Part 1
INTRO
Portland has a vibrant transportation history and is considered a national leader in innovative transportation solutions.
PORTLAND BUREAU OF TRANSPORTATION

The Bureau of Transportation maintains $8.4 billion investments in infrastructure - from streets and structures to traffic signals and street lights.
TRANSPORTATION SYSTEM ASSETS

1,774 parking meters
55,055 street lights
155,995 street signs
25,007 pavement symbols and words
10 streetcars
7 miles of streetcar tracks
8,812,387 square yards of sidewalks
4,907 lane miles of improved streets
TRANSPORTATION SYSTEM ASSETS

- 328 miles of bikeways
- 160 bridges
- 26 miles of guardrails
- 546 retaining walls
- 5,133 feet of harbor wall
- 188 stairways
- 1,070 traffic signals
- 1,458 traffic calming devices
- 1 China Gate
- 1 aerial tram
A REGIONAL TRANSPORTATION PARTNERSHIP

Maintaining the transportation system is accomplished through important partnerships involving the city, regional and state agencies.
As the state’s largest urban area, protecting our way of life requires creativity in order to balance the competing uses, complexity, age, and size of the transportation system.
Part 2: Growing Transportation Demands
TRANSPORTATION REVENUE NOT SUSTAINABLE

- Gas tax erosion
- Increase in fuel efficient vehicles & transit ridership
- Continued economic downturn
- Increase in health care, PERS, construction costs
GAS TAX EROSION

The single largest source of Portland’s transportation funding is state gas tax receipts.

Gas tax revenues are not keeping pace with inflation.

Increased fuel efficiency in vehicles results in less gas tax per mile driven.
DESPITE THESE CHALLENGES, PORTLAND HAS A RICH TRADITION OF PROGRESSIVE PRAGMATIC TRANSPORTATION ACHIEVEMENTS.
Laying the Framework
A Brief History of Portland’s Transportation Investments

History 3
Portland Pre-1900

Early settlers laid much of the transportation framework that exists in Portland today. This was a time of rapid growth. Many nearby cities were competing to become the leading port of the Pacific Northwest.
Portland Incorporated

Initial grid of 200 foot square blocks.

First ferry over Willamette River

Construction begins on plank road (Canyon Road)

Oregon became a state

1851 1853

1857

1859
October 28, 1869: First spike for Oregon Central Railroad laid.

(1872 – 1884): Railroad construction peaks
1880s: Big subdivisions developed: East Moreland, Ladd’s Addition, Hawthorne & Irvington

1887: First bridge over the Willamette River constructed: The Morrison Bridge (paid for with private funds)
Steel Bridge opens

1888

1890

First electric streetcar goes into service

Oregon held Good Roads Convention

Union Station Opens

1896
Bicyclists Road Map, Portland District published

1899

Bicyclists on Mt. Tabor

The first automobile arrived in Portland

1898 1899 1900
1900 - 1925

At the turn of the century, Portland relied heavily on rail and waterways for personal transportation and shipping.
1909: Portland-Seattle railroad completed

1910: Hawthorne Bridge Opens

1912: Peak of Streetcar System

- New Steel Bridge opens, replacing old bridge
- Bridge ownership/maintenance shifted to Multnomah County
1913

Broadway Bridge opens

1917

First traffic signal (SW 5th and Washington)

Interstate Bridge (across the Columbia) opens
Investments in street improvements grew dramatically following the turn of the century.

In 5 years time (between 1906 - 1911), investment grew 14 times ($500,000 to $7.0 million).
Oregon 1\textsuperscript{st} state with a gas tax

1919

Over 700 miles of paved road in Oregon

1920

Ford Motor Company
SE 12\textsuperscript{th} and Division St. (1914)

Crown Point, Columbia River Highway, Oregon
1925 - 1950

Popularity of the streetcar began to decline.

Automobiles became common place and planning focused on traffic efficiency.
Burnside, Ross Island, and Vista Bridges opens in 1925.

Tearing down docks for new harbor wall begins in 1926.

Harbor wall construction begins in 1929.
1931
St. Johns Bridge opens

1932
First Federal Gas Tax: 1¢

1933
Barbur Blvd. opens

1942
Harbor Drive construction begins
1950 – 1970

Shifting land use patterns emerged - funded by the expansion of the Interstate Highway System.

Creation and growth of Portland suburbs occurs.
The 1950s saw the start of the Federal-Aid Highway Act.

- **1950**: Downtown on-way street grid created
- **1956**: Federal-Aid Highway Act in place
Interurban rail service between Oregon City and Portland ends

The New Morrison Bridge opens

I-5 opens between Portland and Salem

1958

1961

History
Marquam Bridge opens, completing I-5 through Portland to California

TriMet formed

1966 1969 1970

History
1970 – 2000

Traffic congestion and a declining downtown inspired Portlanders to re-evaluate land use and transportation investments.

Prioritization: Transportation services; revitalization of downtown; neighborhood livability and schools
The Downtown Plan was adopted

1972

Fremont Bridge (I-405) opens, completing downtown freeway loop

1973

Portland’s first bike plan is developed

1974

Harbor Drive removed to make way for Waterfront Park
Downtown Parking and Circulation Policy was adopted in 1975.

Mt. Hood Freeway was withdrawn from the Interstate System in 1976.

The downtown transit mall opened in 1978.
1980: Industrial sanctuary policy & zoning adopted
1982: Glen Jackson Bridge (I-205) completed
1986: Eastside light rail opened
1989: The Central City Plan was adopted
The Central City Transportation Management Plan adopted

1993

State Increases Gas Tax to $.24 per gallon

1995

The Bicycle Master Plan was adopted

1996

The Pedestrian Master Plan was adopted

1998

The Westside light rail opened
2000 – today

Portland has emerged as a nationally recognized multi-modal transportation leader.

Emphasis is placed on retrofitting and maintaining a transportation network that is safe and accessible for all.
PBOT Safety Program Created
Portland Streetcar opened
Airport MAX opened
Interstate MAX opened
Freight Master Plan Adopted

2000 2001 2004 2006
2007

Portland Aerial Tram opened

2010

Bicycle Master Plan 2030 adopted
Part 4: GROWTH OF A CITY. GROWTH OF THE STREET SYSTEM.
PORTLAND HAS GROWN OVER TIME THROUGH ANNEXATIONS
RESOLUTION A

Redistribution of State and County Gas Taxes for equitable provision of services.
Part 6: FUNDING PORTLAND’S TRANSPORTATION NETWORK TODAY.
Over time, transportation funding has shifted from private investment to mostly public investment.
FUNDING THE TRANSPORTATION SYSTEM

- Gas Tax: $62M
- Grants: $53.9M
- BES/Water/Parks: $43.4M
- Fees: $14.4M
- General Fund: $7.5M
- Parking: $31M

- General Transportation Revenue
- City General Fund
- Fees and Charges Collected From the Public
- Payments From Other City of Portland Bureaus for Work Completed
- Federal & State Grants
- Parking
  City owned Parking Garages

GAS TAX: $62M

GRANTS: $53.9M

BES/WATER/PARKS: $43.4M

FEES: $14.4M

GENERAL FUND: $7.5M

PARKING: $31M
FEDERAL & STATE CAPITAL FUNDING SOURCES are dedicated for specific capital projects through a competitive process and are not available for maintenance and operations activities.

- FEDERAL AID GRANTS
- ONE-TIME FEDERAL STIMULUS
- OREGON TRANSPORTATION INVESTMENT ACT (OTIA)
- CONNECT OREGON
- LOTTERY
ADDITIONAL CITY REVENUE SOURCES

• General Fund
• Transportation System Development Charge (SDC)
• Local Improvement District (LID)
• Tax Increment Financing (TIF)
• Contracts
WHERE DOES THE FUNDING GO?

MAINTENANCE
- Electrical
- Environmental System
- Parking
- Sidewalk Preservation
- Street Preservation
- Structural
- Traffic
- Sewer inspection, cleaning and repair

OPERATIONS
- Parking Development Services
- Emergency Services
- Recycling
- Street Cleaning
- Signals & Lighting
- Traffic
- Active Transportation Planning

BUSINESS & SUPPORT SERVICES
- Business Services
- Field Support
- Support Services

CAPITAL IMPROVEMENTS
- Safety
- Asset Mgmt
- Health / Livability
- Economic Vitality
- Special Projects
GAS TAX FAILS TO KEEP PACE WITH INFLATION
Many of Portland’s assets are at the end of their useful life which means they are at a higher risk of failing.
WHAT THIS MEANS TO PORTLAND

- Portland has a history of progressive development and growth.
- Funding for expansion of this system moved from primarily private to public investment.
- Funding is not sustainable for the size of the assets Portland has developed.
- Innovations in the system add to Transportation’s asset maintenance needs.
• Continue to innovate and provide high quality and safe transportation options

• Identify new funding to support existing asset maintenance and operations and new innovations.