Welcome to Fixing Our Streets (FOS) Oversight Committee

September 8, 2026

Fixing Our Streets Oversight Committee Membership

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	Robyn Webb
District 4	Keith Liden
Modal Representative: People biking	*vacant*
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	*vacant*
Nonprofit Representative: Low-income, communities of color	Abby Griffith
Transportation Expert: Paving	Wayne Bauer
Transportation Expert: Construction	Greg Griffin

Agenda

Time	Topic
5:00 p.m. - 5:05 p.m.	Welcome & review agenda
5:05 p.m. - 5:20 p.m.	Bureau update
5:20 p.m. - 5:25 p.m.	Public comment
5:25 p.m. - 5:35 p.m.	Fixing Our Streets 2025 Annual Report update
5:35 p.m. - 5:55 p.m.	Presentation: Review Fixing Our Streets Progress/Dashboard
5:55 p.m. – 6:25 p.m.	Presentation: Fixing Our Streets Investment Strategy

Bureau Update

Public Comment

FOS 2025 Annual Report Update

- One of the key tasks of the FOSOC is to develop and provide feedback on the annual report.
- FOS 2025 Annual Report feedback requested from FOS Committee members in August.
- Goal for today: Update on FOS 2025 Annual Report
  - Once the report is finalized, it will go under remediation to ensure accessibility for screen-reader users. After document is remediated, the report will be posted online and shared with leadership.

Review Fixing Our Streets Progress/Dashboard

Small Safety Project Funding Update

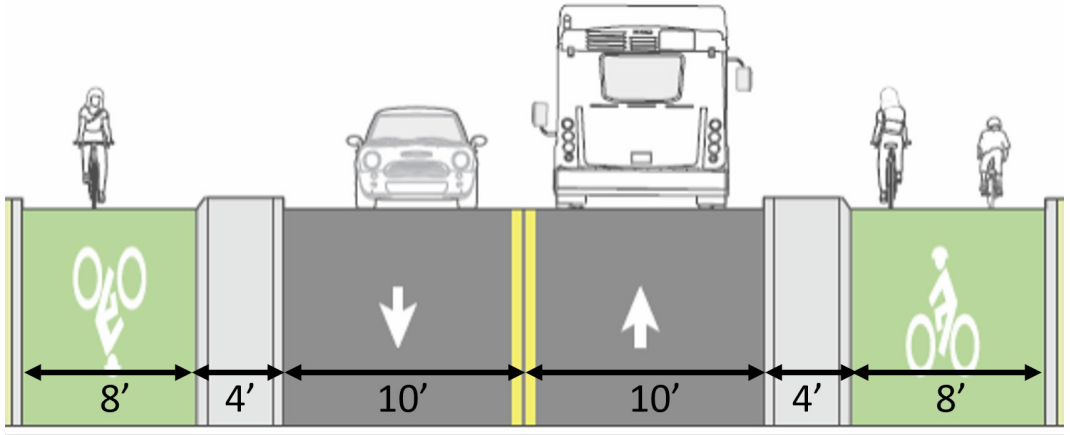
Direct $100,000 (originally for “Protecting Bike Lanes from Right Turn Incursions” in District 1) toward protected bike lanes on SE Harold St from 92nd to 96th avenues (District 1).

Total project cost: $340,000

Original FOS allocation: $100,000

Additional FOS allocation: $100,000

PCEF leverage: $140,000



Learn more about the Neighborhood Greenway Bike Bus project at Portland.gov/BetterGreenways

Fixing Our Streets Progress/Dashboard

- Since June dashboard update:
  - 4 paving projects completed, 2 underway
  - 4 traffic calming projects completed, 2 underway
  - 2 intersections enhanced for safety
  - 1 sidewalk infill project completed
  - 3 FOS large cap projects bid or awarded

Maintenance Paving

- Completed:
  - SW Sam Jackson Park Rd: Marquam St – Campus Dr
  - N Killingsworth St: Borthwick – Williams Aves
  - SW Dosch Rd: B-H Hwy – Patton Rd
  - NE Sacramento St: 132nd – 148th Aves
- Under construction:
  - NE Glisan St: 82nd – 92nd Aves
  - NE 122nd Ave: Glisan – Holladay Sts

NE Glisan St: 82nd – 92nd

Traffic Calming

- Completed:
  - NE Prescott St: 105th – 121st Ave speed cushions
  - SE 62nd Ave: Flavel – Harney traffic chicanes
  - N Center/Charleston traffic diverter for bike bus
  - SE Harold St: 122nd – 136th speed cushions
- Starting construction:
  - NE Multnomah St: 16th – 21st speed bumps
  - NE Knott St: 21st – 33rd speed cushions

N Center/Charleston Traffic Diverter for James John Elementary School Bike Bus

Speed Cushions: NE Prescott Street, NE 105th Avenue to 121st Place

Intersection Safety

- Completed:
  - SE Division St @ 64th Ave crossing conversion to concrete
  - NE 43rd Ave @ Royal St intersection improvement

Sidewalk Infill

- Completed:
  - SE Woodward St: 57th – 58th Aves

FOS 1/2/3 Large Capital Projects

- Ad/Bid/Award:
  - NE/SE 122nd Ave Crossings and Lighting (FOS1)
    - $2,050,569 contract with Wildish
  - NE Shaver St: 102nd – 115th Ave Sidewalk (FOS2)
    - $2,474,104 contract with Interlaken
  - SE Foster/Woodstock Couplet Project (FOS3)
    - Advertising mid-September

Implementation Schedule

Transportation Utility Fee & Street Damage Restoration Fee Program Development

July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
Beginning of FY with adopted budget including TUF Public Works Committee Mtg. (7/28) SDRF Survey to Utilities Updated website	Fixing Our Streets Advisory Committee (8/4)	Public Works Committee Mtg. (9/22): • Program update • Financial assistance report • Commercial Appeals Process	Fall Utility Customer Service Notification	Ordinance Code revisions for: • Financial Assistance • Commercial Appeals • Code Alignment Update Utilities on permit changes, processes for SDRF		TUF and SDRF in effect	Non-Residential Rate Hearing (2/15) Your Local Funding at Work District Open Houses

Draft SDRF Admin Rules →

Update permitting software for SDRF implementation, assessment needs, data tracking →

Communications and Outreach →

Fixing Our Streets Investment Plan

Investment Strategy Overview

1) Executive Summary
2) Introduction: Building a Stable Foundation for Portland's Streets
3) Revenue Projections & Financial Outlook
4) Investment Strategy Programs:
    a. Pavement and Street Maintenance Investment Strategy
        i. Paving Maintenance
        ii. Pavement Striping Maintenance
        iii. Residential Street Sweeping
    b. Signals & Streetlights Investment Strategy
    c. Sidewalks and Alternative Pathways Investment Strategy
    d. Vision Zero & Safety Investment Strategy
5) Accountability, Transparency, & Oversight

New local funding

10-cent local gas tax: Passed by voters first in 2016, then renewed in 2020 and 2024, this tax is distributed into PBOT's Local Gas Fund and dedicated to investments in transportation maintenance and safety.

Heavy vehicle use tax: Established by council alongside the voter-approved 10-cent local gas tax in 2016 and reestablished in 2020 and 2024, the tax ensures that freight also contributes to the maintenance of roads they impact. The tax is distributed into PBOT's Heavy Vehicle Use Fund and dedicated to investments in transportation maintenance and safety.

Transportation utility fee : Starting Jan. 1, 2027, this monthly fee on Portland utility bills will provide dedicated, ongoing funding for our transportation system with a split of 75% for maintenance work and 25% for safety improvements, per council directive. This fee will be distributed into PBOT's Transportation Utility Fund.

Street damage restoration fee: Starting Jan. 1, 2027, this fee ensures utilities cover the long-term maintenance costs and impact of cutting into city streets. This fee will be distributed into PBOT's Street Damage Restoration Fund and dedicated exclusively to pavement maintenance.

DRAFT expected allocation by category and program area:

Category	Program area	Allocation FY 26/27	Allocation FY 27/28	Source
Maintenance	Pavement maintenance	$26.8 million*	$26 .8 million*	Transportation Utility Fund Street Damage Restoration Fund
Maintenance	Pavement striping	N/A	$3.4 million	Transportation Utility Fund
Maintenance	Streetlights and signals	$1.8 million	$7.7 million	Transportation Utility Fund
Maintenance	Residential street sweeping	N/A	$ 2.5 million	Transportation Utility Fund
Safety	Sidewalks and alternative pathways	$2.9 million	$5.8 million	Transportation Utility Fund
Safety	Vision Zero - Safety	$2.9 million	$5.8 million	Transportation Utility Fund
	TOTAL	**$34.4 million**	**$52 million**	

** Includes estimated $11.1m in Street Damage Restoration Fee funds*

Pavement Maintenance: ~ $53.6M* in FY 26/27, FY 27/28

Pavement Maintenance Work:
- Grind/Pave/Seals/Base Repair
- Pothole Repair

Project Selection for Pavement Maintenance
- Streets of Citywide Significance
- Pavement Condition Index (right treatment)
- Safety
- Level of complexity
- Coordination opportunities

Pothole Repair
- Community requests
- Staff identification of potholes (near community requests)
- Develop proactive approach to pothole repairs

Metrics: Number of potholes and number of lane miles

** Includes estimated $22.2m in Street Damage Restoration Fee funds currently budgeted as contingency*

Local Street Cleaning: $2.5 M in FY 27/28

Overview
PBOT's Local street sweeping program was eliminated in FY 2023/24 due to budget cuts – this new funding will support and expand the service.

Work:
- PBOT has begun preparations to clean local streets four times every year starting July 2027
- Four new street sweeping vehicles have been ordered, with one already ready for service
- Pilot work is underway in the Kenton, Cathedral Park and St. John's neighborhoods, as crew prepare to undertake expanded citywide local street sweeping next year

Note that PBOT also has separately funded programs for the sweeping and cleaning of major arterial streets, the downtown core, bike lanes, and as part of Mayor Wilson's Enhanced Corridor Cleaning Initiative focused on homeless shelter locations.

Metrics: Number of lane miles of local streets swept

Striping Maintenance: $3.4 M in FY 27/28

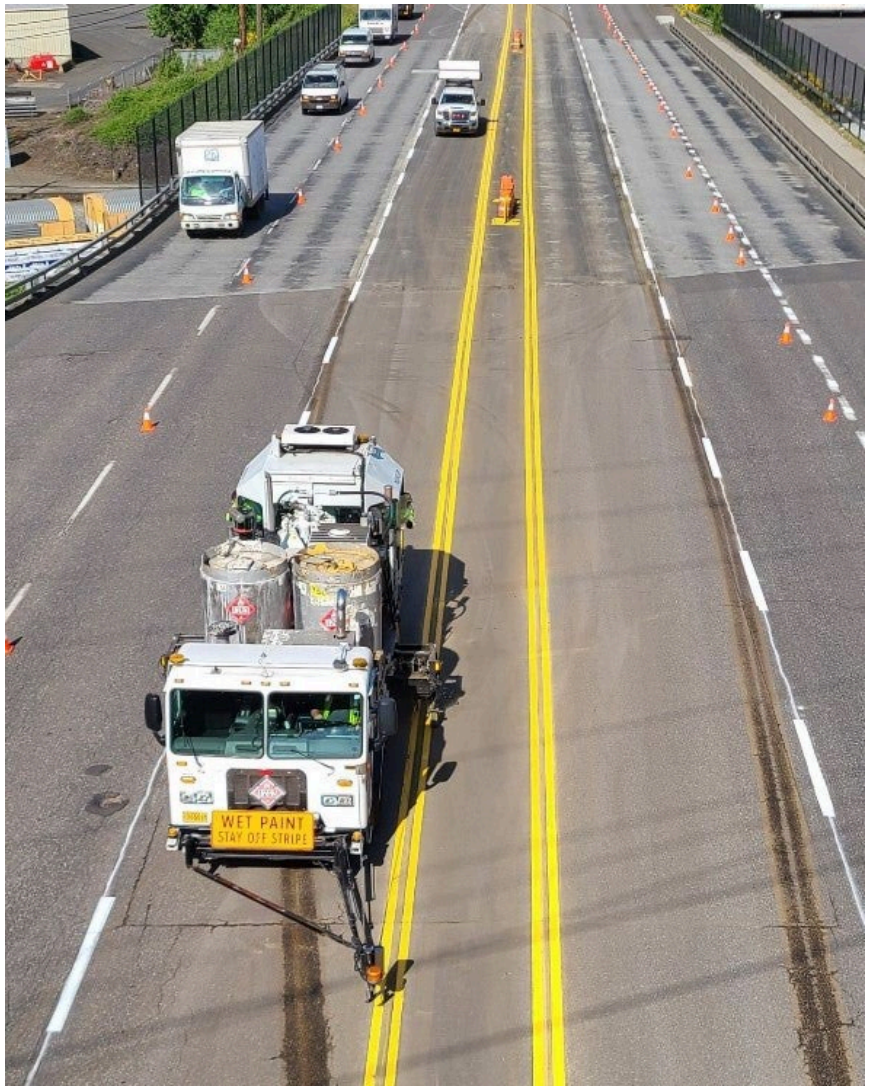
Overview: A critical component to well-maintained roads is the condition of the lane striping on them. Of PBOT's roughly 4,900 lane miles of streets, 4,100 lane miles have long yellow or white striping in varying configurations that require regular maintenance.

Work: PBOT works to keep roadway striping clear and legible throughout the year. Our strategy for maintaining roadway striping is refresh the long line striping with new reflective yellow or white paint twice per year.

Project selection and prioritization:

- **Twice Yearly Striping Maintenance:** PBOT's striping crews begin work refreshing long lane striping in April and work throughout October to refresh all 4,100 lanes miles with such striping twice per year.
- **Additional Vision Zero Striping Maintenance:** Crews refresh striping on priority High Crash Corridors an additional 3rd time.

Metrics: Number of lane miles striped



PBOT crews apply the striping to the North Going Street Bridge, which provides access to Swan Island. Photo by PBOT.

Streetlights and Signals: $9.5M in FY 26/27, FY 27/28

Streetlight and Signals Work:

- Streetlight knock-downs and vandalism
- Streetlight protective coatings
- Signal and rapid-flashing beacon maintenance

Project Selection/Prioritization Criteria:

- Asset condition of ‘Poor’ or ‘Inoperable’
- Length of time assets have been in disrepair
- On the High Crash Network

Metrics:

- Number of streetlights repaired and painted
- Number of signals repaired or rebuilt

Sidewalks and Alternative Pathways: $8.7 M in FY 26/27, FY 27/28

Sidewalk Improvement and Pathways Work:
- Sidewalk Infill
- Alternative Pathways

Project Selection/Prioritization Criteria:
- Project readiness
- PedPDX, Council-adopted plans
- Access to key destinations
- Leveraging other investments
- Community support

Next Steps:
- Identify early wins in Districts 1 and 4
- Share draft comprehensive project list
- District open houses in Feb. 2027

Metrics:
- Number of sidewalk and alternative pathway projects built

Vision Zero: $8.7 M in FY 26/27, FY 27/28

Vision Zero Programmatic
- High crash data analysis
- Safety countermeasures integrated into maintenance, projects
- Project Development & Community engagement
- Project evaluations

Vision Zero Capital Improvements
- No Turn on Red
- Signal head reflective backplates
- Pedestrian Head Starts (LPIs)
- High visibility crosswalk markings
- Protected left turns

Project Selection/Prioritization Criteria:
- Traffic crash data, including deadly and serious injury crashes and all reported pedestrian and bicycle crashes

Metrics:
- Number of high crash intersections improved

Upcoming Meetings

- Tuesday, December 8 meeting

- Transition to bi-monthly meeting schedule in 2027:
  - February
  - April
  - June
  - August
  - October
  - December

Thank you!