

## Exhibit D – Fixing Our Streets Funding Allocation Plan

### City of Portland Street Repair, Maintenance and Traffic Safety Improvement Program:

#### Proposed Use of Revenue from Temporary Gas Tax

Should voters renew Fixing Our Streets in 2024, it's estimated the 10-cent gas tax would generate **\$70.5 million** over four years. Our proposal allocates these funds 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)

## Smoother Streets Projects (\$23.5 million)



Paving on Busy Streets and Neighborhood Greenways	\$19 Million
Paving on Local Streets	\$4.5 Million
<b>Subtotal</b>	<b>\$23.5 Million</b>

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



**What is it?** 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 involves 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.

**How does it make a difference?** Addressing pavement wear and tear early saves money in the long run. Protecting our roads from the damage caused by weather and heavy vehicles can extend a street's life significantly and avoid costly road rehabilitation in the future.

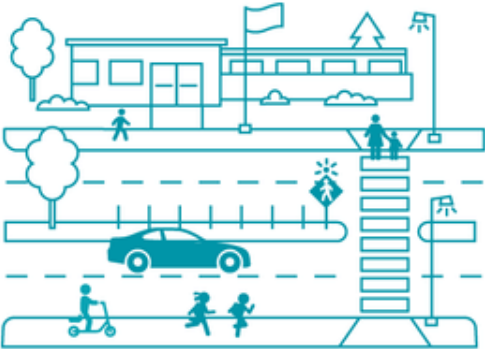
**How will funding be allocated?** Total of **\$23.5 million** for paving projects, spread approximately equally across the [four new city council districts](#) to ensure all Portlanders benefit from these maintenance dollars. Includes:

- **\$19 million** for grind-and-inlay paving projects on the most critical streets that benefit the most people and experience the most wear and tear. This means collector streets and arterials, transit and freight routes, emergency routes, streets on our High Crash Network, and the Neighborhood Greenways that make up our pedestrian and bike network.
- **\$4.5 million** for crack seal and slurry seal projects on local streets, specifically where there is a high concentration of streets that qualify for this type of pavement preservation work.

Priority locations

- Busy streets that have more wear and tear because they carry transit and trucks, especially roads that are also emergency routes and on our High Crash Network
- Local streets that are part of Portland’s low-traffic pedestrian and bike network known as [Neighborhood Greenways](#)
- Other local streets that meet the pavement quality criteria for crack seal and slurry seal preservation treatments
- Streets in areas that score higher on [PBOT’s Equity Matrix](#)

**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
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<b>Subtotal</b>	<b>\$23.5 Million</b>

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

## Safety on busy streets (\$9 million)



**What it is?** This category is designed to provide small-scale safety improvements to reduce conflicts, address high-crash locations, and lower speeds on busy streets. It would provide funds for new or improved crossings, sidewalks, and lighting along our busiest streets, especially for projects that can leverage additional outside funding.

- **How does it make a difference?** Portland's High Crash Network represents 8% of Portland streets yet accounts for 62% of traffic deaths. By focusing improvements along high-crash street segments and intersections, we can maximize our efforts to advance [Portland's Vision Zero goal to eliminate traffic deaths and serious injuries](#). Approximately, **\$1 million** or more invested in each of the [four new city council districts](#), so all Portlanders see a benefit from these safety investments.
- **\$5 million** used strategically to make larger safety investments with a focus on areas that score higher on [PBOT's Equity Matrix](#), especially projects that leverage additional outside funding.

### Priority locations:

- Where safety improvements are needed on the [High Crash Network](#) or other documented high-crash segments or intersections along busy streets in Portland
- High priorities in [PedPDX: Portland's Citywide Pedestrian Plan](#), based on the need for safety, equity, and access to transit and major destinations

## Safety on neighborhood streets (\$6 million)



**What is it?** Neighborhood streets are often the main routes for people walking, rolling, and biking to their local schools, parks, and main streets. However, these streets may not feel safe for everyone because of speeding cars, difficult crossings, or cut-through traffic. This category would fund traffic calming (such as speed bumps and diverters), safer 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.

**How does it make a difference?** These improvements make it safer for pedestrians and people biking to access local schools, parks, main streets, and other community destinations.

**How will funding be allocated?** A total of **\$6 million** for safety projects like neighborhood greenways, traffic calming (such as speed bumps and diverters), and crosswalks on local streets and minor collectors that primarily serve the surrounding neighborhoods, as follows:

- Approximately **\$750,000** or more invested in each of the [four new city council districts](#), ensuring all Portlanders see a benefit from these safety investments.
- **\$3 million** used strategically to make larger safety investments with a focus on areas that score higher on [PBOT's Equity Matrix](#), especially projects that leverage additional outside funding.

### Priority locations:

- Projects in neighborhood safety plans such as [East Portland in Motion](#), [Southwest in Motion](#), [North Portland in Motion](#), [Lower Southeast Rising](#), and Connected Cully

- Neighborhood-level projects that address deficiencies in the pedestrian and bicycle network identified by our citywide pedestrian and bicycle plans
- Small-scale safety projects that address the problems community members and organizations report through our safety hotline or direct outreach. Projects are vetted by engineering staff to confirm the need and level of safety benefit.

### **Safe Routes to School (\$6 million)**



**What is it?** PBOT's [Safe Routes to School program](#) is a partnership between the city, schools, neighborhoods, community organizations, and agencies that makes walking, biking, and taking transit fun, easy, and safe for all students and families. The program connects with elementary, K-8, middle, and high schools in Portland offering 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 options and ability of students to get to school by walking, biking, and rolling/taking transit. This category would fund safer school crossings and missing links to school grounds, as well as sidewalk gaps on priority residential streets. It would also help tie together our existing network of bike routes to schools. All this helps us reach our goal of having 75% of all elementary school students in Portland walk, bike, or roll to school by 2035.

**How will funding be allocated?** A total of **\$6 million** for safety 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, as follows:



- Approximately **\$750,000** or more invested in each of the [four new city council districts](#), ensuring all Portlanders see a benefit from these safety investments.
- **\$3 million** used strategically to make larger safety investments with a focus on areas that score higher on [PBOT's Equity Matrix](#), especially projects that leverage additional outside funding.

### **Priority Locations:**

- Identified projects in the Safe Routes to School plan, developed in 2017 with the first cycle of funding from Fixing Our Streets
- Other Safe Routes to School projects added since 2017 because of new or emerging issues due to changes in school boundaries or other developments

### **Additional safety enhancements (\$2.5 million)**

**What is it?** The most cost-effective (and efficient) way to make safety improvements is to do that work in tandem with other projects. This includes anything from PBOT paving projects to underground utility work by the Bureau of Environmental Services or Portland Water Bureau. With dedicated funding, maintenance projects like these become maintenance *and safety* projects on the same street.

### **How will funding be allocated?**

- **\$2.5 million** citywide to strategically leverage repaving projects, utility projects, and other similar work to add safety features like enhanced crossings and other pedestrian and bikeway improvements

### **Priority Locations:**

- Projects will be primarily chosen based on leverage opportunity and consistency with existing plans, public input, and cost effectiveness
- Streets in areas that score higher on [PBOT's Equity Matrix](#) will be given additional priority consideration

## Community Street Services (\$23.5 million)



Potholes	\$5.5 Million
Signals & 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
Traffic Calming	\$2 Million
<b>Subtotal</b>	<b>\$23.5 Million</b>

**What is it?** PBOT has heard time and again from neighborhoods and businesses who want us to be more responsive 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.

**How does it make a difference?** A quicker response to signal and lighting issues, potholes, speeding concerns, and failing roads makes everyone safer, keeps our assets in better condition, and makes our city more livable. Dedicated funding for these programs enables PBOT to better meet the needs of the community.

### **How will funding be allocated?**

- **Potholes (\$5.5 million)** - Funds a crew to efficiently address potholes
- **Signal and lighting maintenance (\$3.5 million)** - Funds to address the growing backlog of signals and streetlight repair and maintenance
- **Gravel Street Service (\$4 million)** - Funds a crew focused on PBOT's Gravel Street Service throughout the city
- **Base repair (\$4 million)** - Funds much-needed support for base repairs
- **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 support for [PBOT'S transportation safety and livability 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 prioritized by safety and equity criteria.