

## The Oregonian

### Portland street fee: Where does the city spend \$102.8 million a year currently?

*By Andrew Theen  
July 10, 2014*

A rallying cry of sorts emerged at two recent town halls in Portland to discuss a controversial monthly street fee on residents and business: Spend the money between the curbs.

As Mayor Charlie Hales and Commissioner Steve Novick campaign for more cash to spend on road safety and maintenance projects with an eye on a November City Council vote, the "between the curbs" theme could continue to gain steam.

Portland Bureau of Transportation officials have said for weeks that they lack the resources to maintain streets. In a budget briefing with a small group of reporters on Wednesday, PBOT opened its books and made its case.

The city is hoping a new funding stream could bring in up to \$50 million annually, starting in July 2015.

Here are some facts and terms to keep in mind as Hales and Novick continue to push for more money for city streets.

#### HOW MUCH DOES PBOT HAVE TO SPEND?

The transportation bureau has a total of \$314.3 million in revenue, but the vast majority of that amount can only be spent for specified purposes. An example is when the Bureau of Environmental Services pays PBOT to install bioswales as part of a paving project. Other dedicated funds include federal or state grants with strings attached.

The money over which PBOT has discretion is called General Transportation Revenue. It includes gas tax money from the state and Multnomah County. On-street parking revenue and utility license fees revenue also fill this pot of money. According to PBOT analysts, the current GTR total is \$102.8 million.

#### IS THAT ALL THE DISCRETIONARY MONEY PBOT HAS?

No — the city transferred an additional \$7.7 million to PBOT from the general fund this year. The general fund is a pool of money, made up primarily of property taxes and business license fees, which pays for police parks and fire. According to PBOT, nearly all of its \$7.7 million in general fund revenue is spent on the city's power bill for street lighting.

#### HOW MUCH OF PBOT'S MONEY IS CURRENTLY SPENT ON MAINTENANCE EXCLUSIVELY ?

The current budget includes \$11.3 million in direct costs for pavement maintenance work between the curbs from PBOT. The city recently completed the mayor's goal of paving, sealing or repairing 100 miles of roadway in the city.

#### OK, WHERE'S THE REST OF THE MONEY GO?

Good question. Some \$16.4 million of the discretionary dollars are spoken for in debt service payments, contingency funds and payments for overhead associated with money received through the City of Portland's General Fund. PBOT maintains all hundreds of street lights, traffic lights and bridges. The traffic control system alone tops \$20.7 million in costs annually. Although city-owned parking meters and garages generate revenue, maintaining and operating them also costs a lot, PBOT says.

#### HOW MUCH ARE WE PAYING FOR LIGHT RAIL AND THE SELLWOOD BRIDGE?

In 2014-15, Portland will contribute \$2.5 million to the Milwaukie line rail line. The city's payments on a 20-year, \$86 million bond for its share of the Sellwood Bridge replacement project is \$3.7 million this year but will rise to \$6.4 million in the next fiscal year (not including interest). Payments will remain at or above that level until 2033-34, according to city records.

#### WHAT ABOUT THE STREETCAR?

Portland Streetcar Inc., a private nonprofit, operates the system with a combination of TriMet support, general fund revenue, fares, corporate sponsorships and PBOT funding. The city's share of operations and maintenance costs for the streetcar is currently \$4.5 million, PBOT officials said, plus an additional \$2 million in ongoing debt service payments. The bureau is expected to chip in an additional \$6 million in 2015-16 to help complete the streetcar loop on the eastside. Paying cash rather than issuing debt, officials say, saves the city \$3.6 million in interest over a 20-year period.

#### HOW IS PBOT DOING OVERALL?

PBOT officials said the bureau runs a \$1 million annual deficit because revenue isn't keeping up with expenses. Officials say the state gas tax hasn't kept up with inflation. "We're not able to do as much with the same number of dollars," said Dylan Rivera, PBOT spokesman. Since 2008-2009, PBOT cut 75 staff positions.

#### OKAY, DIDN'T HALES SAY WE NEED \$91 MILLION EACH YEAR TO GET OUR STREETS RIGHT?

He did. According to PBOT documents, the total is closer to \$92.7 million. In order to prevent further deterioration of streets, the forecast calls for \$47.6 million in maintenance work on major roads this year, and \$44 million on neighborhood streets. The current budget includes just \$11.3 million for that purpose from PBOT. This amount omits an additional \$62.5 million in needed improvements to city-owned bridges, signals, sidewalks and street lights.

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PBOT gave reporters a detailed list of spending for 2014-15, compared with some previous years. For those interested in digging deep, here's the full PDF given to reporters by PBOT. This document includes the definitions for each of the city's program areas.

For those wanting a distilled version: We combined the definitions into one document, and just showed spending for 2014-15. Here's a list of some of PBOT's spending from its general transportation revenues (read: gas tax, on-street parking)

Rank	Line item: City's description of expenditure category	Dollar cost 2014-15*
1	<p>Street Preservation - Pavement Maintenance. The Street Preservation program maintains arterial and local streets, investigates pavement problems and responds to hazards. Specific areas within Street Preservation include:</p> <ul style="list-style-type: none"> <li>Cold milling</li> <li>Asphalt and concrete street patching</li> <li>Street base repairs</li> <li>Crack sealing</li> <li>Road condition analysis</li> <li>Speed bumps &amp; pothole repair</li> <li>Paving (asphalt concrete overlays)</li> <li>Fog seals and chip seals (future)</li> <li>Emergency Response to a variety of conditions</li> </ul>	\$11,318,812
2	<p>Parking Program - Enforcement. The Parking Enforcement Division enforces parking rules and regulations to maintain safe and continuous traffic flows, support retail and commercial businesses, and help ensure neighborhood livability. This division enforces on-street parking for meter districts, parking zones, parking permit areas, and all City streets. This division also provides</p>	\$6,579,000

	reserved parking delineator placement, abandoned auto enforcement, and paystation and meter collections.	
3	Parking Program - Operations. The Parking Operations Division manages parking in the right-of-way in both metered and non-metered areas of the city to ensure safe and continuous traffic flow as well as access to adjacent land uses. This division designs, evaluates, and installs parking controls such as parking signs, pavement and zone markings, and a variety of residential, business, and special parking permits. Parking controls are essential for effective enforcement of all city parking regulations. Staff also install, operate, maintain, and repair the City's approximately 1,350 multi-space parking pay-stations and 400 single-space meters. Other areas of responsibility include parking and carshare policies, meter security, wireless communications and meter technology, parking data collection and reporting, bankcard processing, and customer service.	\$6,243,530
4	Fund-level - General Fund Overhead. General Fund Overhead (GFOH) represents allocated costs for PBOT's share of central support services performed by General Fund agencies. Examples of these costs include accounting, legal, financial planning, and the City Council. GFOH costs are allocated from 21 different cost centers using 27 discrete allocations and 17 different allocation factors.	\$5,874,071
5	Central Interagencies. Core interagency services associated with operating a large organization are reflected in this budget. Core interagency services include Portland Building rent & facilities, printing & distribution, telecommunications, Enterprise Business Solutions operations, Enterprise Business Solutions debt service, 1900 building facilities, Government Relations, City Attorney's Office, Parks Reservation Center (processing parking permits sold), westside CityFleet, westside insurance & claims, westside workers' compensation.	\$5,840,264
6	Field Support. PBOT Field Support provides specialized services for all transportation maintenance programs to maximize the efficiency and effectiveness of field operations. This program provides for field communication in radio dispatch, stores operations, and facility, equipment, and liability management.	\$5,553,478
7	Fund-level - Setasides and Contingency. PBOT has setasides for transit mall maintenance and periodic replacement and renewal of its paystations. Contingency includes setasides for cost of living adjustments, potential weather-related emergencies and SDC balances for future funding of SDC related capital projects.	\$5,103,455
8	Business Services - Technology Mgmt and BTS interagency. The Technology Management section provides information technology support for PBOT. This section manages PBOT's Geographic Information System (GIS) resources and PBOT's asset and maintenance management system (Maximo), that automates and integrates transportation assets and infrastructure data. It also provides business analysis and application development and support for PBOT. Additionally, this program works to ensure the most effective use of IT services through PBOT's interagency with the Bureau of Technology Services (BTS).	\$4,785,140
9	Street Cleaning. The Street Cleaning program provides mechanical cleaning of streets and the Central Business District (CBD). This program also provides leaf removal from designated areas of the city and cleans up after Rose Festival parades. Specific activities within the Street Cleaning program include: Residential, arterial, and CBD street cleaning o Bike and pedestrian area cleaning Leaf removal Transit Mall and light rail area cleaning (in addition to Portland Mall Management Inc) Emergency cleanup of debris deposited upon City streets from accidents and material spills o Street Area Landscaping	\$4,664,799

	Herbicide application for noxious weed control Green space maintenance to remove safety hazards o Emergency response for de-icing streets	
10	Fund-level - PERS Debt Service. Allocated costs for PBOT's share of the City's financing of its Public Employees Retirement System (PERS) obligation.	\$4,504,569
11	Business Services - Finance & Accounting, Administrative Services, Asset Management, Payroll/HR, Procurement & Contracting, Safety & Training. Finance & Accounting: provides financial services for PBOT, including financial management, financial planning, accounts payable/receivable, financial reporting, and fixed asset reporting. Also assists in the regional transportation financing process, analysis and response for local, state, and federal financing issues, and new funding analysis. The Admin Section provides overall administrative services and supervision to clerical staff throughout PBOT. Asset Management: coordinates a strategic approach to managing transportation infrastructure. It focuses on business processes for resource allocation and utilization with the objective of better decision-making based upon quality information and well-defined objectives. Payroll/HR Support: provides centralized payroll, timekeeping, employment and organizational management services, Family Medical Leave Act (FMLA) administration, and human resources support for PBOT. Procurement & Contracting: provides centralized oversight of all PBOT contracting and procurement, legislative analysis and review, and jurisdictional transfer administration. Safety & Training: provides technical training to maintain and/or enhance skills and proficiency of employees, and mandated training to maintain certification. Also provides training to reduce and prevent losses due to work related injuries, property damage, vehicular accidents and injuries to the public.	\$4,326,313
12	Electrical Maintenance. The Electrical Maintenance program is responsible for the maintenance and modification of nearly 1,100 controlled traffic signal intersections, 200 school beacons, 100 flashing beacons and 12,000 street lights. This program maintains assets representing a capital investment of approximately \$500 million dollars on the part of the City.	\$4,303,500
13	Streetcar Operations & Maintenance. The Streetcar Operations is managed through a contract with Portland Streetcar Inc to provide streetcar service 7 days a week on two lines, the NS line, from Legacy Good Samaritan Hospital to SW Lowell Street in South Waterfront, and the CL line, from the westside of the Central City across the Broadway Bridge to the Oregon Museum of Science and Industry on the eastside. The CL opened for operation in September of 2012. Work is currently underway to "Close the Loop" by developing the 2nd river crossing along the new light rail bridge, which is scheduled to open in 2015. Additionally, this program is responsible for the annual operations and maintenance all of the streetcar system. The program is funded by an intergovernmental agreement with Tri-Met, sponsorships, fares revenues and General Transportation Revenues.	\$3,921,931
14	Fund-level - Debt Service - Sellwood Bridge	\$3,656,970
15	Traffic Maintenance. The Traffic Maintenance program maintains traffic control signs, parking signs, and street name signs. It also maintains pavement markings, lines, and legends on the street surface at intersections, crosswalks and other locations. Other Traffic Maintenance work includes: Sign Shop, creating new and repairing existing signs Providing emergency traffic control in response to requests by City Police, Fire, and other bureaus Providing traffic control and barricades for various City events (Rose Festival, Sunday Parkways, etc.)	\$3,229,193.31

	Traffic Maintenance also performs a significant amount of signing, striping, and pavement marking, and traffic control services for PBOT and other bureaus via work orders.	
16	Sidewalk Maintenance. The Sidewalk Preservation program oversees the maintenance of sidewalks and corners. The City Charter assigns responsibility for the maintenance of sidewalks to the owner of the abutting property. Specific areas within Sidewalk Preservation include: Corner / ADA Ramp program o Posting / Inspection Limited sidewalk & curb repairs	\$2,830,558
17	Capital Improvement Program (CIP). The Capital Improvement Program (CIP) plans, designs and builds the transportation system of the City of Portland. The CIP is a five- year financial plan for capital improvements to the City's transportation network. Projects included in the CIP are designed to meet City Council goals: Ensure a safe and peaceful community Promote economic vitality and opportunity Improve the quality of life in neighborhoods Protect and enhance the natural and built environment Operate and maintain an effective and safe transportation system The CIP program funding primarily comes from PBOT funding partners; Federal grants, State grants and the Portland Development Commission (PDC). General Transportation Revenues (GTR) and System Development Charges (SDC) are generally used to match these grants.	\$2,532,614
18	Fund-level - Debt Service - Match payment for Portland Milwaukie Light Rail Project	\$2,504,200
19	Environmental System Maintenance. The Environmental System maintenance program maintains the City's waste and stormwater collection system. This program inspects and cleans the sewer system; investigates customer problems; repairs and reconstructs damaged, broken, or deteriorated utilities in the waste and stormwater collection system and maintains the surface stormwater conveyance systems. This program works in collaboration with the Bureau of Environmental Services (BES) to comply with the regulations and guidelines set forth by a variety of federal, state, and local agencies.	\$2,379,648
20	Fund-level - Debt Service - Match payment for Transit Mall Revitalization Project	\$2,085,425
21	Structural Maintenance. The Structural Maintenance program maintains vehicle and pedestrian structures in the City's right-of-way system. Specific workloads within Structural Maintenance include: Retaining walls and tunnel repair Bridge and vaulted walk maintenance o Guardrails and attenuators repair Structural inspections and design o Stairways and fence repair Bike rack installation and repair	\$1,886,111
22	Fund-level - Debt Service - Multiple GTR Capital projects	\$1,740,800
23	Traffic Operations. The Traffic Operations Division manages traffic flow, circulation, and safety on City streets. This division investigates and responds to traffic-related concerns and needs from the public and other agencies. This division provides traffic engineering services for planning and implementation of traffic control plans for the bureaus of Environmental Services and Water capital projects. This division provides traffic engineering review for a wide range of permits involving use of the public right-of-way. This division also provides traffic management for special events.	\$1,518,500
24	Fund-level - Debt Service - Line of credit for replacement paystations	\$1,515,536
25	Street Lighting. This program manages the street lighting on the transportation system. The program includes people that staff the street light outage hotline	\$1,280,800

	<p>and responds to citizen complaints and requests for new lights. Staff performs street lighting inspections and arterial night drives to document outages, and conducts or schedules maintenance on lights. This program approves the designs and inspects the construction of new lights installed by developers or by capital improvement projects. Staff develops and maintains standards for street lights so that systems are properly installed, energy efficient and cost effective to maintain. New standards are constantly under review to make street lights more energy efficient and cost effective. This program ensures appropriate level of management and decision support information for the street lighting asset inventory. Conducts streetlight system locates to prevent dig-ups by contractors and other utilities. This program also comments on PUC rate proposals and scrutinizes PGE power billings to ensure accuracy. Furthermore, this program pays the Portland General Electric (PGE) electric bill for electrical power used by City streetlights. The LED street light replacement program budget is in the CIP.</p>	
26	<p>Director's Office / Communications. This program provides overall administration guidance, direction, strategic communication and support for the operations, maintenance, and Capital Improvement Programs of the Portland Bureau of Transportation (PBOT). This group provides liaison services with the Commissioner's Office, Government Relations, and City Attorney for the entire Portland Bureau of Transportation.</p>	\$1,170,649
27	<p>Fund-level - Debt Service - Line of Credit for temporary financing for street light LED &amp; Close the Loop projects</p>	\$1,036,072
28	<p>Recycling Operations. The Recycling Operations program processes raw materials including asphalt, old concrete, street debris, and leaves to produce usable products including aggregate, rock, gravel, asphalt patch material, compost, blended soil, sand, and clean fill. This program helps the City meet sustainability goals, conserves natural resources, provides materials for City projects, and substantially lowers City hauling and disposal costs. This program receives partial funding from the sale of recycled products including compost, blended soil, and gravel.</p>	\$833,046
29	<p>Active Transportation. The Active Transportation Division is responsible for coordinating pedestrian-, bicycling-, and transit access- related activities for the Bureau of Transportation. This division is responsible for ensuring the community has the tools and knowledge needed to achieve the goals adopted in the bicycle and pedestrian master plans. Projects and programs are designed to build and promote a network with access for all Portlanders, regardless of age, ability, income level, race, or ethnicity. The Division uses many tools to achieve the adopted outcomes including: bicycle and pedestrian network completion including funding, project development and promotion, safety work on high-crash corridors, encouragement programming including Sunday Parkways, Safe Routes to School and Smart Trips, launching a public bike share program, and developing creative uses of the right-of-way including street seats and on-street bicycle parking.</p>	\$806,200
30	<p>Civil Design. The Civil Design Section (CDS) provides technical support, civil engineering design and construction contract administration and management of capital improvement projects. The Section specializes in the delivery of all surface transportation modes (vehicular, pedestrian, freight, pedestrian and rail). Additionally, the Section has recently provided landslide stabilization services, assisted in the design and construction of the new Portland Loo, developed combined use facilities to accommodate storm water management with pedestrian, bicycle features and traffic calming techniques throughout the City. CDS designs, drafts, and prepares construction contract plans, specifications, and estimates for Transportation's Capital Improvement Program and Local Improvement District (LID) projects. CDS also coordinates and provides civil engineering services for transportation improvements with the other City Bureaus. CDS coordinates, maintains, and updates the City's Standard</p>	\$804,700

	Construction Specifications and the Standard Drawings that are utilized by BES, Water and PBOT on all CIP and Permit projects.	
31	Mall Maint & Security. This program pays TriMet for the City's share of enhanced maintenance and security of the Transit Mall and Morrison/Yamhill Loop. The program provides for a coordinated and stepped up approach to maintaining the assets associated with one of the core transportation systems of the central business district. This service is provided by contract with Portland Mall Management Inc.	\$751,137
32	Street Preservation - Pavement Mgmt. This program identifies and prioritizes street maintenance projects based on visual inspection and sampling of city streets. Inspectors collect street condition data, enter it into a computer model, and generate a database that constitutes the Pavement Management System (PMS). The PMS helps to identify the most cost-effective maintenance techniques for each street based on its pavement condition. The analysis is part of the basis for the City's annual pavement maintenance and street repair plan.	\$728,800
33	Fund-level - Reserve Fund. The current balance in the Reserve Fund is \$3.5 million, and the target level is \$9 million. PBOT will transfer \$700,000 annually until the policy goals are met, 10% of gas tax and parking revenues. The reserves provide a buffer to unusual snow and ice conditions. However, with the current level of reserves, PBOT cannot rely on reserves to fund major short-term budget gaps or support costs incurred due to significant emergencies such as landslides, flooding, or earthquakes.	\$700,000
34	Transportation Planning. The Transportation Planning program provides overall planning direction, and recommends and ensures implementation of Council-approved transportation policies. The program ensures that all transportation modes are integrated into planning, streetscape and engineering projects to support the City's comprehensive planning goals. Transportation Planning participates in regional, state, and federal transportation policy and funding, provides conceptual development for capital projects, and prepares transportation studies for development areas. Transportation Planning also coordinates with other city bureaus on citywide and area-specific planning efforts.	\$609,303
35	Project Management. The Project Management Division (PMD) develops and manages the majority of the large and small capital projects for the Portland Bureau of Transportation. Capital projects are funded, designed and constructed to meet multiple City objectives including access and mobility for all modes, job creation, industrial and freight access, safety, and asset management. PMD is responsible for the development of the Capital Improvement Program in conjunction with the Business Services Division. The Capital Improvement Program (CIP) is both a planning tool and a capital budget. While PMD is responsible for delivery of the PBOT capital projects, many are identified by the Transportation Planning Division. Transportation Planning is responsible for project identification and environmental analysis. Upon completion of the initial environmental analysis, the projects are assigned to PMD to develop, design and construct. PMD often works with multiple outside agencies to develop project funding partnerships on many of our projects. PBOT has a very close relationship with the Port of Portland, the Portland Development Commission, ODOT, and Tri-Met. PBOT recently became certified to bid, award, and construct federally funded projects. In the past local agencies were required to use ODOT Commission services to let contracts involving federal highway funds.	\$516,500
36	Fund-level - Debt Service - Oregon Arena & Lloyd District transportation improvements	\$515,843
37	Construction. The Construction section provides construction inspection and technical services for PBOT projects. Inspectors provide field over-site on both Permit and CIP projects making sure construction is done according to City	\$377,300

	Standards, codes, plans, and specifications. Technicians provide office support on CIP projects insuring proper documentation of the quality, quantity, and testing requirements and assuring correct and timely payments to the contractor.	
38	Development Services - SSM. Development Services (DS) — Street Systems Management (SSM) regulates and allows use of the public right-of-way (ROW). Generally any work in the ROW requires permission from PBOT, and the division is charged with that responsibility. The division is chiefly responsible for stewardship of the ROW through an extremely high accountability to customers (developers, permittees, utilities, Portland capital program, residents, etc.). DS-SSM Division enables public and private development which leads to jobs creation, housing construction, and enhanced neighborhood livability through regulation and permitting of development activities. The outcomes affect the transportation system by constructing and managing the street system, property frontages utilities, and use of the street right- of-way for enhanced livability. Development-Street Systems Management programs are primarily funded by cost recovery of development fees and permits.	\$370,500
39	Traffic Signals. This program maintains and operates a centralized computer system, which monitors and controls the operation of our signalized intersections and their associated traffic operations. The computer is currently able to communicate to approximately 700 of nearly 1,100 signalized intersections. Additional intersections will be connected to the system through the Signal Communication capital project. This program participates in the regional Intelligent Transportation System (ITS) technical advisory committee, TransPort, to foster improved regional coordination of transportation operations.	\$338,200
40	Survey. The Survey Section is comprised of twenty four (24) office and field staff working from two City locations. The Survey Section provides surveying services primarily for PBOT and Bureau of Environmental Services (BES) projects. Survey also provides services for OMF, PWB, Parks, City Attorney's office and other offices within the City. Primarily, the program performs topographic surveys and right of way resolutions in order to prepare base maps for designers working on street, bridge or sewer improvement projects. After design work is completed, Survey prepares the staking files for the Survey Field Crews and provides the construction staking for the projects. Additionally, the Section provides property/boundary, deed research, as-built, monitoring, control, etc. surveys as needed. The Section is also responsible for updating and maintaining the City-wide vertical benchmark system. The established benchmarks are used by the City and private Surveyors, Engineers, Contractors, etc. to provide elevation control for their projects. When needed, the Section also manages flexible services contracts for Surveying and Aerial Mapping work by Consultants. Survey coordinates work with City Project Managers and Consultants to complete project work in a timely manner.	\$316,300
41	Bridges & Structures. This program is responsible for inspecting PBOT's 157 Bridges, 557 Retaining Walls, 188 Public Stairways, as well as miscellaneous assets such as China Gate and the Harbor Wall. Bridges are inspected on a bi-annual basis, all other assets are inspected on a priority basis determined upon need, not to exceed four to six years. Each inspection generates a report which is used as the basis by the program's Engineers to design and prioritize repairs for these assets. Bridges and Structures engineers meet routinely with Maintenance Operations Supervisors to assist them in prioritizing maintenance needs for these assets, as well as inspecting the critical repairs during construction. The program also responds to critical landslides and when required can design, mitigate and repair landslide hazards in the Right of Way.	\$310,700
42	Development Services Admin - Steel Bridge Lease. This program provides management and administrative support and staffing for the Development Services and Streetcar Division. Other activities in this program include payment for Steel Bridge lease and other non capital ongoing costs.	\$247,000

43	Fund-level - Debt Service - Land purchase for Sunderyard Recycling Site	\$226,762
44	Traffic Design Program. The Traffic Design Section provides Traffic Design & Engineering services for planning, development, and construction of Capital Projects to address operational/safety/mobility needs of the City's multi-modal transportation system. Work includes safety evaluations, capacity analyses, geometric design, participation in public meetings and technical advisory committees, development of construction plans/specifications, approval and monitoring of construction traffic control, and implementation of pavement marking and signing plans.	\$185,200
45	Fund-level - Debt Service - Streetcar Paystations	\$88,000
46	Right of Way. The Right of Way Acquisitions program serves the Bureau of Transportation and other City bureaus, chiefly the Bureau of Environmental Services (BES) and the Water Bureau. The RWA program provides services required by ORS 35, Eminent Domain; Public Acquisition of Property and federal Uniform Act. Services include: Development of right of way acquisition budgets and programming estimates for projects; acquisition strategies; title review; consultant contract management; valuation; condemnation ordinances; negotiation; relocation; assistance to City Attorney on condemnation matters; title document preparation; closing, recording, and mapping and file maintenance. Dedication processing associated with dedication of right of way required as a condition of development permits, with services including title review, title document preparation, closing, recording, landowner relations, and file maintenance. Street Vacation Request processing, serving as City-lead on the street vacation process, including: landowner relations, petition preparation, comment solicitation and processing; City Engineer report and ordinance preparation; ordinance recording and file maintenance ROW Leasing, Easement Release and the sale of property owned in fee, including: administration of existing leases and negotiation of new leases, with associated activities including rent analysis and adjustment, as necessary. Funding for this program comes from CIP cost recovery, of ROW leases and street vacations.	\$44,000
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	Total	\$97,958,604.31

## Willamette Week

### Portland's White Male Diversity Training Includes Three-Night Stay at Golf Resort

"I'm told there is some golfing between many hours of classes."

*By Aaron Mesh  
July 9, 2014*

The \$56,000 spent by Mayor Charlie Hales' office and the Portland Police Bureau on a diversity training retreat for white men includes the cost of hotel rooms and food at a golf resort near Mt. Hood.

Hales, three City Hall managers and 11 command staff from the Police Bureau are staying at the Resort at the Mountain, a Welches hotel that describes itself as "a premier Oregon golf, ski and meeting resort."

WW first reported last month that Hales decided to spend \$56,000 on a 3 1/2-day training seminar run by a Portland company, White Men as Full Diversity Partners.

Hales spokeswoman Sara Hottman confirmed today to WW that the costs of the seminar include rooms, dining and classes.

"I'm told there is some golfing between many hours of classes," Hottman says.

The golfing is not included in the city's costs.

Any time on the links—or trail running, which other city officials are doing on breaks—must be squeezed in between 10 hours a day of diversity training courses.

"The schedule for each day is 7:30 a.m. to 12:30 p.m., then an hour for lunch, then classes 1:30 to 4 p.m.," Hottman says. "From 4 to 6 p.m. they have free time and [Hales policy director] Josh Alpert thinks a few people golf then. Then they eat dinner from 6 to 7 p.m., followed by a night session from 7 to 9:30 p.m."

The Oregonian reported Tuesday that the seminar is being held at the Welches resort. The paper also noted that the director of the city's Office of Neighborhood Involvement, Amalia Alarcón Morris, is a paid consultant to White Men as Full Diversity Partners.

Hottman says, however, that the mayor's office first learned about the training from City Commissioner Amanda Fritz, who used to oversee the Office of Neighborhood Involvement. The mayor's police liaison, Deanna Wesson-Mitchell, learned about the training from Fritz, according to Hottman.

"Deanna, who organized everything, got the idea from Amanda Fritz, who sent her parks director there and said it was fantastic," Hottman tells WW. "Gail Shibley had also read about it and so liked Deanna's idea when she pitched it. The ONI director is one of several people Deanna knows who lead classes there, so she quizzed all of them about what it's actually like to make sure it was the diversity training she was looking for.

"So that's how our four white men in a Prius ended up at the Resort at the Mountain," Hottman adds.

## **The Mercury**

### **Where the Money Goes**

**Think City Hall Can Cut Its Way out of a Street Fee? That Depends on How Deep You Want to Cut.**

*By Denis C. Theriault  
July 9, 2014*

"BACK TO BASICS"—embodied in talk of potholes, crumbling roads, and idled paving trucks—was a rallying cry for the disaffected and the disillusioned when Portland Mayor Charlie Hales laid his claim to city hall's highest office in 2012.

Before we raised money, Hales said, we needed to figure out how we were spending the money we had. It carried Hales through his first city budget as mayor, when he and his colleagues on Portland City Council closed a \$20 million-plus spending gap with deep cuts.

But these days, Hales has been saying something else. That there isn't enough money in the till to pay for those basics, or those crumbling roads. And Hales and Commissioner Steve Novick have all but staked their political futures on an incredibly contentious plan to raise millions more in new money: a street fee worth up to \$50 million a year.

Yes, the city reaps millions every year in property taxes, business taxes, and utility franchise fees. But too little goes to our roads, Hales and Novick have been forced to point out. Relentlessly.

So how about the rest of that revenue? Where do your property taxes actually go? The Mercury decided to take a look. Staffers at the Portland City Budget Office mocked up a hypothetical property tax bill at our request—for a median-priced home assessed at \$152,890—and figured out how the resulting \$3,689.75 tax payment would trickle its way through government.

The majority of your tax bill, it turns out, doesn't even make it to city hall. Schools, Multnomah County, and Metro all get a taste. And then, when the city does get its share, a little more than \$1,500, more than half is spent largely outside city hall's control—on pieces like urban renewal projects and public safety pensions (which float up and down to keep pace with costs every year).

And as for the \$631.24 from your bill that city hall does get to decide to how to spend?

More than half of it, \$374.81, goes to the fire and police bureaus. And the next biggest chunk, \$71.10, goes to parks. Everything else, from transportation to housing to planning to debt service to reserve funds, to pay raises, to city administration, must fight over the \$185.33 that's left. The Portland Bureau of Transportation (PBOT), which gets much of its discretionary money from stagnant gas-tax receipts, gets just \$14.66.

Here's what that means: There's plenty of money in the budget to pave our streets—that is, if you're willing to execute a few sacred cows. Want to find \$50 million without raising new money? Then get ready to lay off hundreds of cops, let some park grass grow wild, and close some fire stations. Or give up on urban renewal projects. Or fire political staffers and gut every other program and bureau that makes up a decent, thriving city.

Good luck with that. You may hate a street fee—or whatever else Hales and Novick put forward to make money. But you might hate the alternative even more.

"It's valuable for people to know that at all levels, what government spends money on, for the most part, is the same old regular meat-and-potatoes stuff," says Novick, who oversees PBOT. "In pretty much every city, the biggest items are police and fire. And it's probably been true since the days of William the Conqueror, if not before."

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## MANY TAXES, MANY TAKERS

### PORTLAND ACTUALLY SEES LESS THAN HALF OF YOUR TAX BILL

### HOW CITY HALL SPENDS THE \$631.24\* FED TO ITS GENERAL FUND

### MORE THAN HALF GOES TO PUBLIC SAFETY!

1. PORTLAND POLICE BUREAU: \$235.87
2. PORTLAND FIRE AND RESCUE: \$138.94
- ANOTHER BIG CHUNK GOES TO PARKS AND CITY OPERATIONS
3. PORTLAND PARKS AND RECREATION: \$71.10
4. OFFICE OF MANAGEMENT AND FINANCE: \$25.97
- EVERYTHING ELSE—LIKE HOUSING AND TRANSPORTATION—FIGHTS OVER THE SCRAPS
5. PORTLAND HOUSING BUREAU: \$19.29
6. DEBT SERVICE \$18.17
6. BUREAU OF EMERGENCY COMMUNICATIONS: \$18.17
8. PORTLAND BUREAU OF TRANSPORTATION: \$14.66
9. COST-OF-LIVING PAY ADJUSTMENTS \$12.21
10. SPECIAL APPROPRIATIONS: \$12.16
11. BUREAU OF PLANNING AND SUSTAINABILITY: \$10.79
12. OFFICE OF NEIGHBORHOOD INVOLVEMENT: \$10.17

\* The city's general fund—the city council's pot of discretionary spending money—also includes utility license fees and business taxes. Property taxes make up just 48.5 percent of that overall pot of money.

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## SOME BUREAUS FEAST ON PROPERTY TAXES, OTHERS JUST SNACK

For all the millions the city receives every year in property taxes, other sources of revenue are just as important to making sure our neighborhoods are safe, our toilets get flushed, and our roads occasionally get paved. Utility bureaus like water and environmental services are funded by ratepayers and bond sales. Transportation is funded in part by state and national gas tax returns, as well as parking receipts. But even property-tax-heavy bureaus, like police, fire, and parks, often tap other pots of cash—like business tax receipts, grants, permits, and other assorted fees.

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### A LITTLE BIT OF HISTORY

According to the most recent stats from the Bureau of Economic Analysis, real total personal income in Multnomah County rose 24 percent from 1999 to 2012. The city's property tax haul, meanwhile, has doubled since the 1999-2000 fiscal year, up to \$450 million from \$225 million. (Adjusted for inflation, it's actually gone up only about 40 percent.) But the share of property tax revenues that the city most directly spends—the cash that goes into the city's general fund—has actually gone down since that time period. What's behind that? A much larger share of tax bills has been going to urban renewal.

## Hall Monitor

### Protecting the Parks Bureau

*By Denis C. Theriault*  
*July 9, 2014*

WHEN THE MAYOR announced last month that he'd be pulling a proposed charter amendment meant to assure voters that a hoped-for new street fee would be spent wisely, it was billed exclusively as a deft tip of the cap to the intense ire of confused citizens.

That charter amendment would have gone on this fall's ballot. And Mayor Charlie Hales and City Commissioner Steve Novick, in charge of the Portland Bureau of Transportation, had already decided, weeks before, to push a vote on the street fee itself until a date that fell after the fall election.

For a lot of people, that timeline—marking your ballot to restrict how the city council might spend a fee that technically hadn't been approved yet—was entirely too strange.

"The issue was confusing to people," Hales said in a press release distributed on June 26. "If the charter change is muddying the real message—that we must take care of our streets—then we'll take it off the table."

But, as it turns out, sources in city hall say Hales had an additional, previously unreported reason to blink.

Hales and Novick had run afoul of their crucial third vote on the street fee, City Commissioner Amanda Fritz. Fritz, the city's parks commissioner, told them she was worried the charter amendment might drag down a parks bond renewal she'd been concurrently aiming at the November ballot.

Her bond proposal, according to polling released last month, has supermajority support—provided people understand it's a renewal and not something new they'd have to be paying. It would raise up to \$68 million for repairs and deferred maintenance at sites across the city.

The street fee, in comparison, barely had majority support in a transportation bureau poll released earlier this year. And that was before Hales and Novick began describing the proposed fee in detail—ultimately pulling back and pondering major changes after all that detail left business owners and residents and others deeply upset.

It was already clear Fritz had issues with the charter amendment—not just its timing, but also its wording. But she also didn't want any residual, anti-city-hall backlash spilling over onto her proposal.

Fritz has been out of the country, visiting family in the United Kingdom, and couldn't be reached for comment. But sources in city hall say others close to the proposal shared her concerns.

Crucially, one of those people was Hales himself, the mayor's office has confirmed. Hales, a former parks commissioner, is a backer of the bond renewal, sources say. He also pragmatically weighed two potentially competing priorities.

"It was a concern she expressed and a consideration that they took into account when they decided to pull the charter amendment," says Sara Hottman, a spokeswoman for Hales' office. "But the primary reasons were the ones our office articulated."

Fritz clearly has been taking the parks bond seriously. Beyond the polling, she's invited reporters on a tour of blighted parks facilities. And she's also hired professional campaign hands—like former Sam Adams staffer Amy Ruiz—to help sharpen the city's message. That's a major commitment.

And all the more reason, it seems, not to make things muddier than they already are.

## **Off the Springwater**

### **We Checked out One of Portland's Campsite Cleanups**

*By Dirk VanderHart*  
*July 9, 2014*

WILLUS HAS BEEN told he can't camp off the Springwater Corridor—certainly not on this small expanse of Portland Bureau of Environmental Services (BES) property that's bursting, this time of year, with pink sweet pea and small piles of garbage.

But here he sits, on an overcast Tuesday morning in July, squinting up at four Portland cops and not making any attempt to conceal a meth pipe in the gray-and-orange tent that's been parked on the property for weeks.

Willus was warned—formally, with a city-issued exclusion order—and this morning he's going to jail.

"Gosh damn, you guys," he tells the cops who, along with a BES employee, are outside the tent. He's not angry, just resigned. "I can't go on the corridor trail anymore?"

The camper is escorted away, along with many of his possessions. But much of the campsite stays behind—tent, blue mattress, an Oregon State Beavers throw blanket being used as a sort of doormat, white New Balance shoes in good condition, and more.

This is where the contractors come in.

Earlier this year, the city announced an agreement with a local security firm, Pacific Patrol Services (PPS), to clean up the campsites that BES and other bureaus are increasingly battling along the Springwater ["Sweeping Up," News, April 9]. The move was pitched as a way for the city to keep track of property seized in such cleanups, as mandated by a 2012 settlement in federal court with aggrieved campers.

From April 1 to June 3, the city paid out more than \$4,000 for the services, split between administrative costs and six cleanups, according to records the Mercury obtained under the state's public records law. That's a pittance of the more than \$200,000 the city has agreed to pay, if needed, for the fiscal year that began July 1.

But it's also only part of the cost associated with this work. In the same amount of time, the city paid at least \$2,260 for inmate work crews who do the bulk of actual cleanup at campsites. Police officers and bureau staffers also stay on hand for hours, records show.

The contractors, in fact, have a relatively narrow job—one that might be just as easily accomplished by a dedicated city worker as by specially hired workers. That's a reality acknowledged by Portland Parks and

Recreation, which has eschewed using PPS employees in favor of its own staff ["Going It Alone," News, June 4].

Contract workers determine which leftover belongings they should collect (which will be saved for 30 days), and what refuse inmate workers should toss. And they snap pictures and file small narratives of the cleanup, complete with an inventory of confiscated items.

Inevitably, the bulk of leavings are thrown out, though documents indicate PPS workers have put dozens of items into storage—bicycles, fire extinguishers, a children's train set.

As part of its contract with the city, Pacific Patrol Services has to make itself available if campers call to claim any of those items from a city-owned facility at 9748 SW Barbur (map), near SW Taylors Ferry. But it's unclear if any such pickups have occurred. Some—like Eli Callison, who oversees cleanups for BES—doubt any of the items will ever be claimed.

The Portland Office of Management and Finance stands by the cleanup contractors as valuable assets.

"PPS plays a coordinating role, and they provide consistency in the larger process across bureaus," says spokeswoman Abby Coppock. "PPS coordinates all parties involved at a site, including inmate crews, police dumpster vendors, and hazardous waste removal."

The city recently modified its pay structure for that work. Under the original contract, PPS was paid \$703.24 a day, even if workers were only at it an hour. Under an amended agreement that kicked in July 1, contractors are paid for four hours at a minimum—earning between \$25 and \$30 an hour—and by the hour after that.

On the Tuesday that Willus was arrested, two PPS contractors arrived well after Callison and police officers had walked through the warren of paths set between the Springwater and Johnson Creek near SE Lambert to offer warning. For more than a week, campers had notice a cleanup was coming, and most moved on, leaving many sites impressively clean.

Still, three campers, including Willus, remained. And there was an abandoned pink tent, along with sizeable trash piles. The PPS contractors, who declined to give their names or answer questions, quickly packed up the pink tent, and made short work stuffing Willus' leavings into a clear plastic bin. (PPS contractors' last names are listed on city reports, at least.)

They stopped only briefly at what was the property's largest mess, a site littered with, among other things, old mayonnaise jars and rotting meat and, strangely, a plastic filing cabinet filled with empty files.

"Yeah," said one of the contractors. "We need to let the inmates come in here."

## **Portland Business Journal**

### **Portland move aims to help applicants with records overcome their criminal pasts**

*By Andy Giegerich  
July 10, 2014*

The city of Portland is changing the way it seeks information about criminal histories among job applicants.

The city has removed language from its employment applications that states applicants may be required to sign a criminal history statement. Instead, those hiring workers will ask questions about criminal backgrounds, if the information is relevant to certain positions, later in the hiring process.

The statements had "created a barrier for ex-offenders, giving many the perception that a criminal history could prevent them from gaining government employment" with the city.

“This is a win-win,” said Mayor Charlie Hales in a release. “This removes a barrier to employment with the City, which will attract a more diverse pool of applicants to City jobs—one step in addressing the collective impact of crime. Stable employment significantly reduces recidivism rates, building stability and breaking the cycle of incarceration for people trying to get back on their feet.”

More than 60 U.S. jurisdictions, including Multnomah County, have so far removed the barrier.