

Bureau of Transportation ♦ FY2012-13 Budget Briefing ♦ April 11, 2012

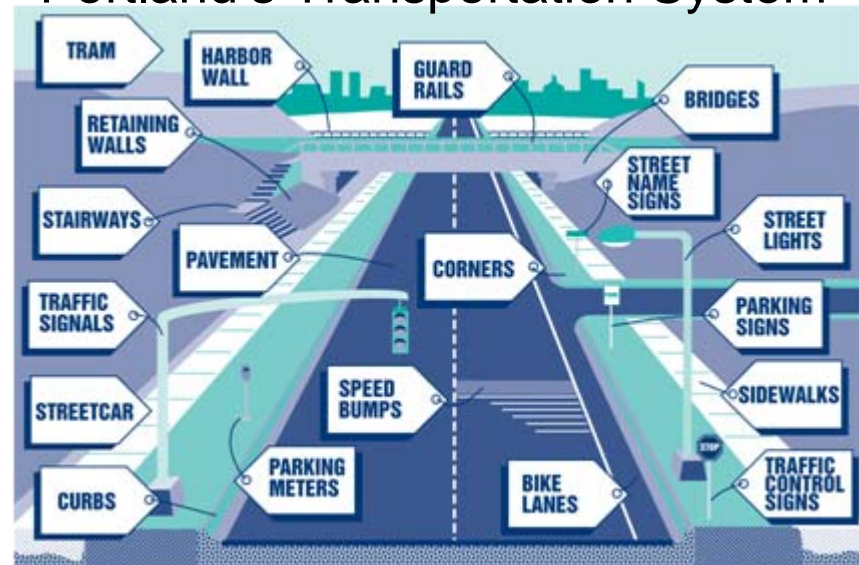
Bureau Mission: The Portland Bureau of Transportation is a community partner in shaping a livable city. We plan, build, manage, and maintain an effective and safe transportation system that provides people and businesses access and mobility. We keep Portland moving.



40 Years of Transportation Planning

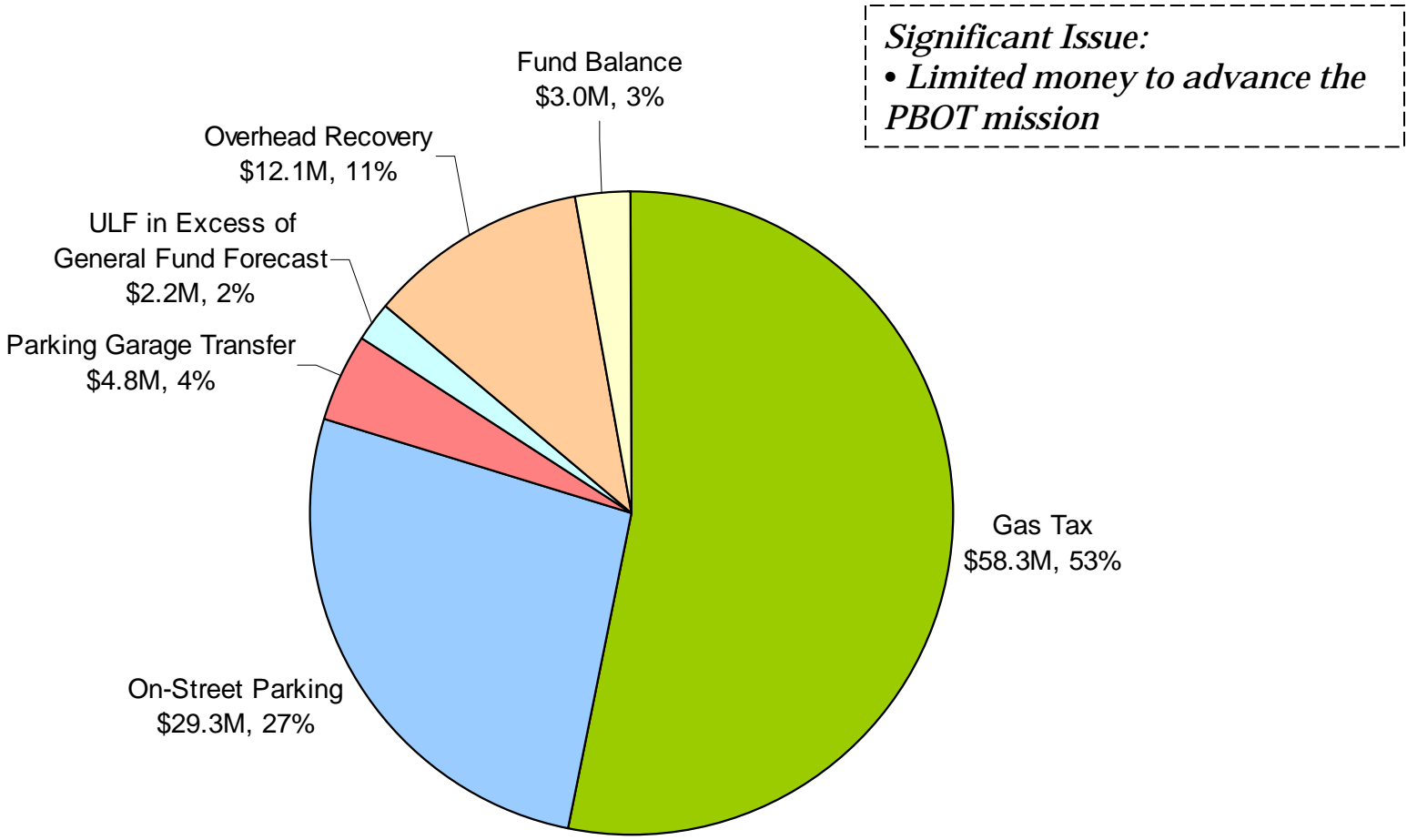
- Downtown Plan (1972), Transportation Element of Comprehensive Plan (1992), Central City Transportation Management Plan (1995), Metro's 2040 Growth Concept (1997), Transportation System Plan (2002, 2007, 2011)
- Pedestrian Master Plan (1998), Bike Master Plan (1996, 1998), Freight Master Plan (2006), Streetcar System Concept Plan (2009), Portland Bicycle Plan for 2030 (2010)
- Portland Plan (*draft* 2012)

Portland's Transportation System



FY 2012-13 General Transportation Revenues (GTR)

GTR Base Resources \$109M



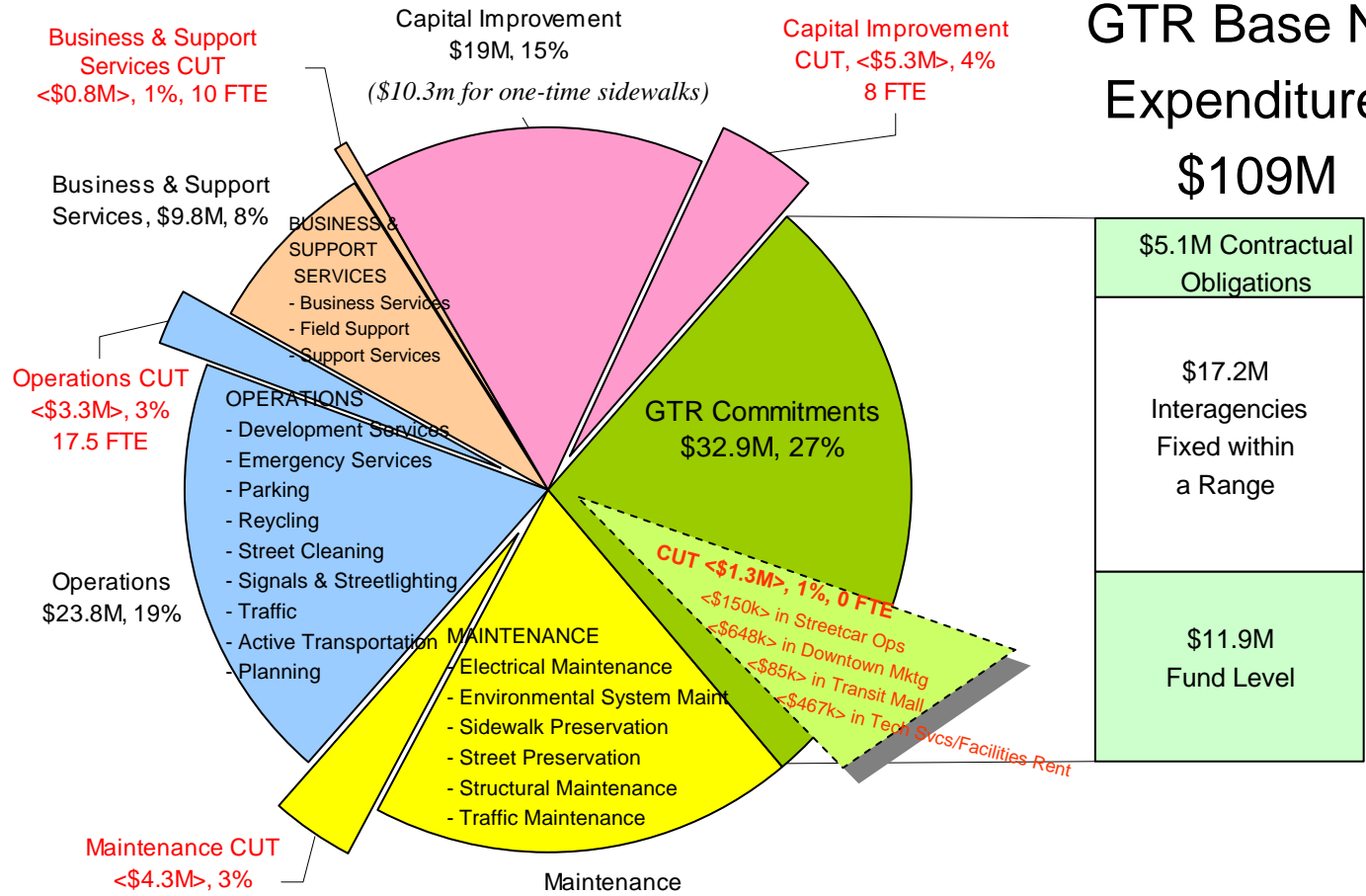
Exclude \$2.9m GTR carryover in the CIP

Fund Balance includes \$0.7m reduction to cover the cut in the General Fund transfer

FY 2012-13 GTR Cuts

Significant Issues:

- The FY 2012-13 Requested Budget reflects a 12% cut of GTR from current service levels (CSL)
- **\$15.1 million** and **60.50 FTE** in permanent GTR cuts to balance



GTR Commitments: 25 FTE

\$5.1M Contractual Obligations \$0.3m Fareless Square Extension, \$95k Lloyd TMA, \$3m Streetcar Operations, \$0.6m Downtown Marketing Contract, \$59k Steel Bridge Lease, \$23k Willamette Shoreline, \$0.8m Mall Maintenance and Security, \$0.3m State of Oregon Leases]

\$17.2M Interagencies Fixed within a Range [\$50k One Percent for Green, \$3.7m BTS IA Business Services, \$1.2m Dispatch/Radio IA Field Support, \$0.9m Facility/Equip IA Field Support, \$5.6m Central IA Support Services, \$5.8m General Fund Overhead]

\$11.9M Fund Level [\$6.5m Existing Debt, \$0.5m Transit Mall Sinking Fund, \$3.8m PERS Debt, \$0.3m SmartMeter Sinking Fund, \$0.3 Restore SDC Cash, \$0.5m Restore Contingency]

Exclude \$2.9m GTR carryover in the CIP

Why PBOT Needs to Cut

- Gas tax revenues are lower than previous forecasts due to increased fuel-efficiency in vehicles, price of gas, and fewer vehicles registered in Multnomah County.
- Declining buying power of revenues
- Increasing demand for services
- Aging infrastructure
- Major long-term commitments – i.e. Sellwood Bridge
- GTR needed to cover lag in SDC revenue for Portland/ Milwaukie Light Rail

FY 2012-13 Budget Process

- Budget Advisory Committee involvement (6 meetings)
- Criteria used to rank Programs: *improve transportation safety, provide effective and efficient maintenance of transportation assets, promote public health and livable communities, and support business and employment to promote economic vitality.*
- Equity Lens guided reductions
- Produce Streets of City-wide Significance: *Used to prioritize resource allocation for maintenance, operational and capital needs of assets. Includes highest usage streets and key safety corridors.*
- Expand Asset Management Program: *data driven decisions*
- Continuous efficiency / effectiveness efforts: *integrate On and Off Street Parking Program, create an Active Transportation Group and implement Mobile Time Entry Technology*

Equity Metrics

- **East Portland in Motion, a Five-Year Implementation Strategy for Active Transportation** – PBOT staff worked in partnership with the people of East Portland, engaging a diverse community, and seeking out typically underrepresented immigrant communities.
- **Health Equity and the Transportation System Plan (TSP)** – PBOT staff worked with public health and equity stakeholders to develop recommendations for integrating health equity in long-term transportation planning and developed a criteria for choosing and prioritizing projects in the updated TSP.
- **PBOT's Program for Title VI of the Civil Rights Act** – In order to communicate the bureau's commitment to ensure equal access in all program and activities, PBOT states its commitment and provides contact information for the City's Title VI Coordinator on all outreach materials, including its website and letterhead. Since 2011, PBOT staff have been asking participants in our projects and programs to voluntarily provide demographic data. The "Voluntary Information" sheet is available in five languages: English, Spanish, Chinese, Vietnamese, and Russian, and asks participants to self-identify by gender, race, ethnicity and national origin.

Five-Year GTR Forecast

- Budget balanced over five years based on \$15.1 million and 60.50 FTE in permanent GTR cuts
- Anticipated additional cuts to CIP in FY 2013-14 due to fewer federal & state funds, tax increment financing, etc

5-Year General Transportation Revenue Budget

	In Millions					
	Projected					
	11-12	12-13	13-14	14-15	15-16	16-17
Total Requirements	97.2	124.1	126.0	129.2	131.5	133.9
Cuts taken to balance		(15.1)	(15.1)	(15.1)	(15.1)	(15.1)
Total Adjusted Requirements	97.2	109.0	110.9	114.1	116.4	118.8
Revenues						
Gas Tax	57.9	58.3	59.5	61.5	64.0	65.5
Parking	27.1	29.3	32.6	33.5	34.4	35.1
Parking Facilities Fund transfer	5.3	4.8	4.8	5.2	5.3	5.3
ULF in Excess of FY 08-09 GF Forecast	2.2	2.2	2.2	2.2	2.2	2.2
Overhead Recovery	6.0	12.1	12.3	11.3	11.5	11.7
General Fund transfer cut		(0.7)	(0.7)	(0.7)	(0.7)	(0.7)
Total Revenues	98.5	106.0	110.7	113.0	116.7	119.1
Annual +/-	1.3	(3.0)	(0.2)	(1.1)	0.3	0.3
Beginning Balance	2.4	3.7	0.7	0.5	(0.6)	(0.3)
Ending Balance	3.7	0.7	0.5	(0.6)	(0.3)	0.0
Reserves & Contingency						
Operating Contingency	1.0	1.0	1.0	1.0	1.0	1.0
Emergency Reserve Fund	2.5	2.5	2.5	2.5	2.5	2.5
	3.5	3.5	3.5	3.5	3.5	3.5

Looking Forward

- PBOT has a variety of needs: operational, maintenance, and capital development.
- PBOT balances maintaining and operating existing infrastructure, filling infrastructure gaps, and addressing new capital needs.
- Without sufficient new revenue, PBOT will not be able to:
 - invest in new infrastructure while restoring needed maintenance on our existing system
 - address many transportation action items in the Portland Plan
- The Budget Advisory Committee recommends a diverse stakeholder committee be formed to consider new revenue options.