



# Your Dime at Work

## Fixing Our Streets Program Overview for Oversight Committee September 15th, 2016

On May 17, 2016, Portland voters made a strong statement about the importance of sidewalks, safe routes to schools and basic transportation maintenance. They approved Portland's first local funding source for transportation safety and maintenance, joining nearly 30 other Oregon cities that have local funding.

PBOT is grateful for this vote of confidence in transportation.

This four-year investment will make a big difference in neighborhoods across Portland. It will help us expand preventive maintenance that saves money and prevents potholes. It will provide funding for crossing improvements and other safety improvements on High Crash Corridors, and it will allow us to make it safer for children to walk to school. We are looking forward to working with you, members of our community oversight committee, to make sure we follow the will of the voters as we better maintain our transportation system and make it safer for everyone.

The Fixing Our Streets Program also encompasses revenues raised from the Heavy Vehicle Use Tax. Following is a summary of the Fixing Our Streets revenue, program oversight, project delivery, and each of the project categories.



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**Steve Novick** Commissioner **Leah Treat** Director

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## **Revenue**

The total combined revenue expected from the Motor Vehicle Fuels Tax and the Heavy Vehicle Use Tax over four years of the program is \$74 million.

The Motor Vehicle Fuels tax is a 10 cent per gallon tax on Motor Vehicle Fuels for vehicles under 26,000 lbs. The tax collection will begin no later than January 1st, 2017 and it will last for 4 years from the date that collections begin. The tax is estimated to generate \$64 million over 4 years, or \$16 million per year.

The Heavy Vehicle Use Tax is designed to collect revenue from the heavy vehicles (over 26,000 lbs) that use Portland's streets. There is a charge of 2.8% of Oregon Weight-Mile Tax for those payers who also have a Portland Business License. This tax will be in effect for tax years 2016, 2017, 2018, and 2019. Over the 4 years of the tax, it is estimated to generate \$10 million, or \$2.5 million per year.

## **Program Oversight**

Internal Program Oversight.

Commission Novick and Director Treat are working with the PBOT Director's Team to monitor the entire program. Director's Team Members:

- Dave Benson, Parking Services Manager
- John Brady, Communications Director
- Suzanne Kahn, Maintenance Operations Group Manager
- Christine Leon, Development, Permitting & Transit Group Manager
- Alissa Mahar, Executive Director of Finance and Business Operations
- Art Pearce, Policy, Planning, and Project Group Manager
- Steve Townsen, City Engineer
- Zan Gibbs, Equity and Inclusion Program Manager



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The Fixing Our Streets Controls Group will be overseeing project delivery.

Controls Group Members:

- New Fixing Our Streets Program Director
- Suzanne Kahn, Maintenance Operations Group Manager
- Art Pearce, Policy, Planning and Project Group Manager
- Steve Townsen, City Engineer
- Mark Lear, Resources and Legislative Manager - staff support to Controls Group
- Shoshana Cohen, Resources and Legislative Analyst - staff support to Controls Group

Citizen Oversight Committee:

The Fixing Our Streets Oversight Committee will review revenues, expenditures and the implementation of the Fixing Our Streets Program and ensure that the projects funded through this tax are consistent with voter intent.

## **Projects/Expenditures Overview and Delivery**

The Fixing Our Streets revenue must be spent on a combination of street repair and traffic safety work. Fifty-six percent of expenditures must be spent on street repair and forty-four percent on traffic safety.

There is a specific project list which was vetted over several years with community stakeholders and referenced in the ballot materials for the Motor Vehicle Fuels Tax. Any changes to this project list will be reviewed with the Oversight Committee.

In order to effectively and efficiently deliver projects that were promised to the voters, a draft schedule of projects has already been completed and preparation work for projects to be delivered in 2017 has begun. Projects that were the most well defined and will be easy to implement were scheduled for the first year or two



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of the program. Projects which will require more extensive public input and design are scheduled farther out.

Tax collection will begin no later than January 1, 2017. Fixing Our Streets budget authority was allocated in FY 16-17.

Much of the Fixing Our Streets work will be contracted out, with a focus on encouraging Minority-Owned, Women-Owned, and Emerging Small Business utilization. PBOT staff to work with contractors and for direct project delivery of base repair and other small projects were added into the FY16-17 Adopted Budget. Additional position needs are being analyzed for either the Fall BuMP or a future budget process.

PBOT has set up a sub-fund to track the Fixing Our Street revenue and expenditures and each individual project will be tracked as well.

The Heavy Vehicle Use Tax revenue does not yet have a specific project list but must also be spent on street repair (56%) and traffic safety (44%). Please see the separate Heavy Vehicle Use Tax document for more information.

## Project Categories

- **Paving:** Well maintained streets are vital to getting Portlanders from place to place easily, safely and sustainably. PBOT is responsible for maintaining over 4800 miles of city streets. 60% of those streets are neighborhood streets. The rest are busy streets that Portlanders use daily to get to work and school, that our businesses use to move freight and get their goods to market, and that buses use to get transit riders to their destinations.

PBOT focuses our paving work on keeping streets from falling into poor or very poor condition. This approach saves Portland money because the worse a street's condition, the more expensive it is to fix.



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The Fixing Our Streets paving projects will not completely meet all of Portland's street maintenance needs. But they are a significant step in the right direction; they will help Portland close the gap and get more streets into the condition that Portlanders expect.

There are eleven contract paving projects and five of the eleven are planned for construction in 2017. The paving projects typically include public notification but not extensive public involvement.

- **Base Repair (sub-category of paving):**

Base repair projects are reserved for portions of streets that are in poor or very poor condition. They address those portions of the street that have failed from top to bottom. The goal of these base repair projects is to prevent the structural failure from spreading to other parts of the street.

Because base repair projects replace both the asphalt and the street's rock base, they are more expensive than other preventive maintenance projects. They also tend to be smaller, ranging from the size of a tabletop to one city block.

Fixing Our Streets Base Repair projects will be completed by PBOT maintenance crews. These projects will be starting this September and continuing throughout the 4-year program. Reports of potential Base Repair locations come from citizens and from city crews. The potential areas are then evaluated to determine the root causes of the problem and the condition of the surrounding infrastructure. When possible, crews try to group projects by location to increase efficiencies and cost effectiveness. PBOT will also be evaluating potential locations that are identified by the pavement management system, Streetsaver.



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- **Safe Routes to School:**

Every weekday, close to 50,000 school kids traverse Portland's streets to get to school. PBOT's nationally recognized Safe Routes to School program helps to ensure that they arrive safely.

A partnership between the City of Portland, schools, neighborhoods, community organizations and public agencies, Safe Routes to School serves 180 Portland schools. The program combines educational outreach with targeted street and signal safety improvements along the routes Portland's kids use to get to school. The goal is to encourage students and their families to get to school in ways that reduce traffic, increase safety and contribute to a cleaner environment. Since 2006, the program has increased walking and biking to Portland schools by 35%.

Fixing Our Streets Safe Routes funding was allocated to every high school cluster in the City. In the first year of Fixing Our Streets there will be an extensive Safe Routes to School outreach process to determine specific projects in each area. PBOT is in the process of hiring a consultant to work on an outreach strategy and to identify projects. Portland Public Schools (PPS) Healthy Travel Options also allocates funding to PPS Safe Routes to School improvements. The outreach and project identification work that will soon begin will be combined to identify potential projects for both revenue sources. Outreach open houses will start in March 2017 and project delivery will begin in 2018.

- **Sidewalk Infill Projects:** Portland's sidewalk system is made up of three elements: sidewalks, corners and curbs. Sidewalks are a crucial safety tool. Research has shown that sidewalks that are physically separated from streets can help to prevent 88% of crashes involving people walking. Sidewalks are also an important community amenity. They make it easier for people to get around their neighborhoods, access transit and walk to local businesses, parks and schools.



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The Fixing Our Streets sidewalk projects will bring sidewalks to arterials where they are currently missing. There are five sidewalk infill projects. Three of the five are scheduled for 2017. All three of these projects were identified through previous public involvement processes and are ready to be implemented.

- **High Crash Corridors:**

As a Vision Zero city, Portland is committed to eliminating fatalities and serious injuries on our streets. An ambitious goal like this demands a comprehensive strategy that includes better street engineering, robust education initiatives and effective enforcement actions.

Such an approach is especially important on Portland's High Crash Network. These are the streets where a disproportionate number of fatalities and serious injuries occur. Nearly half of the deadly and serious crashes occur on only seven percent of Portland streets.

The High Crash Corridor Fixing Our Streets projects are focused on improving safety on some of our city's most dangerous streets. The nearly four million in investment will fund engineering solutions to reduce speed, improved street lighting to make it easier for people walking, driving and biking to see each other and enhanced infrastructure such as pedestrian refuge islands to improve safety. There are six Fixing Our Streets High Crash Corridor projects, two of which are scheduled for 2017.

- **Crossing Improvements:**

Intersections that are well designed, managed and maintained have an important role to play in a safe and efficient transportation system. It is at intersections that the various users of Portland's streets come together, and that means the potential for conflict and crashes is higher than on other parts of our network.



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Given the importance of crossings, the Fixing our Streets program will make over \$3.3 million in investments to improve key intersections. The twelve Fixing Our Streets projects will fund a range of safety and traffic upgrades, including better street lighting, rapid flashing safety beacons, enhanced signage and striping and better infrastructure like ramps and pedestrian islands. Several of the twelve projects, are small buckets which will require additional public involvement before exact locations are determined. Three of the projects are scheduled for construction in 2017.

- **Protected Bike Lanes/Routes:** Protected bike routes provide physical separation between people bicycling and motor vehicle traffic. They can use barriers, on-street parking and grade to create the separation. They provide safer travel for a wide range of potential users and improve both the perception and reality of safety.

The three protected bike lane/route projects are all still in the planning phase and will likely be combined with additional funding. None are scheduled for 2017 construction.

**Neighborhood Greenways:** Neighborhood Greenways are specifically designed to connect neighborhoods for people walking and biking by slowing down traffic and enhancing street safety.

For over three decades, Portland's Neighborhood Greenways have been a vital part of the city's transportation system. Safe streets that invite people to walk, bike and play, Neighborhood Greenways have improved the quality of life in neighborhoods across the city and have spurred the growth of our city's nationally recognized bike culture.

Portland currently has over 77 miles of Greenways. The Fixing Our Streets Greenway projects will add vital links to the network, making it even easier and safer for Portlanders to get around. The budgeted amounts for some of





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the Neighborhood Greenway projects were meant to leverage additional funding sources.

- **Safer Shoulders/Ditch Maintenance:** There are city locations where safety priorities can be addressed through alternative street design measures that offer improvements when funds are lacking for more extensive upgrades. Creating safer shoulders or other alternative low cost walking treatments by widening and paving the shoulders in places where sidewalks cannot be provided has been shown to reduce pedestrian crashes by 71%. The Fixing Our Streets funding for Safer Shoulders will be used in partnership with BES.