



Office of Mayor Sam Adams
City of Portland

January 14, 2011

TO: Andrew Scott
Office of Management and Finance

FROM: Mayor Sam Adams
Ken Kinoshita for Mayor Adams

SUBJECT: Portland Bureau of Transportation
FY 10-11 Winter Budget Adjustment

Attached is the FY 10-11 Winter Budget Monitoring Report (BuMP) submittal for the Bureau of Transportation (PBOT). This submittal includes the following;

- Budget Amendment Request Report
- Year End 10-11 Projections
- Current Year 10-11 Budget Note and Decision Package Update
- Current Year 10-11 Service Improvement Plan Update

If you have any questions, please call Ken Kinoshita in the Bureau of Transportation at 823-7140.

Attachments

c: Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Randy Leonard
Commissioner Dan Saltzman
Auditor LaVonne Griffin-Valade
Audit Services Division
Ron Geason, Bureau of Transportation
Ken Kinoshita, Bureau of Transportation
Joanne Foulkrod, Bureau of Transportation

BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Winter BuMP

FISCAL YEAR FY 2010-11

TR_026 - Timekeeping Specialist

An adjustment is requested to add three permanent positions, Timekeeping Specialist, as Transportation time collection is very complex, for over 700 employees. Specifically, each position is responsible for entering time and various cost objects into CATS from hard copy and electronic source documents and for overseeing ESS time entries; for assisting employees in ESS and Time Reviewer; for generating various SAP time, quota and payroll reports; for identifying and researching timekeeping issues or errors and assisting with analysis work. An increase of \$100,000 is requested to cover the remainder of the fiscal year.

Dollar Amount: \$0
Type: New Request
Resources: Bureau Contingency

TR_027 - Grants Adjustment

A technical budgetary adjustment is requested for the below projects. These projects are all funded by state grants or PDC.

T00227 – Killingsworth: Commercial-MLK (Grant ID TR000171)
TPCICM00000000GT
563300 \$200,000
511300 \$104,000
441100 \$304,000

T00275 – Going to the River (Grant ID TR000172)
TPCINB00000000GT T00275/TR000172 511300 \$50,000
TPCINB00000000GT T00167/TR000107 511300 (\$50,000)

Dollar Amount: \$304,000
Type: Technical Adjustment
Resources: Grants

TR_028 - Utility License Fee (ULF) Transfer Reduction

PBOT is reducing \$394,974 in contingency. Due to the reversal of duplicate invoices as identified by the Office of Cable & Franchise Management, PBOT's ULF transfer is being reduced by \$394,974.

Dollar Amount: **(\$394,974)**
Type: Mid-Year Reductions
Resources: General Fund Discretionary

BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Winter BuMP

FISCAL YEAR FY 2010-11

TR_029 - Parking Bond Call

Based on the recommendation by the City Treasurer, this \$933,197 budget adjustment provides the appropriation adjustment needed to call the Parking System Revenue Refunding Bonds, 2001 Series A. This call will provide an estimated \$77,000 in interest cost savings and resolves potential tax issues related to the parking management contract.

Dollar Amount: \$0
Type: Technical Adjustment
Resources: Bureau Contingency

TR_030 - Add Equipment Maintenance Position

Maintenance Operations has 10 street sweepers that are used by both day and night sweeping operations. Due to the design and use of the equipment, the many moving parts are constantly in contact with dirt and debris. As a result, these parts must be thoroughly cleaned after each use to keep them fully functional. Failure to thoroughly clean the equipment is the root cause of many equipment breakdowns and failures, which has created high maintenance costs and reduced the sweepers availability for cleaning streets. This adjustment adds one permanent Utility Worker II position to the Street Cleaning section to provide daily cleaning and washing of the street-sweeping equipment. The position may also assist with other basic equipment fueling and maintenance activities. The position will be paid for by savings from reduced fleet maintenance costs and reducing the IA with Fleet Services.

Dollar Amount: \$0
Type: Technical Adjustment
Resources: Internal Transfer

TR_031 - Add Street Maintenance Division Personnel

This adjustment right sizes the number of personnel required to maximize Street Maintenance Division production for existing street preservation programs such as asphalt concrete paving, striping, and signing. It will provide enough personnel to add cost-effective street preservation strategies such as chip sealing, seal coating, and crack sealing to the Street Maintenance Division tool kit, which will help stretch maintenance dollars and fight the ongoing deterioration of the City's street network. It will also allow Traffic Maintenance to catch up on the significant striping, signing, and pavement- marking backlog. This adjustment adds a total of 10 permanent positions in the Traffic and Street Maintenance sections: one AEO I, one AEO II, 6 Utility Worker II positions, a Traffic Crew Leader and a Public Works Supervisor II. These new positions will be funded by reducing the materials and services budgets, which will create a more optimum balance between staffing and materials.

Dollar Amount: \$0
Type: Technical Adjustment
Resources: Internal Transfer

BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Winter BuMP

FISCAL YEAR FY 2010-11

TR_032 - Safety Incentive Program Adjustment

This adjustment reduces the Maintenance interagency with Risk Management for Workers Compensation Insurance by \$25,549 to reflect safety incentive credits earned during FY 2009-10. The bureau's Safety Incentive Program budget is increased by an equal amount to fund additional safety initiatives, which may include increased training in such areas as driving, work zone traffic control and workforce safety leadership.

Dollar Amount: \$0
Type: Technical Adjustment
Resources: Internal Transfer

TR_033 - General Fund Request- St Lighting Infrastructure

PBOT is requesting \$400,000 from the City's General Fund in Infrastructure Maintenance and Replacement Set-Aside to replace degraded and broken street light infrastructure. In some instances the fixtures and conduits used were of poor quality and have reached their reasonable service life, in other instances the system are very old and have reached beyond the end of their serviceable life. The older inefficient lighting fixtures provide insufficient lighting for streets and pedestrian paths while creating substantial light pollution. This funding provides for both the engineering services and the costs to replace the failing equipment. In areas where we have reached beyond the serviceable life of the system resulting in the degraded nature of the lighting conduits, wire and poles, PBOT has installed overhead cables temporarily to service lights with failed wires in broken conduits. Without this capital replacement project, PBOT will not be able to continue adequate lighting in the neighborhoods and business districts. Poor street lighting has negative impacts on pedestrian and vehicle safety. Poor lighting also impacts neighborhood livability, including increased crime.

Dollar Amount: \$400,000
Type: Capital Set-Aside Request
Resources: General Fund Discretionary

TR_034 - Convert LT to Permanent

An adjustment is requested to convert a Transportation Demand Specialist from limited term to permanent. This position is already included in the FY10-11 Budget in the Transportation Options program. No increase in appropriation is needed to make this change.

Dollar Amount: \$0
Type: Technical Adjustment
Resources: Internal Transfer

FY10-11 Budget Note / Decision Package Updates
Portland Bureau of Transportation
Prepared for Winter Bump – January 2011

BUDGET NOTES

There were no budget notes for FY 10-11.

DECISION PACKAGES

High Crash Corridor Program

\$260,269

Provide improvements and services to benefit traffic safety along ten arterial street corridors that have a high frequency of crashes.

Update: Project is underway. The Portland Bureau of Transportation in partnership with Police and community safety advocates developed a communication strategy for improving safety in Portland's High Crash Corridors. This work included developing a shared communication calendar, implementing traffic safety media events, and developing and installing traffic safety banners. Portland has begun the process of developing safety strategies for 122nd Avenue, Foster Road, and Barbur Boulevard. The City has continued to provide education, enforcement, and engineering services as directed in the 82nd Avenue High Crash Corridor Safety Action Plan. City staff continue to support a multi-jurisdiction DUII task force that is resulting in stronger partnerships between service providers.

Pedestrian Safety Improvements

\$347,025

Construct crossing improvements at locations throughout the City utilizing the prioritized list of crossing improvement locations developed as part of the Safe, Sound and, Green Streets project as well as other locations determined in consultation with the Pedestrian Advisory Committee and Transportation's traffic safety engineers. Improvements will provide enhanced crossings, pedestrian refuge islands, and other pedestrian safety improvements where appropriate.

Update: Projects are in development and under construction.

Safe Routes to Schools Improvements

\$199,539

Fund crossing improvements, traffic control changes, traffic calming measures, green street features, and other features to provide safer opportunities for children and families to travel to neighborhood schools using alternative modes of transportation instead of driving. Projects will provide these benefits to at least two schools to be determined through the Safe Routes to School program.

Update: Projects are in development and under construction.

Pedestrian & Bike Safety Corridors (Affordable Transportation)

\$1,000,000

Funding for each of the following projects totals \$1 million:

- 12th Avenue Overcrossing, NE
- 15 Miles of Bike Boulevard, City Wide (CW)
- Cycle Track Development, CW
- Glisan Buffered Bike Lane, NE

- Rose Quarter, NE
- Terwilliger-PSU Access Improvements, SW

Update: Projects are in development and under construction.

Arterials with No Sidewalks (Sidewalk Infill on Arterials)

\$422,090

Plan, design, and construct sidewalks on segments of arterial streets without sidewalks across the City. The program will focus most on transportation districts with greater sidewalk deficiency and provide access to transit. Specific sidewalk infill locations will be determined annually in consultation with the Portland Pedestrian Advisory Committee and neighborhood district coalitions based on a set of evaluation criteria

Update: Project is underway.

Street Light Replacement

\$433,781

Replace aging "Option C" street light infrastructure throughout the city of Portland. Street lights reduce crashes and provide safety and security for residents and businesses, and Portland is required by ordinance to light city streets. The annual gap in capital repair, rehabilitation, and replacement of worn out street lights is \$4.1 million.

Update: Project is underway. Budget reduced by \$154,172 in Fall 2010 Bump.

Arterial Streets - Contract Paving

\$2,960,124

Road rehabilitation work will consist of a 3" - 6" grind and pavement in-lay curb-to-curb with various amounts of roadbase repairs. The project also includes bike and travel lane re-striping and stormwater mitigation. The project is needed because the roadway condition as deteriorated to the point of needing significant maintenance and reconstructive work and is developing into a potential safety hazard at numerous locations. For FY 2010-11, the Arterial Streets Program will work on the NE Sandy Boulevard; NE 42nd Avenue to NE 82nd Avenue.

Update: Project is underway. Budget reduced by \$1,052,067 in Fall 2010 Bump.

Trip Reduction Program

\$86,756

Expand the SmartTrips Program , Portland's individualized marketing program to inform residents about their transportation options and encourage those residents to use alternative modes of transportation.

Update: Project is underway. Budget reduced by \$30,834 in Fall 2010 Bump. Funds were used to augment the 2010 SmartTrips target area in East Portland along the new Green Line, allowing staff to reach a total of 33,000 households and 3,500 businesses. More than 25% of target area residents either ordered SmartTrips materials or participated in a SmartTrips event. The post-program evaluation showed that the number of drive-alone trips dropped by 18.4% while the number of "environmentally-friendly trips (e.g. transit, carpooling, cycling, etc.) increased by 30%. Funds will also be used to expand the 2011 SmartTrips target area in North and Northeast Portland.

Deficient Bridges/Overpasses (non-Willamette River Bridges)

\$867,563

Replace some of the City's poor and weight-restricted bridges which are currently prohibiting the movement of freight and transit within the City.

Update: Projects are underway. Budget reduced by \$308,342 in Fall 2010 Bump.

City & Regional Priority CIP Match

\$3,470,250

Provide matching funds for federal and state projects that will be awarded to the City through the regional funding process. For FY 2010-11, the fund will be use to match the below projects:

- Gibbs Street Pedestrian Bridge, SW - Construction
- Harbor River Parkway Intersection, SW - Advertising
- Bancroft/Hood/Macadam Improvements - Design
- Safe Routes to School - Construction

Update: Projects are underway. Budget reduced by \$1,224,366 in Fall 2010 Bump.

Signal Rehabilitation & Signal Optimization Program

\$433,781

Replace aging traffic signal infrastructure and/or optimize traffic signal operations with signal timing modifications or adaptive traffic control systems. The annual gap in capital repair, rehabilitation and replacement of worn-out traffic signal assets is \$18.4 million. Signal optimization is needed to improve the efficiency of the transportation system.

Update: Projects are underway. Budget reduced by \$154,172 in Fall 2010 Bump.

SmartMeter Capital Replacement

\$2,058,000

Fund the capital replacement of parking paystations, including debt service payments, for paystations reaching the end of their useful life.

Update: Paystations are being replaced on schedule; all first generation paystations are expected to be replaced by August 2011.

Permit Revenue Decrease Cut

(\$336,777)

Reduce budget by \$336,777 and reduce four vacant positions to reflect reduced demand for development services.

Update: The cuts have been implemented.

Marquam Hill Parking Meter Rate

\$38,900

Increase parking meter rate in Marquam Hill meter district from \$1.35 to \$1.60 per hour resulting in additional revenue of \$38,900. This increase was requested by the Marquam Hill Meter District Revenue Allocation Committee.

Update: The rate increase has been implemented.

Service Charges and Fees

\$63,500

Change service charges and fees in order to reflect cost of service and to reduce City subsidies for various services, resulting in additional revenue of \$63,500.

Update: The service charges and fee changes have been implemented.

Updated progress on FY 10-11 Service Improvement Plan

Mobile Maximo (Work Management Program)

Maximo is the work management system for the Bureau. Work orders are generated for maintenance and operations activities which the supervisors and crews at Maintenance and Operations use to do the work in the field. Current systems are reliant on paper and pencil systems for tracking and prioritizing work. Mobile Maximo technology has the potential to create efficiencies in the work that is done by eliminating paper work and the need for double data entry.

Improvement Plan:

- In the next year, Transportation will obtain the technology for Mobile Maximo.
- Technology Services and Maintenance and Operations staff will work together to create a plan to pilot Mobile Maximo with select work crews.

Status:

This improvement has not been completed. Several factors have caused this plan to stall.

- Key staff retired, which left a temporary gap in leadership for this project.
- Staff assessed the proposed plan and decided that it is not the best approach for implementing mobility and would not provide the right solutions for the needs of staff that will use the mobile technology. It would not be fiscally prudent to spend funds to implement this project only to find out that it is not the right solution to our needs.
- Staff determined that more information is necessary as to what capabilities are needed for a mobile approach before committing to the Mobile Maximo pilot. A systematic assessment of business processes and mobility needs should be conducted to ensure that an effective implementation takes place.

Parking Operations Division Service Improvement Plan

Portland was the first city in the country to provide on-street parking meters that allowed customers to pay with bankcards. Now these first generation SmartMeters are reaching the end of their 10-year useful life. Over the next few years PBOT will implement a capital replacement program that will improve customer service and keep operating costs low. The public will see and feel the outcome of these service improvements when they use the newer SmartMeters.

Outcomes that Customers will experience (Improvements include):

- Live 24/7 Phone Support - with referral and follow up service for any problems that may occur at SmartMeters

- Improved Lighting - at certain locations where evening hours make operations more difficult
- Larger Displays – employing customer information that make operating instructions more clear
- Machines Will No Longer “Eat” Bankcards – customers will maintain control of their bankcard at all times
- Increased reliability and functionality of machines resulting in a decreased need for making service calls.

Enhancements to the inventory management system enabled by a Google map interface and new statistical reporting tools will allow city staff to perform operations and maintenance tasks more cost-effectively.

Status:

PBOT will complete the replacement of the first generation pay stations by August 2011. The second generation pay stations include a range of improvements that will improve customer service and keep operating costs low. Service improvements that are ongoing include:

- Improved Lighting - deploying Light Bars at selected locations to improve customer visibility during evening hours.
- Larger Displays – changing out old 2-line displays to the 4-line display that improves operations and service.
- Stored Value Parking Card – evaluating the feasibility of a Portland City Card that can be used for multiple purposes including parking payments and payments for the Portland Streetcar.
- Phone Payment Pilot – evaluating the feasibility of phone payment as a payment alternative for on-street parking and parking permits.
- Help Desk Service – working with maintenance staff to build an electronic data base of maintenance activities that results in a useful reporting tool for auditing purposes.
- New Residential Permit Programs to Support Lloyd Meter District – working with neighborhood associations to create programs that mitigate commuter and event parking.
- Event Parking Management – use pay station technology with season game schedules to better manage on-street event parking.

Sunderland Yard’s Crushing Operation

In 2009, Sunderland conducted an analysis of the rock crushing operation. It was demonstrated that by replacing the equipment in one of the activities the cost to produce a ton of rock plummeted from \$49.47 to \$9.49 and the productivity increased 62%. An analysis of the entire crushing operation will find additional efficiencies. The analysis will include:

- Efficiency and productivity of each piece of equipment / activity
- Repurposing or continuing to use existing equipment
- Upgrade options for existing equipment

- Trade-in options for existing equipment
- Use of existing facility infrastructure and note any infrastructure changes or improvements
- Safe and efficient traffic pattern

The volume of rock, concrete, and asphalt recycled at Sunderland has increase 56% from FY06-07 to FY08-09. In addition to this trend, PBOT has begun partnering with other City bureaus to ensure improved street quality on specific water and sewer projects. This partnering is in the form of Sunderland accepting concrete and asphalt from poor quality streets involved in agreed upon projects, recycling it into 1” minus aggregate, and provide it, at no cost, back to the project.

Improvement Plan:

- With the support of CityFleet, a RFP will be issued for the analysis and design of an efficient crushing operation, including engineering diagrams, and the purchase of needed equipment.
- Purchase and install equipment
- Prepare Sunderland Yard to be able to process the increasing volumes of waste material generated internally and the additional material from partnering opportunities.

Status:

This project has been completed and the new crushing operation is operational. The following are the accomplishments:

- New crusher purchased in July 2010 and its installation complete in December 2010.
- The new system has integrated existing equipment, repurposed equipment and new equipment.
- Maintenance Operations and CityFleet Staff have been trained on how to operate and maintain the new system.
- Process improvements and efficiencies have been realized.

Fund Projection Report

	Winter BuMP Revised Budget	FY 2010-11 Year to Date Actuals	Winter BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Transportation Operating Fund				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$13,551,037	
Personal Services	\$63,125,661	\$28,946,924	\$57,570,000	91%
External Materials and Services	\$34,341,437	\$21,948,170	\$31,000,000	90%
Internal Materials and Services	\$22,976,003	\$11,412,305	\$21,200,000	92%
Capital Outlay	\$27,877,862	\$25,987,904	\$9,400,000	34%
Bond Expenses	\$6,825,783	\$904,691	\$6,825,783	100%
Fund Transfers - Expense	\$5,796,685	\$2,614,819	\$5,796,685	100%
Contingency	\$6,596,724	\$0	\$0	0%
TOTAL EXPENDITURES	\$167,540,155	\$91,814,814	\$145,343,505	87%
REVENUES				
Budgeted Beginning Fund Balance	\$18,709,000	\$0	\$7,407,065	40%
Licenses & Permits	\$1,157,300	\$999,663	\$1,260,000	109%
Charges for Services	\$31,155,728	\$16,703,204	\$31,500,000	101%
Intergovernmental Revenues	\$58,062,573	\$19,127,897	\$57,062,573	98%
Interagency Revenue	\$28,193,594	\$13,150,284	\$27,911,658	99%
Fund Transfers - Revenue	\$23,607,235	\$6,361,653	\$14,102,209	60%
Bond and Note	\$4,050,000	\$3,840,000	\$4,050,000	100%
Miscellaneous	\$2,604,725	\$826,046	\$2,050,000	79%

Fund Projection Report

	Winter BuMP Revised Budget	FY 2010-11 Year to Date Actuals	Winter BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Transportation Operating Fund				
REVENUES				
General Fund Discretionary	\$0	\$0	\$0	0%
TOTAL REVENUES	\$167,540,155	\$61,008,746	\$145,343,505	87%

Fund Projection Narrative

REQUIREMENTS

Total Personal Services are projected to be within ten percent of budget.

Total External Material & Services are projected to be within ten percent of budget.

Total Internal Material & Services are projected to be within ten percent of budget.

Total Capital Outlay expenditures are projected to be 34% of the revised budget. In the FY 2010-11 current capital expenditures, there is a \$22.5 million figure that results from a correction from FY 09-10. There are two more journal entries that need to be done to zero this expenditure out and more to a "non-bureau" expenditure. Progress on projects are slower than planned. More specifically, \$9 million in expenditures funded by a LID for the Eastside Streetcar project is being re-budgeted into FY 11-12.

Fund Transfers are projected to be within ten percent of budget.

Bond Expense is projected to be within ten percent of budget.

Unappropriated Ending Fund Balance is projected to be \$13,551,037.

REVENUES

Beginning Fund Balance is \$11.3m lower than budgeted FY 10-11 Beginning Fund Balance. \$2.7m is from project billings that will occur in FY 10-11. \$2.1m is coming from smartmeter purchases that are being financed by a line-of-credit that was put in place at the end of September, 2010. \$6.5m will be recovered when planned financing of project expenditures is in place. PBOT will be working with the City Debt manager. The debt service for this is assumed in PBOT five-year financial forecast.

License and Permit revenues are projected to be within ten percent of budget.

Charges for Services are projected to be within ten percent of budget.

Intergovernmental revenues are projected to be within ten percent of budget.

Interagency revenues are projected to be within ten percent of budget.

Fund Transfers are projected to be 60% of budget. This primarily due to transfer for funding LID capital projects. \$9 million for the Eastside Streetcar project will not occur this year. It is being re-budgeted in FY 11-12. This has no impact on the ending fund balance. There are no revenues because there are no expenditures for reimbursement.

Bond and Note Proceeds are projected to be within ten percent of budget.

Miscellaneous revenues are projected to be 79% of budget. There two items that are contributing to this. \$400k results from the variance on leaf fee collections. \$120k is from lower sidewalk repair fees. In this slow economy, property owners are not paying cash for these repairs. There is no budget impact because the bureau is not incurring any expense in paying contractors.

Fund Projection Report

	Winter BuMP Revised Budget	FY 2010-11 Year to Date Actuals	Winter BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Transportation Reserve Fund				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$2,507,292	
Contingency	\$2,540,000	\$0	\$0	0%
TOTAL EXPENDITURES	\$2,540,000	\$0	\$2,507,292	99%
REVENUES				
Budgeted Beginning Fund Balance	\$2,520,000	\$0	\$2,498,292	99%
Miscellaneous	\$20,000	\$4,477	\$9,000	45%
TOTAL REVENUES	\$2,540,000	\$4,477	\$2,507,292	99%

Fund Projection Narrative

Interest revenue is projected to be 45% of budget. This will be taken into account when budgeting for FY 11-12.

Fund Projection Report

	Winter BuMP Revised Budget	FY 2010-11 Year to Date Actuals	Winter BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Gas Tax Bond Redemption Fund				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$4,553	
Bond Expenses	\$1,085,550	\$246,246	\$1,085,550	100%
Contingency	\$5,485	\$0	\$0	0%
TOTAL EXPENDITURES	\$1,091,035	\$246,246	\$1,090,103	100%
REVENUES				
Budgeted Beginning Fund Balance	\$5,485	\$0	\$4,532	83%
Fund Transfers - Revenue	\$1,085,550	\$246,246	\$1,085,550	100%
Miscellaneous	\$0	\$25	\$21	
TOTAL REVENUES	\$1,091,035	\$246,271	\$1,090,103	100%

Fund Projection Narrative

REQUIREMENTS

Projected to be within ten percent of budget.

RESOURCES

Beginning Fund Balance is \$953 lower than budgeted.

Cash Transfers are projected to be within ten percent of budget.

Fund Projection Report

	Winter BuMP Revised Budget	FY 2010-11 Year to Date Actuals	Winter BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Parking Facilities Fund				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$8,554,230	
Personal Services	\$139,648	\$70,933	\$139,648	100%
External Materials and Services	\$3,338,615	\$1,608,769	\$3,202,896	96%
Internal Materials and Services	\$2,861,143	\$749,839	\$2,861,143	100%
Bond Expenses	\$3,791,747	\$394,275	\$3,791,747	100%
Fund Transfers - Expense	\$3,132,019	\$2,790,549	\$3,132,019	100%
Contingency	\$7,262,833	\$0	\$0	0%
TOTAL EXPENDITURES	\$20,526,005	\$5,614,365	\$21,681,683	106%
REVENUES				
Budgeted Beginning Fund Balance	\$8,400,057	\$0	\$9,570,735	114%
Charges for Services	\$11,217,000	\$5,548,539	\$11,217,000	100%
Interagency Revenue	\$745,948	\$268,668	\$745,948	100%
Miscellaneous	\$163,000	\$57,085	\$148,000	91%
TOTAL REVENUES	\$20,526,005	\$5,874,292	\$21,681,683	106%

Fund Projection Narrative

REQUIREMENTS

Projected to be within ten percent of budget.

RESOURCES

Beginning Fund Balance is higher than budgeted, due to underspending in the Facilities IA, major maintenance work has been re-budgeted as part of the FY10-11 Adopted Budget.

Charges for service revenues are projected to be within ten percent of budget.

Interagency revenues are projected to be within ten percent of budget.

Miscellaneous revenues are projected to be within ten percent of budget.

Business Area Projection Report

	Winter BuMP Revised Budget	FY 2010-11 Year to Date Actuals	Winter BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Portland Bureau of Transportation				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$0	0%
Personal Services	\$7,278,361	\$2,136,049	\$5,200,000	71%
External Materials and Services	\$5,052,699	\$3,967,600	\$5,050,000	100%
Internal Materials and Services	\$4,223,916	\$163,748	\$400,000	9%
Capital Outlay	\$90,189,532	\$32,929,313	\$83,300,000	92%
TOTAL EXPENDITURES	\$106,744,508	\$39,196,711	\$93,950,000	88%
REVENUES				
Intergovernmental Revenues	\$106,744,508	\$22,055,623	\$93,898,213	88%
Miscellaneous	\$0	\$51,787	\$51,787	0%
TOTAL REVENUES	\$106,744,508	\$22,107,410	\$93,950,000	88%

Bureau Projection Narrative

TR 217 Grants Fund

REQUIREMENTS

Personal services are projected to be 71% of budget due to lags in project schedules.

External M & S is projected to be within 10% of budget.

Internal M & S is projected to be 9% of budget. In the Spring BMP, budgeted revenues and appropriation will be adjusted downward to reflect bureaus charging directly to the Grants Fund instead of through PBOT.

Capital outlay is projected to be within 10% of budget.

RESOURCES

Projected revenues are projected to be 88% of budget due to lags in project schedules.