



Office of Mayor Sam Adams
City of Portland

April 18, 2011

TO: Andrew Scott
Office of Management and Finance

FROM: Mayor Sam Adams *Sam Adams*

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

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

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

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 Spring BuMP

FISCAL YEAR FY 2010-11

TR_039 - LED Lights

A technical adjustment is needed for this project. Last Spring 2010, PBOT transferred \$800,000 to BPS exchanging grants funds & PBOT discretionary resources. An additional \$97,888 of project expenditures were eligible for grant reimbursement and is being requested to be transferred in this spring budget adjustment.

Dollar Amount: \$97,888
Type: Technical Adjustment
Resources: Grants

TR_040 - Parking Garage Cash Transfer

Savings from operations and the management contract for the garages provides for this \$300,000 increase to the cash transfer.

Dollar Amount: \$300,000
Type: Technical Adjustment
Resources: Internal Transfer

TR_041 - Space Rental Billing

Space rental billing to OMF Facilities Services was not fully billed in FY2009-10. PBOT is working with OMF Business Services to re-budget this in the Spring Budget Adjustment, an increase of \$166,588 in IA revenue to the Parking Facilities Fund.

Dollar Amount: \$166,588
Type: Technical Adjustment
Resources: New Revenues

TR_042 - Maintenance Facility Improvements

At the Kerby Maintenance Facility, the air conditioning unit is located in a driveway location that creates difficulties and safety concerns for drivers. This adjustment reduces maintenance supplies and increases the FY 10-11 Maintenance interagency with Facilities Services by \$156,000 to allow Facilities to relocate and reinstall the unit on the roof of the Kerby building. This will improve its efficiency and put it in a safe, service-accessible location.

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

TR_043 - Cully Boulevard Main Street

Bureau of Planning & Sustainability is requesting PBOT to provide transportation planning for Cully Boulevard Main Street, an increase of \$30,000 in IA revenue to PBOT.

Dollar Amount: \$30,000
Type: Technical Adjustment
Resources: New Revenues

BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Spring BuMP

FISCAL YEAR FY 2010-11

TR_044 - BES Loan

Partial payment of internal loan authorized by Resolution 36727. BES Rate Stabilization Fund provided the loan to the Grants Fund. Payoff of loan is due June 30, 2012. However, there may be capacity for a partial payment. Actual amount will be determined in June after cash needs for the Grants Fund are estimated.

Dollar Amount: \$13,000,000
Type: Technical Adjustment
Resources: Internal Transfer

TR_045 - Interagency Adjustments

PBOT is requesting a technical budgetary adjustments for the below projects, an increase of \$104,500 in IA revenue to PBOT. These projects are funded by an interagency agreements with other City Bureau for services such as: engineering, survey, inspections, design, and construction services.

Parks design review \$8,500
OMF facilities survey services \$50,000
BES greenstreet services \$46,000

Dollar Amount: \$104,500
Type: Technical Adjustment
Resources: New Revenues

TR_046 - Project Adjustments

Due to changes in design and construction schedule, PBOT is requesting a technical budget adjustment to these projects: East Burnside, Capital Hwy, Cully Blvd, Division Streetscape, Gateway 102nd Ave, Kenton Denver, Eastside Streetcar, Streetcar Prototype, Going to the River, Russell Street Improvements, St Johns Ped/Truck, W Burnside Preliminary, 47th & Columbia, Alderwood 82nd, Columbia/MLK, Going Bridge, Leadbetter, Lombard Overcrossing, Interstate Livability (Williams), Lents TC Foster, Boones Ferry, Burgard Overcrossing Paving Preservation, Harbor Dr & River Pkwy, SmartMeter, Rosa Park, Vancouver Bridge, Portland Rd, 50's Bikeway, Lents, 92nd Dr LID, Center St & Earl Boyle, 109th Ave LID, River Dist Quiet Zone, Bike Parking, Gateway Phase II, Safe Routes to School, ESA Culvert, Naito Crossing, I-405 Fremont Bridge, Sidewalk ARRA, Gateway 97th, 82nd ARRA, RR Sandy, ARRA Paving, US 26 Adaptive Signal, Moody, ARRA Bike Blvd, 12th Ave Blvd, 15 Miles Bike Blvd, Springwater Gap, Harbor & Naito, SmartMeter Eastside SC, SmartMeter NW, SmartMeter Downtown, Bancroft, 7th & Salmon, ARRA Pkg Garage, RR Clinton, W Burnside Congestion, 11th Ave Sidewalk, Streetcar Track Relocate, SR2S State Grant, 82nd & Bybee LID, Killingsworth, 82nd Ave/Col Intersection, Advance Traffic Mgmt, Downtown Mall LRT, I-205 LRT, Milwaukie LRT, 23rd Ave Recon, 82nd Ave Safety Plan, Traffic Signal Clear Out, Lake Oswego Transit Project, Columbia River Crossing, Sullivan's Gulch Trail, 31st Ave LID, S Auditorium, Gibbs St Bridge, and Water Bureau's projects.

Dollar Amount: **(\$8,157,097)**
Type: Technical Adjustment
Resources: Grants

BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Spring BuMP

FISCAL YEAR FY 2010-11

TR_047 - Interagency with Fleet for Space Lease

Transportation leases space at the Kerby Maintenance Facility from the State of Oregon. A portion of the leased space is used by City Fleet Services. This adjustment creates an interagency agreement in the amount of \$60,000 through which Fleet Services will reimburse PBOT for Fleet's share of the space lease costs.

Dollar Amount: \$60,000
Type: Technical Adjustment
Resources: New Revenues

TR_048 - Interagency with Fleet for sidewalks

This adjustment creates an interagency agreement with City Fleet Services through which PBOT Maintenance Operations will provide \$10,000 of sidewalk construction services.

Dollar Amount: \$10,000
Type: Technical Adjustment
Resources: New Revenues

TR_049 - Interagency with BES for Sewer Repair

This adjustment reduces the sewer repair interagency agreement with BES by \$15,800 in order to move funding from the interagency back to BES so that BES can purchase sewer lining equipment as a capital asset.

Dollar Amount: (\$15,800)
Type: Technical Adjustment
Resources: New Revenues

TR_050 - Bond Financing for Capital Projects

\$15 million revenue bond financing for capital projects funded by GTR & SDC revenues. This action is needed mainly due to prior year projects where financing was planned, but not executed. Examples are paystation purchases & upgrades and replacement of traffic signal LED lights. The debt service for this financing was anticipated as part of the FY 10-16 PBOT Financial Forecast.

Dollar Amount: \$15,000,000
Type: Technical Adjustment
Resources: New Revenues

Fund Projection Report

	Spring BuMP Revised Budget	FY 2010-11 YTD Actuals Thru AP8	Spring BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Transportation Reserve Fund				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$2,504,992	
Contingency	\$2,540,000	\$0	\$0	0%
TOTAL EXPENDITURES	\$2,540,000	\$0	\$2,504,992	99%
REVENUES				
Budgeted Beginning Fund Balance	\$2,520,000	\$0	\$2,498,292	99%
Miscellaneous	\$20,000	\$4,480	\$6,700	34%
TOTAL REVENUES	\$2,540,000	\$4,480	\$2,504,992	99%

Fund Projection Narrative

Interest revenue is projected to be 34% of budget. This will be taken into account when budgeting for FY 11-12.

Fund Projection Report

	Spring BuMP Revised Budget	FY 2010-11 YTD Actuals Thru AP8	Spring 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	\$29	\$21	
TOTAL REVENUES	\$1,091,035	\$246,275	\$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

	Spring BuMP Revised Budget	FY 2010-11 YTD Actuals Thru AP8	Spring BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Parking Facilities Fund				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$9,554,177	
Personal Services	\$139,648	\$76,277	\$115,000	82%
External Materials and Services	\$3,338,615	\$2,114,672	\$3,072,008	92%
Internal Materials and Services	\$2,861,143	\$1,040,645	\$1,850,968	65%
Bond Expenses	\$3,791,747	\$2,270,759	\$3,791,747	100%
Fund Transfers - Expense	\$3,429,548	\$2,820,733	\$3,429,548	100%
Contingency	\$7,135,794	\$0	\$0	0%
TOTAL EXPENDITURES	\$20,696,495	\$8,323,086	\$21,813,448	105%
REVENUES				
Budgeted Beginning Fund Balance	\$8,400,057	\$0	\$9,570,735	114%
Charges for Services	\$11,217,000	\$7,322,294	\$11,217,000	100%
Interagency Revenue	\$912,536	\$472,815	\$875,811	96%
Fund Transfers - Revenue	\$3,902	\$0	\$3,902	100%
Miscellaneous	\$163,000	\$93,482	\$146,000	90%
TOTAL REVENUES	\$20,696,495	\$7,888,592	\$21,813,448	105%

Fund Projection Narrative

REQUIREMENTS

Personal Services are projected to be 82% of budget. This is a result of savings from a vacant position.

Internal Material & Services are projected to be 65% of budget. An estimated \$1.0 million in maintenance projects will be carried over to FY11-12.

RESOURCES

Projected to be within ten percent of budget.

Business Area Projection Report

	Spring BuMP Revised Budget	FY 2010-11 YTD Actuals Thru AP8	Spring BuMP Year-End Projection	% of Projected Actuals to Revised Bud
Portland Bureau of Transportation				
EXPENDITURES				
Unappropriated Fund Balance	\$0	\$0	\$0	0%
Personal Services	\$7,649,493	\$3,321,646	\$5,200,000	68%
External Materials and Services	\$8,470,478	\$7,692,897	\$6,500,000	77%
Internal Materials and Services	\$2,275,167	\$380,112	\$600,000	26%
Capital Outlay	\$91,553,582	\$45,359,516	\$77,000,000	84%
Bond Expenses	\$13,000,000	\$0	\$13,000,000	100%
Contingency	\$0	\$0	\$0	0%
TOTAL EXPENDITURES	\$122,948,720	\$56,754,171	\$102,300,000	83%
REVENUES				
Budgeted Beginning Fund Balance	\$13,000,000	\$0	\$13,000,000	100%
Intergovernmental Revenues	\$109,948,720	\$38,030,967	\$89,212,085	81%
Interagency Revenue	\$0	\$135	\$0	0%
Fund Transfers - Revenue	\$0	\$0	\$0	0%
Miscellaneous	\$0	\$87,915	\$87,915	0%
TOTAL REVENUES	\$122,948,720	\$38,119,017	\$102,300,000	83%

Bureau Projection Narrative

TR 217 Grants Fund

REQUIREMENTS

Personal services are projected to be 68% of budget due to lags in project schedules.
 External M & S is projected to be 77% of budget due to lags in project schedules.
 Internal M & S is projected to be 26% of budget due to lags in project schedules.
 Capital outlay is projected to be 84% of budget due to lags in project schedules.
 Bond Expenses is projected to be within 10% of budget.

RESOURCES

Projected revenues are projected to be 81% of budget due to lags in project schedules.

City of Portland Bureau of Transportation
Spring Bump – April 2011

FY 10-11 Budget Note Update

There are no budget notes for Transportation for FY 10-11.

FY 10-11 Decision Package Update

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 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 the following projects:

- 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 was 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 was 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 was 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 was 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 was 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.

FY10-11 Budget Note / Decision Package Updates
Portland Bureau of Transportation
Status Update from Fall & Winter Budget Adjustments
April 18 2011

Fall Budget Adjustments Update:

TR-001 / TR-024

ULF and HB2001 True Up

(\$1,184,738) net ULF reductions in Fall Bump = (\$2,284,738) in ULF mid-year reductions + \$1,100,000 in ULF cuts restored

An internal transfer of \$1,085,000 is needed within PBOT to reduce a portion of the HB2001 projects in order to fund a portion of Sunday Parkways, Last Thursday Events Traffic Control, Sustainable Freight, Lake Oswego Streetcar, Columbia River Crossing, Sellwood Bridge, Central Eastside Industrial District (CEID) Parking Study and NW Parking Study.

Also, due to a \$2,284,738 reduction in the Utility License Fee (ULF), additional reductions are needed on the HB2001 projects. The ULF is significantly lower than estimated, primarily because the ULF audit recoveries were a large portion of the ULF total and the mid-year cut in the City's General Fund. \$1,979,588 reduction in bureau program appropriation, \$305,150 from contingency for the balance.

Financial Planning recommended adding back in \$1.1 million dollars due to the higher than anticipated FY2010-11 General Fund beginning fund balance and PBOT programmed the funds to be held in contingency.

Update: The ULF transfer at the time of the FY2010-11 Adopted Budget was \$3,376,271, with a \$1,184,738 mid-year reduction in the Fall Bump. Additional reduction, \$394,974, was submitted in the Winter Bump, due to Technical Accounting's adjustment of duplicate invoices. The final transfer to PBOT for FY2010-11 is currently at \$1,796,559.

TR-003

One-Time General Fund Projects

\$83,312

An adjustment is requested to allow the completion of Council-approved one-time general fund projects, \$49,840 in ADA Ramps and \$33,472 in Outer Powell.

Update: This work is to address ADA ramp requests from citizens with disabilities that advise the City. SW Jefferson and SW Columbia were identified because many of the corners have old, deficient curb ramps that do not meet current ADA standards and thus present barriers to people who use mobility devices. These two streets have been prioritized now that there are more bus lines routed along them since the Transit Mall Revitalization project.

For Outer Powell, the final task, Plan Refinement/Implementation is expected to be completed by June 30, 2011 for project closeout with ODOT.

TR-006

Improve Fleet Inventory

\$1.3M

To increase the productivity and efficiency of the street and traffic maintenance activities, Maintenance has identified equipment that is in need of replacement, equipment that is under-utilized and can be retired, and new equipment that will improve productivity. This \$1.3 M adjustment reflects the net of savings and new purchases and increases the FY 10-11 interagency with Fleet Services to allow Maintenance to adjust its street and traffic maintenance fleets for maximum efficiency.

Update: In progress. Some equipment has been received and placed into service, improving street and traffic processes and productivity, as planned. Some equipment has been purchased and is being prepped by Fleet and some has been ordered, but not yet received. The remaining equipment will be purchased and placed into service by the end of the fiscal year.

TR-007

Street-Area Landscape Equipment

\$229,215

The Maintenance Street Cleaning - Greenspaces program maintains a large variety of mow lots, road-side vegetation areas, and other "green" sites around Portland. The inventory of these types of sites has been increasing over the past years and Maintenance does not have the appropriate equipment to properly maintain them. This \$229,215 adjustment will provide funding to replace equipment that is at the end of its useful life and to purchase maintenance and safety equipment needed to effectively provide landscape maintenance.

Update: In progress. Some equipment has been received and placed into service as planned. The remaining equipment will be purchased and placed into service by the end of the fiscal year.

TR-009

Purchase of Snow Plows and Sanders

\$230,000

Some of Maintenance's snow plows and sanders are considered obsolete, many are in need of replacement and most do not have Fleet replacement funds established. In order to properly prepare for emergency snow and ice events and to build an adequate inventory of equipment for future years, Maintenance has created a multi-year plan to replace aging plows and sanders. This \$230,000 adjustment provides funding for the FY 10-11 purchase of 6 new snow plows and 17 new sanders.

Update: Eight new snow plows and seven new sanders have been received and 10 existing sanders have been replaced, as planned.

TR-012

Sidewalk Management Program

\$90,000

The Mayor’s Office asked PBOT to implement a Sidewalk Management Program, which includes painting markings on sidewalks and creating/installing signage. An appropriation adjustment of \$90,000 is requested to manage this program. PBOT is requesting a position, Engineering Tech I, to assist in the daily operation of the program.

New Limited Term Position

- Engineering Tech I (30000324)

Update: Project is underway. PBOT is working with Police Bureau and City Attorney to further refine the program.

TR-013

Grant Adjustments

\$952,356

A technical adjustment is requested for the below grant funded projects. The project schedule, funding and/or scope has changed. The appropriation adjustment is needed to reflect the changes.

Sunday Parkway – Grant ID TR000165	\$30,000
SmartTrip – Grant ID TR000160	\$100,000
T00015 – Russell St Improvements – Grant ID TR000060	\$798,500
T00015 – Kenton I-5 Delta Park – Grant ID TR000162	\$75,000
Pearl Circulation Plan – Grant ID TR000141	\$54,411
Outer Powell – Grant ID TR000143	(\$105,555)

Update: Projects are underway. Kenton and Russell are completed.

TR-014

New Positions

Due to an increase in project workload, the bureau is requesting additional positions. The funding for these positions will come out of project costs, comprising of HB2001 projects, interagencies and permits.

- Surveyor I (3000225) - \$76,000
- Surveying Aide II (30000224) - \$65,000
- Supervising Engineering (3000681) - \$122,500
- Civil Engineer, Limited-Term (30000365) - \$112,000

Additionally, PBOT is requesting the following positions be converted to Permanent Full-time from Limited Term.

- Sr Engineering Assoc (30000358) - \$112,000
- CAD Tech II (30000326) - \$81,000
- PW Inspector (3000228) - \$86,000

Update: PBOT is working with HR to do the recruitments. No hire. Have certified list.

TR-015

Block J Paystations

\$24,300

An appropriation increase of \$24,300 is requested for the transfer of three parking paystations from PBOT to Parks. These paystations are located at the Parks Bureau's Block J, also called the X Lot, in southwest Portland.

Update: The parking paystations at Block J have been transferred from PBOT to Parks.

TR-016

1% for Green Streets - Transfer to BES

\$16,647

The City's Green Streets Policy requires that infrastructure projects in the right of way incorporate green street facilities (infiltrating or flow-through systems), or that a contribution equal to 1% of the construction costs be made to the City's "% for Green Streets" fund. Since it is not feasible to incorporate green street facilities into street resurfacing and preservation projects, Transportation Maintenance instead transfers 1% of the cost of its street preservation projects to the green street fund. The contribution for FY 09-10 was \$27,997, but was not billed last year. The contribution for FY 10-11 is \$38,650. \$50,000 is in the FY10-11 Adopted Budget for the cash transfer to BES. An increase of \$16,647 is requested, for a total of \$66,647 to cover both the FY09-10 and the FY10-11 transfers, based on the total cost of street preservation projects completed in those years.

Update: Transfer has been made to BES.

TR-017

Foster-Lents Integration Partnership Study

\$50,000

An appropriation increase of \$50,000 is requested to support the Foster-Lents Integration Partnership Study (FLIPS), a strategic corridor for transportation and future redevelopment. The FLIPS project is a strategic study not only for PBOT, but also for the Mayor's Office, BES, PDC, BPS and the Portland Plan effort.

Update: Consultant selection is in process, interviews are scheduled for April 28th.

TR-018

Tree Maintenance - Preventative / Emergency

\$150,000

Street trees that are maintained by Maintenance throughout City street areas would benefit greatly from preventative trimming maintenance that would reduce the effect of a potentially stormy 2010-11 fall and winter. The existing budget is inadequate to provide the additional preventative maintenance and storm response that would give the trees the best chance to survive the coming storm season. This \$150,000 adjustment increases the Maintenance interagency with the Parks Bureau in order to provide additional funds for the proactive and emergency trimming of trees in the City's street areas.

Update: In progress. Preventive tree maintenance has been done by Parks and will continue through the end of the fiscal year.

TR-019

Tree Maintenance

\$154,576

PGE provided funding for tree trimming around street lights. This request is for \$154,576 in tree maintenance.

Update: Project is underway. Parks Bureau is providing tree trimming services.

TR-020

Interagency Adjustments

\$35,200

An appropriation increase is requested for various interagency adjustments. BES is paying PBOT to provide \$13,000 in greenstreet coordination and survey services. Parks is paying PBOT to provide \$22,200 in Springwater Repaving. PBOT is paying \$13,750 BDS for Online Building Fee Estimator

Update: Projects are underway.

TR-023

Maintenance Facility Improvements

\$100,000

Upgrades and new installations will give Maintenance the ability to access and display a variety of video formats and interfaces that will be used for coordination of emergency events with other agencies, and employee training and meetings. This adjustment increases the interagency with BTS to complete this project.

Update: Complete. Installations have been completed and video equipment is in use in the assembly and conference rooms.

Winter Budget Adjustments Update:

TR-026

Timekeeping Specialist

\$100,000

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.

Update: All three positions were filled on 03/24/11.

TR-030

Add Equipment Maintenance Positions

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.

Update: The position has been created and the bureau is in the process of recruiting and hiring to fill the position.

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.

Update: The positions have been created and the bureau is in the process of recruiting and hiring to fill the positions.

TR-033

General Fund Request - St Lighting Infrastructure

\$400,000

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.

Update: Project is underway. Currently in design and schedule for construction.

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.

Update: The TDM Specialist position was converted from limited term to permanent by P4-10-246.

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 as written. A consensus was reached that this plan was not the appropriate activity to implement mobility with in the Bureau.

A new process has been created and a workgroup has been formed to assess the business process and mobility needs of PBOT wide workgroups. Small scale “special projects” will be identified for near future implementation. This new process has also been included in the Service Improvement Plan for FY 2011-2012 budget.

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.

Capital Program Status Report

Transportation

CIP Program	FY 2009-10 Adopted Budget	FY 2009-10 Revised Budget	FY 2009-10 Year-End Actuals	Variance \$	Variance %	FY 2010-11 Adopted Budget	Spring BuMP Revised Budget	FY 2010-11 Year to Date Actuals	Variance \$	Variance %
	\$0	\$0	\$9,439	\$9,439		\$0	\$0	\$701,624	\$0	
Centers and Main Streets	\$92,801,431	\$104,589,169	\$74,053,259	(\$30,535,910)	(29%)	\$85,377,453	\$90,582,328	\$28,067,288	\$5,204,875	6%
Freight and Industrial Area	\$19,223,269	\$22,225,102	\$11,434,603	(\$10,790,499)	(49%)	\$7,673,955	\$7,791,572	\$3,921,216	\$117,617	2%
Local Street Design	\$1,220,212	\$1,322,337	\$519,336	(\$803,001)	(61%)	\$1,305,471	\$1,610,971	\$516,759	\$305,500	23%
Natural Areas	\$0	\$0	\$0	\$0		\$0	\$0	\$115	\$0	
Neighborhood Livability	\$6,929,575	\$10,278,809	\$2,979,825	(\$7,298,984)	(71%)	\$9,151,235	\$8,497,205	\$3,376,167	(\$654,030)	(7%)
Preservation & Rehabilitation	\$16,584,886	\$24,455,452	\$7,243,405	(\$17,212,047)	(70%)	\$20,612,604	\$17,685,539	\$7,158,712	(\$2,927,065)	(14%)
Safety and Congestion Mgmt	\$0	\$620,000	\$475,418	(\$144,582)	(23%)	\$0	\$0	\$8,644	\$0	
Special Projects	\$6,879,514	\$4,924,514	\$2,462,712	(\$2,461,802)	(50%)	\$7,599,994	\$5,723,494	\$3,761,346	(\$1,876,500)	(25%)
Total	\$143,638,887	\$168,415,383	\$99,177,997	(\$69,237,386)	(41%)	\$131,720,712	\$131,891,109	\$47,511,872	\$170,397	0%

* Prior Year variances compare Year-End Actuals to Revised Budget

** Current Year variances compare Revised Budget to Adopted Budget

Prior Year Variance Description

Capital Program Status Report

Current Year Variance Description

Spring BMP Updates
Non-CIP project expenditures:

We made adjustments in the Spring BMP to the level we anticipate spending by the end of the fiscal year.

Centers & Main Streets (TPCICM00000000GT):

- SW Moody: Gibbs to River Parkway – Project is in construction and moving at an accelerated pace. Federal stimulus (ARRA TIGER) dollars need to be spent as soon as possible.
- St Johns Truck & Ped Improvements, N – Project moving to construction. The budget will carry over to FY 11/12.
- Burnside: Bridge-14th, E – Project construction is substantially complete. Reducing budget to overall projected expenditures.
- Downtown Mall LRT – Capital outlay results in negative amount of 22.5 millions due to prior year adjustment of LID transfer. Correction is made in AP09 – March 2011. Net affect should be zero.

Freight & Industrial Area (TPCIFR00000000GT):

- Leadbetter RR Overcrossing, N – Project construction is substantially complete. Budget increase to complete construction this fiscal year.
- Lombard: Columbia Slough Oxing, N – Project is in construction. Project was bid by ODOT, and the budget reduction reflects this change.
- NE 82nd Ave & Columbia – Project is completing design. Construction has shifted to FY 11/12. Budget reduction reflects this change..

Local Street Development (TPCILO00000000GT):

- No major budget adjustment in this CIP program; however we do anticipate development permits will be down, and therefore we will probably under spend our year end budget.

Neighborhood Livability (TPCINB00000000GT):

- Lents Towncenter Foster Streetscape – Schedule has changed. We are carrying the budget over to FY 11/12 for construction.
- Springwater Gap Bike Trail, SE – A delay in finalizing the funding IGA with ODOT caused a shift in schedule. We are carrying over the budget to FY 11/12 for design work.

Preservation & Rehab (TPCIPR00000000GT):

- Road Rehab – Sandy Blvd, NE – This paving project has recently gone to bid. Contractor won't begin the work until late spring. We will carry over the budget to FY 11/12 to complete the construction.
- Burgard Rd over Abandoned RR, N – We are carrying over the budget to FY 11/12 to complete construction.

Special Projects (TPCISP00000000GT):

- SmartMeter Replacement – SmartMeter replacement will be completed in FY 11/12. It is already rebudgeted in FY 11/12 Requested Budget.
- I-5 Macadam – Schedule change. We will carry over the budget to FY 11/12 to better coordinate the paving work with other construction projects in the near vicinity.