavel streets). Speed reduction in design. Construction expected 2025.
- **SE Gladstone/Center Street Greenway** (42nd to 82nd avenues). Intersection improvements. Construction underway.
- **SE Harold Street** (92nd to 112nd avenues). Speed reduction completed 2024.
- **SE Salmon Street Greenway** (Seventh to 35th avenues). Speed reduction and intersection improvements. In design, waiting for Bureau of Environmental Services project to be done.
- **SW Broadway Drive** (Patton Road to Broadway). Speed reduction in design. Construction expected 2025.

#### Remaining projects and their status from Fixing Our Streets (2016-2020):

- **SW Fourth Avenue Improvement Project** (Lincoln to W Burnside streets). Construction is underway now for the largest single Fixing Our Streets investment in the program's history, a \$20 million investment in safety, accessibility, and maintenance along this key downtown corridor.
- **Traffic signals along Safe Routes to School.** Construction was substantially completed on these five traffic signals in November 2024; one of the signals at NE Glisan and 113<sup>th</sup> was destroyed in a car crash but should be operational again in March 2025.
- **Crossings along 82nd Avenue.** Traffic signals at SE Ash and NE Beech are installed, awaiting favorable weather to install crosswalk striping and turn on the signals.
- **Sidewalks on N Willis Boulevard for Safe Routes to School:** The sidewalks were completed in December 2024 and are now awaiting final finishes including minor pavement restoration.
- **Crossings along 122nd Avenue.** This construction work is going out to bid in early 2025.

### SECTION 3: Heavy Vehicle Use Tax (HVUT)

In Oregon, heavy vehicles (over 13 tons) pay a weight-mile tax based on their mileage in the state. In 2016, 2020, and 2024, Portland City Council enacted a heavy vehicle use tax (HVUT) concurrent with voters approving a 10-cent local gas tax those same years.

This way, companies operating trucks over 13 tons pay their fair share for road repair the way passenger vehicles do. PBOT determines how to allocate HVUT funds with input from Portland's Freight Committee. Projects are typically maintenance and safety improvements to streets and other assets used most often by freight.

#### Current Heavy Vehicle Use Tax (2020-2024) projects:

##### Completed:

- **I-5 to Going Street ramp pavement repair.** Repaved deteriorating frontage road and ramp from N Killingsworth Street and I-5 southbound to Going Street westbound to serve freight traffic to Swan Island. Also included repaving intersection of N Alberta Street and I-5 off-ramp. HVUT Allocation: \$1.064 million.
- **N Lombard Street base repair.** This was work along blocks of N Lombard Street between St Louis and St Johns avenues that were deteriorating because of the high volume of truck and bus traffic. This was incorporated into the N Lombard Main Street Repair Project. HVUT Allocation: \$391,000.
- **Columbia-Lombard Wayfinding Improvements, Phase 2.** Changed the name of US-30 Bypass section between NE Killingsworth and Lombard streets to be consistent with the rest of US-30 Bypass and provide better freight wayfinding. This work built on council-approved Phase 1 wayfinding improvements, including renaming NE Portland Highway to NE Lombard Street. Required changing I-205 freeway signage. HVUT Allocation: \$200,000.
- **NE Cornfoot Road Project, Phase 2 Project Development** - Developed Phase 2 project from NE 47th Avenue to Airtrans Way for repaving (potentially concrete), intersection improvements, and more. HVUT Allocation: \$300,000.
- **NE 11th Avenue (Lombard Street to Columbia Boulevard) Project Development** - Pavement reconstruction, curbs, and sidewalks on NE 11th Avenue from Columbia Boulevard to Lombard Street. Close NE Lombard Place just east of 11th Avenue and redesign/upgrade railroad crossing to improve safety and operations for all modes. Upgrade traffic signal at NE 11th Avenue and Lombard Street and add new traffic signal at NE 11th Avenue and Columbia Boulevard. HVUT funding will be used for 30% design and railroad diagnostic. HVUT Allocation: \$500,000.

##### In progress:

- **42nd Avenue Bridge replacement.** Reconstructs aging, weight-restricted, low-height bridge over NE Lombard Street (US-30 Bypass) with a modern bridge that meets full height requirements for over-dimensional freight. HVUT Allocation: \$2 million.  
**Construction estimated summer 2025 and into 2026**

- **Columbia Blvd Intelligent Transportation Systems Improvements, Phase 2** - ITS improvements including signal optimization, radar detection, fiber optic communication, and more. HVUT Allocation: \$1.076 million. **Construction estimated 2026.**
- **NE Cornfoot Road Project, Phase 1** - Guardrails, illumination, and asphalt repaving (with some base repair) east of NE Airtrans Way. HVUT Allocation: \$2.6 million. **Under construction**

**HVUT By the Numbers:**

- **Allocated:** \$8.131 million
- **Remaining:** \$1.869 million
- **Expected revenue:** \$11 million
- **Program budget:** \$10 million
- **Contingency:** \$1 million

**SECTION 4: Financials**

**Real and projected revenue Summary**

**Fixing Our Streets 2 Local Gas Tax Revenue**

	Revenue	Interest	Total	Forecast	Variance	Variance %
2021	\$14,105,749	\$17,694	\$14,123,443	\$18,625,000	(\$4,501,557)	-24%
2022	\$18,381,327	\$124,510	\$18,505,837	\$18,625,000	(\$119,163)	-1%
2023	\$17,164,985	\$413,963	\$17,578,948	\$18,625,000	(\$1,046,052)	-6%
2024	\$15,581,401	\$855,198	\$16,436,599	\$18,625,000	(\$2,188,401)	-12%
Additional		\$85,000	\$1,200,000		\$1,200,000	
<b>Total</b>	<b>\$65,233,462</b>	<b>\$1,496,366</b>	<b>\$67,844,827</b>	<b>\$74,500,000</b>	<b>(\$6,655,173)</b>	

As a result of COVID, the economic recession, high gas prices, and changes in travel behavior the City received \$67,844,827 from the Fixing Our Streets 10-cent local gas tax during the calendar years 2021-2024. As a result, PBOT has \$6,665,173 less than the anticipated \$74,500,000 forecast.

Since staff identified this shortfall in 2021, there have been significant efforts to identify cost savings and to look for external funding to ensure that Portland is able to accomplish the work identified in in the Fixing Our Streets Program.

Through December 2024, PBOT has expended \$38,835,000 (57%) of the \$67,844,827 of Fixing Our Streets 2020-2024 revenues. PBOT estimates that the combined expenditure and

grant/contract encumbered total revenue through December 2024 is \$53,785,000 (79%) of \$67,844,827 of Fixing Our Street 2020-2024 revenues.

Over the next year, PBOT will work closely with the Fixing Our Streets Oversight Committee and City Council on how to best address the forecasted revenue shortfall.

**Heavy Vehicle Use Tax Revenue**

Increases in deliveries resulting from COVID and e-commerce significantly increased revenue from the Heavy Vehicle Use Tax. As a result, the City reduced the rate of Heavy Vehicle Use Tax. We are still anticipating \$1-2 million dollars of revenue beyond the forecast.

Heavy Vehicle Use Tax 2						
	Revenue	Interest Income	Total	Forecast	Variance	Var. %
2021 Calendar Year	1,090,000	1,372	1,091,372	2,790,000	(1,698,628)	-61%
2022 Calendar Year	4,050,000	22,586	4,072,586	2,840,000	1,232,586	43%
2023 Calendar Year	4,010,000	130,674	4,140,674	3,090,000	1,050,674	34%
2024 Calendar Year	3,125,000	288,970	3,413,970	3,120,000	293,970	9%
<i>Additional Projected</i>	-	-	-	-	-	-
<b>Projected Total</b>	<b>12,275,000</b>	<b>443,602</b>	<b>12,718,602</b>	<b>11,840,000</b>	<b>878,602</b>	<b>7%</b>

**Additional Freight Projects in Various Phases:**

With two major bridge projects under development – 42<sup>nd</sup> Avenue and Burgard Bridge. PBOT is currently holding on to any unprogrammed HVUT revenues until we have more certainty on adequacy of available funding from the HVUT 2 program. PBOT will work closely with the Portland Freight Committee and the Fixing Our Streets Oversight Committee as we get additional clarity on these projects.

## SECTION 5: Contracting Equity

PBOT and the City of Portland are committed to equity, diversity, and inclusion in contracted work funded by Fixing Our Streets and other public funds. PBOT partners with City Procurement Services to implement several contract equity initiatives including the Subcontractor Equity Plan, Workforce Training and Hiring Program, as well as the Prime Contractor Development Program. Fixing Our Streets projects are no different. PBOT supports these programs and outcomes through both low-bid and price agreement contracts.

The second cycle of Fixing Our Streets (2020-2024) spans Jan. 1, 2021 to Dec. 31, 2024. Over this period, PBOT executed 33 construction contracts for projects that included Fixing Our Streets funds. This includes stand-alone contracts and price agreement task orders.

The total value of those contracts, including amendments, is \$78,196,838. This number is bolstered by leveraging other funding sources on some projects. Actual payments to prime contractors for completed work on those contracts stands at \$60,214,601.

Of these contract payments, over **\$22.76 million** (37.8%) went to subcontractors or primes certified as Disadvantaged Business Enterprises (DBE), Minority Business Enterprises (MBE), Women-Owned Business Enterprises (WBE), or Emerging Small Businesses (ESB) by the State of Oregon Certification Office for Business Inclusion and Diversity (COBID). DBEs saw the highest share at 29% of all contract payments related to Fixing Our Streets.

City tracking software reported smaller shares of MBEs, WBEs and ESBs (0.4%, 7.7%, and 0.4%, respectively). However, many certified firms carry multiple COBID certifications, and DBE is counted first. Both figures—38% COBID and 29% DBE—exceed the city's 20% target for participation of COBID-certified contractors in construction.

## SECTION 6: Community Engagement

Public involvement is an important part of all capital infrastructure projects, especially those funded by Fixing Our Streets. This engagement happens during four distinct phases of delivering a project:

- **Project development:** PBOT and the Fixing Our Streets Oversight Committee develop and finalize project lists, but many of these projects lack definition prior to design engineering. With Safe Routes to School projects, we decide where to prioritize investments in partnership with school communities and each school district's transportation officials. Similarly, for projects where we know the precise location or road segments, we do direct outreach to residents, businesses, and neighborhood groups. This helps us determine the scope of the project and better understand any opportunities or challenges on a particular street. This might include decisions about what side of the street to build a sidewalk, what type of pavement to use, etc.
- **Design engineering:** During this phase of a project, we want to ensure the public has a shared understanding of the scope of the project, its benefits, and its impacts. Through direct outreach to impacted residents, businesses, and property owners, we discuss temporary construction impacts, and any planned changes to things like parking, trees, fences, mailboxes, or driveway access. With outreach to the broader community, we also try to better understand how people travel in their neighborhood. What changes would make the transportation system safer and easier to use? What concerns do people have? During this engineering phase, PBOT staff go to neighborhood meetings, hold community open houses, send mailers with information on the project and how to engage with project staff, share information and updates on project websites, and all the while get people to sign up for our email lists so we can keep them updated as the project progresses.
- **Right-of-way appraisal and negotiation:** Some Fixing Our Streets projects require we compensate property owners for the temporary or permanent impact of our construction work. PBOT employs licensed right-of-way professionals and consultants to appraise, value, and negotiate payments to affected property for things like the regrading of their front yard, removing trees, or changes to their driveway.
- **Construction:** The most impactful phase of a project is construction. By this time, PBOT aims to have reached every affected household, business, school, place of worship, and property owner in the project area. We also understand people lead busy lives and may not have followed these projects for the many months and years it can take sometimes to get to construction, especially if their own property or right-of-way was not affected. Still, as we get closer to construction, we make sure to send new mailers, e-newsletters,



and attend a new set of neighborhood meetings. We also make our project managers available for outreach, communication, and as a way for people to express concerns. On some projects, we do door-to-door outreach and on-site consultations with residents and businesses. Furthermore, all PBOT construction contractors are required to provide 7-day notice in writing of site-specific impacts such as the closing of a driveway to pour concrete.

Throughout these four phases, we are intentional about performing equitable outreach, including ensuring project websites and materials meet standards for people with disabilities as well as translating materials into different languages, as appropriate.

Here are some highlights of how PBOT worked with communities to design and construct Fixing Our Streets projects in 2024:

- **SE 174th Avenue Multi-Use Path:** As part of this project, crews and contractors constructed a concrete path for pedestrians and people biking on the westside of SE 174th Avenue between Stark and Main Streets. This required close coordination with adjacent residents, the Reynolds School District, Alder Elementary families and staff, and the surrounding neighborhood. PBOT's Safe Routes to School staff were vital in keeping strong ties to school and district partners during design and construction. Staff tabled at Alder Elementary events and coordinated a listening session between families, PBOT Director Millicent D. Williams and PBOT's project team. At those events we heard concerns about the speed of traffic near the crossing at SE 174th Avenue and Alder Street. We were able to adjust our project to address them.
- **NE Killingsworth Street Paving and Safety Project:** As part of this project, crews repaved travel lanes and extended the life of the pavement up to 25 years, upgraded corner ramps, and improved crossings along the corridor. Parking-protected bike lanes are coming summer 2025. Prior to 2024, crews also improved the crossing between NE Cully Boulevard and Lombard Street. Because of all these changes, PBOT staff did extensive outreach. This included bilingual mailers in English and Spanish, an online survey, and two focus groups. PBOT's project team has kept in contact with the Cully Association of Neighbors and other neighborhood organizations throughout the design process. PBOT has sent mailers to residents informing them of progress, construction information, and ways they can provide input. This project is being built in conjunction with a lighting project along the corridor.
- **N Delaware Neighborhood Greenway:** This new north-south greenway connects destinations in the Kenton, Arbor Lodge, and Overlook neighborhoods. PBOT built 20 speed bumps, painted "sharrow" street markings, removed on-street parking to improve visibility (known as "daylighting"), and enhanced the crossing of N Rosa Parks

Way at Delaware Avenue. Project engagement included postcards, lawn signs, email updates, and one-on-one conversations with residents.

- **SE Center/Gladstone Street Crossing Project:** As part of this “quick-build” project, crews are making crossings safer for pedestrians and people biking along SE Center and Gladstone streets where this neighborhood greenway intersects SE 52nd Avenue. Creston Elementary School requested the project and PBOT coordinated with the school’s Bike Bus program during design. Broader neighborhood outreach included postcards, bilingual (English and Spanish) yard signs, and flyers about waste bin placement.



## SECTION 7: Fixing Our Streets Oversight Committee Updates

The Oversight Committee typically meets on a quarterly basis. At their most recent meeting on Jan. 14, 2025, the committee voted to advance the recommended project lists for the first two years of this third cycle of Fixing Our Streets (2024-2028) to PBOT's Capital Improvement Committee. This means that projects were consistent with program goals and objectives. The Capital Improvement Committee reviewed and approved the list for inclusion in PBOT's budget.

In selecting projects to bring to the oversight committee PBOT followed the FOS program guidelines as described in ballot materials including the distribution of projects and funding across the four new council districts. Additional information about the oversight committee and meeting materials are available at: [www.portland.gov/transportation/fixing-our-streets/oversight](http://www.portland.gov/transportation/fixing-our-streets/oversight)

Additional information about the approved lists proposed spending for the first two years of this third cycle of Fixing Our Streets is available at: *{placeholder for link to website}*.

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