

**PBOT Program Areas  
draft 01/22/14**

		FY 11-12 Adopted Budget						FY 13-14 Adopted Budget						FY 14-15 Requested Budget Estimate decision packages not included					
Group	Program Area	GTR - Ongoing	GTR One-Time	GTR Carryover / Setasides	Other Revenues	TOTAL REVENUES	TOTAL FTE	GTR - Ongoing	GTR One-Time	GTR Carryover / Setasides	Other Revenues	TOTAL REVENUES	TOTAL FTE	GTR - Ongoing	GTR One-Time	GTR Carryover / Setasides	Other Revenues	TOTAL REVENUES	TOTAL FTE
MNT	Environmental System Maintenance	\$1,858,801	\$0	\$0	\$15,319,794	\$17,178,595	129.39	\$2,735,460	\$0	\$0	\$19,640,560	\$22,376,020	127.74	\$2,787,488	\$0	\$0	\$20,102,257	\$22,889,745	127.81
MNT	Field Support	\$6,127,607	\$0	\$0	\$0	\$6,127,607	35.85	\$5,664,053	\$0	\$0	\$64,383	\$5,728,436	22.75	\$4,980,026	\$0	\$0	\$161,943	\$5,141,969	22.63
MNT	Recycling Operations	\$968,685	\$0	\$0	\$150,000	\$1,118,685	4.17	\$882,221	\$0	\$0	\$291,430	\$1,173,651	5.70	\$851,733	\$0	\$0	\$291,430	\$1,143,163	5.69
MNT	Sidewalk Maintenance	\$4,021,462	\$0	\$0	\$265,200	\$4,286,662	33.29	\$2,628,776	\$0	\$0	\$240,000	\$2,868,776	19.78	\$2,997,238	\$0	\$0	\$520,065	\$3,517,303	24.55
MNT	Parking Meter Maintenance	\$803,310	\$0	\$0	\$0	\$803,310	0.00	\$0	\$0	\$0	\$0	\$0	-	\$0	\$0	\$0	\$0	\$0	-
MNT	Street Cleaning	\$4,492,566	\$0	\$0	\$1,395,752	\$5,888,318	35.17	\$4,881,794	\$0	\$0	\$1,520,000	\$6,401,794	31.07	\$4,839,486	\$0	\$0	\$1,538,100	\$6,377,586	31.06
MNT	Street Preservation - Pavement Maintenance	\$9,426,781	\$0	\$0	\$1,914,131	\$11,340,912	81.68	\$9,115,272	\$1,500,000	\$0	\$2,499,911	\$13,115,183	75.37	\$10,967,885	\$0	\$0	\$2,438,337	\$13,406,222	76.30
MNT	Structural Maintenance	\$2,413,705	\$0	\$0	\$13,960	\$2,427,665	23.76	\$1,939,548	\$0	\$0	\$65,240	\$2,004,788	16.82	\$1,867,561	\$0	\$0	\$65,616	\$1,933,177	16.71
MNT	Traffic Maintenance	\$3,362,741	\$0	\$0	\$0	\$3,362,741	45.06	\$3,030,863	\$0	\$0	\$230,000	\$3,260,863	27.94	2,905,165.00	\$0	\$0	\$30,000	\$2,935,165	25.74
Subtotal		\$33,475,658	\$0	\$0	\$19,058,837	\$52,534,495	388.37	\$30,877,987	\$1,500,000	\$0	\$24,551,524	\$56,929,511	327.17	\$32,196,582	\$0	\$0	\$25,147,748	\$57,344,330	330.49

In FY 12-13, Maintenance Operations Group cut 27 positions and almost \$5,000,000 in GTR, affecting all major programs.

In FY 13-14, Maintenance Operations Group cut an additional 7 positions and \$225,000 in GTR in Sidewalks, Structures and Street Preservation.

**Environmental System Maintenance** - For all years, the total program budget has been consistent at around \$22M, with most of the funding coming from the interagency with BES for sewer maintenance. However, the FY 11-12 program numbers appear lower than FY 13-14 because they do not include bureau overhead expenses, which are included in the following years.

**Field Support** - This program includes Maintenance stores, emergency preparedness, training & safety, dispatch/operations, and fleet and facilities maintenance. In FY 12-13, the Training and Safety program moved out of Maintenance Op Group and became part of Business Services to better reflect its bureau-wide scope of services. The budgets and staffing for all subprograms were reduced as part of the FY 12-13 reduction in GTR resources. In FY 14-15 the telecommunication interagency budget was moved from Field Support to Director's Office, in centralizing and efficiently managing the coordination of phones and radios inventory.

**Sidewalk Maintenance** - The increase in FTE in FY 14-15 is not a result of additional positions, but a result of Maintenance Operations crews shifting from working on PBOT sidewalk capital projects to sidewalk maintenance activities for Maintenance Operations Group.

**Parking Meter Maintenance** - This program was moved to Parking Operations in FY12-13, reorganized to more efficiently deliver services, combining parking finance, parking security, and parking maintenance with parking operations.

**Street Preservation** - In FY 13-14 \$1,500,000 in one-time GTR funding was added to increase basic maintenance of the streets. In FY 14-15, this \$1.5M one-time GTR was converted to on-going GTR funding.

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Group	Program Area	GTR - Ongoing	GTR One-Time	GTR Carryover / Setasides	Other Revenues	TOTAL REVENUES	TOTAL FTE	GTR - Ongoing	GTR One-Time	GTR Carryover / Setasides	Other Revenues	TOTAL REVENUES	TOTAL FTE	GTR - Ongoing	GTR One-Time	GTR Carryover / Setasides	Other Revenues	TOTAL REVENUES	TOTAL FTE
TSM	Active Transportation	\$1,171,455	\$0	\$0	\$1,816,691	\$2,988,146	19.70	\$893,000	\$0	\$421,500	\$2,940,850	\$4,255,350	22.91	\$806,200	\$0	\$300,000	\$2,816,410	\$3,922,610	19.00
TSM	Transportation Partnerships	\$432,572	\$0	\$0	\$0	\$432,572	0.21	\$0	\$300,000	\$0	\$0	\$300,000	-	\$0	\$0	\$0	\$0	\$0	-
TSM	Parking Program - Enforcement	\$4,351,970	\$0	\$50,000	\$155,600	\$4,557,570	52.22	\$6,496,880	\$364,200	\$545,900	\$50,000	\$7,456,980	77.90	\$6,579,000	\$515,900	\$0	\$50,000	\$7,144,900	74.40
TSM	Parking Program - Operations	\$2,451,087	\$0	\$0	\$399,750	\$2,850,837	9.96	\$6,197,025	\$203,300	\$87,500	\$57,000	\$6,544,825	26.20	\$6,243,530	\$559,750	\$0	\$337,370	\$7,140,650	24.63
TSM	Parking Program - Garages	\$0	\$0	\$0	\$7,515,866	\$7,515,866	1.50	\$0	\$0	\$0	\$7,416,122	\$7,416,122	2.00	\$0	\$0	\$0	\$7,327,000	\$7,327,000	2.00
TSM	Traffic Design Program	\$163,403	\$0	\$0	\$0	\$163,403	0.83	\$183,000	\$0	\$105,000	\$0	\$288,000	1.98	\$185,200	\$0	\$0	\$0	\$185,200	1.00
TSM	Traffic Operations	\$2,372,046	\$0	\$0	\$621,535	\$2,993,581	15.94	\$1,464,000	\$0	\$0	\$375,660	\$1,839,660	12.29	\$1,518,500	\$0	\$0	\$605,200	\$2,123,700	10.50
<b>Subtotal</b>		<b>\$10,942,533</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$10,509,442</b>	<b>\$21,501,975</b>	<b>100.36</b>	<b>\$15,233,905</b>	<b>\$867,500</b>	<b>\$1,159,900</b>	<b>\$10,839,632</b>	<b>\$28,100,937</b>	<b>143.28</b>	<b>\$15,332,430</b>	<b>\$1,075,650</b>	<b>\$300,000</b>	<b>\$11,135,980</b>	<b>\$27,844,060</b>	<b>131.53</b>

**Active Transportation** was reorganized to more efficiently deliver services; bicycle and pedestrian coordination, Safe Routes to School and the Community and School Traffic Safety Program were moved to this program in FY12-13. This program receives GTR set-aside for transportation projects funded by net meter revenue from the Lloyd meter district (amounts vary each year); \$100,000 ongoing General Fund support for Sunday Parkways starting in FY13-14 (amounts varied in prior years); and grants, contracts, and fees and donations to support transportation services (amounts vary each year). Active Transportation GTR funding was cut by \$300,000 in FY12-13 and \$551,275 in FY13-14; this was partially offset by other revenues.

**Transportation Partnerships** had GTR funding for Fareless Square until Trimet discontinued the program in FY12-13, and one-time GTR funding for Youth Transit Passes in FY13-14.

**Parking Enforcement** was increased in FY13-14 and FY14-15 to include startup and ongoing costs for the new Central Eastside and Northwest parking meter districts and permit areas. This program was reorganized to more effectively deliver services; parking collections was moved to this program in FY12-13. Parking Enforcement GTR funding was cut by \$50,000 in FY12-13 \$32,000 in FY13-14, and \$450,000 GTR funding was added in FY12-13 to support three new officers; these officers filled vacant beats, with resulting increases in citation and meter revenue.

**Parking Operations** was increased in FY13-14 and FY14-15 to include startup and ongoing costs for the new Central Eastside and Northwest parking meter districts and permit areas. This program was reorganized to more efficiently deliver services; parking finance, parking security, and parking maintenance were moved to this program in FY12-13. Parking Operations GTR funding was cut by \$431,000 in FY12-13 \$85,000 in FY13-14.

**Parking Garages** includes major maintenance work; amounts vary each year.

**Traffic Operations** was reorganized to more efficiently deliver services: the Red Light Camera Program was moved to the Police Bureau, and Safe Routes to School and Community and School Traffic Safety programs were moved to Active Transportation in FY12-13. Traffic Operations GTR funding was cut by \$887,530 in FY12-13 \$170,325 in FY13-14; this was partially offset by moving the \$480,000 Red Light Camera program to Police and getting \$170,000 cost recovery revenue for special athletic events when the Revenue Bureau started billing for these events.

**Support services** were reorganized to be more efficient; staff were moved from these programs to Business Services Admin in FY14-15.

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ENG	Engineering Support:																		
ENG	Civil Design	\$875,000	\$0	\$0	\$34,000	\$909,000	5.96	\$800,100	\$0	\$0	\$507,000	\$1,307,100	7.23	\$804,700	\$0	\$0	\$586,000	\$1,390,700	4.60
ENG	Construction	\$395,000	\$0	\$0	\$180,000	\$575,000	3.08	\$372,800	\$0	\$0	\$20,000	\$392,800	2.72	\$377,300	\$0	\$0	\$110,000	\$487,300	2.75
ENG	Survey	\$290,000	\$0	\$0	\$1,615,000	\$1,905,000	16.58	\$312,500	\$0	\$0	\$1,970,000	\$2,282,500	13.95	\$316,300	\$0	\$0	\$2,465,000	\$2,781,300	16.70
ENG	Bridges & Structures	\$320,000	\$0	\$0	\$0	\$320,000	2.24	\$307,000	\$0	\$0	\$73,000	\$380,000	2.24	\$311,300	\$0	\$0	\$54,000	\$365,300	2.31
ENG	Street Preservation - Pavement Mgmt	\$889,656	\$0	\$0	\$0	\$889,656	5.70	\$1,040,100	\$0	\$0		\$1,040,100	5.94	\$1,040,100	\$0	\$0	\$0	\$1,040,100	6.59
ENG	Electrical Maintenance	\$4,081,354	\$0	\$0	\$466,000	\$4,547,354	27.59	\$4,252,497	\$0	\$0	\$360,000	\$4,612,497	23.25	\$4,303,500	\$0	\$0	\$360,000	\$4,663,500	22.96
ENG	Street Lighting	\$684,525	\$0	\$0	\$6,275,952	\$6,960,477	6.20	\$1,265,603	\$0	\$0	\$5,512,657	\$6,778,260	3.00	\$1,280,800	\$0	\$0	\$5,573,056	\$6,853,856	2.95
ENG	Traffic Signals	\$1,015,704	\$0	\$0	\$0	\$1,015,704	8.02	\$334,182	\$0	\$0	\$700,000	\$1,034,182	5.17	\$338,200	\$0	\$0	\$700,000	\$1,038,200	6.16
Subtotal		\$8,551,239	\$0	\$0	\$8,570,952	\$17,122,191	75.37	\$8,684,782	\$0	\$0	\$9,142,657	\$17,827,439	63.50	\$8,772,200	\$0	\$0	\$9,848,056	\$18,620,256	65.02

**Street Lighting** - There was a cut in the General Fund contribution to the street lighting program in FY 12-13. GTR was increase to cover the GF reduction. In FY 13-14, GF partial restored the FY 12-13 reduction.

**Traffic Signals and Signal Electrical Maintenance** had a cut in FY 12-13. There was a new fee to cover some of the maintenance costs.

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PMD-DEV	Development Services - SSM	\$147,461	\$197,000	\$0	\$2,087,934	\$2,432,395	19.24	\$366,100	\$60,200	\$0	\$2,631,404	\$3,057,704	20.25	\$370,500	\$88,000	\$0	\$2,728,551	\$3,187,051	23.25
PMD-DEV	Development Permitting	\$289,539	\$0	\$0	\$1,187,751	\$1,477,290	12.16	\$0	\$0	\$0	\$1,724,079	\$1,724,079	12.13	\$0	\$0	\$0	\$2,049,562	\$2,049,562	14.81
PMD-DEV	Right of Way	\$55,700	\$0	\$0	\$762,000	\$817,700	7.40	\$43,500	\$0	\$0	\$815,000	\$858,500	6.53	\$44,000	\$0	\$0	\$907,000	\$951,000	6.81
PMD-DEV	Mall Maint & Security	\$847,518	\$0	\$0	\$0	\$847,518	-	\$751,137	\$0	\$0	\$0	\$751,137	-	\$751,137	\$0	\$0	\$0	\$751,137	-
PMD-DEV	Engineering Bureau Admin - Steel Bridge - Rail Volutions	\$247,000	\$0	\$0	\$189,200	\$436,200	3.00	\$485,800	\$0	\$0	\$0	\$485,800	3.50	\$262,000	\$0	\$0	\$0	\$262,000	1.00
PMD-DEV	Project Management	\$648,000	\$0	\$0	\$0	\$648,000	3.87	\$515,400	\$833,785	\$0	\$275,000	\$1,624,185	7.30	\$516,500	\$0	\$0	\$0	\$516,500	1.60
PMD-DEV	Streetcar Operations & Maintenance	\$1,878,000	\$0	\$0	\$3,780,000	\$5,658,000	7.00	\$3,807,700	\$0	\$0	\$5,154,376	\$8,962,076	16.60	\$3,921,931	\$0	\$0	\$6,389,272	\$10,311,203	18.20
PMD-DEV	Tram Operations	\$42,877	\$0	\$0	\$242,971	\$285,848	0.25	\$0	\$0	\$0	\$329,900	\$329,900	0.56	\$0	\$0	\$0	\$329,900	\$329,900	0.25
<b>Subtotal</b>		<b>\$4,156,095</b>	<b>\$197,000</b>	<b>\$0</b>	<b>\$8,249,856</b>	<b>\$12,602,951</b>	<b>52.92</b>	<b>\$5,969,637</b>	<b>\$893,985</b>	<b>\$0</b>	<b>\$10,929,759</b>	<b>\$17,793,381</b>	<b>66.87</b>	<b>\$5,866,068</b>	<b>\$88,000</b>	<b>\$0</b>	<b>\$12,404,285</b>	<b>\$18,358,353</b>	<b>65.92</b>

**Streetcar Operations & Maintenance** - Increase reflect eastside operation services.

Support services were reorganized to be more efficient; staff were moved from **Engineering Bureau Admin** to Business Services Admin in FY14-15.

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CIP	Capital Improvement Program (CIP)	\$9,430,247	\$8,000,000	\$8,195,723	\$77,170,295	\$102,796,265	80.15	\$2,532,614	\$2,620,000	\$7,686,166	\$38,098,284	\$50,937,064	71.33	\$2,532,614	\$0	\$4,340,023	\$60,312,536	\$67,185,173	76.56
Subtotal		\$9,430,247	\$8,000,000	\$8,195,723	\$77,170,295	\$102,796,265	80.15	\$2,532,614	\$2,620,000	\$7,686,166	\$38,098,284	\$50,937,064	71.33	\$2,532,614	\$0	\$4,340,023	\$60,312,536	\$67,185,173	76.56

CIP had cuts to capital maintenance and ped and bike safety projects in FY 12-13 and FY 13-14.

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PLN	Transportation Planning	\$852,605	\$0	\$0	\$639,620	\$1,492,225	11.01	\$488,442	\$140,000	\$50,000	\$715,151	\$1,393,593	9.50	\$594,303	\$475,000	\$0	\$618,606	\$1,687,909	8.83
<b>Subtotal</b>		<b>\$852,605</b>	<b>\$0</b>	<b>\$0</b>	<b>\$639,620</b>	<b>\$1,492,225</b>	<b>11.01</b>	<b>\$488,442</b>	<b>\$140,000</b>	<b>\$50,000</b>	<b>\$715,151</b>	<b>\$1,393,593</b>	<b>9.50</b>	<b>\$594,303</b>	<b>\$475,000</b>	<b>\$0</b>	<b>\$618,606</b>	<b>\$1,687,909</b>	<b>8.83</b>
BSS	Business Services - Technology Mgmt and BTS interagency	\$4,961,704	\$50,000	\$0	\$135,917	\$5,147,621	12.00	\$4,539,581	\$0	\$0	\$76,376	\$4,615,957	10.00	\$4,785,140	\$0	\$0	\$128,976	\$4,914,116	10.00
BSS	Business Services - Finance & Accounting, Admin, Asset Management, Payroll/HR, Contracts, Training/Safety	\$4,571,762	\$0	\$0		\$4,571,762	31.50	\$3,406,485	\$0	\$0	\$0	\$3,406,485	29.00	\$4,326,313	\$0	\$0	\$0	\$4,326,313	39.00
BSS	Downtown Marketing Initiative	\$647,689	\$0	\$0	\$172,246	\$819,935	-	\$828,309	\$0	\$0	\$0	\$828,309	-	\$828,309	\$0	\$0	\$0	\$828,309	-
BSS	Director's Office / Communications	\$1,229,843	\$0	\$0	\$0	\$1,229,843	9.50	\$839,351	\$80,000	\$0	\$50,000	\$969,351	6.00	\$1,063,649	\$100,000	\$0	\$50,000	\$1,213,649	7.00
BSS	Central Interagencies [Portland Building & 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]	\$5,597,477	\$0	\$0	\$111,750	\$5,709,227	-	\$5,371,618	\$50,000	\$0	\$72,425	\$5,494,043	-	\$6,109,825	\$0	\$0	\$16,432	\$6,126,257	-
<b>Subtotal</b>		<b>\$17,008,475</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$419,913</b>	<b>\$17,478,388</b>	<b>53.00</b>	<b>\$14,985,344</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$198,801</b>	<b>\$15,314,145</b>	<b>45.00</b>	<b>\$17,113,236</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$195,408</b>	<b>\$17,408,644</b>	<b>56.00</b>

**Transportation Planning** - Bicycle and pedestrian coordination moved to Active Transportation in FY12-13. In addition to the reorganization, Transportation Planning GTR funding was cut by \$250,000 in FY12-13 and \$45,000 in FY13-14. One-time GTR increase in FY14-15 to support efforts on Portland Transportation System Plan (TSP), Central City Transportation Management Plan (CCTMP), Smart Transportation and Technology Innovation.

**Business Services Technology Mangement** - This program had nearly \$219,000 reduction in GTR resources in FY12-13, eliminated a GIS supervisory position and reduced support for computer applications, and nearly \$60,000 reduction in GTR resources in FY13-14.

**Business Services (parking finance and parking security, part of Finance & Accounting)** - The parking related activities in finance & accounting was moved to Parking Operations in FY12-13, reorganized to more efficiently deliver services, combining parking finance, parking security, and parking maintenance with parking operations.

Support services were reorganized to be more efficient; 10 staff were moved from various programs to **Business Services Admin** in FY14-15

**Central Interagencies** - Increase mainly in the telecommunication interagency, budget was moved from Field Support to Director's Office in FY14-15, in centralizing and efficiently managing the coordination of phones and radios inventory.

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FND	Fund-level - Debt Service - Oregon Arena & Lloyd District transportation improvements	\$510,993	\$0	\$0	\$0	\$510,993	-	\$511,943	\$0	\$0	\$0	\$511,943	-	\$515,843	\$0	\$0	\$0	\$515,843	-
FND	Fund-level - Debt Service - Land purchase for Sunderyard Recycling Site	\$238,635	\$0	\$0	\$0	\$238,635	-	\$241,920	\$0	\$0	\$0	\$241,920	-	\$242,800	\$0	\$0	\$0	\$242,800	-
FND	Fund-level - Debt Service - Match payment for Transit Mall Revitalization Project	\$2,088,900	\$0	\$0	\$0	\$2,088,900	-	\$2,085,425	\$0	\$0	\$0	\$2,085,425	-	\$2,085,425	\$0	\$0	\$0	\$2,085,425	-
FND	Fund-level - Debt Service - Line of credit for replacement paystations	\$1,754,866	\$0	\$0	\$0	\$1,754,866	-	\$1,510,759	\$0	\$0	\$0	\$1,510,759	-	\$1,515,536	\$0	\$0	\$0	\$1,515,536	-
FND	Fund-level - Debt Service - Multiple GTR Capital projects	\$0	\$0	\$0	\$0	\$0	-	\$1,741,800	\$0	\$0	\$0	\$1,741,800	-	\$1,740,800	\$0	\$0	\$0	\$1,740,800	-
FND	Fund-level - Debt Service - Match payment for Portland Milwaukie Light Rail Project	\$0	\$0	\$0	\$0	\$0	-	\$2,506,284	\$0	\$0	\$0	\$2,506,284	-	\$2,523,700	\$0	\$0	\$0	\$2,523,700	-
FND	Fund-level - Debt Service - Streetcar Paystations	\$0	\$0	\$0	\$0	\$0	-	\$0	\$0	\$0	\$0	\$0	-	\$88,000	\$0	\$0	\$0	\$88,000	-
FND	Fund-level - Debt Service - Line of Credit for replacement paystations	\$331,082	\$0	\$0	\$0	\$331,082	-	\$332,000	\$0	\$0	\$0	\$332,000	-	\$0	\$0	\$0	\$0	\$0	-
FND	Fund-level - Debt Service - Restore SDC cash	\$0	\$0	\$0	\$0	\$0	-	\$400,000	\$0	\$0	\$0	\$400,000	-	\$400,000	\$0	\$0	\$0	\$400,000	-
FND	Fund-level - Debt Service - Line of Credit for temporary financing for street light LED & Close the Loop projects	\$0	\$0	\$0	\$0	\$0	-	\$27,225	\$0	\$0	\$0	\$27,225	-	\$118,000	\$0	\$0	\$0	\$118,000	-
FND	Fund-level - PERS Debt Service	\$3,493,267	\$0	\$0	\$0	\$3,493,267	-	\$4,188,677	\$0	\$0	\$0	\$4,188,677	-	\$4,504,569	\$0	\$0	\$0	\$4,504,569	-
FND	Fund-level - General Fund Overhead	\$4,720,041	\$0	\$0	\$0	\$4,720,041	-	\$6,804,210	\$0	\$0	\$0	\$6,804,210	-	\$5,605,522	\$0	\$0	\$0	\$5,605,522	-
FND	Fund Level - Parking Garages	\$0	\$0	\$0	\$12,755,372	\$12,755,372	-	\$0	\$0	\$0	\$13,591,473	\$13,591,473	-	\$0	\$0	\$0	\$13,141,800	\$13,141,800	-
FND	Fund-level - Setasides and Contingency	\$1,681,135	\$0	\$0	\$3,243,382	\$4,924,517	-	\$5,100,000	\$0	\$5,800,000	\$24,791,035	\$35,691,035	-	\$1,519,852	\$0	\$9,400,000	\$25,000,000	\$35,919,852	-
FND	Fund-level - Overhead Recovery Offset	\$0	\$0	\$0	\$0	\$0	-	(\$14,120,158)	\$0	\$0	\$0	(\$14,120,158)	-	(\$10,608,000)	\$0	\$0	\$0	(\$10,608,000)	-
FND	Fund-level - Reserve Fund	\$2,516,292	\$0	\$0	\$0	\$2,516,292	-	\$500,000	\$0	\$2,512,787	\$0	\$3,012,787	-	\$700,000	\$0	\$3,012,787	\$0	\$3,712,787	-
<b>Subtotal</b>		<b>\$17,335,211</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,998,754</b>	<b>\$33,333,965</b>	<b>-</b>	<b>\$11,830,085</b>	<b>\$0</b>	<b>\$8,312,787</b>	<b>\$38,382,508</b>	<b>\$58,525,380</b>	<b>-</b>	<b>\$10,952,047</b>	<b>\$0</b>	<b>\$12,412,787</b>	<b>\$38,141,800</b>	<b>\$61,506,634</b>	<b>-</b>
<b>TOTAL</b>		<b>\$101,752,063</b>	<b>\$8,247,000</b>	<b>\$8,245,723</b>	<b>\$140,617,669</b>	<b>\$258,862,455</b>	<b>761.18</b>	<b>\$90,602,796</b>	<b>\$6,151,485</b>	<b>\$17,208,853</b>	<b>\$132,858,316</b>	<b>\$246,821,450</b>	<b>726.65</b>	<b>\$93,359,480</b>	<b>\$1,738,650</b>	<b>\$17,052,810</b>	<b>\$157,804,419</b>	<b>\$269,955,358</b>	<b>734.35</b>

FY14-15 Requested Budget Estimate Notes:  
Amounts shown are estimates during FY14-15 budget development; final amounts will be available 02/05/2014.  
Interagency services, internal services, and other funding is still being confirmed.