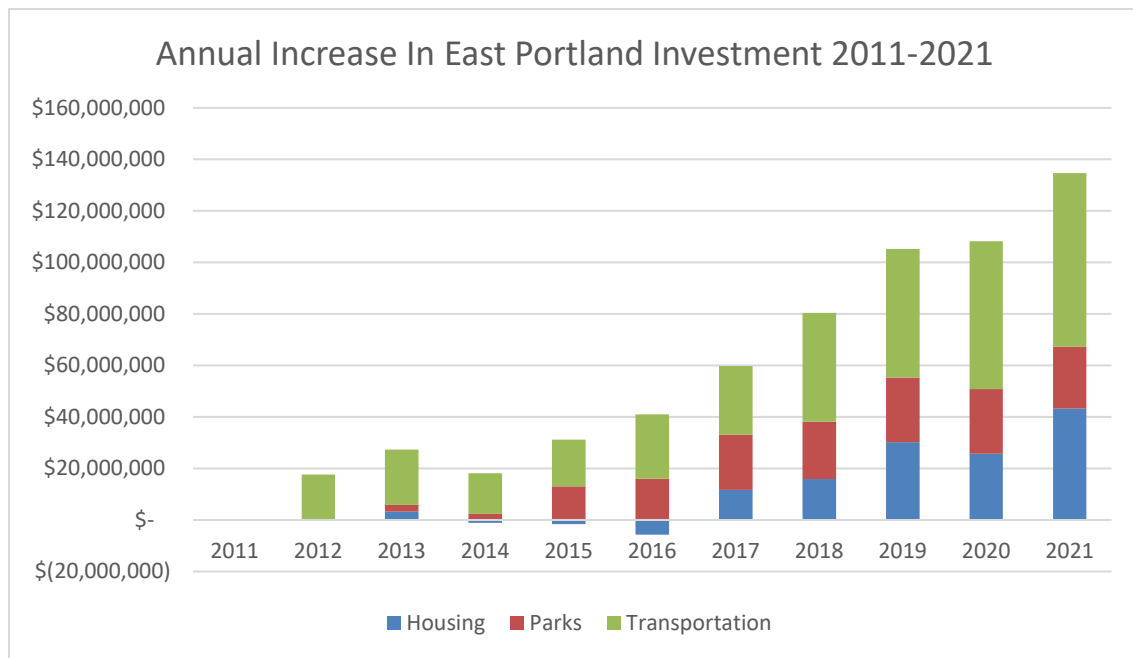


Progress, not parity

The impact of budget mapping in East Portland, 2011-2021

The East Portland Action Plan (EPAP) advocated for geographic tracking of investment by the City of Portland to document inequitable levels of service in Portland neighborhoods east of 82nd Avenue. Under Mayor Sam Adams, city bureaus began tracking bureau expenditures by district in 2011. This resulted in an increase of \$615.2 million (Chart 1) for housing, parks, and transportation over the 11 years since then.

Chart 1

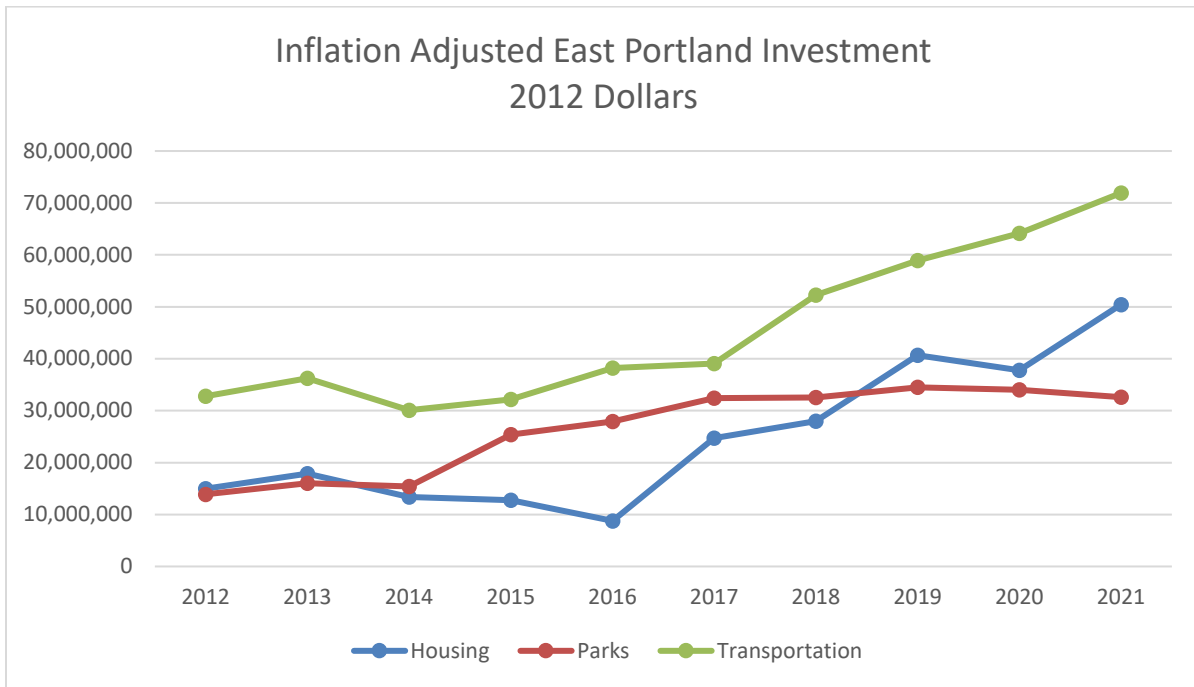


Despite these improvements, the total investment has not reached parity. East Portland has 24.3% of the city's population; the cumulative budgets for East Portland totaled 20.2% for housing, 19.8% for parks, and 17.0% for transportation.

In other words, budget mapping resulted in East Portland falling behind the rest of the city more slowly than it was a decade ago.

Because there is now eleven years of data, investments were indexed to the Consumer Price Index to make sure that the increases reflect more equitable investment and not simply inflation. Chart 2 shows that investments in housing, parks and transportation are increasing, even adjusting for inflation. Over the last five years, housing and transportation budgets are trending up; the parks budget has flatlined.

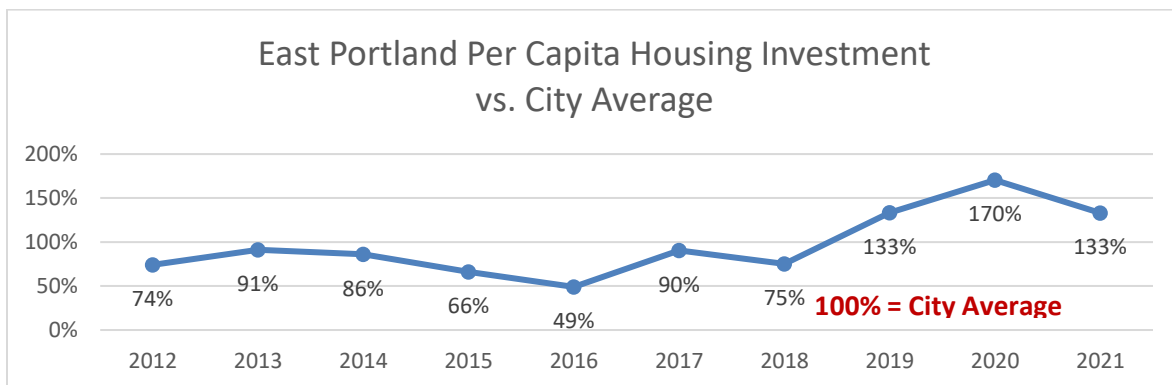
Chart 2



Portland Housing Bureau

Per capita investment in affordable housing exceeded the city average for the first time in 2019 (Chart 3). Housing funding has increased from \$15 million in 2012 to \$58 million this year. The new Portland Affordable Housing Bond is funding projects in East Portland by Human Solutions and Related, a national for-profit real estate company.

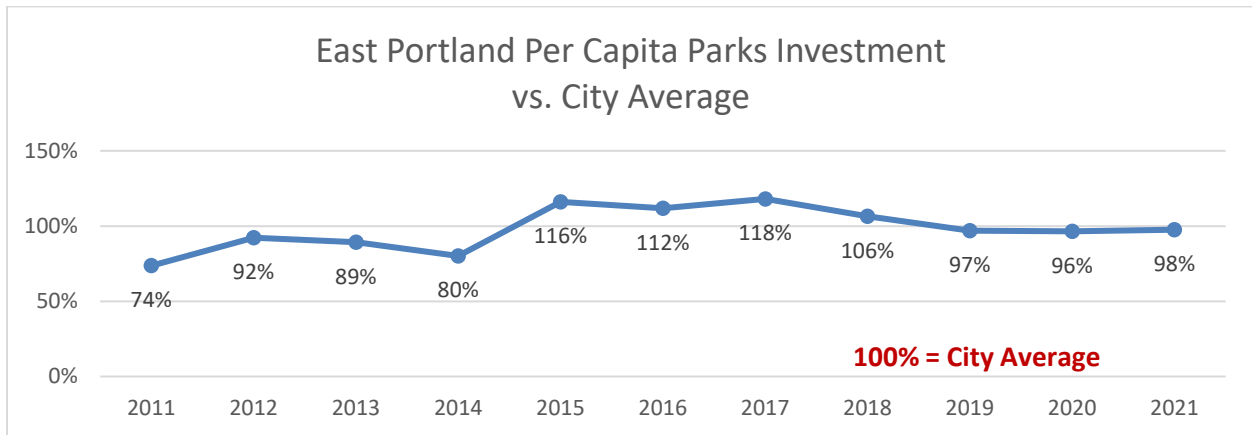
Chart 3



Portland Parks and Recreation

East Portland projects included Verdell Burdine Rutherford Park, Leach Gardens, and Parklane Park. Portland Parks and Recreation notes that “East Portland (park operating budgets) rank lower on a local dollar per user basis because of lower levels of park access. In addition, East Portland Community Center’s actual use patterns tend to draw a higher number of customers from Portland’s inner SE and NE neighborhoods.” Chart 4 shows PP&R’s combined operating and capital budgets to be slightly below the per capita citywide average.

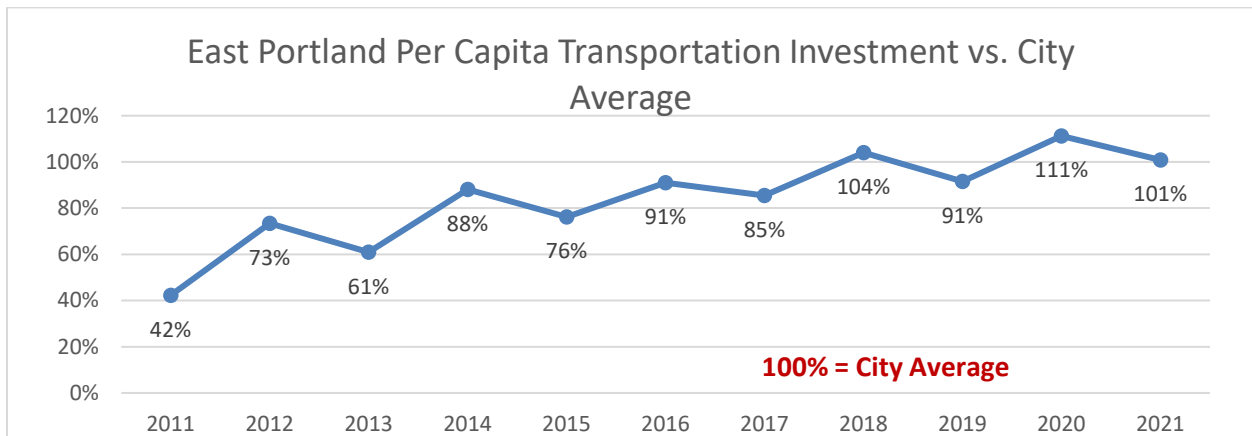
Chart 4



Portland Bureau of Transportation

Per capita investment in East Portland transportation was slightly above city average in 2021 (Chart 5). Per capita transportation operating expenses in the central city are more than twice those in East Portland. PBOT explains that in the central city the “intensity of transportation and parking services serve not only residents and employees but also a large share of the visitors and retail customers.”

Chart 5



East Portland transportation projects noted include the Outer Division Multi-modal project, the East Portland Access to Transit project, greenways, crossing improvements, sidewalk infill projects and Safe Routes to School improvements.

Recommendations

Quadrant plan

Audit of Budget Mapping

Tracking of American Recovery Plan

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Data from City of Portland Budget Mapping:

<https://public.tableau.com/profile/portland.city.budget.office#!/vizhome/BudgetMappingFiscalYear2020-21/AdoptedBudget?publish=yes>