

PBOT

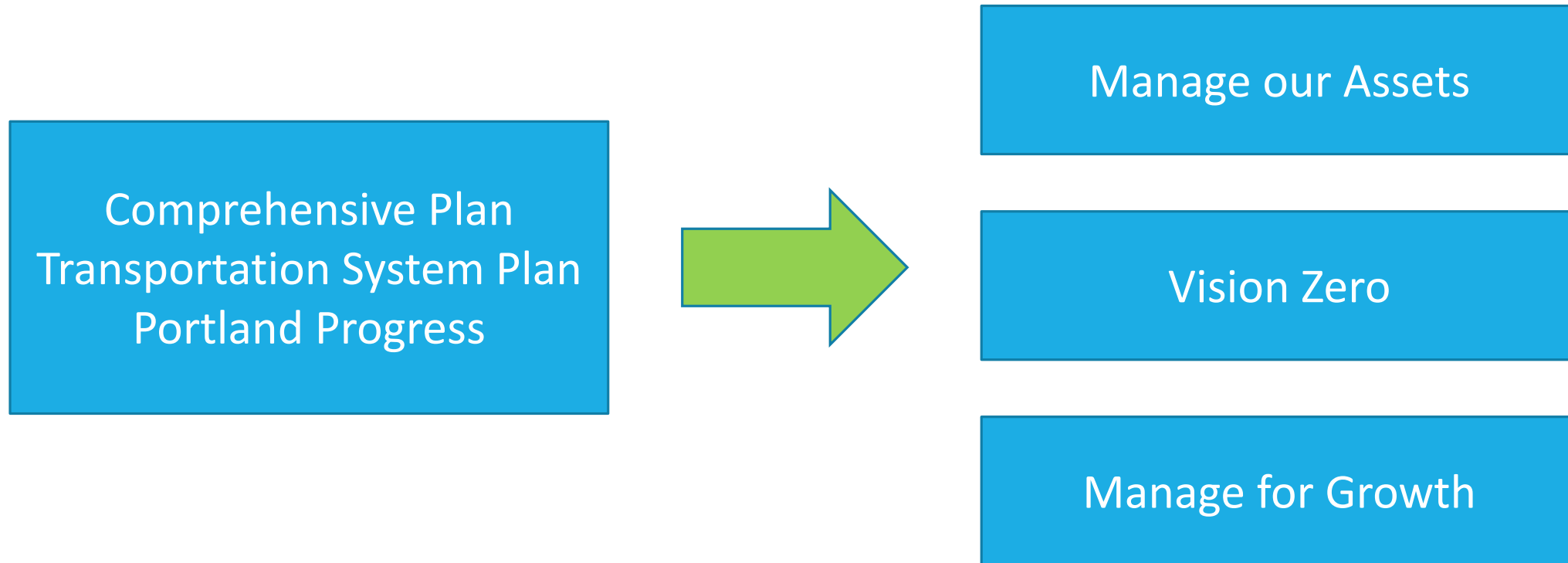
Investment Strategy

Investment Strategy Goals:

Building off of already identified projects and funding strategies from the Transportation System Plan and PBOT asset management strategies:

1. Optimize investments in our transportation system to create the Healthy and Connected City envisioned in the Comprehensive Plan
2. Maximize funding
3. Improve our ability to tell a consistent and effective story
4. Ensure effective and efficient project delivery

Creating a Healthy and Connected City: Transportation System Goals



Creating a Healthy and Connected City: Transportation System Goals

How do we measure progress?

Manage our Assets



Reduce maintenance backlog, improve asset condition & increase safety & capacity for assets: pavement, signals, structures, pavement markings

Vision Zero



Number of Vision Zero projects completed

Manage for Growth



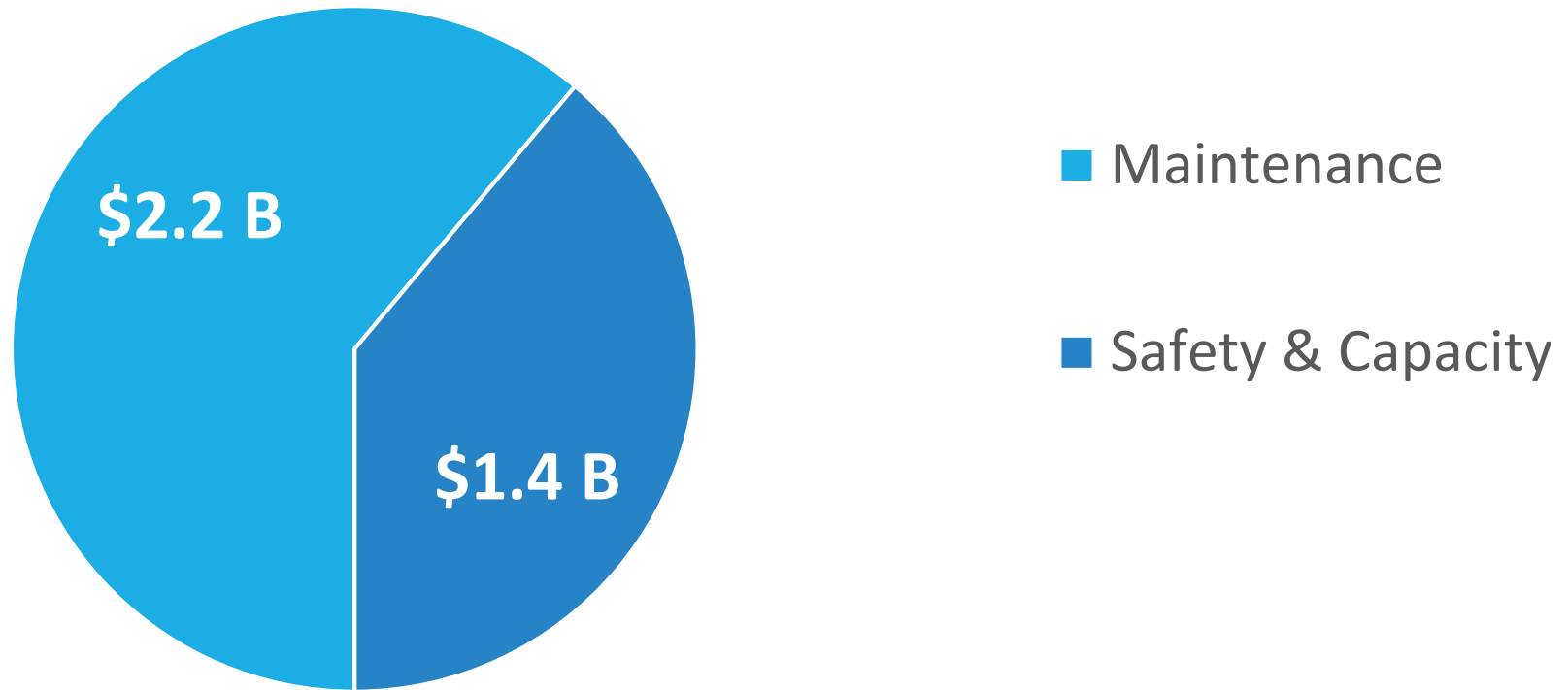
Projects serving centers/corridors: number of road efficiency improvements, access to transit improvements, miles of bike lanes/sidewalks

Creating a Healthy and Connected City: Benefits to users of transportation system

- Safer transportation trips
- More multimodal options
- More consistent traveling times
- Reliable assets (streets, signals, markings, structures)
- More equitable system for users

Scale of Need: Investment needed to Address Maintenance, Safety and Capacity Goals

Investment Needed (Billions)



Revenue Sources

Immediate

**HB 2017 – new state
transportation funding**

System Development Charges

Build Portland

General Fund (capital set-aside,
one-time, cannabis tax)

Potential Regional Bond Measure

Mid/Long Term

- Regional Flex Funds
- State Safe Routes
- HSIP/ARTS
- TIGER
- ConnectOregon
- State bridge funding
- LIDs
- Parking
- INFRA
- New Starts/Small Starts
- Foundations/Corporations
- Fixing Our Streets II
- BES

Timeline for Investment Decisions

Month	October	November	December	January	February – October 2018
Focus	- 2 Year Investments	- 2 Year Investments	- 2 Year Investments/ Recommendations for FY 18-19 Budget	- FY 18-9 Budget Recommendations	- 10 Year Investment Strategy
Committees	BBAC	- Modal Committees - TJA/PBA	- BBAC/Modal Committees	-BBAC	- BBAC, Modal Committees, TJA, PBA

HB 2017 Decision Factors

Prioritize funding that helps to meet our goals:

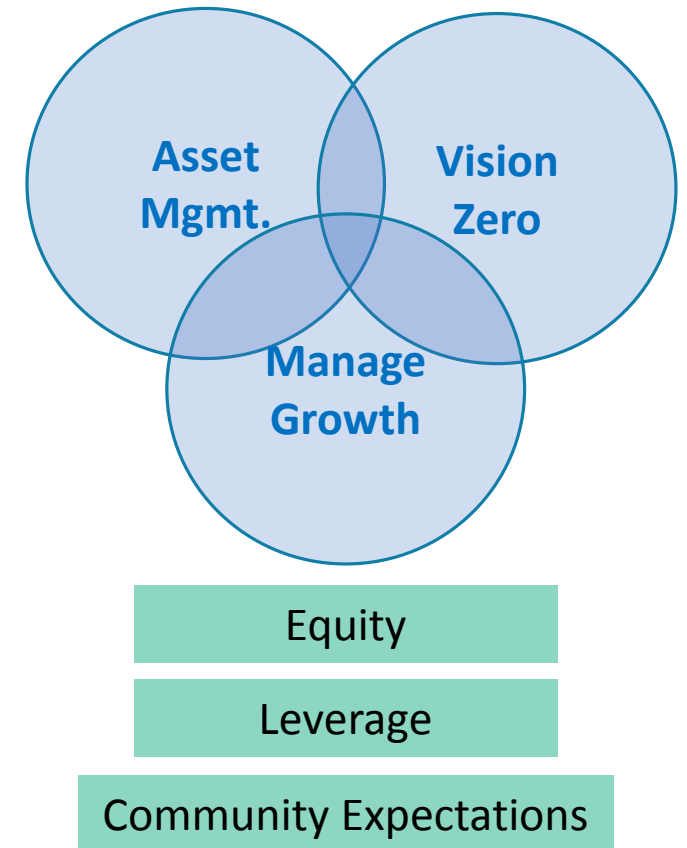
- Asset management
- Vision Zero
- Manage Growth

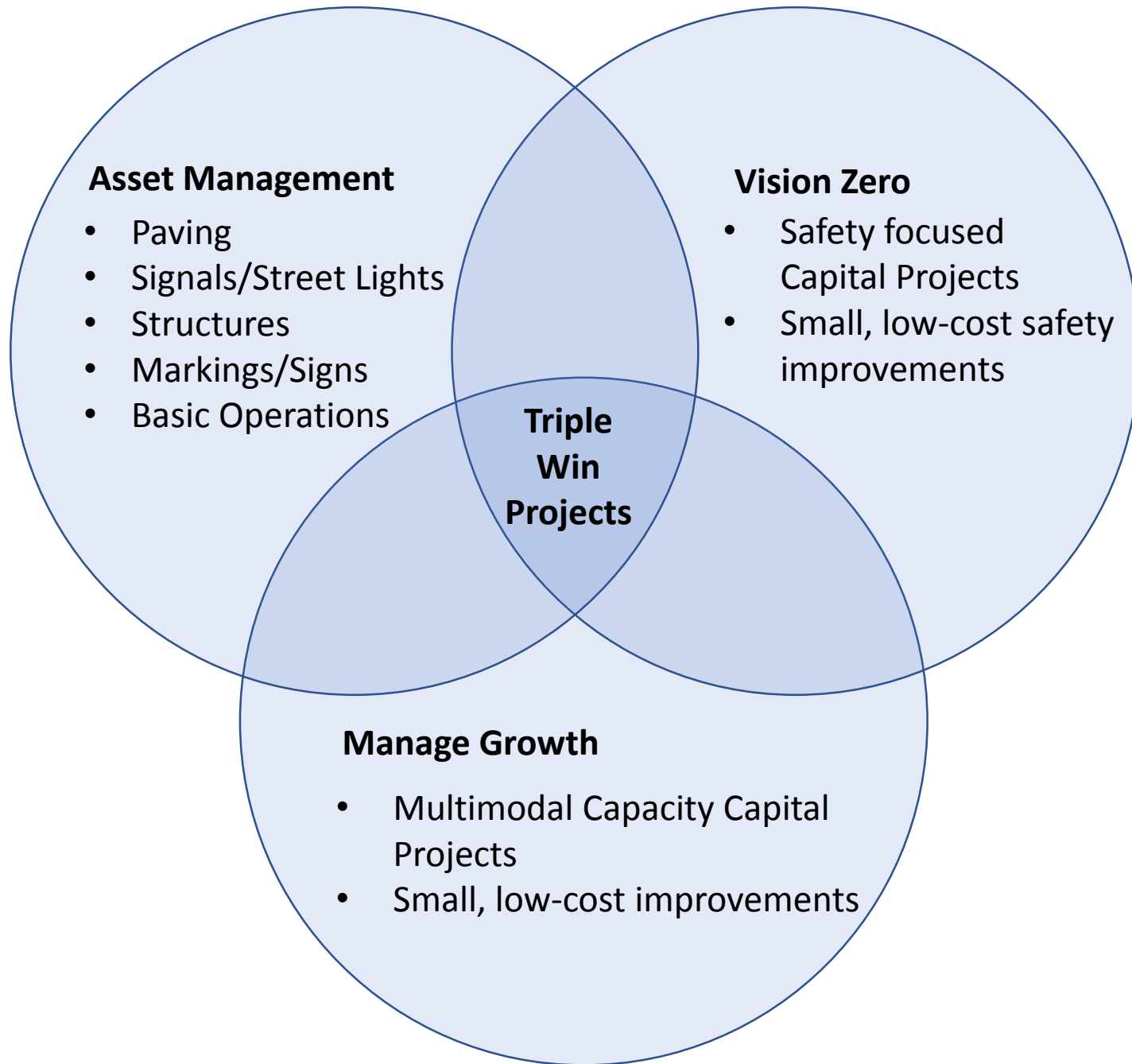
Make transportation system more equitable

Leverage other funding sources/ROI

Respond to community priorities and expected service levels

Keep PBOT fiscally healthy and minimize risk





Draft HB 2017 Funding Buckets

- \$ 5 Million: Capital Projects – Triple and Double Wins
- \$ 3 Million: TSP Programs (low-cost, quickly implemented, safety and capacity improvements)
- \$3 Million: Preventative Maintenance and Grading Gravel Streets
- \$2.5 Million: Non-Pavement Asset Maintenance (Signals, Structures, Pavement Markings)
- \$1.5 Million Strategic Opportunities and Operations



Asset Management
Vision Zero
Manage Growth
Equity
Leverage
Community
Expectations
Fiscal Health

Total: \$ 15 Million Per Year

Transformative Street Improvement Projects – Triple win investments in assets, safety & capacity

Potential Funding Scenario

Project	HB 2017	SDCs	Build Portland**	Capital Set-Aside	Total
Outer SE Stark Ave. (108th to 162nd): Paving/Signals, Safety, Capacity	\$10 M	\$4 M	\$10 M		\$24 M
42nd Ave. Bridge (Killingsworth to Columbia) Bridge/Paving, Safety, Capacity	\$3 M	\$6 M	\$3 M	\$5 M	\$17 M
NE Cornfoot Rd (47th- Alderwood): Paving, Safety, Capacity	\$3 M	\$3 M	\$3 M		\$9 M
NE Halsey (47th to 60th) and NE 60th Ave (Halsey to I-84): Paving/Signals, Safety, Capacity	\$3 M	\$2 M	\$2 M		\$7 M
SW Capitol Highway (Huber to Dickinson): Paving, Safety, Capacity	\$1 M	\$1 M	\$2 M		\$4 M
Total	\$20 M	\$ 16 M	\$20 M	\$5 M	\$61 M

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**PBOT Proposal for Build Portland funds. Build Portland Advisory Committee is considering allocation process.

***All figures are planning level estimates and subject to change.

HB 2017: Street Improvements

Double Win investments in Safety and Capacity

Potential Funding Scenario

	Project	HB 2017	SDCs	General Fund	Fixing Our Streets	Grants/other	Total
Year 1	Outer SE Division St Safety Project (82nd to 174th): Safety, Capacity	\$2 M	\$2 M	\$600,000	\$100,000		\$ 4.7 M
	SW Naito Parkway (Harrison to Main): Paving, Safety, Capacity	\$1 M	\$3 M	TBD	\$1.6 M	\$1.9 M	\$7.5 M
Year 2	Connected Cully Neighborhood Greenways (Prescott to Killingsworth): Safety, Capacity	\$1.5 M				\$3.3 M	\$4.8 M
	SW Naito/ Whitaker Crossing: Safety, Capacity	\$.5 M		TBD			\$500,000
	162nd Access to Safety/Access to Transit (Stark to Powell): Safety, Capacity	\$1 M				Trimet match	\$1 M
	Total	\$6 M	\$5 M	\$600,000	\$1.7 M	\$ 5. 2 M	\$18. 5 M

** All figures are planning level estimates and subject to change.

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INVESTMENT STRATEGY DRAFT

Triple & Double Wins in
Equity Areas

55% of investments
= high equity areas

26% of investments
= medium equity
areas

COMPLETE STREETS
TRANSFORMATION



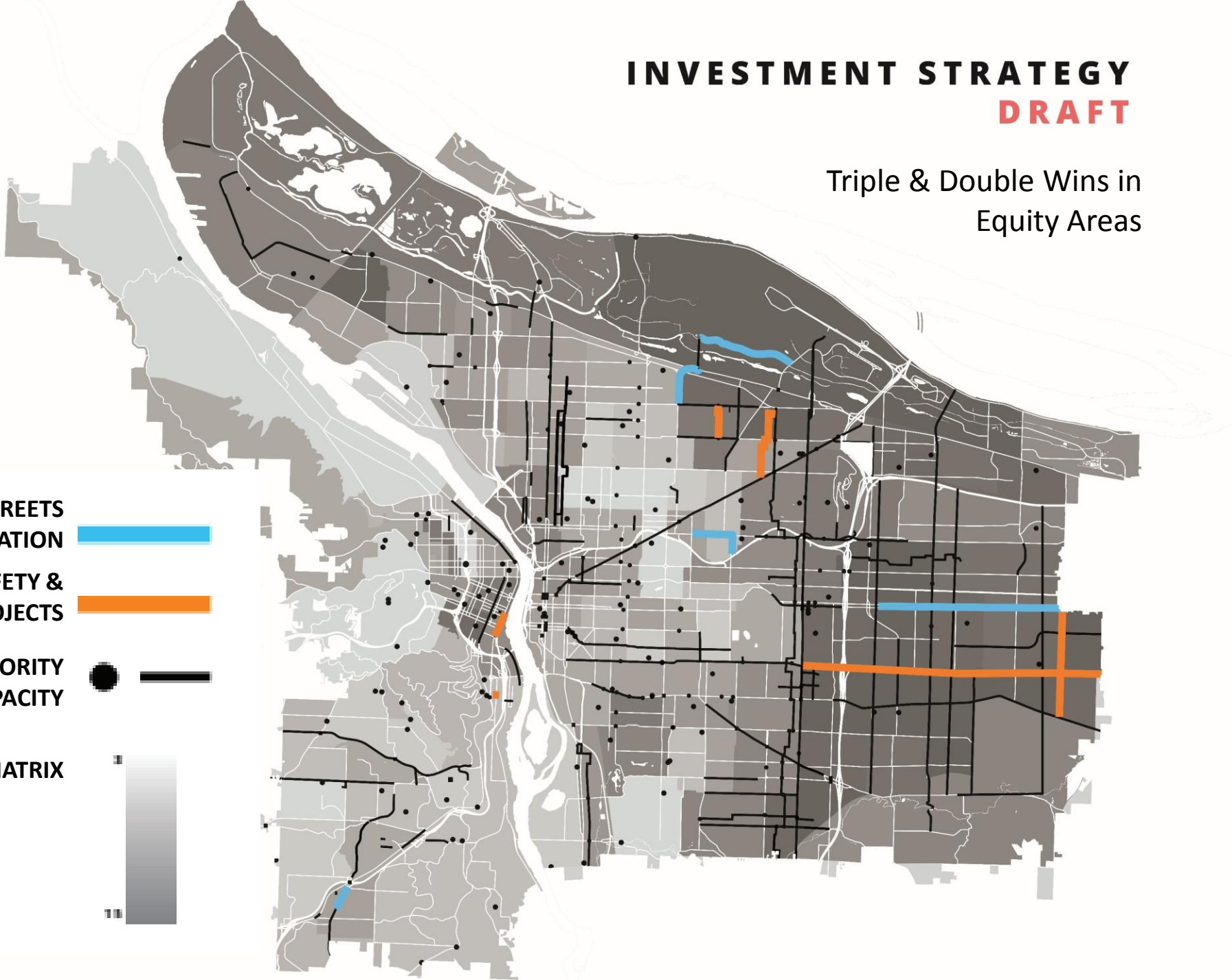
HB 2017 SAFETY &
CAPACITY PROJECTS



OTHER PRIORITY
SAFETY & CAPACITY



EQUITY MATRIX



50% of investments are identified Vision Zero projects

- Outer Stark
- Outer Division
- NE Halsey St
- SW Capitol Hwy

INVESTMENT STRATEGY DRAFT

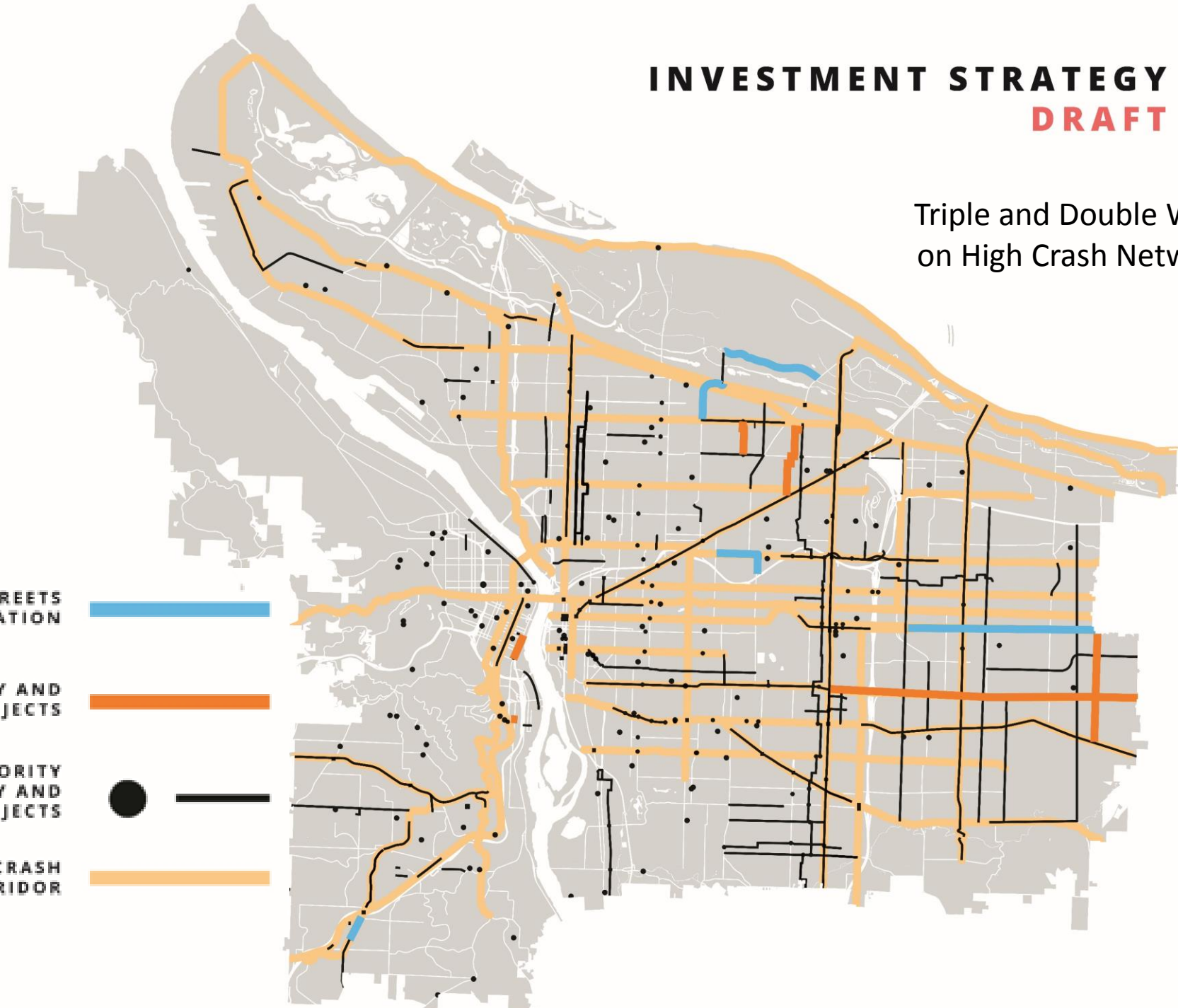
Triple and Double Wins on High Crash Network

COMPLETE STREETS TRANSFORMATION 

HB 2017 SAFETY AND CAPACITY PROJECTS 





OTHER PRIORITY SAFETY AND CAPACITY PROJECTS 

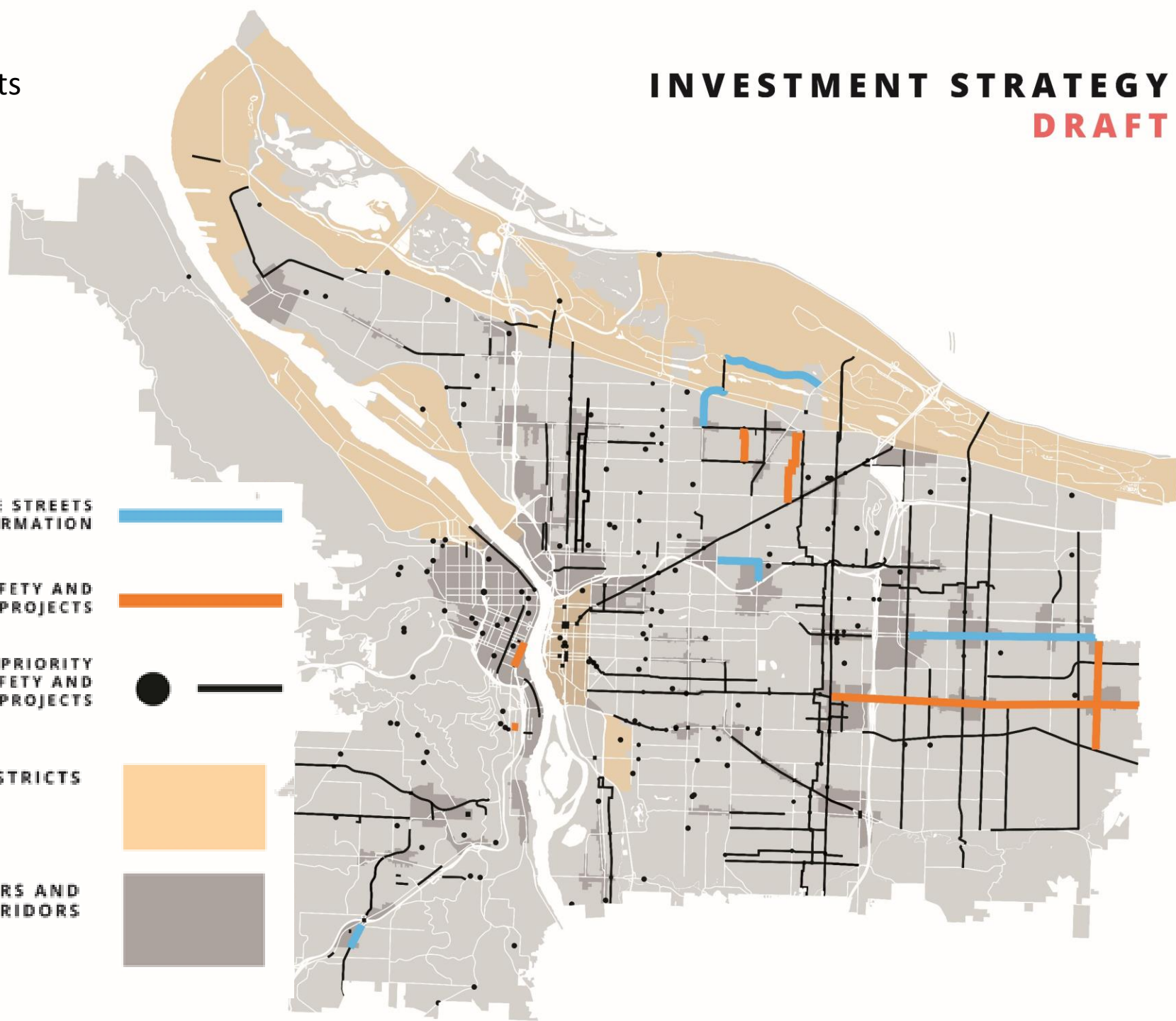
HIGH CRASH CORRIDOR 



100% of investments
serve Centers or
Freight Districts

INVESTMENT STRATEGY DRAFT

- COMPLETE STREETS TRANSFORMATION 
- HB 2017 SAFETY AND CAPACITY PROJECTS 
- OTHER PRIORITY SAFETY AND CAPACITY PROJECTS 
- FREIGHT DISTRICTS 
- CENTERS AND CORRIDORS 



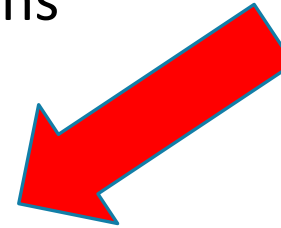
How do these projects help us meet our goals?

- Pavement investments will save an estimated \$33 million in future pavement maintenance costs over 10 years
- \$40 million investment in five Vision Zero projects
- 72% of investments are on major/priority freight routes or other routes important to freight and 100% of investments are in projects serving high growth centers and corridors
- \$26 million in HB 2017 funding leverages additional \$53.5 million other funding
- \$65 million total investment in areas with high or medium scores on PBOT equity matrix



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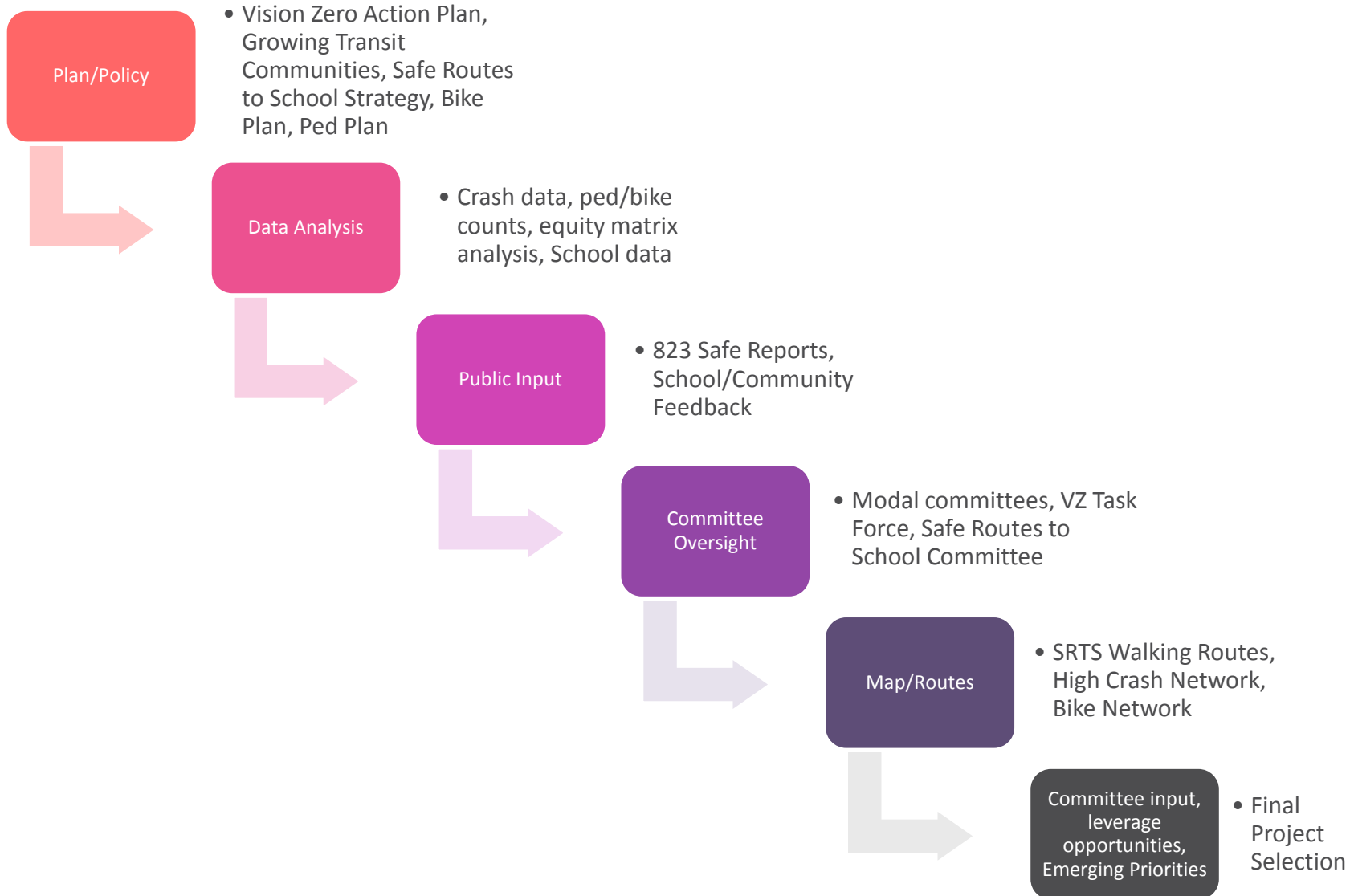
Total: \$ 15 Million Per Year

Low-cost, quickly implemented, safety & capacity improvements: TSP citywide Programs: \$3 M /Year

- Safe Routes to School
- Neighborhood Greenways
- High Crash Corridors
- Bike Network
- Pedestrian Network
- Transit Priority
- Freight Priority
- TDM/TSM
- Alternative Street Design



TSP Programs: Project list Selection Process



Example: Bike Network Completion



Example: Safe Routes to School Project



Prescott Elementary, NE 104th and Prescott (ramps, signs, markings, median)

How can these small, safety & capacity improvements help PBOT achieve our goals?

- Smaller projects that are based on plans/policy guidance which can be implemented more quickly than larger capital projects
- Allow PBOT to be responsive to community needs and changing conditions
- Provide opportunities to leverage other projects by adding additional improvements (i.e. paving, sewer, etc.)
- Can be implemented on High Crash Network or other safety priority areas (SRTS)
- Smaller projects tend to focus on critical gaps and missing links to help improve network capacity



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Total: \$ 15 Million Per Year



What will this package of proposed HB 2017 investments achieve?

- Asset Maintenance and Improvement projects large and small in locations throughout the city – **A Healthy and Connected City**
- A safer, more mobile, more equitable city through
 - Investments in:
 - Major Capital projects that improve paving, safety and capacity
 - Smaller, quicker safety improvements like crossings, signal priorities, and bike network infill
 - Additional preventative maintenance and gravel street maintenance
 - Better maintained crossings, signals, and structures
 - Cleaner and more visible streets



PRESERVE
what we have
built and
OPERATE
it well



Embrace
VISION
ZERO



BUILD AN
EQUITABLE
FUTURE
where all can
grow and thrive



Wisely
MANAGE
CITY
RESOURCES



MAINTAIN THE
HEALTH AND
VITALITY
of our people
and our planet