Revised Draft - September 8, 2026

Fixing Our Streets Annual Report 2025

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Background

The Portland Bureau of Transportation (PBOT) manages transportation assets with a replacement value of $22.7 billion. The assets that make up most of the city's transportation system include Portland's 4,886 lane miles of pavement, over 9 million square yards of sidewalks, 159 bridges, 1,004 signalized intersections, and 61,484 streetlights. These assets account for 90% ($20.5 billion) of PBOT's total asset replacement value. The other 7% of PBOT assets represent a replacement value of nearly $2.2B and include the Portland Streetcar system, Aerial Tram, parking operations, maintenance buildings and yards, structures such as the Harbor Wall, tunnels, and retaining walls, bikeways, and other transportation safety infrastructure, such as guardrails, traffic signal controllers, signs, and pavement markings.

Funding resources like Fixing Our Streets have helped the bureau make progress in meeting critical unfunded needs, but none are sufficient to maintain transportation infrastructure in its current condition nor to improve it to target conditions. For instance, the current pavement funding needed to reach an overall state of good repair is $550 million annually for the next ten years. Across all PBOT funding, there is roughly $20-25 million allocated annually for all pavement activities, including pothole filling, base repair, preservation, and full reconstruction. This represents a large opportunity loss as we know that every dollar spent on preservation saves the taxpayer nine dollars in return.

In May 2016, Portland voters endorsed the work of the Portland Bureau of Transportation (PBOT) by approving Measure 26-173, a new 10-cent per gallon fuel tax for repairing streets. 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 (HVUT)** on companies operating trucks over 13 tons, which resulted in companies paying 13% of the total fuel tax revenue which was directed for use on Portland's streets. Collectively, this revenue is under the program called "Fixing Our Streets."

Voters renewed the 10-cent gas tax in 2020 and again in 2024 by an overwhelming 72%. Council also re-passed the Heavy Vehicle Use Tax in both 2020 and 2024.

From 2016 through 2024, Portland's existing Fixing Our Streets program will have generated approximately $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.

Current Cycle (2024-2028)

In early 2024, Council renewed the Heavy Vehicle Use Tax and in May 2024, Portlanders renewed the 10-cent gas tax for another four years. Whether it's paving our streets, filling potholes, improving street lighting, building sidewalks, or helping our youngest Portlanders safely walk, bike and roll to school, the Fixing Our Streets program helps Portland move forward while improving our transportation system for all.

Since the start of the Fixing Our Streets program, an **oversight committee** has provided accountability. This group uses the resource allocation strategy referenced in this document and detailed in City Council documents to guide their oversight.

Fixing Our Streets helps realize the safer, more mobile, and more sustainable Portland envisioned by numerous plans and programs directing PBOT's work citywide, including: the **Vision Zero Action Plan**, **PedPDX: Portland's Citywide Pedestrian Plan**, **Safe Routes to School**, **Transportation System Plan (TSP)**, area plans like **Southwest in Motion** and **Northwest in Motion**, and many more.

Guided by the City's commitment to the elimination of inequities, Fixing Our Streets prioritizes projects that address inequities in our transportation system. This means ensuring that underrepresented communities have greater mobility, strengthened public engagement and thus access to social and economic growth.

We also follow the City's **Climate Action Plan** which impels us to create safer streets that prioritize pedestrians, people biking, and people taking transit as well as more efficient streets for motor vehicles using low-carbon electricity and renewable fuels.

The **Fixing Our Streets (2024-2028) project list** builds on these plans and the extensive public input that informed them. It is also shaped by feedback from neighborhood stakeholders, transportation justice advocates, and business groups. The projects represent what made the original Fixing Our Streets so successful: a relentless focus on repairs and improvements to make it easier and safer for all Portlanders to get where they need to go.

Oversight Committee

Members of the Fixing Our Streets Oversight Committee gathered for a hybrid meeting in 2025.

Since its inception, Fixing Our Streets has had an oversight committee to provide accountability. This committee uses the resource allocation strategy outlined in this document 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. The Oversight Committee typically meets on a quarterly basis.

In the third cycle of Fixing Our Streets (2024-2028), the ballot materials outlined programs and investment buckets rather than a list of specific project locations. The projects are identified by PBOT staff and reviewed by the Oversight Committee for consistency with the program's intent. This process improvement allows staff to develop projects with more reliable cost estimates and take advantage of leverage opportunities when they arise.

One of the allocation guidelines is a goal to distribute projects and funding across the four new City Council Districts. PBOT staff are building project lists with this in mind. As of the end of 2025, only half of the projects had been identified, so the full

picture of district balance is not yet complete. The list of projects identified so far and progress on district goals can be found in the appendix.

Status updates on approved projects are available on the Fixing Our Streets website: https://www.portland.gov/transportation/fixing-our-streets.

Additional information about the Oversight Committee and meeting materials are available at: www.portland.gov/transportation/fixing-our-streets/oversight

Current Members

Position	**Name**
Business Representative: 51+ employees	Stephen McLandrich (co-chair)
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	Ed Abrahamson *(Served until June 2026)*
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 *(Served until August 2026)*
Nonprofit Representative: Low-income, communities of color	Abby Griffith
Transportation Expert: Paving	Wayne Bauer (co-chair)
Transportation Expert: Construction	Greg Griffin

Fixing Our Streets 2016-2024 Projects

Eleven capital projects are still finishing up from Fixing Our Streets 2016-2020 and 2020-2024. In general, projects from the first two rounds of Fixing Our Streets were larger compared to the current Fixing Our Streets cycle (2024-2028).

Completed in 2025:

- Paving Busy Streets: SW 4th Avenue from Lincoln to Burnside Streets
- Sidewalks and Other Walkways: SE Washington Street from 80th to 82nd Avenues

Completed in Early 2026:

- Lighting Portland for Safety:
  - NE Killingsworth Street from 42nd Avenue to Lombard Street
  - SW Capitol Highway and 49th Avenue from Barbur Boulevard to Stephenson Street
- Neighborhood Greenways: NE Mason and Skidmore Streets from 37th to 77th Avenues

To Be Completed Later in 2026:

- Paving Busy Streets: NE Killingsworth Street from 53rd Avenue to Cully Boulevard (protected bike lane and pedestrian signal component)
- Sidewalks and Other Walkways: NE 42nd Avenue from Killingsworth to Holman Streets
- Neighborhood Greenways:
  - NE Sacramento and Knott Streets from 122nd to 162nd Avenues
  - SW Bertha Boulevard pedestrian crossing at Chestnut Drive

For the full project list as of 2025, see appendix.

For ongoing project updates, view our website: fixingourstreets.com

Spotlight: SW Fourth Avenue Improvement Project

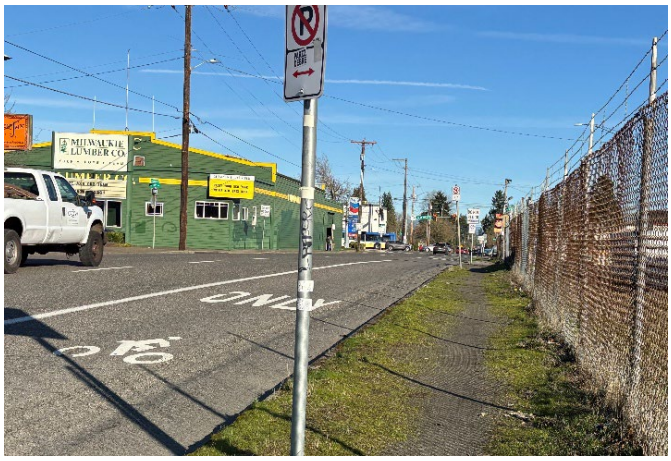
In November 2025 PBOT and its contractor completed the SW Fourth Avenue Improvement Project, the single largest investment of Fixing Our Streets dollars in program history. The project provided:

- **Curb-to-curb pavement repair** on SW Fourth Avenue between SW Lincoln and W Burnside streets
- **Safer crosswalks** and **curb ramps** that comply with the Americans with Disabilities Act (ADA) between SW Lincoln and W Burnside streets
- A **protected bike lane** along the west side of SW Fourth Avenue between Caruthers and W Burnside streets
- A **business access and transit (BAT) lane** between SW Sheridan and Mill streets. BAT lanes give priority to buses and people turning into driveways or cross streets.
- A **bus stop platform** at SW Fourth Avenue and Hall Street
- A **new traffic signal** at SW Fourth Avenue and College Street
- **Updated streetlights** between SW Sheridan and W Burnside streets
- **Improvements to existing traffic signals** at the intersections of SW Hall, Taylor, Sheridan, Caruthers, Lincoln, Montgomery, Market, Clay, Jefferson, and W Burnside streets

This $25 million total investment included $7.97 million in Fixing Our Streets funds. Other funding sources included General Transportation Revenue, Transportation System Development Charges, and funding partnerships with TriMet and Prosper Portland. The SW Fourth Avenue Improvement Project is a signature investment in downtown Portland's street network, serving all modes of travel with a comprehensive upgrade.

Bus platform, red bus-only lane, bike lane, and rebuilt traffic signal on SW Fourth Avenue at Hall Street.

Spotlight: SE Washington Street Sidewalk



Before the improvements, there was a grass and gravel path along the side of the street.

The SE Washington Street Sidewalk Infill Project has successfully closed a critical sidewalk gap between SE 80th and 82nd avenues, improving safety and accessibility for the community. Funded in part by Fixing Our Streets ($600,000), the project delivered a total investment of $802,000. Improvements include approximately 520 feet of new sidewalk and six new curb ramps compliant with the Americans with Disabilities Act (ADA) along the south side of SE Washington Street. With this addition, there is now continuous sidewalk on the south side of SE Washington Street between 74th and 82nd avenues and beyond, creating a more connected and walkable corridor. In partnership with the Bureau of Environmental Services, crews also built a new stormwater sump at SE 81st Avenue to help manage runoff, reduce flooding risk, and limit combined sewer overflows. This effort was closely coordinated with PBOT's Jade-Montavilla project and complements the 70s Greenway improvements.

After the improvements, there is a continuous sidewalk adjacent to the outer travel lane.

Fixing Our Streets 2024-2028 Projects

When voters renewed the 10-cent gas tax in May 2024, PBOT estimated it would generate $70.5 million over four years for street maintenance and safety improvements. Funds are allocated as follows:

Smoother Streets Projects ($23.5 million):

- Paving busy streets and neighborhood greenways ($19 million)
- Paving local streets ($4.5 million)

Safer Streets Projects ($23.5 million):

- Safety on busy streets ($9 million)
- Safety on neighborhood streets ($6 million)
- Safe Routes to School ($6 million)
- Additional safety enhancements ($2.5 million)

Community Street Services ($23.5 million):

- Potholes ($5.5 million)
- Signals and lighting maintenance ($3.5 million)
- Gravel Street Service ($4 million)
- Base repair ($4 million)
- Safer intersections ($2 million)
- Pedestrian, bicycle, and public space retrofits ($2.5 million)
- Residential street safety and traffic calming ($2 million)

Unlike 2016 and 2020, the 2024 ballot measure did not identify all projects upfront, so project selection was ongoing in 2025. Additional projects will be included in future reports. This section highlights progress made as of December 31, 2025.

For the full project list as of 2025, see appendix.

For ongoing project updates, view our website: fixingourstreets.com

Smoother Streets Projects

Fixing Our Streets (2024-2028) paving dollars are focused on preventive maintenance like grind-and-inlay and sealing treatments that preserve and extend the life of our roads. This includes reconstructing corner curb ramps to improve accessibility and upgrading pavement markings to current standards. It also includes installing high-visibility crosswalks or adding striped buffers to bike lanes where space allows.

Three PBOT crew members in safety gear driving, guiding, or brushing fresh asphalt during a paving project.

In 2025, PBOT Maintenance Operations crews paved **sixteen lane-miles** with these funds. In 2026, PBOT plans to pave an additional **eighteen lane-miles**. Additional projects will be included in future reports.

Allocation

$23.5 million will be allocated as follows:

- **$19 million for grind-and-inlay paving projects** on collector streets and arterials, transit and freight routes, emergency routes, streets on our High Crash Network, the Neighborhood Greenways that make up our pedestrian and bike network. This work will be guided by the City's commitment to the elimination of inequities.
- **$4.5 million for crack seal and slurry seal projects** on local streets.
- Funding will be spread approximately evenly across the four city council districts.

Spotlight: NE Martin Luther King Jr Boulevard

Crews completed this project between August and September 2025 along NE Martin Luther King Jr Boulevard from Weidler to E Burnside streets. The work included grinding approximately 2,000 tons of pavement and replacing 2,100 tons of asphalt to restore the roadway surface and extend its service life.

Construction occurred within a highly constrained urban corridor and required adjustments to 89 utility structures. The project team coordinated closely with TriMet bus service, MAX light rail operations, and the Portland Streetcar to minimize disruptions. Additional complexity was introduced by work on the I-84 bridge, where expansion joints required specialized treatment.

Before repaving, the road had significant cracking.

Despite these challenges, crews successfully completed this project on time, improving ride quality and overall roadway condition along this critical corridor.

After repaving, the road surface is smooth, and the crosswalks are refreshed.

Safer Streets Projects

Fixing Our Streets (2024-2028) safety dollars are focused on improvements for vulnerable road users on busy streets, neighborhood streets, and near schools. Projects range from pedestrian crossings and bike lane upgrades to signal timing and streetlight upgrades.

In 2025, projects were identified for approximately half of this funding. The rest of the projects will be confirmed in 2026. Project delivery began in mid-2025, so many projects are still in the design phase as of December 2025.

Allocation

$23.5 million will be allocated as follows:

- **Safety on Busy Streets ($9 million)**
    - Approximately $1 million or more will be invested in each of the City Council Districts.
    - $5 million is reserved to make larger safety investments guided by the City's commitment to the elimination of inequities, especially projects that leverage additional outside funding.
- **Safety on Neighborhood Streets ($6 million)**
    - Approximately $750,000 or more will be invested in each of the city council districts.
    - $3 million is reserved to make larger safety investments guided by the City's commitment to the elimination of inequities, especially projects that leverage additional outside funding.
- **Safe Routes to School ($6 million)**
    - Approximately $750,000 or more will be invested in each of the city council districts.
    - $3 million is reserved to make larger safety investments guided by the City's commitment to the elimination of inequities, especially projects that leverage additional outside funding.
- **Additional Safety Enhancements ($2.5 million)**
    - This funding will add safety elements to maintenance projects.

Safety on Busy Streets

This category is designed to provide small-scale safety improvements to reduce conflicts, address high-crash locations, and lower speeds on busy streets. It provides funds for new or improved crossings, sidewalks, and lighting along our busiest streets, especially for projects that can leverage additional outside funding. Consistent with Portland's Vision Zero strategy, investments will be focused on the High Crash Network. This network represents 8% of Portland streets yet accounts for 62% of traffic deaths.

Staff are currently designing **16** projects and identifying others.

Crews install a new traffic signal at night.

To Be Completed in 2026

- W Burnside Street - Safe Signal Timing Improvements
- Multimodal Signal Sensor Improvements
- SE Holgate Boulevard crossing between 61st and 62nd Avenues

See appendix for full project list.

Spotlight: West Burnside Street Safe Signal Timing

In March 2026, staff launched new signal timing on W Burnside Street between Second Avenue and 24th Place. This Fixing Our Streets funded project supports the city's commitment to Vision Zero, the goal to eliminate traffic deaths and serious injuries. As part of these signal improvements, crews expanded "no turn on red," pedestrian head-starts, and accessible pedestrian signal (APS) push buttons along the corridor. The new signal timing works in tandem with a 2024 reduction of the speed limit from 25 to 20 mph. Safe travel speeds are a critical component of the Safe System approach, which recognizes two important realities: people make mistakes that can lead to crashes, and human bodies are fragile. Safe travel speeds reduce the likelihood of crashes and, when crashes do occur, significantly reduce the risk of death or serious injury.

Safety on Neighborhood Streets

Neighborhood streets are often the main routes for people walking, rolling, and biking to their local schools, parks, and main streets. This category funds traffic calming such as speed bumps and diverters, crosswalks, and other improvements along our low-traffic pedestrian and bike network known as Neighborhood Greenways, especially around parks, schools, main streets, and other destinations.

A group of school kids ride in a bike bus down a neighborhood greenway.

Priority locations include projects identified in neighborhood safety plans, neighborhood-level projects that address deficiencies identified by our citywide pedestrian and bicycle plans, and small-scale safety improvements that respond to issues reported by community members though our safety hotline.

Three projects have been completed so far. **Ten** projects are in design, and more are still being identified as of 2025.

Completed in 2025

- "Wait Here for Green" Bike Detection Markings
- Vision Clearance
- 70s Greenway Crossing of Powell Boulevard at 79th Avenue

See appendix for full project list.

To Be Completed in 2026

- Traffic Calming
  - NE Prescott Street from 105th to 121st Avenues
  - NE Multnomah Street from 16th to 21st Avenues
  - NE Knott Street from 21st to 33rd Avenues
- Jade-Montavilla Connected Centers

Spotlight: Vision Clearance

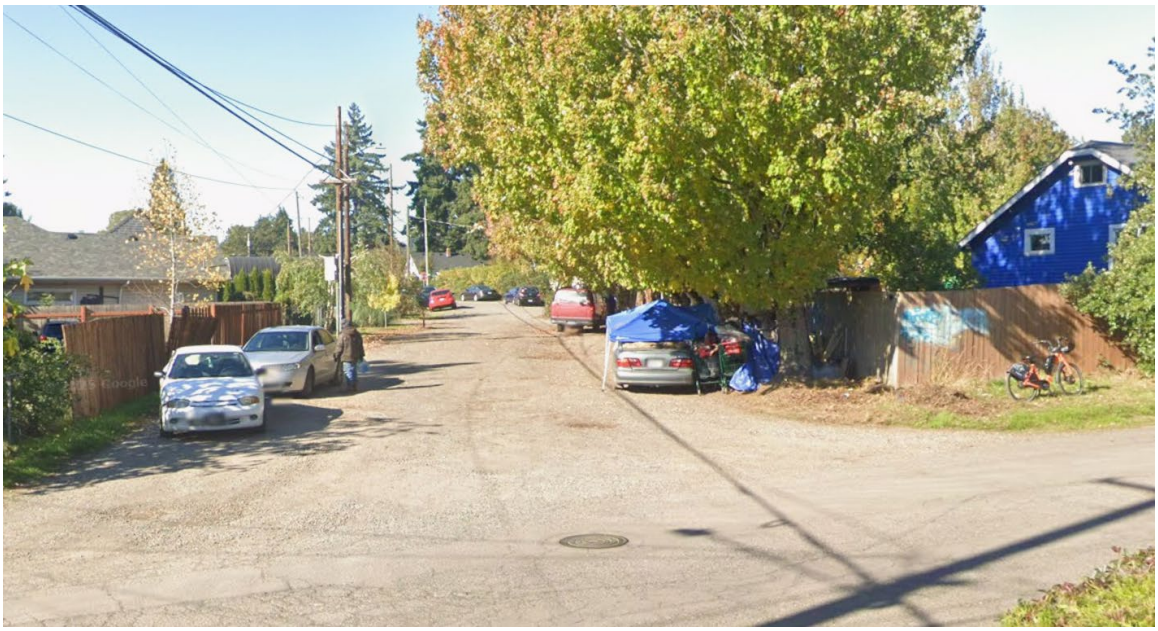
Vision clearance, or "daylighting," is a safety measure that sets back parking 20 feet near intersections and crossings to improve visibility and reduce crashes. Thanks to funding from Fixing Our Streets and a one-time investment in 2024 from the city's General Fund, crews daylighted 200 corners near schools, along neighborhood greenways, and in pedestrian districts. At schools, PBOT painted curbs yellow to increase awareness. In areas without curbs, crews installed "No Parking" signs.

Image (right): Yellow curbs near a crosswalk adjacent to Lincoln Park Elementary School.

Spotlight: Jade and Montavilla Multimodal Improvements Project

Fixing Our Streets safety leverage funding in the amount of $206,452 allowed PBOT to match federal funding to make this project whole. There were major cuts to the scope of this project to update key walking and biking routes in the Jade and Montavilla business districts. These cuts were because of severe inflation in construction costs over the last five years, but Fixing Our Streets provided the "last dollars in" on this $11 million project and, as of spring of 2026, is reaching substantial completion, including:

- New pavement and sidewalks on SE Clinton Street between 84th and 87th avenues, portions of which were previously gravel and mud
- New sidewalks on SE 85th Avenue between Powell Boulevard and Division Street.
- New sidewalks on SE Tibbetts Street between 78th and 82nd Avenues
- New traffic signal at SE 82nd Avenue and Tibbetts Street
- New bike lanes on SE Gilham Avenue, SE Thorburn Street, and SE Washington Street, between E Burnside Street and 92nd Avenue, including bus priority lanes in some locations.
- Traffic signal upgrades on SE 82nd Avenue at Stark and Washington streets.



BEFORE: SE Clinton Street is the only east-west street that connects from SE 82nd to 92nd avenues between Division Street and Powell Boulevard and was gravel and mud prior to the Jade-Montavilla project. (Image from Google Streetview)

AFTER: A project tour takes place on a rainy winter day at SE Clinton Street and 87th Avenue, with new street paving, curbs, sidewalks, street trees, and stormwater management facilities.

Safe Routes to Schools

PBOT's Safe Routes to School program is a partnership between the city, schools, neighborhoods, community organizations, and other agencies. Projects are designed to improve the safety of students and families walking, biking, and rolling to school. This category funds projects like crossings, traffic calming, lighting, signage, and improvements along neighborhood greenways directly adjacent to schools and on the main routes regularly used by students and caregivers to get to school.

One project has been completed so far. **Nine** projects are in design, and more are still being identified.

A group of kids and adults walking to school.

Completed in 2025

- Sidewalk Infill near SE Cooper Street and 62nd Avenue

See appendix for full project list.

To Be Completed in 2026

- Intersection Improvement at SE 43rd Avenue and Royal Court
- Crossing Improvement at SE 52nd Avenue and Franklin Street
- Sidewalk Infill on SE Woodward Street from 57th to 58th Avenues

Spotlight: SE 62nd Avenue and Cooper Street Sidewalk Infill

Crews completed the SE 62nd Avenue and Cooper Street Safe Routes to School project in February 2026. Work on this project addressed major ponding and flooding at the intersection, new sidewalk on the north side of Cooper Street, and new curb ramps. Funded in part by Fixing Our Streets ($110,000), the total invested in this project was $568,000. Improvements included three new ADA-compliant curb ramps to improve accessibility for people crossing SE 62nd Avenue at SE Cooper Street. As part of this project, crews completed sidewalks along the north side of SE Cooper Street, providing a continuous accessible paved path between 62nd and 63rd avenues. Working with the Bureau of Environmental Services, crews also built a new stormwater sump at this intersection to reduce flooding risk and prevent pooling water.

Before the improvements, there was significant flooding at the intersection (top image). After the improvements, there is a paved street, new sidewalk, and curb ramps (bottom image).

Additional Safety Enhancements

This program is designed to provide additional safety elements with maintenance projects. Funding leverages repaving and utility projects as well as other similar work with safety features like enhanced crossings and other pedestrian and bikeway improvements.

One project has been completed so far. **Two** projects are in design.

Completed in 2025

- NE Broadway Pave and Paint (Seventh to 26th avenues)

To Be Completed In 2026

- NE Glisan Street (80th to 102nd avenues)
- SW Terwilliger Boulevard to SW Fourth Avenue connection

Spotlight: NE Broadway Pave and Paint

In September 2025, PBOT completed safety improvements on NE Broadway between Seventh and 26th avenues and on NE Weidler Street between 15th and 24th avenues. This included the NE 24th Avenue curves from Weidler Street to Broadway. As part of scheduled maintenance paving projects, PBOT changed the layout of portions of both streets to provide safer, more vibrant, and more welcoming streetscapes. This included 4.2 miles of paving, 76 curb ramps, five new pedestrian crossings with refuge islands on NE Broadway, four new pedestrian crossings on NE Weidler Street, and more. Portland.gov/BroadwayPave

NE Broadway and 14th Avenue, featuring smooth pavement and a buffered bike lane.

Community Street Services

This category focuses on responding to routine maintenance and safety requests. Examples of this work include filling potholes, fixing damaged traffic signals and streetlights, maintaining gravel streets, and calming traffic.

Image (right): Accessible pedestrian signal push buttons

Allocation

$23.5 million will be allocated as follows:

- **Potholes ($5.5 million)** - Funds a crew to address potholes
- **Gravel Street Service ($4 million)** - Funds a crew focused on PBOT's Gravel Street Service throughout the city
- **Base repair ($4 million)** - Funds base repair projects
- **Signal and lighting maintenance ($3.5 million)** - Funds signal and streetlight repair and maintenance
- **Safer intersections ($2 million)** - Funds safety improvements at intersections with signals. Examples: adding accessible pedestrian push buttons and bicycle detection, changing signals to give people walking and bicycling a head start crossing the street, and adjustments to signal timing.
- **Pedestrian, bicycle, and public space retrofits ($2.5 million)** - Funds permanent upgrades to temporary safety installations. Examples: replacing reflective plastic wands along a bike lane with concrete traffic separators; replacing a painted curb extension with a concrete one; or supplementing planters with concrete islands.
- **Residential street safety and traffic calming ($2 million)** - Provides funding for PBOT's hotline to respond to safety concerns from the public. This would also fund traffic safety interventions such as speed bumps on residential streets, with such projects informed by safety and equity criteria.

Spotlight: Base Repair and Potholes

Fixing Our Streets provides funding for critical pavement maintenance work, including base repairs and filling potholes.

On SE Insley Street, City crews restored damaged curb and pavement to prevent costlier repairs later.

Potholes are a visible symptom of underlying pavement failure rather than isolated surface defects. They typically occur when water infiltrates cracks in the pavement, weakening the base layer below. With regular traffic and cycles of weather, the compromised base can no longer support the surface, resulting in potholes. Patches provide a quick, necessary response for safety but do not address the root causes.

The distinction between surface repair and base repair is critical. Standard patching is a cost-effective and appropriate short-term fix for isolated, shallow failures. However, when potholes come back repeatedly in the same spot, it usually means the underlying base has deteriorated. These situations require more substantial intervention such as base repair or full pavement restoration. Otherwise, repeatedly patching the potholes provides only diminished returns and higher long-term costs.

The pictured project on SE Insley Street highlights how underlying infrastructure issues contribute to pavement failure. In this case, tree roots displaced the inlet lead and damaged the curb. This led to poor drainage and standing water which commonly leads to recurring potholes. Rather than patching the surface, crews corrected the underlying issue. They removed the tree, kept a proper grade for drainage, replaced the inlet lead and catch basin, and reconstructed the curb. This work required coordination with crews from base repair, Urban Forestry, sewer, and sidewalks.

Spotlight: Traffic Calming on Residential Streets

Fixing Our Streets funds speed reduction on neighborhood streets with high speeds and high traffic volumes. To identify locations, PBOT developed an evaluation matrix that considers traffic operations like automobile speeds and volumes, policy considerations like priority Safe Routes to School corridors, and neighborhood impacts. Streets with the highest speeds and traffic volumes in areas of highest needs are prioritized.

In Portland's Centennial School District, SE 174th Avenue sits between Powell Butte Elementary and Centennial High School. Close to 8,000 vehicles pass through this school zone daily, with data confirming most drivers travel over 30 mph. PBOT's Safe Routes to School program consistently heard concerns from the district about crossing safety for their students and families. With funds from Fixing Our Streets, PBOT installed six speed cushions in the school zone. Feedback from the district and residents has been positive, and the Centennial Safe Routes to School Coordinator shared there was a noticeable improvement in comfort just days after construction was finished.

Newly installed speed cushions on SE 174th Avenue.

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.

Heavy Vehicle Use Tax 2016-2024 projects:

Remaining in-progress projects from the 2016-2020 and 2020-2024 rounds of HVUT include the following:

- **NE 42nd Avenue Bridge Replacement** – Construction began in 2025 and will continue through the end of 2027 on this complete replacement of the NE 42nd Avenue bridge and viaduct over the Union Pacific Railroad and NE Lombard Street (Highway 30 Bypass). This $25 million project includes $4.7 million from HVUT.
- **NE Cornfoot Road Multi-Use Path** – $559,875 in HVUT is leveraging a $4.7 million grant from Metro's Parks and Nature Levy to construct a paved multi-use path on NE Cornfoot Road between 47th Avenue and Alderwood Road, eliminating conflicts between large trucks and people walking and biking. Construction will take place in 2027.
- **NE Columbia/Alderwood/Cully Intersection Improvements** – In partnership with the Port of Portland as part of their Airports Futures initiative, PBOT is upgrading these two intersections on NE Columbia Boulevard to provide safety and capacity improvements. This includes new traffic signals, turn lanes, sidewalks, and bikeways. HVUT is providing $5 million toward this $15.4 million federal grant project.

- **Burgard Bridge Replacement** – Unfortunately the current federal administration decided to defund the construction phase of this grant project which would have replaced an old, damaged bridge over a freight railroad in North Portland. However, PBOT is using the remaining design phase funds, which includes $1.4 million in HVUT, to bring the engineering plans to a 95% level, making it "shovel ready" for future grants.

Heavy Vehicle Use Tax 2024-2028:

PBOT is currently working with the Portland Freight Advisory Committee to prioritize the uses of HVUT3. Currently planned investments include:

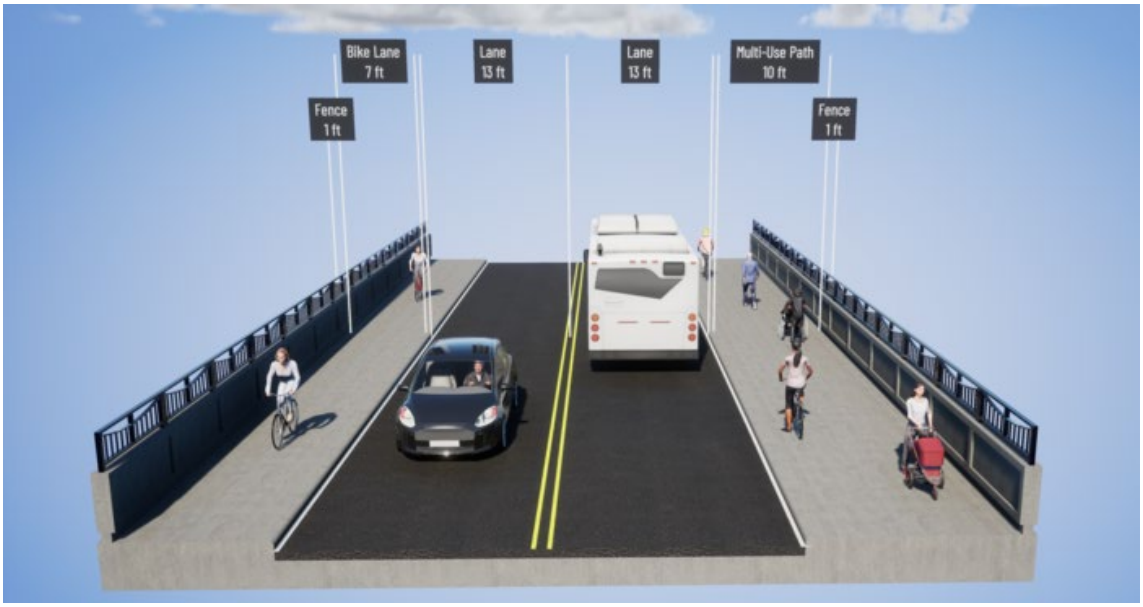
- Safety response projects on freight routes ($800,000 allocation)
- Operational improvements on freight routes ($1,000,000 allocation)
- An asset repair and grant matching fund for bridges and other infrastructure ($1,000,000)
- Curb zone management planning ($500,000 allocation)
- Paving and safety projects in the N/NE Columbia Boulevard and Marine Drive corridors ($3,500,000 allocation)
- Grant match for a traffic signal and intersection rebuild at N Vancouver Avenue and Columbia Boulevard ($1,218,370 allocation)

Spotlight: NE 42nd Avenue Bridge Replacement

The NE 42nd Avenue bridge and viaduct over the Union Pacific railroad and NE Lombard Street was built in 1937. It was seismically vulnerable and insufficient for most users other than passenger cars and light trucks. Some freight traffic used the bridge as a connection between NE Lombard Street and Columbia Boulevard, but the bridge's height and weight restrictions limited freight. In addition, the bridge is on a major emergency response route but did not have enough room for pedestrians and people biking, setting up conflicts and safety issues.

The new, modernized bridge will include a 13-foot-wide vehicle lane in each direction, a 7-foot-wide elevated bike lane southbound, and a 10-foot-wide multiuse path northbound, along with modern fencing and lighting. Underneath the bridge, NE Lombard Street will be widened to eliminate pinch points in the bike lanes.

Crews began construction in August 2025 with a full closure of the bridge and establishment of detour routes. Demolition is expected in June 2026, with the project complete by the end of 2027. HVUT is providing $4.7 million out of the total $25 million cost.



Rendering of the new NE 42nd Avenue bridge, including wider spaces for pedestrians and people biking.

Financials

Fixing Our Streets

Fixing Our Streets 2021-2025 Revenue

Year	Revenue	Interest	Total	Forecast	Variance	Variance %
2021	$14,105,075	$1,139	$14,106,213	$18,625,000	($4,518,787)	-24%
2022	$18,381,327	$48,181	$18,429,507	$18,625,000	($195,493)	-1%
2023	$17,164,985	$261,419	$17,426,404	$18,625,000	($1,198,596)	-6%
2024	$17,038,739	$625,668	$17,664,407	$18,625,000	($960,593)	-5%
2025	$2,528,251	$1,503,739	$4,031,990	$0	$4,031,990	N/A
Total	**$69,218,376**	**$2,440,145**	**$71,658,521**	**$74,500,000**	**($2,841,479)**	**-4%**

Fixing Our Streets 2025-2029 Revenue

Year	Revenue	Interest	Total	Forecast	Variance	Variance %
2025 Actual	$11,831,948	$94,839	$11,926,787	$8,812,500	$3,114,287	35%
2026 Projected	$15,960,000	$478,800	$16,438,800	$17,625,000	($1,186,200)	-7%
2027 Projected	$15,960,000	$478,800	$16,438,800	$17,625,000	($1,186,200)	-7%
2028 Projected	$15,960,000	$478,800	$16,438,800	$17,625,000	($1,186,200)	-7%
2029 Projected	$5,376,052	$161,282	$5,537,334	$8,812,500	($3,275,166)	-37%
Total	**$65,088,000**	**$1,692,520**	**$66,780,520**	**$70,500,000**	**($3,719,480)**	**-5%**

Fixing our Streets is funded by a 10-cent local gas tax. Fixing Our Streets 2021-2025 closed out with $71.7 million in total revenue, only 4% shy of the $74.5 million forecast. Fixing Our Streets 2025-2029 is expected to yield $66.8 million over five years, or 5% less than the original forecast of $70.5 million.

To manage the shortfall, staff have worked to find both savings and additional external funding to ensure Portland is able to accomplish the identified work.

Through December 2025, PBOT expended $46.8 million (65%) of the $71.7 million of Fixing Our Streets 2021-2025 revenues. Through December 2025, PBOT expended $9.6 million (14%) of the projected $66.8 million in 2025-2029 revenues.

For project-level expenditures as of Dec. 31, 2025, please see appendix.

Heavy Vehicle Use Tax

Heavy Vehicle Use Tax 2021-2025 Revenue

Year	Revenue	Interest	Total	Forecast	Variance	Variance %
2021	$1,090,000	$274	$1,090,274	$2,790,000	($1,699,726)	-61%
2022	$4,050,000	$5,687	$4,055,687	$2,804,000	$1,251,687	45%
2023	$4,010,000	$67,230	$4,077,230	$3,090,000	$987,230	32%
2024	$3,125,000	$217,464	$3,342,464	$3,120,000	$222,464	7%
2025	1,190,000	$498,366	$1,688,366	$0	$1,688,366	N/A
Total	**$12,275,000**	**$789,022**	**$14,254,022**	**$11,804,000**	**$2,450,022**	**21%**

Heavy Vehicle Use Tax 2025-2029 Revenue

Year	Revenue	Interest	Total	Forecast	Variance	Variance %
2025 Actual	$820,000	$15,824	$835,824	$1,312,500	($476,676)	-36%
2026 Projected	$2,625,000	$99,750	$2,724,750	$2,625,000	$99,750	4%
2027 Projected	$2,625,000	$99,750	$2,724,750	$2,625,000	$99,750	4%
2028 Projected	$2,625,000	$99,750	$2,724,750	$2,625,000	$99,750	4%
2029 Projected	$1,805,000	$68,590	$1,873,590	$1,312,500	$561,090	43%
Total	**$10,500,000**	**$383,664**	**$10,883,664**	**$10,500,000**	**$383,664**	**4%**

Heavy Vehicle Use Tax 2021-2025 closed out with $14.3 million in total revenue, 21% more than the $11.8 million forecast. Heavy Vehicle Use Tax 2025-2029 is expected to yield $10.9 million over five years, or 4% more than the original forecast of $10.5 million.

Through December 2025, PBOT has spent $5.2 million (37%) of Heavy Vehicle Use Tax 2021-2025 revenues. PBOT has not yet expended Heavy Vehicle Use Tax 2025-2029 revenues.

Contracting Participation

Many of the larger capital investments funded by FOS and HVUT are contracted out to construction firms, consistent with state law related to least cost contracting. In calendar 2025, PBOT initiated four construction contracts totaling $22.7 million, and three design engineering contracts totaling $7.6 million, for projects funded by FOS or HVUT.

Within these contracts, the City of Portland tracks the participation of subcontractors, including those that are 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).

Out of the $22.7 million in construction contracts initiated in 2025, $7.1 million, or 31%, of contract dollars went to COBID-certified firms. This includes $2.7 million in which the prime contractor is COBID-certified. For example, the $4.9 million NE Halsey Safety and Access to Transit project construction contract went to Interlaken, Inc., a WBE, and in turn they subcontracted 23% of their work to COBID-certified companies.

Out of the $7.6 million in design engineering contracts initiated in 2025, $1.8 million, or 24%, of contract dollars went to COBID-certified firms. For example, the Stark/Washington Safety Improvements project included a $1.6 million design contract with WSP USA, Inc. in which 25% of work was subcontracted to companies with DBE certifications.

The table below further details the distribution of work among prime and subcontractors, and firms with COBID certifications, for FOS- and HVUT-funded projects with contracts initiated in calendar 2025.

Construction and Design Contracts Initiated in Calendar 2025 for Projects Funded with Fixing Our Streets or Heavy Vehicle Use Tax

Projects (Construction)	*Prime Contractor*	*Total Contract Amount*	*DBE Contract %*	*MBE Contract %*	*WBE Contract %*	*ESB Contract %*
NE 42nd Bridge Replacement	Cascade Bridge, LLC	$16,482,239.40	1.4%	11.7%	6.4%	0.0%
FOS Street Lighting Infill	Global Electric, Inc	$919,500.00	-	-	-	-
Halsey Safety and Access to Transit	Interlaken, Inc	$4,878,821.00	13.9%	0.9%	50.2%	8.5%
SE Washington St 80th-82nd Sidewalk Infill	Just Bucket Excavating, Inc	$396,388.00	70.0%	-	-	-
Projects (Design)						
Burgard Bridge	KPFF, Inc	$2,465,122.44	9.8%	-	8.4%	3.9%
Stark/Washington Safety Improvements	WSP USA Inc	$1,630,421.46	25.3%	-	-	-
122nd Safe Streets for All	David Evans and Associates, Inc	$3,539,462.54	17.4%	-	7.6%	-

Note: Some firms have multiple COBID certifications. To avoid double-counting, DBE is counted first, then MBE, WBE, and ESB. These percentages are based on committed subcontracting amounts and firms at time of contract award. Changes to these commitments are monitored by City of Portland Procurement Services throughout the contract period. Two of the construction projects – Halsey and Washington – were led by COBID-certified prime contractors.

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 staff develop project lists according to funding criteria, and the Fixing Our Streets Oversight Committee provides feedback on the project lists. Once selected, some of these projects require further definition prior to design engineering. 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 that 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, valuate, 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.

Appendix

Full Fixing Our Streets Project List (as of 12/31/2025)

This data is sourced from the quarterly spending dashboard presented to the Oversight Committee in March 2026.

Note: In March 2026, a $1.2M project (traffic signal and intersection rebuild at N Vancouver Avenue and Columbia Boulevard) was moved from Fixing Our Streets 2024-2028 Safety on Busy Streets to the Heavy Vehicle Use Tax (2024-2028). The project tables below reflect that change, so the total dollar amounts will differ slightly from the original quarterly spending dashboard.

FOS 2016-2024 Remaining Projects Table

Most of the FOS projects from 2016-2020 and 2020-2024 are complete. The following table shows remaining active projects and those that were completed in the last year. Asterisks indicate financial data that is captured under another project entry.

Project Name	Category	District	Status	Estimated Completion	FOS Funds Budgeted	FOS Funds Spent (12/31/25)	Total Project Budget	Notes on project delivery strategy
SW 4th Ave (Lincoln to Burnside)	Paving: Busy Streets	4	Complete	2025	$7,965,298	$5,553,000	$22,788,810	
SE Washington St (80th to 82nd)	Safer Streets: Sidewalks and Other Walkways	3	Complete	2025	$600,000	$600,000	$875,000	
NE Killingsworth St (42nd to Lombard)	Safer Streets: Lighting Portland for Safety	2	Complete	2026	$750,000	$570,000	$775,000	Combined with T01052 into a single contract as T01347.
SW Capitol Highway / 49th Ave (Barbur to Stephenson)	Safer Streets: Lighting Portland for Safety	4	Complete	2026	$500,000	$500,000	$900,000	Combined with T01029 into a single contract as T01347.
NE Mason/Skidmore Greenway (37th to 77th)	Safer Streets: Neighborhood Greenways	2,3	Construction	2026	$1,828,000	$893,000	$1,828,000	Concrete ramp and island work completed separately; greenway striping/traffic task order issued November 2025.

NE Killingsworth St (53rd to Cully)	Paving: Busy Streets	2	Construction	2026	$3,777,000	$1,270,000	$4,001,000	Paving completed in 2024. Protected bike lanes and remaining ADA ramps are being constructed in 2026.
NE 42nd Ave (Killingsworth to Holman)	Safer Streets: Sidewalks and Other Walkways	2	Design	2026	$2,000,000	$680,000	$2,994,000	Was paused in 2024 to address funding gap; now moving forward.
SW Bertha Neighborhood Greenway (35th to Barbur)	Safer Streets: Neighborhood Greenways	4	Design	2026	$450,000	$103,000	$450,000	Due to cost pressures, poor pavement, and community priorities, we are proposing to focus on the pedestrian crossing at SW Bertha Blvd and Chestnut Dr, deferring the bike lane enhancements to a future project.
NE Sacramento/Knott Greenway (122nd to 162nd)	Safer Streets: Neighborhood Greenways	1	Design	2026	$500,000	$117,000	$500,000	Was pushed back to 2026 to combine with FOS 24-28 paving project
122nd Ave Crossings (SE Clinton to NE Davis)	Safer Streets: New Signals and Beacons	1	Construction	2027	$2,206,897	$1,268,000	$3,625,479	To be delivered with FOS 20-24 lighting project T01051 as project T01431
122nd Ave (NE San Rafael to SE Powell)	Safer Streets: Lighting Portland for Safety	1	Construction	2027	$750,000	$589,000	$750,000	To be delivered through 122nd Ave Crossing FOS 16-20 project (T00646) as project T01431
SW 45th Ave (Flower to Vermont)	Paving: Busy Streets	4	Design	2027	$2,322,000	$769,000	$2,470,000	Low bid estimated July 2026
NE Shaver St Sidewalk: 102nd to 115th Avenues	Safer Streets: Safe Routes to School	1	Design	2027	$1,379,970	$217,000	$4,944,970	Leverages $2M ODOT Safe Routes to School grant
E Burnside St at 24th Ave and NE 114th Ave at Halsey St	Safer Streets: New Signals and Beacons	1,3	Design	2028	$2,500,000	$338,000	$2,500,000	Two crossings are combined into one design/bid/build project. 30% design.
SE Stark St (122nd to 162nd)	Safer Streets: Lighting Portland for Safety	1	Design	2028	$1,000,000	$5,000	$1,000,000	First phase of lighting completed in 2020. Second phase to be part of Safer Outer Stark construction.
SE Washington St (102nd to 108th)	Paving: Busy Streets	1	Design	2029	$5,030,000	$64,000	$11,801,000	To be delivered with New Signals and Beacons FOS 20-24 projects (T01040 & T01041) and federally funded grant project.

SE 122nd Ave (Steele to Foster)	Paving: Busy Streets	1	Design	2029	$5,045,000	$461,000	$25,392,000	To be delivered through 122nd Safe Streets for All grant project and includes funding from ADA ramp program
SE 105th at Stark St	Safer Streets: New Signals and Beacons	1	Design	2029	*	*	*	To be delivered with SE Washington FOS 20-24 Paving project and federally funded grant project (T01035)
SE 105th at Washington St	Safer Streets: New Signals and Beacons	1	Design	2029	*	*	*	To be delivered with SE Washington FOS 20-24 Paving project and federally funded grant project (T01035)
					$38,604,165	$13,997,000	$87,595,259	

Smoother Streets Project Table

All the projects identified so far fall under the "Busy Streets and Neighborhood Greenways" category. Expenditures are not broken out by project, so a separate expenditures summary table is provided.

Project Name	District	Total Lane Miles	Status	Estimated Completion	Notes on project delivery strategy
NE Prescott Street: 105th to 112th avenues	1	1.2	Complete	2025	
SE Stark Street: 108th to 122nd avenues	1	4.1	Complete	2025	
SE 100th Avenue: Boise to Harold streets	1	1.4	Complete	2025	
NE 26th Avenue: Broadway to Knott Street	2	1.2	Complete	2025	
NE Martin Luther King Jr Boulevard: Weidler to Holladay streets	2	1.3	Complete	2025	
NE Weidler Street: 15th to 22nd avenues	2	1.0	Complete	2025	
NE Broadway: 11th to 22nd avenues	2	2.4	Complete	2025	
SE Washington Street: 82nd to 92nd avenues	3	0.9	Complete	2025	Striping to be installed by T00710
SW Sixth Avenue: Sheridan Street to Broadway	4	0.6	Complete	2025	Might do more striping in Spring 2026
NE Martin Luther King Jr Boulevard: NE Holladay to E Burnside streets	2,3	1.5	Complete	2025	
NE 122nd Avenue: Broadway to Halsey Street	1	0.6	Design	2026	
NE 122nd Avenue: Halsey to Holladay streets	1	1.4	Design	2026	
NE 122nd Avenue: Holladay to Glisan streets	1	1.7	Design	2026	
NE Sacramento Street: 132nd to 148th avenues	1	2.5	Design	2026	
NE Prescott Street: 501 feet east of 92nd Avenue to 102nd Avenue	1	1.1	Design	2026	

NE Siskiyou Street: Seventh to 17th avenues	2	1.1	Design	2026
N Killingsworth Street: Borthwick to Williams avenues	2	1.1	Design	2026
SE 41st Avenue: Woodward Street to Grant Court	3	0.8	Design	2026
NE 87th Avenue: Glisan Street to 158 feet north of Hassalo Street	3	0.9	Design	2026
NE Glisan Street: 82nd to 92nd avenues	3	2.2	Design	2026
SW Dosch Road: Beaverton Hillsdale Highway to Patton Road	4	3.2	Design	2026
SW Sam Jackson Park Road: Marquam Street to Campus Drive	4	1.1	Design	2026
SE Washington Street: 92nd Avenue to Stark Street	1,3	3.0	Design	2027
N Portsmouth Avenue: Lombard Street to Willamette Boulevard	2	2.1	Design	TBD
SE Harrison Street: 166 feet west of Mountain View Drive to 76th Avenue	3	0.5	Design	TBD
SE Madison Street: Sixth to 12th avenues	3	0.8	Design	TBD
SE 52nd Avenue: Flavel to Duke streets	3	2.0	Design	TBD
NW 21st Avenue: Marshall to Thurman streets	4	1.1	Design	TBD
NW Lovejoy Street: 15th to 19th avenues	4	0.4	Design	TBD
NW 24th Avenue: Glisan to Vaughn streets	4	2.2	Design	TBD
NW St Helens Road: Yeon to 30th avenues	4	3.8	Design	TBD
Total		49.2		

Smoother Streets Expenditures Table

Category	FOS Funds Spent (12/31/25)	Lane Miles Complete
Busy Streets and Neighborhood Greenways	$3,272,000	15.6
Local Streets	$0	0.0
Smoother Streets Program Admin ($30k total)	$4,000	N/A
Total	$3,276,000	15.6

Safer Streets: Safety on Busy Streets Project Table

Project Name	Category	District	Status	Estimated Completion	FOS Funds Budgeted	FOS Funds Spent (12/31/25)	Total Project Budget	Notes on project delivery strategy
Burnside Safe Signal Timing Improvements, W	Small-scale	4	Construction	2026	$128,400	$107,000	$128,400	Will use in-house staff to design and on-call contractor to build the improvements

Multimodal Signal Sensor Improvements, SE	Small-scale	3	Design	2026	$100,000	$60,000	$100,000	
Safe Signal Timing Improvements, N/NE	Small-scale	2	Design	2027	$150,000	$11,000	$150,000	
Accessible Pedestrian Signal Retrofits, CW	Small-scale	1,2,3,4	Design	2027	$200,000	$33,000	$200,000	Will use in-house staff to design and on-call contractor to build the improvements
Protected Left Turns for Safer Intersections	Small-scale	2,3,4	Design	2027	$250,000	$61,000	$250,000	Will use in-house staff to design and on-call contractor to build the improvements
Street Lighting on High Crash Corridors, N	Small-scale	2	Design	2027	$250,000	$5,000	$250,000	Will use in-house staff to design and on-call contractor to build the improvements
Street Lighting on High Crash Corridors, SE	Small-scale	3	Design	2027	$250,000	$6,000	$250,000	Will use in-house staff to design and on-call contractor to build the improvements
Street Lighting on High Crash Corridors, SW	Small-scale	4	Design	2027	$250,000	$2,000	$250,000	Will use in-house staff to design and on-call contractor to build the improvements
92nd & Clinton, Crossing Improvement, SE	Small-scale	1	Project Development	2027	$417,000	$12,000	$417,000	
Halsey, 160th-162nd, Crash Reduction, NE	Small-scale	1	Project Development	2027	$114,925	$6,000	$114,925	
Safety on Busy Streets Program Admin	Small-scale	N/A	Ongoing	Ongoing	$80,000	$14,000	$80,000	Program operations not specific to individual projects: $20k per year
SE Holgate/61st/62nd Mid-Block Crossing	Leverage	3	Design	2026	$150,000	$0	$385,000	Leveraging Portland Clean Energy Fund
NE MLK Safety & Access to Transit (RFFA)	Leverage	2	Design	2027	$55,658	$0	$5,111,340	Leveraging RFFA Redistribution
NE 122nd Safety & Access to Transit (RFFA)	Leverage	1	Design	2027	$110,718	$0	$7,203,227	Leveraging RFFA Redistribution
SE Foster/Woodstock Couplet Project	Leverage	1	Design	2027	$460,000	$0	$5,910,000	Leveraging Build Portland
SW Terwilliger Blvd / Duniway Park Cycle Track	Leverage	4	Design	2029	$472,000	*	$23,961,789	Leveraging BES project
E Burnside/22nd Pedestrian Beacon (ARTS)	Leverage	3	Project Development	2030	$155,000	*	$1,500,950	Leveraging ARTS 27-30
Signal Backplates East of Willamette (ARTS)	Leverage	1,2,3	Project Development	2030	$330,000	*	$3,212,128	Leveraging ARTS 27-30

Total	$3,923,701	$317,000	$49,474,759	

Safer Streets: Safety on Neighborhood Streets Project Table

Project Name	Category	District	Status	Estimated Completion	FOS Funds Budgeted	FOS Funds Spent (12/31/25)	Total Project Budget	Notes on project delivery strategy
Vision Clearance, CW	Small-scale	1,2,3,4	Complete	2025	$50,000	$0	$250,000	$200k from SRTS General Fund; Past expenditures from previously funded project with same T number. Financials in closeout.
"Wait Here for Green" Bike Detection Markings	Small-scale	2,3,4	Complete	2026	$76,000	$76,000	$261,000	$185k from previous HB2017 allocation. Additional funding available for continuing installations from remaining HB2017 (T00735)
Traffic Calming, Prescott, 105th-121st, NE	Small-scale	1	Design	2026	$154,000	$18,000	$154,000	MO agreed to deliver in 2026.
Traffic Calming, Multnomah, 16th-21st, NE	Small-scale	2	Design	2026	$44,000	$14,000	$44,000	MO agreed to deliver in 2026.
Traffic Calming, Knott, 21st-33rd, NE	Small-scale	2	Design	2026	$131,000	$26,000	$131,000	MO agreed to deliver in 2026.
Neighborhood Greenway Crossing Improvements - Crossbikes and Crosswalks, CW	Small-scale	1,2,3,4	Design	2027	$250,000	$0	$250,000	
Canby neighborhood greenway, 35th-40th, SW	Small-scale	4	Project Development	2027	$30,000	$1,000	$30,000	
Southwest in Motion Pedestrian Crossing Enhancements	Small-scale	4	Project Development	2027	$126,000	$0	$626,000	
"Bike Bus" and neighborhood greenway capital improvements, Citywide	Small-scale	1,2,3,4	Project Development	2027	$500,000	$65,000	$500,000	
Traffic Calming, 74th, Halsey to Burnside, NE	Small-scale	3	Project Development	2028	$132,000	$2,000	$132,000	On paving list for 2028. Will wait on traffic calming until after paving.
Safety on Neighborhood Streets Program Admin	Small-scale	N/A	Ongoing	Ongoing	$60,000	$12,000	$60,000	Program operations not specific to individual projects: $15k per year

70s Greenway Crossing of Powell at 79th	Leverage	3	Complete	2025	$109,820	$0	$6,210,528	TriMet contractor is constructing; PBOT is contributing funding only.
Jade-Montavilla Connected Centers (RFFA)	Leverage	1,3	Construction	2026	$206,452	$0	$11,230,691	Leveraging RFFA Redistribution
SW Galeburn St: 41st-Capitol Sidewalk*	Leverage	4	Design	2027	$142,000	$0	$2,017,000	Leveraging LTIC; *Funded with both Safety on Neighborhood Streets and Safe Routes to School
70s Greenway Crossing of Division at 77th	Leverage	3	Design	2028	$400,000	$3,000	$1,867,861	TriMet completed permit plans; PBOT will take over for construction contracting.
Total					$2,411,272	$217,000	$23,764,080	

Safer Streets: Safe Routes to School Project Table

Project Name	Category	District	Status	Estimated Completion	FOS Funds Budgeted	FOS Funds Spent (12/31/25)	Total Project Budget	Notes on project delivery strategy
62nd and Cooper, Sidewalk Infill, SE	Small-scale	3	Complete	2026	$110,000	$0	$540,000	Leveraging PPS Bond and BES funding. Financials in closeout.
43rd and Royal, Intersection Improvement, NE	Small-scale	3	Construction	2026	$42,000	$0	$42,000	Expecting MO delivery and delay due to budget and unexpected work priorities
Woodward, 57th-58th, sidewalk infill, SE	Small-scale	3	Design	2026	$60,000	$27,000	$60,000	
52nd & Franklin, Crossing Improvement, SE	Small-scale	3	Project Development	2026	$16,800	$11,000	$16,800	Project returned to Project Development phase as recommended by SRTS due to potential scope change
112th & Boise, Crossing Improvement, SE	Small-scale	1	Design	2027	$500,000	$38,000	$500,000	
35th, Huber-Arnold, Street Lighting, SW	Small-scale	4	Design	2027	$250,000	$7,000	$250,000	Will use in-house staff to design and on-call contractor to build the improvements
Crosswalks on the High Crash Network, N/NE	Small-scale	2	Project Development	2028	$218,400	$22,000	$218,400	Need ODOT approval on many locations.

Glenwood, 44th-45th, Sidewalk Infill, SE	Small-scale	3	Project Development	2028	$202,800	$39,000	$202,800	SRTS requesting additional money to align scope and budget
Safe Routes to School Program Admin	Small-scale	N/A	Ongoing	Ongoing	$60,000	$13,000	$60,000	Program operations not specific to individual projects: $15k per year
SW Galeburn St: 41st-Capitol Sidewalk*	Leverage	4	Design	2027	$750,000	$0	$2,017,000	Leveraging LTIC; *Funded with both Safety on Neighborhood Streets and Safe Routes to School
SE Stark & 135th Traffic Signal	Leverage	1	Design	2028	$600,000	$0	$2,100,000	Leveraging ODOT SRTS grant. Will be constructed as part of larger Safer Outer Stark contract in 2027-28.
Project Development for 2-3 Future Safe Routes to School Grant Projects	Leverage	1,3	Project Development	TBD	$400,000	$0	$400,000	Leverage source to be determined. Typically 20% local match
Total					$3,210,000	$157,000	$6,407,000	

Safer Streets: Additional Safety Enhancements Project Table

Project Name	District	Status	Estimated Completion	FOS Funds Budgeted	FOS Funds Spent (12/31/25)	Total Project Budget	Notes on project delivery strategy
NE Broadway: 11th to 22nd (NE Broadway Pave and Paint)	2	Complete	2025	$750,000	$756,000	$750,000	
NE Glisan: 84th to 167' E of 94th (Glisan St Paving & Safety: 80th-102nd, NE)	3	Design	2026	$750,000	$179,000	$750,000	Budget increased from $400k
SW 6th Ave: Sheridan St to Broadway (SW Terwilliger Blvd to SW 4th Ave Connection)	4	Design	2026	$350,000	*	$350,000	To be delivered through a separate contract from SW 4th Ave
Additional Safety Enhancements Program Admin	N/A	Ongoing	Ongoing	$60,000	$5,000	$60,000	Program operations not specific to individual projects: $15k per year
Total				$1,910,000	$940,000	$1,910,000	

Community Street Services Project Table

This category funds ongoing services. All programs are ongoing.

Project Name	FOS Funds Budgeted	FOS Funds Spent (12/31/25)	Total Project Budget	Notes on project delivery strategy
Potholes	$5,500,000	$3,531,000	$7,185,404	Generally funded 50/50 between FOS and GTR. Spending will be adjusted.
Base Repair	$4,000,000	$552,000	$4,293,736	
Gravel Streets	$4,000,000	$307,000	$4,808,506	
Signal and lighting maintenance	$3,500,000	$7,000	$3,500,000	SSL will use the funds to address maintenance backlog needs
Safer intersections	$2,000,000	$40,000	$2,000,000	SSL will use in-house engineers to develop the plans and electricians to install the improvements
Pedestrian, bicycle, and public space retrofits	$2,500,000	$117,000	$2,500,000	
Residential street safety and traffic calming	$2,000,000	$102,000	$2,000,000	
Total	$23,500,000	$4,656,000	$26,287,646	

Summary Tables

Smoother Streets: Lane-miles Paved by District

In January 2025, the Fixing Our Streets Oversight Committee approved the first batch of Smoother Streets projects. These projects represent the first two to three years of projects. Additional projects will be identified by winter 2026.

Status	District 1	District 2	District 3	District 4	Total
Lane-miles paved in 2025	6.7	7.1	1.2	0.6	15.6
Lane-miles remaining	7.8	4.3	9.7	11.8	33.6
Total	14.5	11.4	10.9	12.4	49.2

Safer Streets: Allocation So Far by District

In January 2025, the Fixing Our Streets Oversight Committee approved the first batch of small safety projects. The first batch of leverage projects was shared with the committee in September 2025. Additional projects will be identified by summer 2026.

Category	District 1	District 2	District 3	District 4	Total allocated as of 12/31/25	Funding remaining	Notes
Safety on Busy Streets	$1,321,143	$618,891	$979,933	$1,003,733	$3,923,700	$5,076,300	Target: approximately $1,000,000 or more per district
Safety on Neighborhood Streets	$445,387	$425,625	$1,003,510	$536,750	$2,411,272	$3,588,728	Target: approximately $750,000 or more per district
Safe Routes to School	$1,248,333	$233,400	$713,267	$1,015,000	$3,210,000	$2,790,000	Target: approximately $750,000 or more per district
Additional Safety Enhancements	$265,000	$765,000	$515,000	$365,000	$1,910,000	$590,000	No district target
Total	$3,279,863	$2,042,916	$3,211,710	$2,920,483	$11,454,972	$12,045,028	