

Keys to Reading the Maps



City of Portland

City Budget Office FY 2019-20

Spending and service provision

There is no universal cost for providing a City service to the “average” resident.

Each City bureau has unique service standards to which it is held accountable. For instance, Police strives to respond to all 911 calls, regardless of location, within five minutes. Budget mapping is a geographic approach to looking at the budget and displays what bureaus intend to spend throughout the City. The budget maps have been paired with “level of service” maps in order to geographically represent how bureaus are performing with at least one service-level metric.

For most bureaus, the cost of providing a particular project or service to any given neighborhood will vary depending upon many factors. Among the most important are:

- Geography / topography (hilly vs. flat; urban vs. sparsely populated)
- Asset characteristics (old vs. new; many assets vs. few assets; type of construction material originally used)

Equity

Budget mapping tracks the flow of money for the current fiscal year within eight areas of Portland. By itself, money does not describe the level of service provided or needed within an area.

Maps of service level measures are provided for bureaus to accompany budget maps. The City’s Portland Plan addresses broad service issues and explores how to make services reliable and affordable with equitable access. The Portland Plan defines equity as the right of every person to have access to opportunities necessary to satisfy essential needs, advance their well-being, and achieve their full potential. More information: <http://www.portlandonline.com/portlandplan/>.

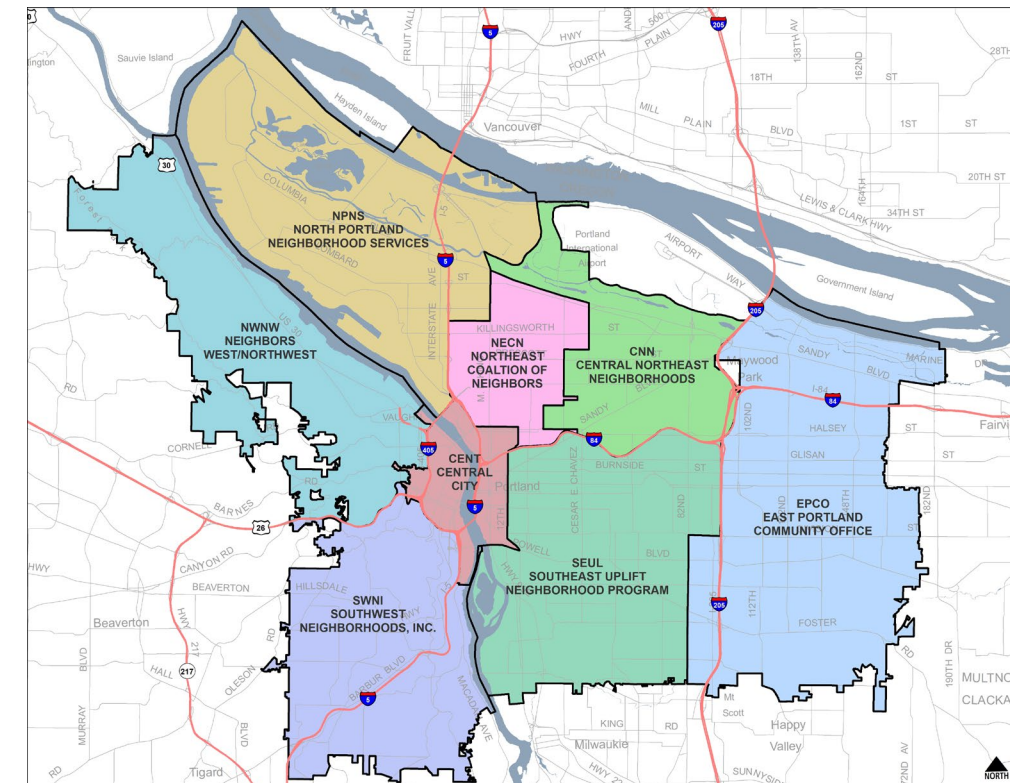
Spending per person

The eight areas used to describe the City vary significantly in size, number of residents, and many other characteristics. In order to increase comparability between the areas, spending has been described in terms of spending per ‘user’ (residents + employees).

Capital investments: multi-year versus single year

Capital maps illustrate the City’s fiscal year 2019-20 Adopted Budget and provide a narrow slice (one year only) of capital spending within a larger capital plan that spans several years and rotates its geographic focus. Capital spending refers to facility projects with a cost of more than \$10,000 or equipment with a cost of more than \$50,000 and a useful life of more than 10 years. Drivers for capital spending include: regulatory mandates; breakage/emergency repair; level of service targets; plans and studies; asset condition; scheduled maintenance; public interest; availability of external revenues.

Budget Mapping Users’ Guide



Budget mapping provides a graphic representation of City of Portland General Fund revenues and operating and capital expenditures. The City is divided into eight areas: the seven neighborhood coalitions plus the Central City. Budget mapping is one way for policy makers and community members to better understand the distribution of funding and the delivery of services throughout Portland. This handout sets the framework for that budget conversation.

- See inside for profiles of each district
- See back page for keys to reading the maps

North Portland (NPNS) – annexation range 1890 - 1990

- Inner neighborhoods were mostly annexed between 1890 and 1910; St. Johns was annexed by 1920.
- Second largest coalition by land area, 27 sq. miles.
- Unique land uses include large open spaces (Smith/Bybee Lakes and Kelly Point Park) and waterfront industrial uses (private and Port of Portland)
- Street network generally meets City's connectivity standards
- Water and sewer infrastructure is old

Northwest Portland (NWNW) – annexation range 1911 - 1990

- Close-in NW was annexed by early 1900s.
- Least dense coalition overall with only 29,000 residents
- Forest Park is the district's largest single use
- Home to significant industrial areas along the west bank of Willamette River

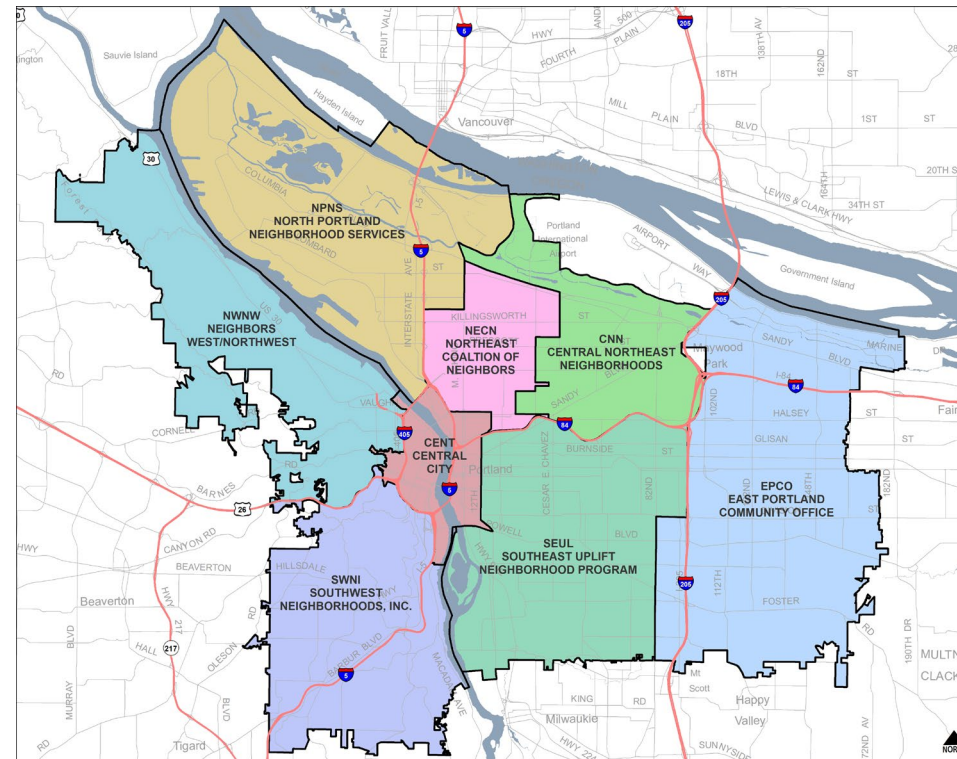
Central City (CENT) – annexation range 1850 - 1900

- Oldest section of the City
- Smallest, and most densely populated
- More than a third of the City's jobs are located here, 34%.
- Regional economic and transportation hub
- Highest sidewalk coverage
- Water and sewer infrastructure is old

Southwest Portland (SWNI) annexation range 1891 - 1990

- Outer neighborhoods were annexed in the 1980s
- Many streets are unimproved or unpaved
- Most residential streets lack sidewalks
- Major arterials follow area's hilly topography
- Streets generally do not meet connectivity standards
- Sewer system is relatively new and in good condition
- Stormwater system has capacity deficiencies

Profile of Portland Districts



Portland Neighborhoods vary in population, jobs and infrastructure. The City is described here via the seven coalition districts plus an eighth district, Central City. To measure the number of people who may use public services, add together residents and jobs for a "user density."

Demographics				
Coalition	Residents (2019 estimate)	Jobs (2018* data)	Residents + Jobs = users	Land area (sq miles)
CENT	44,725	150,122	194,847	5
CNN	53,397	29,886	83,283	10
EPCO	160,644	54,843	215,487	29
NECN	61,495	25,696	87,191	7
NPNS	71,428	44,399	115,827	27
NWNW	29,728	34,402	64,130	20
SEUL	165,600	55,721	221,321	21
SWNI	70,395	44,159	114,554	18
Totals	657,412	439,228	1,096,640	137

*2018 Quarterly Census of Employment and Wages State Employment data

Northeast (NECN) – annexation range 1851 - 1900

- Second most dense district, with few large open spaces
- Most inner neighborhoods have no walkable access to natural habitat
- Street network generally meets City's connectivity standards
- Inner neighborhoods have some of the oldest water infrastructure in the City

Central Northeast (CNN)- annexation range 1901 -1990

- Large parts of the coalition were incorporated by 1910
- Areas between NE Prescott and NE Columbia Blvd were incorporated after 1980
- Includes industrial lands north of Columbia and Sandy Blvds.
- Cully neighborhood was annexed later than the rest of Central Northeast, and has unimproved and substandard streets and lack of sidewalks.

Southeast (SEUL) – annexation range 1891 - 1990

- Incorporated by 1910, except for some areas south of Woodstock Blvd
- Water and sewer infrastructure is old
- Street network generally meets the City's connectivity standards
- 75 -80% of streets have sidewalks
- Most inner neighborhoods have no walkable access to natural habitat
- One quarter, 25%, of the City's residents

East Portland (EPCO) - annexation range 1991 – 1991+

- Most of the coalition was annexed in the mid 1980s
- At the time of annexation many assets were below City standards including unimproved streets and limited sidewalks.
- Largest district in land area, 29 square miles
- Sewer system is relative new
- Almost one quarter, 24%, of the City's residents