

PBOT


PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Interim Director

September, 12, 2018

TO: Claudio Campuzano
City Budget Office

FROM: Chris Warner 
Portland Bureau of Transportation

SUBJECT: Portland Bureau of Transportation
FY 18-19 Fall Budget Adjustment

Attached is the FY 18-19 Fall Budget Monitoring Report (BMP) submittal for the Bureau of Transportation (PBOT). This submittal includes the following;

- Budget Amendment Request Report
- Prior FY 17-18 Budget/Actuals Reconciliations
- Prior Year Budget Note Updates
- Prior FY 17-18 Decision Package Update
- Prior FY 17-18 Performance Measures
- Prior FY 17-18 & Current FY 18-19 Capital Reporting

The Portland Bureau of Transportations FY 2018-19 Fall Supplemental includes an ongoing General Fund request of \$1,000,000 to the Bureau's FY 2019-20 Current Appropriation Level (CAL) target.

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

Attachments

c: Commissioner Eudaly
Marshall Runkel, Office of Commissioner Eudaly
Noah Siegel, Bureau of Transportation
Jeremy Patton, Bureau of Transportation
Ken Kinoshita, Bureau of Transportation
Joanne Foulkrod, Bureau of Transportation



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**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: Technical Adjustment

Request: TR_001 - GTR Reallocations

	Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
EXPENDITURES			
Personnel Services	1,407,983	0	1,407,983
External Materials and Services	7,796,169	0	7,796,169
Internal Materials and Services	631,433	0	631,433
Capital Outlay	7,331,520	0	7,331,520
Contingency	(4,168,298)	0	(4,168,298)
TOTAL EXPENDITURES	12,998,807	0	12,998,807
REVENUES			
Budgeted Beginning Fund Balance	12,936,307	0	12,936,307
Interagency Revenue	62,500	0	62,500
General Fund Discretionary	0	0	0
Miscellaneous Fund Allocations	0	0	0
TOTAL REVENUES	12,998,807	0	12,998,807
FTE			
Full-Time Positions	4.83	0.00	4.83
TOTAL FTE	4.83	0.00	4.83

**CBO Discussion and Recommendations
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Type: Technical Adjustment

Request: TR_001 - GTR Reallocations

Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
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Bureau Description:

This package includes several reallocations of General Transportation Revenues.

•Funding for five new positions

oCivil Engineer within Asset Management Group - Asset Management at PBOT is responsible for the coordination and decision-making around the bureau's \$12.2B portfolio of assets. This function is currently provided by only one person. The addition of a Civil Engineer position to support the bureau's asset management function would bring PBOT's organization structures around asset management into closer alignment with the City's other asset-owning bureaus: PWB, BES, and PPR. This position is requested in order to respond to current and requested functions of the Asset Management Group, including: development of citywide asset inventories and condition assessments responding to goals identified by the OCAO and the bureau's strategic plan; coordinating the jurisdictional transfers of assets from the State and County; annual asset data collection and reporting including QA/QC; development of benefit-cost analyses (BCA), which will be a requirement of future budget requests, including capital set-aside requests, in future; and creation of our Transportation Asset Management Plans (13 Plans, one for each asset class in the bureau). This position provides technical support to system and project planning and recommendations for asset condition in line with asset management principles and the Strategic Asset Management Plan. This position would sit in the Asset Management Group under the Office of the Director and report to the Asset Manager.

oSenior Management Analyst within Asset Management Group - The Bureaus of Transportation and Environmental Services jointly deliver over \$150M of capital projects each year. The numerous benefits of delivering this work in coordination have been underscored by Bureau and City leadership, including by Mayor Wheeler in his remarks at the PBOT-BES Leadership Team Charter Signing in 2017 and by the CAO in his memo of priorities (2017). Both bureaus collaboratively agreed in the need for a new position, a Joint Bureau Infrastructure Liaison, to perform the following functions: convene leadership in each bureau for general and specific work planning around projects; facilitate project development and planning meetings; represent the interests of both bureaus in advocating for coordinated and collaborative opportunities; and negotiate compromises in project development, scheduling, and financial arrangements. Introduction of this new position will support the work of both bureaus in proactively addressing and solving complex problems around infrastructure development and maintenance citywide. The position would sit within the Bureau of Transportation in the Office of the Director and report to the Assistant Directors of PBOT and BES. Funding for this position would be split 50/50 with BES (\$62,500 for each Bureau).

oTransportation Planning Division Manager - As a result of the growth of oversight and program responsibilities in Transportation Planning, coupled with the high-level of regional and local engagement that is required of the PPP Group Manager, PBOT is requesting to (re)create the function of Transportation Planning Division Manager within the Policy Planning and Projects Group. This position addition will ensure improved oversight of Transportation Planning and allow the Group Manager to provide stronger leadership to all three Divisions in his group (Transportation Planning, Capital Delivery and Active Transportation and Safety).

oBusiness Systems Analyst - PBOT is requesting to add a Business Systems Analyst (BSA) to the PBOT Technology Services Division to support the Bureau with the review of its existing 70+ IT project backlog for the purpose of determining need, priority, and project goals and success criteria. This BSA will also support the creation of PBOT's technology intake process, the review of new technology requests, and the determination of methods for addressing Bureau technology needs. Finally, this BSA will provide the Bureau with the additional capacity it needs to effectively identify and define business need, as well as both technical and functional requirements for all technology investments.

oSr. Admin Specialist – To work on project closeout, contract management and council document management drafting services.

ADA Ramp Program

Portland's sidewalk system is made up of sidewalks, corners and curbs. As part of its maintenance of the sidewalk system, the Maintenance Sidewalks program upgrades sidewalks and corners in accordance with the Americans with Disability Act (ADA). The City's recent settlement with the Civil Rights Education and Enforcement Center (CREEC) will require the Sidewalks program to significantly increase the number of ADA corners and ramps it installs and to evaluate all ramps after they have been constructed. To successfully accomplish the increased workload, an Engineering Technician II position is being added to design, layout and evaluate new ramps and a Sr. Program Manager is added to plan, organize and manage sidewalk projects. These two positions will ensure that PBOT successfully increases productivity (nearly doubling last year's ramp production) to meet the requirements of the CREEC settlement.

•IA Adjustments – Several IA requests from other city Bureaus have been requested. They are:

o\$2,844 - Last FY, the COEP/1% pilot program spent only a portion of the resources budgeted by PBOT. Since the under-billing was a function of project timing delays, OMF is requesting PBOT agree to carry over resources forward into FY19 via an added interagency in the Fall BMP.

o\$3,517 - Under the new DCTU contract terms, up to \$25,000 unexpended professional development can be carried over to next year. Transportation's pro-rata portion is \$3,517 increase in DCTU Professional Development Fund in FY 2018-19.

o\$7,682 – Under the new PTE-17 contract terms, up to \$40,000 unexpended professional development can be carried over to next year. Transportation's pro-rata portion is \$7,682 increase in PTE-17 Professional Development Fund in FY 2018-19.

o\$5,000 - This request is needed because vendor costs have increased associated with DMWESB (i.e., compliance) tracking that Procurement performs on behalf of the infrastructure bureaus.

o130,310 - Procurement Division Design and Construction services IA.

o\$83,900 – PBOT is requesting adding a Applications Analyst III from BTS applications team to work on increased project workloads and

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FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: Technical Adjustment

Request: TR_001 - GTR Reallocations

Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
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backlogs within the group.
Bureau Description:

- Funding for 13th Floor Congress Center
oPBOT staff have outgrown the space they currently occupy within the Congress Center. To accommodate the current and future staffing needs PBOT has entered into a lease agreement for the 13th floor within the Congress Center, funding for which is already in the budget. This bump adjustment is to pay for both furniture on the new floor and BTS services for prepping the new space.
- Reconfiguring Maintenance Operations Space and Lockers \$880,000
oWith the recent influx of new staff within the Maintenance Operations group the space at the Maintenance building is needing to be reconfigured to optimize the limited space available to enhance productivity. These funds will help improve the space and lockers for the staff located at the Maintenance facility.
- Sidewalk Labs \$150,000
oSidewalk Labs is seeking metropolitan regions to pilot test Replica, a data tool developed by Sidewalk Labs, a subsidiary of Alphabet, Google's parent company, that provides a high-fidelity, synthetic representation on how people travel during a typical week. The Bureau of Transportation, along with Metro and TriMet, are interested in participating in a 12-month pilot test of Replica built for the Portland Region. Under the pilot test, we will work with Sidewalk Labs to develop acceptance criteria detailing the desired accuracy of Replica data with respect to traffic counts, passenger counts, model outputs, and other data used by public agencies within the Portland region. As designed, Replica is capable of providing PBOT with rich data pertaining to transportation supply (the configuration of the roadway network, transit service, bicycle routes, and footpaths), transportation demand (representations of all personal travel that takes place in the region), land use (estimates of how land is used, for example, estimates of spatially-specific employment and school enrollment estimates as well as spatially and temporally-specific estimates of other activities, e.g., shop, eat, recreate), and demographics (including income, race, and household size). This data is not currently available to PBOT at the volume, depth, or frequency that the Replica tool is able to provide; and, access to this data, once validated, has the potential to greatly enhance our ability to understand how people are moving through our transportation system as well as if and how investments in this system ultimately impact mobility and motivate transportation choices.
- Compact Sweeper Vehicle Purchase \$200,000
oA compact sweeper is needed for cleaning protected bike lanes which due to the smaller size of these lanes current sweepers in PBOT's inventory are not able to access.

CARRYOVERS:

- Adaptive Biketown \$13,464
oThis carryover provides funding for the remaining costs of the initial Adaptive BIKETOWN 2-year pilot program, including operations, maintenance, and program management.
- Meter Revenue Allocation Policy \$150,000
oThis carryover provides funding for consultant services for the review and update of PBOT's Meter Revenue Allocation Policy.
- TDM incentive Supplies \$50,000
oThis carryover provides funding for Transportation Demand Management (TDM) incentives to encourage walking, biking, transit, and other modes of travel.
- Carryover for Salt Storage Building \$50,000
- Carryover for Tool Room Management \$70,000
- Carryover of \$91,981 for Community Grant Projects
- Carryover of \$290,100 for Maximo upgrade
- Carryover of \$21,172 for Toole Consultant for Protected Bikeway
- Carryover of (-\$51,000) for E-Builder project true-up
- Due to delays in schedules, a carryover is requested to complete scoping, design, construction and match for the below GTR Operating projects:
 - o9TR000002546 - Harbor Wall - Underwater Inspection \$28,000
 - o9TR000002570 - Cornell Road Tunnel Investigation, NW \$28,000
 - o9TR000001724 - Pavement Testing for FOS projects \$200,000
 - oTRED000006 Con Operating - Survey GPS \$50,000
 - oTRED000006 SUR Operating - Survey GPS \$33,700
 - oTRED000003 - ROW Management Software \$250,000
 - oT00641 - Streetcar Camera \$500,000
 - o9TR000002526 - Congestion Pricing \$235,523
 - oTDS - Railroad Coordination \$35,000
 - o9TR000002638 - East Portland Arterial Streets Strategy \$400,000

- Due to delays in schedules, a carryover is requested to complete scoping, design, construction and match for the below GF Operating projects:

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Bureau Description: 09TR000002289 - Mobile Tech – Post-Earthquake - Innovation Grant \$20,000
09TR000002450 – Regional Smart Cities \$200,874

•Due to delays in schedules, a carryover is requested to complete scoping, design, construction and match for the below GTR Capital projects:

- oT00741 – Partnering for HB2017 \$1,150,000
- oT00817 – Rosa Pkwy: Willamette – MLK Blvd, N/NE \$503,456
- oT00058 – Signal Reconstruction \$456,617
- oT00148 – NW Naito Crossing \$21,000
- oT00383 – East Portland Access to Transit \$32,179
- oT00385 – Neighborhood Transp Safety & Livability St \$210,838
- oT00414 – Central City Multi-Modal Safety \$12,004
- oT00453 – St Johns Truck Strategy, Ph II, N \$456,493
- oT00454 – SW Portland in Motion \$6,904
- oT00455 – East Portland Access to Employment \$81,931
- oT00463 – Hwy Safety Improvement Prgm (HSIP) \$310,709
- oT00574 – SE 122nd Ave: Johnson Cr Br (-\$127,724)
- oT00574 (from T00208) – SE 122nd Ave: Johnson Cr Br \$90,423
- oT00591 – Naito: Harrison - Jefferson, SW (-\$205,444)
- oT00613 – MLK: Tillamook – Ainsworth, NE \$69,226
- oT00618 – Hawthorne Safety Improvements, SE \$41,480
- oT00664 – Transit Priority Program \$97,234
- oT00672 – Regional Signal System – CONOPS & Implementation \$20,000

•Due to delays in schedules, a carryover is requested to complete scoping, design, construction and match for the below GTR (BETC Funded) restricted projects within Streetcar:

- oT00640 – Streetcar Lloyd District Turnback \$256,778
- oT00641 – Streetcar Security Cameras \$456,315
- oT00642 – Streetcar Vehicle Acquisition \$453,174

•Due to delays in schedules, a carryover is requested to complete scoping, design, construction and match for the below GF Capital projects:

- oT00064 – Harbor DR & River Pkwy, SW \$211,850
- oT00185 – Moody Pkwy \$58,684
- oT00456 – Halsey/Weidler: 103rd - 113th, NE \$66,440
- oT00457 – Downtown I-405 Ped Safety Imp, SW \$43,021
- oT00460 – Connect Cully, NE \$41,456
- oT00500 – Burnside St: 16th-Cesar \$340,474
- oT00501 – 122nd: Siskiyou – Skidmore \$1,453,718
- oT00504 – 122nd Safety Improvement \$1,064,984
- oT00505 – SW Corridor \$8,738
- oT00507 – Glisan St at 90th Ave \$47,618
- oT00508 – Taylor Ferry Rockslide \$35,541
- oT00538 – Burnside St: 8th-24th, W \$332,156
- oT00540 – Out of the Mud \$894,543
- oT00568 – Glisan Pedestrian Crossing, NE \$10,947
- oT00608 – Sunderland Rd Bridge \$7,327
- oT00619 – Front Ave: 9th-19th LID, NW \$3,574
- oT00629 – Division St: 82nd-174th, SE \$500,000
- oT00659 – Grand: Burnside – Davis \$156,959
- oT00660 – Naito: Jefferson to Davis, SW \$166,357
- oT00663 – Halsey: 114th - 162th, NE \$307,961
- oT00688 – Signal Reconstruction \$100,000
- oT00688 – Signal Reconstruction \$1,958,971
- oT00692 – Guard Rail Replacement \$222,174
- oT00696 – Greeley Multi-Use Path: I-5 Ramp-Going, N \$393,922

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: Technical Adjustment

Request: TR_001 - GTR Reallocations

Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
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CBO Discussion and Recommendation

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: New Request

Request: TR_002 - Derelict RV

	Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
EXPENDITURES			
Personnel Services	704,900	0	704,900
External Materials and Services	1,016,600	0	1,016,600
Contingency	(1,541,500)	0	(1,541,500)
TOTAL EXPENDITURES	180,000	0	180,000
REVENUES			
Licenses & Permits	180,000	0	180,000
TOTAL REVENUES	180,000	0	180,000

Bureau Description:

PBOT's request for General Fund support for the Derelict RV Program was not approved in the FY18-19 Adopted Budget. However, PBOT was directed (by a budget note) to continue this program. Accordingly, this Fall Bump request appropriates \$1,721,500 funding for the Derelict RV program;

- Recognizes \$180,000 revenue from Derelict RV tow fee
- Re-allocates \$671,900 budget from the Parking Enforcement and Parking Operations programs to fund staff costs of seven positions assigned to the Derelict RV program.
- Allocates \$869,600 excess one-time beginning balance to fund services related removing and disposing of Derelict RVs.

In FY19-20, PBOT will again bring forward a request for additional funds, or will need to make an offsetting reduction to PBOT services, to absorb the program within current budget.

CBO Discussion and Recommendation

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: New Request

Request: TR_003 - General Fund Requests

	Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
EXPENDITURES			
Personnel Services	555,000	0	555,000
External Materials and Services	950,000	0	950,000
Internal Materials and Services	260,000	0	260,000
Capital Outlay	1,750,000	0	1,750,000
Contingency	(1,000,000)	0	(1,000,000)
TOTAL EXPENDITURES	2,515,000	0	2,515,000
REVENUES			
Fund Transfers - Revenue	2,515,000	0	2,515,000
TOTAL REVENUES	2,515,000	0	2,515,000

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: New Request

Request: TR_003 - General Fund Requests

Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
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Bureau Description:

This package includes one-time requests for general fund support for seven different projects totaling \$2,515,000 and includes \$1,000,000 in GTR project funding.

- Adaptive Biketown \$50,000 – The Adaptive BIKETOWN Program 2-year pilot program is ending. This would cover a new contract with Albertina Kerr for ongoing operation and maintenance of the Adaptive BIKETOWN program (including procuring new bikes each year) and PBOT staff time for program management and coordination of other adaptive cycling items.
- Green Loop \$150,000 – This work will complement BPS' implementation plan for the Green Loop and develop the transportation element of the Green Loop in the Lloyd District and Rose Quarter areas. PBOT will work with BPS and stakeholders to determine a preferred alignment, taking into consideration adjacent land uses, present and future transportation demand in the area and major infrastructure investments like the Sullivan's Gulch Crossing Bridge and the I-5 Rose Quarter Improvement Project (ODOT). This work will help knit together these major projects to develop a high-quality, high-profile alignment with a well-defined Green Loop cross section and a strategy for implementation via a combination of capital projects and requirements for new development.
- Retrofit City Heavy Truck Fleet with Safety Side Guards \$260,000 – The Vision Zero Safety Action Plan (action D7) states that City of Portland new truck purchases will be equipped with side guards (mud flaps that prevent bicyclists from slipping under the vehicle) to meet national safety standards. All City and contracting trucks should be outfitted with side guards by December 31, 2021. A total of \$260,000 would provide \$2,200 per truck to bring the City's heavy truck fleet up to standard, guarding against bicycle and pedestrian fatalities.
- South Portland Addressing \$305,000 – With the Portland City Council adopting ordinances 188995 and 188996 it has mandated that the street renaming in South Portland be completed by 5/1/2020. While this is a very worthwhile project and will have significant benefits for multiple bureaus it has caused PBOT to have an unfunded mandate. This package requests General Fund support to fund this important one-time work of updating and eliminating leading zero addresses in Southwest Portland east of SW Naito Parkway thereby improving wayfinding, 9-1-1 dispatching and emergency response.
- Water Transit Feasibility Study \$150,000 – This study will reexamine the assumptions and results of the 2006 Willamette River Ferry Feasibility Study. Since the 2006 Study, the City has updated some of its river-related policies, including in the Central City, that encourage the City to seek out opportunities to activate the river and pursue water-based transportation where it supports other adopted policies. Portland's population has also increased by 100,000 people in a region growing just as quickly; this increased demand for travel has led to a spike in congestion and the need for innovative congestion-free travel alternatives. This study will analyze and determine potential demand and feasibility for water transportation compared to other travel options using a variety of methods, including travel times, vehicle person capacity, and potential routes.
- Transportation Resilience and Recovery Plan \$600,000 - Multi-bureau efforts to date have identified a resilient transportation network as a cornerstone in the City's ability to prepare for future catastrophes such as a major earthquake and flooding. A resilient transportation network is critical for all aspects of emergency response, from deploying first responders right after an event to the tasks of bringing city life back to normal and rebuilding city assets. The Bureau of Transportation is seeking funding in order to produce a Transportation Resilience and Recovery Plan that would outline steps to prevent, mitigate, and recover from natural disasters. Efforts will lead to a resiliency prioritization plan for PBOT with a critical resilient transportation network to guide investments. Research will include determining which bridges with seismic vulnerabilities present the highest risk to the city based on factors such as: bridge type, geologic conditions, route importance, seismic vulnerability, and consequence of failure. The last seismic work for bridges was conducted in the 1990s. Work will incorporate the latest geological information, including landslide risks and liquefaction areas provided in 2018 by the Oregon Department of Geology and Mineral Industries (DOGAMI).
- Best Naito \$1,000,000 GF request and \$1,000,000 of GTR funding - The Best Naito project would leverage other City investments in transportation facilities to the north and south on Naito, providing a permanent, year-round two-way cycletrack and sidewalk along the west side of Waterfront Park from SW Salmon to NW Couch. PBOT has piloted this concept in the summer months for four seasons and data from that effort shows the facility supports the festivals that utilize the Waterfront, that it receives double the ridership of the Waterfront, and that people are 3.4 times more likely to ride on Naito with the protected bikeway present. Waterfront Park is a signature Portland resource and this project would enhance the park experience while providing signature biking facilities and accessible walking facilities along it.

CBO Discussion and Recommendation

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: Technical Adjustment

Request: TR_006 - Technical Adjustments

	Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
EXPENDITURES			
Personnel Services	178,220	0	178,220
External Materials and Services	301,752	0	301,752
Internal Materials and Services	77,000	0	77,000
Capital Outlay	4,239,944	0	4,239,944
Fund Transfers - Expense	1,248	0	1,248
Contingency	1,015,606	0	1,015,606
TOTAL EXPENDITURES	5,813,770	0	5,813,770
REVENUES			
Budgeted Beginning Fund Balance	0	0	0
Intergovernmental Revenues	4,239,944	0	4,239,944
Interagency Revenue	178,220	0	178,220
Bond and Note	1,395,606	0	1,395,606
General Fund Discretionary	0	0	0
Miscellaneous Fund Allocations	0	0	0
TOTAL REVENUES	5,813,770	0	5,813,770
FTE			
Full-Time Positions	4.00	0.00	4.00
Limited Term Positions	-0.50	0.00	-0.50
TOTAL FTE	3.50	0.00	3.50

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: Technical Adjustment

Request: TR_006 - Technical Adjustments

Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
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Bureau Description:

This package includes several technical adjustments which include:

- Add seven positions within the Engineering Services Group – do to increase in CIP projects/workload, Engineering Services Group is requesting seven additional positions to complete projects on time and schedule. These positions will be working on multiple CIP projects with multiple funding sources including: FOS, HB2017, fed and state grants, SDC, IA, GF.

- oTwo Survey Aide II
- oCAD Tech I
- oCAD Tech II
- oEngineer
- oSr. Engineer
- oSurveyor I

- Tech Adjustments:

- oTDM Wallet – Moving \$250,000 from surcharge parking revenue contingency to operating supplies to purchase supplies for the Transportation Demand Management group. These will be used to purchase incentives such as bikeshare and transit passes.
- o10th & Yamhill – Increase appropriation of \$4,239,944 to recognize grant funding with PDC for the 10th & Yamhill parking garage project.
- oNW Streetcar Extension – Technical adjustment to move operating budget of \$370,000 to project for NW streetcar extension.
- oMall Maintenance – Increasing appropriation of \$130,000 to sub fund for project work on the mall maintenance.
- oCash transfer of \$1,248 to Sewer Operating Fund for Green cash

- IA Adjustments

- o\$100,000 in IA revenue to bill Parks for the match portion of the federal grant on the Marine Drive Path project.
- oPlanning Bureau is requesting \$78,220 in PBOT staff time to work on projects.

- Convert Transportation Planning Coordinator from LT to FT

oThis request is to change an existing Transportation Planning Coordinator from a limited term to permanent position. The position is already fully funded for the FY 2017-18. Majority of the work this position will be handling is work on the ADA ramps.

- Marijuana Project Adjustment for Columbia/Lombard Mobility Corridor Plan

oTech adjustment shifting \$60,000 between project T00735 to the Transportation Planning Group to pay for work on the Columbia/Lombard mobility corridor plan.

- Bond Proceeds

oRecognizing \$1,395,609 net proceeds from the most recent bond sale. \$1,338,603 of this bond sale is for SDC payments, \$57,006 is for sidewalk work.

CBO Discussion and Recommendation

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: Capital Set-Aside Request

Request: TR_007 - GF One-Time Request Major Maint & Infrastructure

	Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
EXPENDITURES			
Personnel Services	2,700,000	0	2,700,000
External Materials and Services	2,550,000	0	2,550,000
Capital Outlay	38,300,000	0	38,300,000
TOTAL EXPENDITURES	43,550,000	0	43,550,000
REVENUES			
Fund Transfers - Revenue	43,550,000	0	43,550,000
TOTAL REVENUES	43,550,000	0	43,550,000

Bureau Description:

City Financial Policy 2.03 directs Council to dedicate a minimum of 50% of excess General Fund ending balance to major maintenance and infrastructure replacement projects. In an effort to help the City allocate resources to the most critical infrastructure needs, a citywide project ranking was developed in FY 2014-15. The FY 2018-19 Fall BMP Project Ranking Process will be built off the process used during FY 2018-19 budget development. Project ranking will begin with the existing ranked list created as a result of the FY 2018-19 budget development process, then incorporate any new information from bureaus utilizing the project scoring tool.

PBOT is requesting \$43,550,000 in general fund support for various major maintenance and infrastructure replacement projects:

New Requests-

- Citywide Lamp Replacement Program \$2,250,000
- BR #127 Western Cornell Tunnel \$2,500,000

From Existing Ranked List in FY2018-19 budget development process, revised dollars-

- Road Improvements around OHSU \$8,500,000
- Traffic Signal System Local Controller Replacement in SE \$1,000,000
- Street Lighting Safety & Efficiency \$700,000
- Pavement Reconstruction - NW 23rd Avenue: Lovejoy to Vaughn \$9,300,000
- Pavement Rehabilitation - NE Cornfoot: NE 47th to 750' W of Alderwood \$10,800,000
- Traffic Signal Reconstruction Program \$1,500,000
- LED Street Light: Underground Circuitry Upgrades \$2,000,000
- Traffic Signal Upgrades Supporting Economic Development \$3,000,000
- Street Lighting Service Upgrades: Update to Code \$2,000,000

CBO Discussion and Recommendation

**CBO Discussion and Recommendations
FY 2018-19 Fall Supplemental Budget Ordinance**

Bureau: Portland Bureau of Transportation

Type: New Request

Request: TR_008 - Marijuana Tax Fund Request

	Fall BMP Requested Adjustments	Fall BMP CBO/Council Changes	Fall BMP Total Adjustments
EXPENDITURES			
Personnel Services	313,705	0	313,705
External Materials and Services	264,674	0	264,674
Internal Materials and Services	147,357	0	147,357
TOTAL EXPENDITURES	725,736	0	725,736
REVENUES			
Miscellaneous Fund Allocations	725,736	0	725,736
TOTAL REVENUES	725,736	0	725,736

Bureau Description:

In FY 2017-18, \$725,736 operating (non-CIP) expenses were appropriated in fund 227030 – Recreational Marijuana Tax (PBOT) but inadvertently posted in fund 200000 - Transportation Operating Fund. This package will assign the expenses to the correct fund. The Recreational Marijuana Tax Fund provides funding for Vision Zero education, safety design, speed campaigns, and 20-mph traffic signs, as directed by Council.

CBO Discussion and Recommendation

Prior Year Fund Reconciliation Report

	FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
200 - Transportation Operating Fund			
EXPENDITURES			
Personnel Services	96,254,411	87,240,286	90.64
External Materials and Services	66,681,991	56,854,309	85.26
Internal Materials and Services	28,522,542	30,820,723	108.06
Capital Outlay	52,215,552	10,771,756	20.63
Bond Expenses	28,753,661	15,270,240	53.11
Fund Transfers - Expense	10,319,707	10,314,410	99.95
Contingency	95,651,678	0	0.00
TOTAL EXPENDITURES	378,399,542	211,271,724	55.83
REVENUES			
Budgeted Beginning Fund Balance	123,707,487	0	0.00
Taxes	18,539,874	20,886,760	112.66
Licenses & Permits	9,894,300	20,001,016	202.15
Charges for Services	72,231,402	84,482,680	116.96
Intergovernmental Revenues	73,547,041	80,085,752	108.89
Interagency Revenue	31,422,702	26,518,701	84.39
Fund Transfers - Revenue	30,618,783	25,089,297	81.94
Bond and Note	16,374,506	8,000,000	48.86
Miscellaneous	2,063,447	7,614,231	369.01
General Fund Discretionary	0	0	0.00
TOTAL REVENUES	378,399,542	272,678,437	72.06

Prior Year Fund Reconciliation Report

FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
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Fund Reconciliation Narrative

Transportation Operating Fund (200000) - Fund Report for FY 17-18

Requirements:

Total Personnel Services were within ten percent of budget.

Total External Material & Services were 85.26% of budget. \$5 million of the under-expenditure results from the delays in the Street Light Efficiency Program. Work will be done in FY18-19. The balance is from under-spending for professional services for capital projects as mention in the Capital Outlay major object category.

Total Internal Material & Services were 108.06% of budget. The over-expenditure was caused by the split of overhead recovery between the Transportation Operating Fund and the Grants Fund. The negative budget for the overhead recovery offset is in The Transportation Operating Fund and the positive overhead recovery budget is in the Grants Fund.

Total Capital Outlay expenditures were 20.63% of budget. Underspending was due to a lag in project schedules. Project savings has been or will be re-budgeted for FY 18-19. The following three projects are examples: \$3.9 million for Halsey/Weidler: 103-1. Project went out to bid in the spring of 2018. Expenditures will occur in FY18-19; \$2.3 million for Burnside St: 8th-24th, W. Project just started construction; and \$5 million for ADA Ramps delays due to legal settlements occurring late in the fiscal year.

Bond Expenses were at 53.11% of budget. The actuals on this report does not have the \$10 million internal loan to the Grants Fund. The other variance is due to the budget for the internal loan was \$13 million, but only \$10 million was needed.

Fund Transfers-Expense are within ten percent of budget.

Unappropriated Ending Fund Balance is \$216,571,503. This is \$36.3 million higher than the FY 18-19 Budgeted Beginning Fund balance. \$13.6 million is from GTR and General Fund backed projects carryover that is part of the FY 18-19 Fall BMP request. \$15.4 million is for set-asides such as \$6.5 million Regulatory permits & fees & fines, \$3.7 million for SDC and \$5.2 million for Fixing Our Streets. The remaining balance of \$7 million will be used for requirements that were assumed in PBOT's 5-year Forecast or for costs that came in in after the Adopted Budget.

Revenues:

Taxes revenues were 112.66% of budget. PBOT's \$.10 local gas tax revenue is why actuals were \$2.3 million higher than budget.

License and Permit revenues were 202.15% of budget. \$5.7 million of additional revenue was related to Private for Hire (Uber, Lift, taxi cabs) activity with \$3.5 million coming from a fine. The FY 18-19 budget reflects this higher level of permit activity. The other additional revenue comes from construction and parking permits. Both revenues reflect the robust economy.

Charges for Services were 116.96% of budget. This variance is primarily driven by System Development Charges (SDC) revenue. All Charges for Service revenues, in general, came in higher than budget. This includes parking meter revenues, \$2.3 million above budget. The extraordinary healthy local economy is driver behind the level of revenue coming in.

Intergovernmental revenues were 108.89% of budget. The additional revenue comes from HB 2017 gas tax revenues.

Interagency revenues were 84.39% of budget. This variance is mainly from interagency work PBOT performs for the Bureau of Environmental Services (BES). The two sources for the under spending is from labor turnover in the crews working on the operating and maintenance component of the interagency and the other is the requested for work on BES capital projects is lower than budget.

Fund Transfers - Revenue were 81.94% of budget. This variance is from the cash transfer from the LID Construction Fund. Transfers are made only after the completion of the LID project and the assessments to the property owners.

Bond and Note revenues were 48.86% of budget. This variance is driven by two factors. The budget assumed financing for \$3.6 million for the Street Light Efficiency Program - replacing existing lamps with LED lamps. There have been delays to the project. However, it is expected to

Prior Year Fund Reconciliation Report

FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
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Prior Year Fund Reconciliation Report

	FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
212 - Transportation Reserve Fund			
EXPENDITURES			
Contingency	6,666,886	0	0.00
TOTAL EXPENDITURES	6,666,886	0	0.00
REVENUES			
Budgeted Beginning Fund Balance	5,926,886	0	0.00
Fund Transfers - Revenue	700,000	700,000	100.00
Miscellaneous	40,000	85,504	213.76
TOTAL REVENUES	6,666,886	785,504	11.78

Fund Reconciliation Narrative

Requirements:

Unappropriated Ending Fund Balance is \$6,732,033. This is \$25,507 higher than the budgeted FY 18-19 beginning fund balance.

Budgeted Beginning Fund Balance is within ten percent of budget.

Fund Transfers – Revenue are within ten percent of budget

Miscellaneous revenues are 213.76% of budget. Interest earnings were higher than budget due to actual interest rates being higher than what was assumed for budget.

Prior Year Fund Reconciliation Report

	FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
308 - Gas Tax Bond Redemption Fund			
EXPENDITURES			
Unappropriated Fund Balance	1,673,047	0	0.00
Bond Expenses	1,978,101	1,978,101	100.00
TOTAL EXPENDITURES	3,651,148	1,978,101	54.18
REVENUES			
Budgeted Beginning Fund Balance	1,673,047	0	0.00
Fund Transfers - Revenue	1,978,101	1,978,101	100.00
Miscellaneous	0	23,071	0.00
TOTAL REVENUES	3,651,148	2,001,172	54.81

Fund Reconciliation Narrative

Requirements:

Bond Expenses are within ten percent of budget.

Unappropriated Ending Fund Balance is \$1,699,088. This includes \$1,673,047 for debt reserves. This is \$23,026 higher than the FY 18-19 Budgeted Beginning Fund Balance.

Revenues:

Fund Transfers – Revenue are within ten percent of budget.

Miscellaneous revenues were \$23,071. This is interest earnings on the debt reserves.

Prior Year Fund Reconciliation Report

	FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
606 - Parking Facilities Fund			
EXPENDITURES			
Personnel Services	508,610	438,539	86.22
External Materials and Services	6,664,381	5,357,724	80.39
Internal Materials and Services	5,799,093	2,652,540	45.74
Capital Outlay	6,572,449	1,614,434	24.56
Bond Expenses	1,876,200	1,876,200	100.00
Fund Transfers - Expense	476,725	476,725	100.00
Contingency	5,738,754	0	0.00
TOTAL EXPENDITURES	27,636,212	12,416,162	44.93
REVENUES			
Budgeted Beginning Fund Balance	12,052,281	0	0.00
Charges for Services	14,231,363	13,543,480	95.17
Interagency Revenue	1,001,568	1,003,817	100.22
Fund Transfers - Revenue	250,000	250,000	100.00
Miscellaneous	101,000	244,952	242.53
General Fund Discretionary	0	0	0.00
TOTAL REVENUES	27,636,212	15,042,248	54.43

Prior Year Fund Reconciliation Report

FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
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Fund Reconciliation Narrative

Requirements:

Total Personnel Services are 86.22% of budget. The underspending was due to a vacancy for a portion of the year.

Total External Material & Services are 80.39% of budget. Underspending is due to a delay in the 10th & Yamhill project at the beginning of the fiscal year.

Total Internal Material & Services are 45.74% of budget. Major maintenance work that involves Facilities interagency was underspent. Portions of this unspent budget will be requested in the FY 18-19 Spring BMP, if needed.

Total Capital Outlay expenditures are 24.56% of budget. Underspending due to a delay in the construction phase of the 10th & Yamhill project.

Bond Expenses are within ten percent of budget.

Fund Transfers – Expense are within ten percent of budget.

Unappropriated Ending Fund Balance is \$17,114,897 This is \$5,651,300 higher than budgeted FY 18-19 beginning fund balance. The additional balance will be appropriated as needed in the FY 18-19 Spring BMP or in the FY 19-20 budget process for the 10th & Yamhill garage project and Facilities interagency.

Revenues:

Charges for Service revenues are within ten percent of budget.

Interagency revenues are within ten percent of budget.

Miscellaneous revenues are 242.53% of budget. The additional revenues were expected, but not budgeted because additional appropriation was not necessary.

Prior Year Business Area Reconciliation Report

	FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
Portland Bureau of Transportation			
EXPENDITURES			
Personnel Services	\$5,040,235	\$2,184,558	43%
External Materials and Services	\$2,077,178	\$439,580	21%
Internal Materials and Services	\$6,032,220	\$2,068,745	34%
Capital Outlay	\$10,939,426	\$4,136,531	38%
TOTAL EXPENDITURES	\$24,089,059	\$8,829,414	37%
REVENUES			
Intergovernmental Revenues	\$24,089,059	\$14,758,320	61%
Miscellaneous	\$0	\$27,075	0%
TOTAL REVENUES	\$24,089,059	\$14,785,395	61%

Bureau Reconciliation Narrative

Grants Fund (217000) – Transportation - Fund Report for FY 17-18

Requirements:

Total Personnel Services are 43% of budget. This variance can be attributed to delays in projects. The following three projects are examples: \$1.1 million for Foster: 50th-84th, SE - project just started construction; \$1.2 million for Halsey/Weidler: 103-1 - project went out to bid in the spring of 2018; \$1.7 million for SW Corridor Transit Project - still in design; and \$1 million for Ctrl Cty Mlti-Md Saf - still in design.

Total External Material & Services are 21% of budget. This variance can be attributed to delays in projects. The following three projects are examples: \$1.1 million for Foster: 50th-84th, SE - project just started construction; \$1.2 million for Halsey/Weidler: 103-1 - project went out to bid in the spring of 2018; \$1.7 million for SW Corridor Transit Project - still in design; and \$1 million for Ctrl Cty Mlti-Md Saf - still in design.

Total Internal Material & Services are 34% of budget. This variance can be attributed to delays in projects. The following three projects are examples: \$1.1 million for Foster: 50th-84th, SE - project just started construction; \$1.2 million for Halsey/Weidler: 103-1 - project went out to bid in the spring of 2018; \$1.7 million for SW Corridor Transit Project - still in design; and \$1 million for Ctrl Cty Mlti-Md Saf - still in design.

Total Capital Outlay expenditures are 38% of budget. This variance can be attributed to delays in projects. The following three projects are examples: \$1.1 million for Foster: 50th-84th, SE - project just started construction; \$1.2 million for Halsey/Weidler: 103-1 - project went out to bid in the spring of 2018; \$1.7 million for SW Corridor Transit Project - still in design; and \$1 million for Ctrl Cty Mlti-Md Saf - still in design.

Revenues:

Intergovernmental Revenues are 61% of budget. This reflects the project delays identified in the Requirements section. The percentage to budget is higher due to payments from prior year billings.

Miscellaneous revenues are \$27,075 in unbudgeted interest revenue.

Prior Year Business Area Reconciliation Report

	FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Percent of Actuals to Revised
Portland Bureau of Transportation			
EXPENDITURES			
Personnel Services	\$159,000	\$0	0%
External Materials and Services	\$1,331,000	\$0	0%
Capital Outlay	\$100,000	\$0	0%
TOTAL EXPENDITURES	\$1,590,000	\$0	0%
REVENUES			
Miscellaneous Fund Allocations	\$1,590,000	\$0	0%
TOTAL REVENUES	\$1,590,000	\$0	0%

Bureau Reconciliation Narrative

Fund (227030) – Transportation - Fund Report for FY 17-18

Requirements:

Total Personnel Services are 0% of budget. This variance is because PBOT did not follow the protocol to direct its expenditures to this sub-fund. This has been corrected for FY 18-19. Please refer to package TR_008 in PBOT's FY 2018-19 Fall Supplemental Budget Ordinance report for correcting entries.

Total External Material & Services are 0% of budget. This variance is because PBOT did not follow the protocol to direct its expenditures to this sub-fund. This has been corrected for FY 18-19. Please refer to package TR_008 in PBOT's FY 2018-19 Fall Supplemental Budget Ordinance report for correcting entries.

Total Internal Material & Services are 0% of budget. This variance is because PBOT did not follow the protocol to direct its expenditures to this sub-fund. This has been corrected for FY 18-19. Please refer to package TR_008 in PBOT's FY 2018-19 Fall Supplemental Budget Ordinance report for correcting entries.

Total Capital Outlay expenditures are 0% of budget. This variance is because PBOT did not follow the protocol to direct its expenditures to this sub-fund. This has been corrected for FY 18-19. Please refer to package TR_008 in PBOT's FY 2018-19 Fall Supplemental Budget Ordinance report for correcting entries.

Revenues:

Miscellaneous Fund Allocations are 0% of budget. No funds were allocated since there were no expenditures. This variance is because PBOT did not follow the protocol to direct its expenditures to this sub-fund. This has been corrected for FY 18-19. Please refer to package TR_008 in PBOT's FY 2018-19 Fall Supplemental Budget Ordinance report for correcting entries.

Budget Note Update

Transportation Bureau

Date of Budget Note: July 1, 2018 in Current FY 2018-19 Adopted Budget

Budget Note Title: Derelict RV Enforcement

Budget Note Language: In FY 2017-18, PBOT worked with local neighbors, the police bureau, vehicle owners, tow companies and people experiencing homelessness to address safety and environmental hazards resulting from broken down RVs in the right-of-way. Council directs PBOT to continue current work with bureau resources in FY 2018-19, and to return to Council with a report on program challenges and successes in advance of the development of the FY 2019-20 budget.

Summary Status: Underway

Budget Note Update: September 14, 2018

PROGRAM DESCRIPTION

The Portland Bureau of Transportation's (PBOT's) Derelict Recreational Vehicle (RV) program addresses the issue of broken-down recreational vehicles used by homeless people on City streets. The Derelict RV program works to identify, remove, and dismantle these vehicles, in order to support neighborhood livability and promote public safety. The Derelict program demolishes about 400 vehicles a year.

Derelict RVs are vehicles that have broken down over the years; they have non-functioning systems and may not be drivable. Derelict RVs have little or no salvage value, and it is cost prohibitive for owners to recycle them. As a result, these RVs are often sold or auctioned for very minimal amounts and repeatedly cycle through the tow yards and back onto the streets of Portland, where they are lived in by homeless people. These vehicles are not safe for habitation, and pose an environmental hazard because of the range of fluids and substances that leak from them. PBOT works with the homeless, local neighbors, the police bureau, vehicle owners, and tow companies to remove these vehicles from city right-of-way, and either dismantle them or repair them to functional use.

The Derelict RV program also partners with the Portland Police Bureau and receives and processes RVs towed under the Community Caretaking Program. Under this program, RVs that are leaking waste water or fuels or have other hazards that create an immediate and significant threat to the health of persons can immediately be removed from the Right of Way.

Program expenses include staff costs (investigations, field inspections, communication with residents and neighbors, tow notices, coordination with Police Bureau), materials and services costs (towing, site cleanup, trash removal, metal recycling, hazardous materials disposal), and indirect costs (facilities, vehicles, computers, phones, supervision, etc.). PBOT has re-assigned staff from Parking Enforcement (six positions) and Parking Operations (one position) to the Derelict RV program. The program is funded by \$1,541,500 General Transportation Revenues (GTR), and \$180,000 tow fees, for a total of \$1,721,500.

The Derelict RV program supports neighborhood livability and promotes public safety;

- Respond to about 1,200 inquiries per year regarding derelict RVs
- Demolish an estimated 400 vehicles per year
- Dispose of 6,000 gallons of human waste
- Dispose of 240 tons of garbage
- Dispose of 18,000 sharps/needle
- Decrease the number of calls for service to police (reduced criminal activity)

SUCSESSES

Reduced number of derelict structures occupying the right of way.

Increased community livability.

Developing processes and procedures to lawfully dispose of derelict RVs in an environmentally responsible manner.

Developing processes for the storage and return of personal property.

Maintaining human dignity while enforcing the law.

Exceptional cross bureau cooperation, especially between PPB and PBOT.

CHALLENGES

There is no established funding stream dedicated for the expensive process of derelict RV demolition.

PBOT's request for General Fund support for the Derelict RV Program was not approved in the FY18-19 Adopted Budget. However, PBOT was directed Council to continue this program. Accordingly, PBOT is bringing forward a Fall Bump request that appropriates \$1,721,500 funding for the Derelict RV program.

In FY18-19, the Derelict RV program is funded by re-allocating budget and staff from other programs, and allocating one-time excess beginning fund balance. Six positions have been re-assigned from the Parking Enforcement program to the Derelict RV program, which reduces enforcement citywide, and may reduce parking citation revenue.

In FY19-20, PBOT will again request funding for this program. If funding is not available, PBOT will need to make reductions to other services, to absorb the Derelict RV program within current budget appropriation.

Budget Note Update
Transportation Bureau

Date of Budget Note: July 1, 2018 in Current FY 2018-19 Adopted Budget

Budget Note Title: ADA Compliance CAL Adjustment

Budget Note Language: City Council directs the Portland Bureau of Transportation and Portland Parks and Recreation to request General Fund increases of \$1,000,000 and \$500,000, respectively, to their FY 2019-20 Current Appropriation Level (CAL) targets during the FY 2018-19 Fall Supplemental Budget process. If approved, this funding will be dedicated to ADA compliance in each bureau.

Summary Status: In FY 2018-19 Fall Bump

Budget Note Update: September 12, 2018

The Portland Bureau of Transportations FY 2018-19 Fall Supplemental includes an ongoing General Fund request of \$1,000,000 to the Bureau's FY 2019-20 Current Appropriation Level (CAL) target.

Budget Note Update

Transportation Bureau

Date of Budget Note: July 1, 2018 in Current FY 2018-19 Adopted Budget

Budget Note Title: Film Office Financing

Budget Note Language: Council directs the Portland Bureau of Transportation, Portland Parks and Recreation and the Office of Management & Finance to coordinate a plan that funds one-half of the Portland Film Office through filming permit revenues in FY 2019-20. Each bureau's Requested Budget should reflect any changes necessary to achieve this goal.

Summary Status: In Progress

Budget Note Update: September 12, 2018

A meeting between the Portland Bureau of Transportation, Portland Parks and Recreation, Prosper Portland and the Office of Management & Finance is scheduled to take place the last week of September. This meeting is to explain what the future of the Film Office is, workloads for each bureau and outline what is needed from each bureau as we head into budget development for FY 2019-20.

Budget Note Update
Transportation Bureau

Date of Budget Note: July 1, 2018 in Current FY 2018-19 Adopted Budget

Budget Note Title: Street Sweeping

Budget Note Language: During FY 2018-19, BES and PBOT shall work together to define PBOT's total cost of systemwide street cleaning services under the interagency and detail the cost of street cleaning arterial streets for BES to remain compliant with MS4 permits. BES and PBOT shall also define the quantifiable benefits of street sweeping to the stormwater system overall. Based upon the results of this analysis, BES shall propose appropriate realignments to the PBOT-BES interagency in its Requested Budget for FY2019-20.

Summary Status: In Progress

Budget Note Update: September 12, 2018

PBOT and BES continue to work at clarification of street cleaning services under the interagency and on detailing the costs associated with cleaning the arterial streets as required by the City's MS4 permit.

Portland Bureau of Transportation

Performance Measures

Performance Measure	Type	FY 2015-16 Year-End Actuals	FY 2016-17 Year-End Actuals	FY 2017-18 Adopted Budget	FY 2017-18 Year-End Actuals	FY 2018-19 Adopted Budget
TR_0042 - Percentage of PBOT-owned bridges in non-distressed condition	KPM	85%	85%	85%	84%	85%
TR_0045 - Percentage of trips made by people walking and bicycling, including to transit (calendar year)	KPM	26%	25%	28%	0%	27%
TR_0049 - Percentage of public works permits completed within Portland Bureau of Transportation's set of interim timelines from beginning to end of permitting process	OUTPUT	94%	80%	90%	94%	90%
TR_0055 - On-street parking expenses as a percentage of revenues	EFFICIENCY	26%	23%	25%	21%	23%
TR_0062 - Percentage of Streetcar on-time performance	OUTPUT	82%	79%	82%	82%	83%
TR_0063 - Percentage of Streetcar fare revenue contribution to operating budget	EFFICIENCY	14%	14%	9%	13%	15%
TR_0065 - Annual streetcar ridership	KPM	4,313,571	4,720,474	5,000,000	4,870,556	5,200,000
TR_0067 - Percentage of "busy" (collector/arterial) streets in fair or better condition	KPM	53%	50%	55%	48%	56%
TR_0068 - Percentage of local streets in fair or better condition	KPM	40%	36%	42%	31%	35%
TR_0069 - Total number of traffic fatalities citywide (calendar year)	KPM	37	44	42	46	45

Performance Measure Variance Descriptions

{TR_0042 - Percentage of PBOT owned bridges in non-distressed condition}

The proportion of PBOT-owned bridges in non-distressed condition has declined slightly in the past year. PBOT currently has three different projects at different stages to help address this KPM. Construction is planned on the SE 122nd & Johnson Creek bridge in FY 2018-19.

{TR_0045 - Percentage of trips made by people walking and bicycling, including to transit (calendar year)}

FY 2017-18 year-end actuals data from American Community Survey is not published until later in September 2018.

{TR_0065 - Annual streetcar ridership}

Streetcar ridership continues to increase each year with the bureau narrowly missing its strategic target in FY 2017-18.

{TR_0067 - Percentage of "busy" (collector/arterial) streets in fair or better condition}

Funding from Fixing Our Streets, HB 2017 and Build Portland are all helping to fund capital projects to work on this KPM. Majority of these projects are in progress and the accomplishments from these projects will be reflected in this report upon completion.

{TR_0068 - Percentage of local streets in fair or better condition}

Funding from Fixing Our Streets, HB 2017 and Build Portland are all helping to fund capital projects to work on this KPM. Majority of these projects are in progress and the accomplishments from these projects will be reflected in this report upon completion.

{TR_0069 - Total number of traffic fatalities citywide (calendar year)}

Capital Program Status Report

Transportation

CIP Program	FY 2017-18 Adopted Budget	FY 2017-18 Revised Budget	FY 2017-18 Year-End Actuals	Variance \$	Variance %	FY 2018-19 Adopted Budget	Fall BMP Revised Budget	FY 2018-19 Year to Date Actuals	Variance \$	Variance %
	\$0	\$0	\$261,567	\$261,567		\$0	\$0	\$3,147	\$0	
Asset Management	\$19,999,361	\$23,212,010	\$11,902,216	(\$11,309,794)	(49%)	\$41,225,575	\$45,975,575	\$957,366	\$4,750,000	12%
Centers and Main Streets	\$0	\$66,233	\$4,546	(\$61,687)	(93%)	\$0	\$0	\$26,206	\$0	
Economic Vitality	\$32,242,053	\$25,327,139	\$10,312,427	(\$15,014,712)	(59%)	\$37,681,692	\$42,291,636	\$1,432,615	\$4,609,944	12%
Freight and Industrial Area	\$0	\$0	\$165	\$165		\$0	\$0	\$0	\$0	
Health & Livability	\$15,473,214	\$13,573,853	\$7,879,346	(\$5,694,507)	(42%)	\$23,241,735	\$23,546,735	\$297,820	\$305,000	1%
Local Street Design	\$1,646,093	\$1,646,093	\$12,043	(\$1,634,050)	(99%)	\$0	\$0	\$263	\$0	
Neighborhood Livability	\$0	\$0	\$566,658	\$566,658		\$0	\$0	\$14,096	\$0	
Safety	\$39,992,195	\$38,491,467	\$14,194,964	(\$24,296,503)	(63%)	\$66,826,192	\$67,866,192	(\$2,336,768)	\$1,040,000	2%
Special Projects	\$0	\$221,759	\$0	(\$221,759)	(100%)	\$0	\$0	\$0	\$0	
Total	\$109,352,916	\$102,538,554	\$45,133,932	(\$57,404,622)	(56%)	\$168,975,194	\$179,680,138	\$394,745	\$10,704,944	6%

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

Prior Year Variance Description

Prior Year Variance Description

- Overall, PBOT spent 56% of the CIP.
- There were several projects where the bid occurred late in the fiscal year or was delayed. Construction and schedule shift to FY 18/19
 - 42nd Ave: Killingsworth - Columbia, NE
 - Signal Rehab & Reconstruction - 104th & Holgate, SE
 - Halsey/Weidler: 103rd - 113th, NE
 - Burnside St: 8th-24th, W

•Additionally, PBOT was waiting for a court settlement before proceeding with the ADA Ramps replacement project. The settlement was reached in spring in 2018. We will begin construction in Fall of 2018

Current Year Variance Description

Current Year Variance Description

- PBOT reviewed its existing CIP budget and will be making various changes to the current fiscal year budget to adjust for revisions in construction schedules. We will continue to monitor the CIP project schedules and will make necessary adjustments, as needed.