

agreed-upon criteria. The highest-ranked PF&R project ranked 21st out of 36 projects. Due to low rankings and limited available discretionary resources, CBO does not recommend any of these requests. Project details include:

Roof Replacement at Stations 4 and 22 - \$280,000 one time:

The roofs at stations 4 and 22 are over 30 years old, and a 2014 assessment recommended replacement. The roofs' conditions continue to deteriorate; the two stations together reported 6 leaks this past year. The major risk of not funding these replacements is the potential for more costly interior water damage. The request for funding has increased since last year as a result of increased construction costs. This project ranked 21st out of 31 projects. CBO notes that this is the 3rd time that this project has been submitted and not funded with Capital Set-Aside funds. CBO recommends that the bureau create a major maintenance and replacement reserve, and prioritize this work within that reserve.

Apparatus Bay Extensions at Stations 3 and 22 - \$650,000 one-time:

The apparatus bays at Stations 3 and 22 are not long enough to meet regulatory standards for width between apparatus and the building walls, creating a safety risk which has been flagged by the Occupational Safety and Health Administration (OSHA), which may result in future citations or fines. This project ranked 30th.

Remodel Battalion Chief Quarters at Station 7 - \$250,000 one-time:

This Battalion chief's quarters functions as a bedroom and an office, which makes it unsuitable for meetings and an inadequate for the operational needs of the position. Due primarily to low magnitude of impact and low risk, this project ranked last out of 36 projects.

CBO Recommendation: \$0 | 0.00 FTE

Other Infrastructure Requests

FR_21, FR_23, FR_24, FR_26, \$860,000

PF&R is requesting one-time General Fund resources for several infrastructure projects that are not eligible for Capital Set-Aside, as follows:

Traffic Signal at Station 31 - \$60,000 one-time:

With over 4,500 calls last year, Station 31 is one of PF&R's busiest stations. However, it does not have an emergency traffic signal to stop oncoming traffic when leaving the station, creating a safety hazard. This station is located in outer East Portland and is co-operated with the City of Gresham, which would contribute \$20,000 towards the project in accordance with their share of station operations. Safety at the station is especially important because an elementary school is located within a ½ mile. The surrounding neighborhood has some of the City's highest equity scores according to the Bureau of Transportation's equity matrix.⁸

⁸ Find equity matrix online.

