

# PBOT


PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Interim Director

March 27, 2019

TO: Jessica Kinard  
City Budget Office

FROM: Chris Warner   
Portland Bureau of Transportation

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

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

- FY 18-19 Budget Amendment Request Report
- FY 18-19 Year End Projections
- FY 18-19 Budget Note Updates
- Prior FY 18-19 Decision Packages and Fall BuMP Request Status Updates
- Prior FY 18-19 Performance Measures
- Prior FY 18-19 Capital Reporting

If you have any questions, please call Ken Kinoshita in the Bureau of Transportation at 503-823-7140.

## 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



*The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.*

**TR - Portland Bureau of Transportation**

**DP Type Contingency**

**Request Name:** 8138 -Maximo Upgrade Project

**Package Description**

The enterprise asset management system for PBOT is IBM Maximo. The Maximo 7.6 Upgrade project includes many components to improve our work order management system and help formalize our enterprise asset management system capabilities for the bureau. The catalyst for the upgrade project is the replacement of PBOT servers that support Maximo, which will be out of compliance by December 31, 2019. Additionally, we will be focusing on implementing as much "out-of-the-box" or standard configuration as possible to ensure we're following best practice, creating a system that can be maintained well and adapt to changes in our business.

**Service Impacts**

Project needs to be completed by December31, 2019 for compliance.  
 Project will add reliability, improved functionality and improve user interface.  
 Provide employees reliable data and enhanced reporting features.  
 Provide access to new system capabilities, which will improve business effectiveness and efficiency.

**Equity Impacts**

The Maximo 7.6 Upgrade project will improve the Technology Services Division ability to support requests from the bureau's staff about data to inform their analysis of communities served. Additionally, the Maximo 7.6 Upgrade project will provide accurate, up-to-date data to bureau staff in order to support the bureau's Racial Equity Plan Strategy and the bureau's Strategic Asset Management Plan (being released at the end of fiscal year 2019).

**CBO Analysis**

Budget Detail					
Fund					
Major Object Name	Expense	2018-19 SPRING Adjust - DP Only	2018-19 SPRING CBO/ Council Adj	2018-19 SPRING Requested Total	
200000	Contingency	-300,000	0	-300,000	
200000	External Materials and Services	300,000	0	300,000	
<b>Sum:</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TR - Portland Bureau of Transportation**

**DP Type Contingency**

**Request Name:** 8139 -Mt Calvary Landslide Repair

**Package Description**

The landslide caused damage to the slope on the Archdiocese Property and the Right of Way. The landslide comprised the stability of the remaining slope. The majority of the landslide materials were deposited in the Right of Way. The City immediately removed the landslide debris from W Burnside St and removed the remaining trees from the Archdiocese property and the Right of Way that posed a threat to the traveling public and the remaining slope. The Archdiocese installed erosion control on the Archdiocese property and in the Right of Way to reduce the ability for storm water to enter the slope. The City is paying for a proportional amount of the repairs and slope stabilization.

**Service Impacts**

The slide posed a hazard to the traveling public and remaining slope. The slide repairs need to be done to prevent further erosion of the slope.

**Equity Impacts**

No Equity Impact

**CBO Analysis**

Budget Detail					
Fund	Major Object Name	Expense	2018-19 SPRING Adjust - DP Only	2018-19 SPRING CBO/ Council Adj	2018-19 SPRING Requested Total
200000	Contingency		-123,683	0	-123,683
200000	External Materials and Services		123,683	0	123,683
		<b>Sum:</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TR - Portland Bureau of Transportation**

**DP Type Contingency**

**Request Name:** 8140 -Wildwood Ped Crossing

**Package Description**

The Wildwood Trail is a heavily used walking trail in the Southwest Hills, with up to 80,000 trail users annually in the most recent count at the at-grade crossing of W. Burnside Street, which counts 10,000 cars passing daily. The intersection of the Wildwood Trail and West Burnside Street was identified in the City of Portland's 1998 Pedestrian master plan as a hazard.

The Portland Parks Foundation, working with local community members, seeks to construct a footbridge over West Burnside Street that will provide continuity of the Wildwood Trail and safe passage above the street traffic. The Portland Parks Foundation is currently working with private and public sector partners to identify funding for the bridge.

In the FY 2016 Budget, City council allocated GF Capital Set Aside fund for safety improvements on W Burnside stipulating that a portion on those funds be directed towards the Footbridge Over Burnside.

**Service Impacts**

The intersection of the Wildwood Trail and West Burnside St is a hazard for 80,000 pedestrians. The footbridge would eliminate vehicle and pedestrian hazard at the intersection.

**Equity Impacts**

No Equity Impact

**CBO Analysis**

Budget Detail				
Fund				
Major Object Name	Expense	2018-19 SPRING Adjust - DP Only	2018-19 SPRING CBO/ Council Adj	2018-19 SPRING Requested Total
200000	Contingency	-1,050,000	0	-1,050,000
200000	External Materials and Services	1,050,000	0	1,050,000
	<b>Sum:</b>	<b>0</b>	<b>0</b>	<b>0</b>

Major Object Name	Revenue	2018-19 SPRING Adjust - DP Only	2018-19 SPRING CBO/ Council Adj	2018-19 SPRING Requested Total
200000	Charges for Services		0	0
	<b>Sum:</b>		<b>0</b>	<b>0</b>

**TR - Portland Bureau of Transportation**

**DP Type Other Adjustments**

**Request Name:** 8141 -N Rivergate Freight Project

**Package Description**

Per ordinance 189107. The City agreed to transfer \$4.0 mil to Metro in exchange for Metro applying \$5 mil in Federal Highway Improvement Funds to the North Rivergate Freight Projects. Additionally, Ordinance 189106, the Port of Portland agreed to transfer/reimburse the City for the \$4.0 mil payment to Metro.

**Service Impacts**

There is no financial impact to the bureau with this financial transaction. The Port of Portland is reimbursing the City for the payment to Metro.

**Equity Impacts**

No Equity Impact

**CBO Analysis**

Budget Detail				
Fund				
Major Object Name	Expense	2018-19 SPRING Adjust - DP Only	2018-19 SPRING CBO/ Council Adj	2018-19 SPRING Requested Total
200000	External Materials and Services	4,000,000	0	4,000,000
	<b>Sum:</b>	<b>4,000,000</b>	<b>0</b>	<b>4,000,000</b>

Major Object Name	Revenue	2018-19 SPRING Adjust - DP Only	2018-19 SPRING CBO/ Council Adj	2018-19 SPRING Requested Total
200000	Intergovernmental	4,000,000	0	4,000,000
	<b>Sum:</b>	<b>4,000,000</b>	<b>0</b>	<b>4,000,000</b>

**TR - Portland Bureau of Transportation**

**DP Type Other Adjustments**

**Request Name:** 8142 -Senior Planner - Transportation

**Package Description**

This package would convert a limited term Senior Planner – Transportation to a full-time position. Budget for this position in the current fiscal year would be covered through current savings within the Transportation Planning Group. This position is fully funded in next years budget. This position will act as a team leader within APP and the Planning Division of PBOT. The Senior City Transportation Planner will lead, manage and provide the highest-level expertise to complex and politically sensitive planning studies, projects, and assignments. The position will represent the bureau in inter-agency, local, regional and state meetings and planning efforts, and will be expected to exercise expert independent judgment, initiative and decision-making authority to develop timely solutions to complex problems. Projects and assignments will require a high degree of knowledge and ability in identifying and solving problems, interpreting and analyzing City codes and policy, and maintaining effective contacts and relationships with elected and appointed officials and the general public. The range of projects will include transportation planning in support of land use plans, area and corridor transportation plans, concept design and project development, grant applications, and land use and transportation research and policy development. As project lead, the Senior Planner will be the primary point of contact for decision makers, consultants, neighborhood and business associations, advocacy groups and other stakeholders.

**Service Impacts**

The reasoning for why this position is needed now is because the Area and Project Planning (APP) group needs additional staff to further assist PBOT in the development of area plans and transportation corridor projects to implement the City's Comprehensive Plan. This position allows APP to develop more planning concepts and advance them to a greater level of detail than has been the norm. This will allow projects to advance to the Capital Delivery Division for final design and construction according to PBOT's newly established Project Delivery (Stage-Gating) methodology. Presently the Area and Project Planning section has in its portfolio several complex projects in need of a Senior Planner for management and execution.

**Equity Impacts**

With this action there are no negative impacts and there are positive impacts. As PBOT needs to plan and invest in areas of high equity concern and high transportation infrastructure deficiencies, including safety, this position will provide the organization the resources to plan and invest in high equity concern areas and meet its stated equity goals.

**CBO Analysis**

Budget Detail					
Fund					
Major Object Name	Expense	2018-19 SPRING Adjust - DP Only	2018-19 SPRING CBO/ Council Adj	2018-19 SPRING Requested Total	
200000	Personnel		0	0	0
	<b>Sum:</b>		<b>0</b>	<b>0</b>	<b>0</b>

Position Detail						
Job Class - Name	FTE	Salary	Supplemental	Statutory	Benefit	Total
30000396 - Planner, Sr City- Transportation	1.00	14,248	0	1,089.97	5,334	20,672
<b>Total</b>	<b>1.00</b>	<b>14,248</b>	<b>0</b>		<b>5,334</b>	<b>20,672</b>

# Business Area Projection Report

## Portland Bureau of Transportation

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
100	External Materials and Services	0	850.26	0	
	<b>Sum:</b>	<b>0</b>	<b>850.26</b>	<b>0</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
200	Ending Fund Balance	0	0	0	
	Personnel	114,611,323	66,221,334.9	114,611,323	100.00%
	External Materials and Services	86,229,176	38,377,376.27	86,229,176	100.00%
	Internal Materials and Services	29,565,135	19,692,998.5	30,442,238	102.97%
	Capital Outlay	95,731,277	8,997,639.03	25,293,998	26.42%
	Debt Service	15,953,571	6,043,503.19	15,953,571	100.00%
	Fund Transfers - Expense	10,404,016	5,276,526	10,404,016	100.00%
	Contingency	142,087,004	0	244,899,694	172.36%
	<b>Sum:</b>	<b>494,581,502</b>	<b>144,609,377.89</b>	<b>527,834,016</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
	Beginning Fund Balance	196,170,276	0	216,671,503	110.45%
	Licenses & Permits	11,460,000	11,931,458.63	16,618,840	145.02%
	Charges for Services	83,346,576	53,680,043.69	83,346,576	100.00%
	Interagency Revenue	31,984,344	18,480,048.92	31,984,344	100.00%
	Intergovernmental	96,391,520	52,976,758.63	96,391,520	100.00%
	Bond & Note Proceeds	20,395,606	11,395,609.24	20,395,606	100.00%
	Fund Transfers - Revenue	35,034,750	1,179,140.8	35,034,750	100.00%
	General Fund Discretionary	0	0	0	
	Miscellaneous	1,998,430	4,664,261.05	6,390,877	319.79%
	Taxes	17,800,000	11,187,843.16	21,000,000	117.98%
	<b>Sum:</b>	<b>494,581,502</b>	<b>165,495,164.12</b>	<b>527,834,016</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
212	Ending Fund Balance	0	0	0	
	Contingency	7,466,526	0	7,568,693	101.37%
	<b>Sum:</b>	<b>7,466,526</b>	<b>0</b>	<b>7,568,693</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
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## Business Area Projection Report

Beginning Fund Balance	6,706,526	0	6,732,030	100.38%
Fund Transfers - Revenue	700,000	0	700,000	100.00%
Miscellaneous	60,000	91,108.5	136,663	227.77%
<b>Sum:</b>	<b>7,466,526</b>	<b>91,108.5</b>	<b>7,568,693</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
217	Ending Fund Balance	0	0	0	
	Personnel	8,702,507	1,722,052.28	3,312,078	38.06%
	External Materials and Services	4,308,410	503,987.18	1,355,981	31.47%
	Internal Materials and Services	5,644,865	1,380,505.9	2,232,459	39.55%
	Capital Outlay	30,279,727	10,060,253.91	13,217,413	43.65%
	<b>Sum:</b>	<b>48,935,509</b>	<b>13,666,799.27</b>	<b>20,117,931</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
	Beginning Fund Balance	0	0	0	
	Intergovernmental	48,935,509	10,411,464.38	20,079,303	41.03%
	Miscellaneous	0	25,752.09	38,628	#DIV/0
	<b>Sum:</b>	<b>48,935,509</b>	<b>10,437,216.47</b>	<b>20,117,931</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
227	Personnel	973,705	27,482.42	973,705	100.00%
	External Materials and Services	1,322,657	111,586.76	1,322,657	100.00%
	Capital Outlay	200,000	0	200,000	100.00%
	<b>Sum:</b>	<b>2,496,362</b>	<b>139,069.18</b>	<b>2,496,362</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
	Miscellaneous Fund Allocation	2,496,362	0	2,496,362	100.00%
	<b>Sum:</b>	<b>2,496,362</b>	<b>0</b>	<b>2,496,362</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
308	Ending Fund Balance	0	0	0	
	Debt Service	1,741,000	1,741,000	1,741,000	100.00%
	Debt Service Reserves	1,673,047	0	1,673,047	100.00%
	<b>Sum:</b>	<b>3,414,047</b>	<b>1,741,000</b>	<b>3,414,047</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
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## Business Area Projection Report

Beginning Fund Balance	1,676,062	0	1,699,133	101.38%
Fund Transfers - Revenue	1,737,985	0	1,686,501	97.04%
Miscellaneous	0	18,941.8	28,413	#DIV/0
<b>Sum:</b>	<b>3,414,047</b>	<b>18,941.8</b>	<b>3,414,047</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
602	External Materials and Services	0	0	0	
	<b>Sum:</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
	Interagency Revenue	0	0	0	
	<b>Sum:</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
606	Ending Fund Balance	0	0	0	
	Personnel	475,952	231,122.84	350,000	73.54%
	External Materials and Services	4,731,292	3,474,818.9	5,200,000	109.91%
	Internal Materials and Services	3,380,775	1,630,725.12	2,500,000	73.95%
	Capital Outlay	13,658,416	4,938,463.04	7,500,000	54.91%
	Debt Service	1,879,200	8,728,027.6	10,251,950	545.55%
	Fund Transfers - Expense	514,257	137,640	514,257	100.00%
	Contingency	1,151,709	0	14,064,278	1,221.17%
	<b>Sum:</b>	<b>25,791,601</b>	<b>19,140,797.5</b>	<b>40,380,485</b>	

Fund	Major Object	2018-19 SPRING Requested Total	2019 February Actuals YTD	2018-19 SPRING Projection	% of Projected Actuals to Revised Budget
	Beginning Fund Balance	11,463,597	0	16,754,895	146.16%
	Charges for Services	13,166,126	9,206,340.16	13,808,440	104.88%
	Interagency Revenue	1,061,878	714,577.56	1,071,866	100.94%
	Bond & Note Proceeds	0	8,372,749.55	8,372,750	#DIV/0
	Fund Transfers - Revenue	0	0	0	
	General Fund Discretionary	0	0	0	
	Miscellaneous	100,000	247,678.29	372,534	372.53%
	<b>Sum:</b>	<b>25,791,601</b>	<b>18,541,345.56</b>	<b>40,380,485</b>	

### Revenue Discussion

# Business Area Projection Report

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## Transportation Operating Fund (200)

Beginning Fund Balance is \$20,501,227 higher than the FY 18-19 Budgeted Beginning Fund Balance. This additional balance was taken into account in the Requested FY 19-20 Budget and Five-Year Financial Forecast.

Taxes revenues are projected to be 118% of budget. Revenues from the 10-cent local gas tax have exceeded the bureau's original projections. These have been partially offset by lower than budgeted revenues from the Heavy Vehicle Use Tax.

License and Permit revenues are projected to be 145% of budget. Construction permit revenues are over budget due to continued residential and commercial construction activity across the city. PBOT finance will be assuming budgeting and forecasting duties for non-GTR revenues beginning in FY 19-20.

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

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

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

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

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

Miscellaneous revenues are projected to be approximately \$4.4 million over budget. The variance is primarily due to higher interest earnings due to higher than budgeted cash balances and interest rates.

## Transportation Reserve Fund (212)

Beginning Fund Balance is \$25,504 higher than the FY 18-19 Budgeted Beginning Fund Balance due to higher interest earnings.

Miscellaneous revenues are projected to be \$76,663 higher than budget due to interest earnings.

Fund Transfers – Revenue is projected to be on budget.

## Grants Fund - Transportation (217)

Intergovernmental (grant) revenues are projected to be 41% of budget. The variance in revenues reflects lower projected spending on projects.

Miscellaneous revenues are projected to be \$38,628 due to interest earnings.

## Recreational Marijuana Tax Fund (227)

Miscellaneous Fund Allocation is projected to be on budget.

## Gas Tax Bond Redemption Fund (308)

Beginning Fund Balance is \$23,071 higher than the FY 18-19 Budgeted Beginning Fund Balance due to interest earnings.

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

Miscellaneous revenues are projected to be \$28,413 due to interest earnings.

## Parking Facilities Fund (606)

Beginning Fund Balance is \$5,291,298 higher than the FY 18-19 Budgeted Beginning Fund Balance.

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

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

Bond and Note Proceeds are projected to be over budget by \$8.4 million. The variance is due to a bond refinancing. There is a corresponding expense variance, resulting in no change to net fund balance.

Miscellaneous revenues are projected to be 373% of budget. Interest earnings are higher than budget due to a combination of higher interest rates and cash balances than used in budget assumptions.

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

## Revenue Risks

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# Business Area Projection Report

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Fund 200: Many of the bureau's revenue sources – including gas taxes, parking fees, construction permits and system development charges – are impacted by local macroeconomic factors. A strong local economy and related boom in construction activity have supported revenue levels that may fall in an economic downturn.

Fund 212: No risks – funding is provided via internal cash transfer.

Fund 217: No risks – funding for current projects is provided on a reimbursement basis.

Fund 227: Revenues available for distribution may vary with recreational cannabis sales.

Fund 308: No risks – funding is provided via internal cash transfer.

Fund 606: Revenues are impacted by local macroeconomic factors. A strong local economy and related boom in construction activity have supported revenue levels that may fall in an economic downturn.

## Expenditure Discussion

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### Transportation Operating Fund (200)

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

Total External Material & Services are projected to be within ten percent of budget. Projections take into account seasonality of PBOT expenditures.

Total Internal Material & Services are projected to be 103% of budget. This projected over-expenditure is 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 is projected to be 26% of budget. Construction on several major projects has been delayed but is expected to accelerate in the 2019 construction season. A portion of the variance is attributable to Fixing Our Streets projects that will get underway later in 2019; significant upcoming groundbreakings include SW 4th Avenue: Lincoln-Burnside; SW Capitol Highway: Multnomah-Texas; SW Naito Parkway: Harrison-Jefferson; SW Capitol Highway: Multnomah Village-West Portland; N Denver Avenue: Lombard-Watts; and N Williams Avenue: Stanton-Cook.

Fund Transfer – Expense is projected to be within ten percent of budget.

Debt Service is projected to be within ten percent of budget.

Unappropriated Ending Fund Balance is projected to be \$244,899,694.

### Transportation Reserve Fund (212)

Requirements are projected to be unspent. FY 18-19 Ending Fund Balance is projected to be \$7,568,693, which is \$102,167 higher than budgeted. The increase in balance is due to higher than budgeted interest earnings.

### Grants Fund - Transportation (217)

Total Personnel Services are projected to be 38% of budget. Progress on grant-funded projects has been slower than planned.

Total External Material & Services are projected to 31% of budget. Progress on grant-funded projects has been slower than planned.

Total Internal Material & Services are projected to be 40% of budget. Progress on grant-funded projects has been slower than planned.

Total Capital Outlay is projected to be 44% of budget. Progress on grant-funded projects, including St John's Truck Strategy Phase II, NE Columbia Boulevard: Cully & Alderwood, and East Portland Access to Transit has been slower than planned.

Ending Fund Balance is projected to be zero.

### Recreational Marijuana Tax Fund (227)

Total Personnel Services are projected to be within ten percent of budget. Expenditures that have been posted in the Transportation Operating Fund (200) will be moved to the Recreational Marijuana Tax Fund (227) by year end.

Total External Material & Services are projected to be within ten percent of budget. Expenditures that have been posted in the Transportation Operating Fund (200) will be moved to the Recreational Marijuana Tax Fund (227) by year end.

Total Capital Outlay is projected to be within ten percent of budget. Expenditures that have been posted in the Transportation Operating Fund (200) will be moved to the Recreational Marijuana Tax Fund (227) by year end.

Unappropriated Ending Fund Balance is projected to be zero.

### Gas Tax Bond Redemption Fund (308)

Debt Service is projected to be on budget.

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# Business Area Projection Report

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Debt Service is projected to be on budget.

Debt Service Reserve is projected to be \$1,643,047.

Ending Fund Balance is projected to be zero.

## Parking Facilities Fund (606)

Total Personnel Services are projected to be 74% of budget. This is due to vacancies in FY 2018-19. This underspending either has been included in the FY 18-19 or will be re-budgeted in the FY 18-19 Fall BMP.

Total External Material & Services are projected to be 10% over budget. This is due to a shift in spending from Internal M&S and Capital Outlay to External M&S. This will be addressed in the over-expenditure ordinance when more information is available.

Total Internal Material & Services are projected to be 74% of budget. This underspending either has been included in the FY 19-20 or will be re-budgeted in the FY 19-20 Fall BMP.

Total Capital Outlay is projected to be 55% of budget. The 10th & Yamhill garage improvements project and a technology upgrade both had delays for this fiscal year. In addition, 10th and Yamhill garage improvements budgeted as Capital Outlay were incurred as External M&S.

Fund Transfer – Expense is projected to be within ten percent of budget.

Debt Service is projected to be over budget by \$8.4 million. The variance is due to a bond refinancing. There is a corresponding revenue variance, resulting in no change to net fund balance.

Ending Fund Balance is projected to be \$14,064,278.

## Expenditure Risks

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Fund 200: Projected spending levels for personal services may be impacted by vacancy rates and the bureau's ability to fill vacancies in a timely manner. External materials & services, as well as capital outlay expenditures may be impacted by spring weather. Capital outlay expenditures may also be impacted by the procurement process for capital projects.

Fund 212: No risks – reserve funds are held in contingency.

Fund 217: Projected spending levels for personal services may be impacted by vacancy rates and the bureau's ability to fill vacancies in a timely manner. External materials & services, as well as capital outlay expenditures may be impacted by spring weather. Capital outlay expenditures may also be impacted by the procurement process for capital projects.

Fund 227: Projected spending levels for personal services may be impacted by vacancy rates and the bureau's ability to fill vacancies in a timely manner. External materials & services, as well as capital outlay expenditures may be impacted by spring weather. Capital outlay expenditures may also be impacted by the procurement process for capital projects.

Fund 308: No risks – debt service payments have been made as scheduled.

Fund 606: Projected spending levels for personal services may be impacted by vacancy rates and the bureau's ability to fill vacancies in a timely manner.

## 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 (updated March 27, 2019)

#### 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 houseless 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 houseless 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 houseless members of our community, 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 On-street Parking Operations (one position) to the Derelict RV program.

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.

In FY18-19, PBOT requested General Fund support for the Derelict RV Program. Council did not approve this request, however, PBOT was directed to continue the program. Accordingly, in the Fall 2018 Bump, PBOT funded the Derelict RV Program with budget re-allocated from other PBOT programs, one-time excess beginning fund balance, and tow fee revenue. One position was re-assigned from the On-Street Parking Operations program, which reduces staff supporting permit processing. Six positions were 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 is requesting \$1,339,000 General Fund support for this program. Combined with \$189,000 tow fee revenue, this will fund services totaling \$1,528,000 (decision package DP7669). 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

### 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:** Complete

**Budget Note Update:** March 19, 2019

The Bureau of Environmental Services and Portland Bureau of Transportation worked together to estimate the appropriate amount both Bureaus collectively believe aligns with related permit requirements and stormwater system benefits. Lane miles were established in the Municipal Separate Storm Sewer System (MS4) permit areas and the Underground Injection Control (UIC) areas and a cost per lane mile of street sweeping and debris disposal was calculated. Sweeping arterial streets within the UIC and MS4 permit areas 6 times per year meets the permit requirement. It was further estimated that residential street sweeping provides some benefits for water quality within the separated stormwater system. The bureaus agreed that the appropriate amount for street sweeping paid by BES in FY 2019-20 is \$411,141, as will be reflected in the interagency agreement.

## Budget Note Update

### 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:** Completed

**Budget Note Update:** March 22, 2019

PBOT, PP&R, and Prosper Portland have coordinated funding for the program. PBOT will provide funding for one-half FTE. This is reflected in the proposed FY19-20 budget.



## Budget Note Update

### 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 \$1,000,000, 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:** Completed

**Budget Note Update:** March 22, 2019

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

Service Area	Bureau Name	Decision Package Title	Package Description	Funded in	Year Funded:	Package Funding	Package FTE	Package Status	Package Update
Transportation and Parking	Portland Bureau of Transportation	Adopted Budget Position Authority - Spring BMP	This decision package enters 29 FTE into the Adopted Budget for FY 2018-19. Position authority approved in Spring BMP FY 2017-18. Technical adjustment. Recommended as requested.	FY 2018-19 Adopted Budget	FY 2018-19	-	29.00	Complete	Position changes have been made.
Transportation and Parking	Portland Bureau of Transportation	Build Portland FY 2018-19 Project Funding	Build Portland allocation for FY 2018-19: \$3.5M for ADA ramps and \$1M for streetlights.0	FY 2018-19 Adopted Budget	FY 2018-19	4,000,000		In Progress	Projects are underway or have been completed.
			<p>Per the Mayor's FY 2018-19 Budget Guidance, one-time requests for General Fund should focus on taking care of the City's existing assets. To assist Council in allocating these funds to the highest priority major maintenance and asset replacement projects, a citywide project ranking was developed. In order for these projects to be considered for funding, bureaus must submit these projects as General Fund one-time requests in the FY 2018-19 budget process.</p> <p>PBOT is requesting \$41,350,000 in general fund support to complete the following projects:</p> <p>ADA Accessible Sidewalks \$5,000,000  Traffic Signal System Local Controller Replacement \$900,000  Traffic Signal Reconstruction Program (additional signal infrastructure) \$1,500,000  LED Street Light: Underground Circuitry Upgrades \$2,000,000  Pavement Reconstruction - NW 23rd Avenue: Lovejoy to Vaughn \$4,250,000  Bridge Replacement - BR#075-NE 42nd Ave Bridge Over NE Portland Hwy \$3,000,000  Street Lighting Safety &amp; Efficiency \$600,000  Pavement Rehabilitation - NE Cornfoot: NE 47th to 750' W of Alderwood \$9,000,000  Traffic Signal Upgrades Supporting Economic Development \$3,000,000  Street Lighting Service Upgrades: Update to Code \$2,000,000  Road Improvements around OHSU \$7,100,000  Halsey Corridor Traffic Signal Replacement Projects \$3,000,000</p> <p>1) Six projects will be prioritized using the equity matrix, an action item in the Racial Equity Plan. The proposed program to install ADA curb ramps and compliant sidewalks, and the pavement projects that trigger ADA curb ramps, responds to bureau wide equity goals specifically supporting people with disabilities. This work will improve availability and access to resources for underserved groups, including those with mobility disabilities.</p> <p>2) Two of the projects proposed were identified directly through collaboration with community based organizations by and for communities of color; this is responsive to Racial Equity Goal #2.</p> <p>3) PBOT will use its equity matrix to prioritize project locations for asset improvement buckets, such as ADA and signal improvements.</p>						
Transportation and Parking	Portland Bureau of Transportation	Capital Set-Aside		FY 2018-19 Adopted Budget	FY 2018-19	7,500,000		In Progress	Projects are underway or have been completed.
			<p>Leverage dedicated state funding to provide a safer pedestrian crossing of N Columbia Boulevard near George Middle School in the St Johns neighborhood. This location has been the site of several serious injury crashes and at least one fatal crash and is on the city-identified High Crash Network. A near-fatality of a student crossing the roadway in August 2016 highlighted the safety issues at this location. State funding in the amount of \$1.5 million secured as part of HB 2017 during the 2017 Legislative session will not become available to the city until 2019, and PBOT does not have available funding to dedicate to the project in the interim period. To meet the intended 2019 construction schedule, project development and design must take place starting as soon as possible. The requested \$650,000 would cover PBOT project development and design costs through June 30, 2018. Combined with the secured \$1.5 million in state funding, the total budget of \$2,150,000 will also provide budget to add more comprehensive safety, access and structural improvements to the project scope. This project advances citywide goals including Vision Zero (eliminating traffic deaths) and Transportation System Plan mode share goals for walking and biking.</p> <p>Leverage dedicated state funding to provide a safer pedestrian crossing of N Columbia Boulevard near George Middle School in the St Johns neighborhood, to advance citywide goals including Vision Zero (eliminating traffic deaths) and Transportation System Plan mode share goals for walking and biking.</p> <p>Leverage dedicated state funding to provide a safer pedestrian crossing of N Columbia Boulevard near George Middle School in the St Johns neighborhood, to advance citywide goals including Vision Zero (eliminating traffic deaths) and Transportation System Plan mode share goals for walking and biking.</p> <p>1. This project advances equity because it serves an area with above average concentrations of communities of color (34% of population) and lower incomes (\$50,495 median household income, or \$4,500 below citywide). The project advances PBOT's Racial Equity Plan Action Item 1.6, by prioritizing the implementation of an infrastructure project using an equity lens.</p> <p>2. This project will advance the following two Citywide Racial Equity Goals &amp; Strategies:  Implement a racial equity lens – this is a critical project when evaluated through a racial equity lens  Operate with urgency and accountability – this funding will allow us to move forward as quickly as possible to complete this important project that will serve an area with above average concentrations of communities of color and lower incomes.</p> <p>3. As noted above this project will take place in North Portland on a High Crash corridor and in an area with higher than average population of people of color.</p>						
Transportation and Parking	Portland Bureau of Transportation	Columbia Blvd Crossing		FY 2018-19 Adopted Budget	FY 2018-19	650,000		In Progress	Projects are underway or have been completed.

Service Area	Bureau Name	Decision Package Title	Package Description	Funded in	Year Funded:	Package Funding	Package FTE	Package Status	Package Update
Transportation and Parking	Portland Bureau of Transportation	HB 2017 - Capital Investments	<p>session. Investments include:</p> <ol style="list-style-type: none"> <li>Sell \$20 million in bonds to fund transformative street improvement projects. Repayment of the bonds will require a \$2 million investment per year over the next 15 years. In order to move forward with the full scope of these projects, the bureau has assumed additional investments from TSDCs and Build Portland. This list is subject to change depending on how the Build Portland funding is allocated, and cost estimates may change with further project development work. These projects will be contracted out and are about 3-5 years from start of construction. In the interim (before construction starts), these resources will be used to fund the positions identified in decision package TR_07. After construction begins, those positions will be supported with indirect resources charged to the individual project budgets.</li> <li>SE Stark St (108th to 162nd): \$4,000,000 NE 42nd Ave Bridge (Killingsworth to Columbia): \$3,000,000 NE Cornfoot Rd (47th to Alderwood): \$2,000,000 NE Halsey (47th to 60th) and NE 60th Ave (Halsey to I-84): \$4,000,000 SW Capitol Highway (Huber to Stephenson): \$2,000,000 N Lombard Main Street (St Louis to Richmond): \$1,000,000 SE Foster / Woodstock (I-205 to 101st): \$2,000,000 SE Hawthorne Blvd (30th to 50th): \$1,000,000 NW 23rd Ave Main Street (Lovejoy to Vaughn): \$1,000,000</li> <li>\$1 million for Naito Parkway to fund multi-modal improvements mandated by state law, including bicycle paths, sidewalks, new pedestrian crossings, new traffic signals, and upgrades to existing traffic signals.</li> <li>\$2 million for Outer SE Division to cover added project scope that has been the result of public involvement and evolving best practices in pedestrian design and arterial crossing spacing. A majority of the funding will go toward pedestrian hybrid beacon (PHB) traffic signals, which are required in locations that previously had been scoped as rapid flashing beacons (RFBs). Other uses of the funding will include the design and construction of context-sensitive protected bike lanes along Division that balance the stated concerns of both business/freight interests and safety/bicycle advocates.</li> <li>\$2.4 million for small Vision Zero and Safe Routes to Schools projects, including protected bike lanes, neighborhood greenways, sidewalk infill, speed bumps, transit priorities, and freight priorities. Of this amount, roughly \$765,000 is supporting the night operations pavement markings crew discussed in decision package TR_06. In FY 2018-19, \$300,000 of these funds will be redirected on a one-time basis to the Complete Streets Guide Phase II project.</li> <li>\$500,000 to add a position and contract resources to provide initial planning and design efforts on prospective projects.</li> </ol>	FY 2018-19 Adopted Budget	FY 2018-19	9,188,564	7.00	In Progress	Position changes have been made. Projects are underway.
Transportation and Parking	Portland Bureau of Transportation	HB 2017 - Maintenance Investments	<p>session. Investments include:</p> <ol style="list-style-type: none"> <li>\$560,000 to add an additional pothole crew (6 positions) to respond to increased calls for pothole repair and to improve the safety of Portland's streets. The package also includes \$420,000 to purchase the necessary equipment. The initial equipment purchase can be covered by vacancy savings assuming that the new positions won't be filled for about 4 months, and by a delay in the on-call pothole contracts for up to one year.</li> <li>\$300,000 for on-call pothole contracts to provide Maintenance with the flexibility to supplement its pothole repair program when necessary.</li> <li>\$1 million in micro-surfacing and \$1 million in slurry seal. Funds will be contracted out the first few years to test the viability of the micro-surfacing program and to gauge the level of staff and equipment that would be needed to provide this work in-house. Funding for the slurry seal program will be used to purchase new equipment in FY 2018-19, with the program starting in FY 2019-20.</li> <li>\$1 million for an additional crew to grade and gravel Portland's unimproved streets (4 positions).</li> <li>\$500,000 towards a night operations maintenance crew (9 positions) to increase the volume of pavement striping, markings, and crosswalks. The package also includes \$580,000 to purchase the necessary equipment (traffic line removal system and a flatbed truck). The additional funding for the crew is included in the HB 2017 - Capital Investments package. The initial equipment purchase can be covered via vacancy savings assuming that the new positions won't be filled for about 4 months.</li> <li>\$500,000 for various work around preventative bridge maintenance, tunnel lining replacement, and guardrails. Also includes \$60,000 for asset management work in Engineering around inspections of walls, structures, tunnels, stairways, etc.</li> <li>\$344,300 for an electrician position and aerial truck in the Signals and Streetlights program to provide asset management assessments in the short term and maintenance of RFBs, ITS, and signals once the assessments are complete. The \$200,000 spent on the aerial truck in the first year can be redirected to project/maintenance work starting in FY 2019-20.</li> </ol> <p>Pothole Program – On average, this crew will fill approximately 15-20 potholes per day (weather dependent), and will allow the bureau to meet the 30-day repair estimate during peak pothole season. The on-call pothole contracts are expected to fill approximately 5,500 square feet of potholes per year starting in FY 2019-20 (contracts are based on square feet, not number of potholes filled). Pothole vendor contracts are issued to MWESB contractors, thus supporting bureau and City's goal of creating greater opportunities in City government contracting.</p> <p>Microsurfacing &amp; Paving – An investment of \$1 million is expected to result in 6 lane miles of microsurfacing. This is the best, most complete treatment we can</p>	FY 2018-19 Adopted Budget	FY 2018-19	5,206,942	20.00	In Progress	Position changes have been made. Projects are underway.

Service Area	Bureau Name	Decision Package Title	Package Description	Funded in	Year Funded:	Package Funding	Package FTE	Package Status	Package Update
Transportation and Parking	Portland Bureau of Transportation	HB 2017 - Support Services	<p>positions will be added in the Spring 2018 BMP, therefore, the position authorization is not part of this package, only the funding for these new positions. Investments include:</p> <ol style="list-style-type: none"> <li>1. Backup Public Information Officer dedicated to communications around paving projects (FTE in Spring BMP).</li> <li>2. Communications position located at Maintenance Operations assigned to engagement around maintenance activities (FTE in Spring BMP).</li> <li>3. Capital controls analyst to administer the new E-Builder system and oversee capital project schedules and budgets (FTE in Spring BMP).</li> <li>4. Position to develop and oversee the hiring and onboarding processes for the bureau (FTE in Spring BMP).</li> <li>5. Position to support work around state and federal legislation, including tracking grant applications, assisting with bill reviews, monitoring regional work plans, and researching new funding sources.</li> <li>6. Equity and inclusion specialist to lead the bureau's efforts around Affirmative Action, our Racial Equity Plan, and Civil Rights compliance (FTE in Requested Budget).</li> <li>7. Position to manage the bureau's outreach and coordination efforts to increase our utilization of MWESB contractors (FTE in Requested Budget).</li> <li>8. Funding to reclass existing positions that will be responsible for various process improvement efforts and analysis.</li> <li>9. Funding for additional office space to house the new positions added across the bureau and other related position costs.</li> </ol> <p>In addition to the positions added with indirect resources, the package also includes \$120,000 of new HB 2017 resources to support a transit modal coordinator position. This position will serve as the bureau's expert on transit issues, and will function as the primary liaison with transit providers in the region. The additional communications positions will support the public outreach required to effectively communicate information on the numerous projects being funded by HB 2017 and Fixing Our Streets resources. The Onboarding and Hiring Process Coordinator will allow PBOT to place a much greater emphasis in how we bring in candidates and new hires through new outreach strategies to people of color, and provide oversight of interview panel selection and interview questions. The MWESB Contracts Manager's responsibilities will include being the facilitator for all external public involvement for MWESB outreach, monitoring and reporting on utilization, and partnering with Procurement Services to enhance and streamline the communications with the MWESB community. The Equity and Inclusion Specialist position is a key component of achieving the goals outlined in our Racial Equity Plan, as facilitating the implementation, tracking and reporting on the plan will be their primary</p>	FY 2018-19 Adopted Budget	FY 2018-19	599,744	8.00	In Progress	Position changes have been made. Projects are underway.
Transportation and Parking	Portland Bureau of Transportation	NW Streetcar Extension	<p>to develop a long-planned extension of Portland Streetcar. The planned extension compliments adopted goals in the 2035 Comprehensive Land Use Plan, the 2030 Climate Action Plan, and Metro's Regional Transportation Plan. This budget request supports community involvement and advocacy, project management and contracted preliminary engineering for a 2.3-mile extension of Streetcar serving NW Portland and the Lloyd District/Central Eastside.</p> <p>The City's Comprehensive Plan and the Climate Action Plan call for the development of dense, walkable neighborhoods to provide access and opportunity for all Portlanders, as well as the reduction of our transportation carbon footprint. Portland Streetcar directly serves over one-third of all subsidized affordable housing units in Portland and operates with 100% renewable energy through renewable energy credits.</p> <p>The NW Portland Streetcar Extension supports the goals and policies in the 2035 Comprehensive Plan including:</p> <p>Policy 3.6 Land efficiency. Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.</p> <p>Policy 3.15 Investments in centers. Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.</p> <p>Policy 3.19 Center connections. Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations.</p> <p>Policy 3.56 Center stations. Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.</p> <p>Policy 9.11 Land use and transportation coordination. Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.</p> <p>Policy 9.22 Public transportation. Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling.</p> <p>Policy 9.27 Transit service to centers and corridors. Use transit investments as a means to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.</p> <p>The proposed budget includes \$300,000 of design contracting work through PBOT to develop conceptual design plans for the proposed route. Consistent with the Bureau's Racial Equity Plan, we anticipate significant opportunities for MWESB contracting and participation. Fifty thousand dollars (\$50,000) supports public involvement and PBOT planning staff work in the community to ensure the public process is open and approachable to all. The balance of \$20,000 is needed for initial project management and coordination. Partnerships with other bureaus and regional partners are ongoing and do not require budgeted funding, at this time.</p> <p>Support community involvement and advocacy, project management and contracted preliminary engineering for a 2.3-mile extension of Streetcar serving NW Portland</p>	FY 2018-19 Adopted Budget	FY 2018-19	370,000		In Progress	Projects are underway or have been completed.

Service Area	Bureau Name	Decision Package Title	Package Description	Funded in	Year Funded:	Package Funding	Package FTE	Package Status	Package Update
Transportation and Parking	Portland Bureau of Transportation	Position Authorizations	<p>This package requests position authorization for Engineering Services and Parking Services;</p> <p>Engineering Services – Two Positions - A majority of PBOT's Engineering Services Group work is project driven. The Group develops and approves project designs for streets, bridges and structures, paving, signals, street lighting and other capital improvement projects; provides construction management, inspection and technician services for projects; and conducts asset management of City structures within the right-of-way. The additional positions contained in this budget request are necessary to meet the significant increase in the Group's project workload and to deliver projects consistent with the delivery obligations made by the Bureau to the public. The source of the Group's increased workload is primarily the Fixing Our Streets Program as well as other funded CIP projects. These three positions are necessary to prepare the contract documents and/or review contract documents prepared by consultants, and complete the construction management and inspection of these projects.</p> <p>Parking Services – One Position – A Program Coordinator position is necessary to manage the transition from external to internal oversight of Smartpark Garage transactions. In addition, Parking Services is eliminating an Engineering Technician position (.90 FTE) and adding a Program Specialist position (1.00 FTE) to manage parking permit programs. PBOT will be able to deliver services related to increased project workload.</p> <p>1. These positions will support Racial Equity Plan action number 1.6, by prioritizing the implementation of infrastructure projects using the PBOT equity matrix. They will be monitoring the advancement MWESB aspirational goals and additional sub-contractor goals, as well as monitoring compliance. This supports action items in the contracting theme in the Racial Equity Plan.</p> <p>2. These positions will help support greater opportunities in contracting, which addresses Racial Equity Goal #1. The use of the Equity Matrix described in question #1, results in PBOT delivering more equitable infrastructure services to all residents, which helps advance Racial Equity Goals #1 and #3.</p> <p>3. This program or service will impact areas in the entire city, although projects are prioritized using an equity matrix which does elevate projects that are in areas with larger than average populations of people of color.</p>	FY 2018-19 Adopted Budget	FY 2018-19		3.10	Complete	Position changes have been made.
Transportation and Parking	Portland Bureau of Transportation	Regulatory - Background Checks	<p>PBOT requests five regulatory specialist positions for conducting background checks for private-for-hire drivers. Currently, City Code allows private-for-hire companies to use a third party vendor for background checks. PBOT expects to recommend a Code change requiring the City to conduct all background investigations. PBOT estimates that five positions are needed to provide this service. These positions will be funded by service charges and fees paid by private-for-hire companies. The City is able to conduct background checks for private-for-hire drivers.</p> <p>1. Hiring five regulatory specialist creates additional opportunities in the immigrant communities through fair background procedures used by the Private for-hire industry by exhaustive auditing of and conducting internal background reports ensuring these communities have access to private for hire jobs (6.1).</p> <p>2. City background investigators with help end racial disparities by helping to ensure fairness in hiring by the private for-hire industry and strengthen our outreach to communities of color and immigrant and refugee communities by our staff being available to assist community members in the private for-hire on-boarding process (Equity Goal #1 and #2).</p> <p>3. This program will impact all areas of Portland where persons attempt to become private for-hire drivers including outer SE and outer NE Portland where there are greater concentration of persons of color.</p>	FY 2018-19 Adopted Budget	FY 2018-19		5.00	Complete	Position changes have been made.
Transportation and Parking	Portland Bureau of Transportation	Street Cleaning - 5% Reduction Option	<p>Per the Mayor's FY 18-19 budget guidance, bureaus are required to develop cut packages of 5% of ongoing General Fund resources. To achieve the \$401,669 cut, PBOT would eliminate 3 street sweeping crew positions, reduce street debris hauling and disposal costs, and turn in one street sweeper truck. This cut would reduce routine residential street sweeping from 2 times per year to 1 time per year. Vegetation growing into the right-of-way would be trimmed if creating a travel hazard, but not for aesthetic purposes. This cut represents a reduction in services of roughly 40% for these programs.</p> <p>Eliminating this service would impact our ability to address Racial Equity Goal #1, as we would not be able to provide an equitable service to all residents.</p>	FY 2018-19 Adopted Budget	FY 2018-19			Complete	GF support decrease was offset by BES IA increase

Service Area	Bureau Name	Decision Package Title	Package Description	Funded in	Year Funded:	Package Funding	Package FTE	Package Status	Package Update
Transportation and Parking	Portland Bureau of Transportation	VZ - Citywide Awareness Campaign	<p>collaboration with Portland Police, Portland Fire and other partner agencies for the development and deployment of a safety education campaign including impaired and distracted driving and other dangerous behaviors that contribute to fatal and serious crashes. This campaign will build on outreach and marketing related to speeding that will take place this spring.</p> <p>On June 17, 2015, City Council adopted Resolution 37130 with the goal of Vision Zero – that no loss of life is acceptable on our city streets. On June 15, 2016, City Council adopted the 2035 Comprehensive Plan with the Vision Zero Goal 9.A, "The City achieves the standard of zero traffic-related fatalities and serious injuries." On December 1, 2016, City Council adopted by Ordinance 188122 the City of Portland's Vision Zero Action Plan, which contains three guiding principles specific to equity: (1) Vision Zero will address the disproportionate burden of traffic fatalities and serious injuries on communities of concern, including people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access; (2) Vision Zero will prioritize filling gaps in infrastructure where those gaps contribute to fatalities and serious injuries, or limit the transportation options of communities of concern; and (3) Vision Zero will not result in racial profiling. Vision Zero is also embedded in PBOT's project selection process for the 5-year Capital Improvement Program</p> <p>The City develops and deploys a safety education campaign with Portland Police, Portland Fire and other partner agencies, to address impaired and distracted driving and other dangerous behaviors that contribute to fatal and serious crashes, working to achieve Vision Zero Goal 9.A, "The City achieves the standard of zero traffic-related fatalities and serious injuries".</p> <p>1. Many people of color in Portland live in neighborhoods where they may have fewer choices about how, when and where they travel, putting them at higher risk as they move around. In 2017, one in three traffic deaths occurred in areas with higher percentages of people of color. Using the Racial Equity Lens outlined as a strategy in PBOT's Five-Year Racial Equity Plan the campaign will be emphasized along corridors that have high crash rates and communities of color.</p> <p>2. The messaging campaign supports Citywide Racial Equity Goals #2 and #3 by strengthening outreach with communities of color and by helping to eliminate racial inequity in transportation.</p> <p>The messaging campaign will support Goal #2 by strengthening outreach with communities of color using Overall Strategy #3 ("Implement a racial equity lens"). The messaging campaign provides an opportunity to craft messages that acknowledge that inequities have been created and sustained over time. In context of the campaign, this will mean using feedback obtained through intentionally diverse focus groups, along with members of communities of color on the Vision Zero Task Force. The importance of crafting an inclusive message has been woven into the campaign's ongoing development. Imagery and associated text will be designed to resonate with communities of color.</p> <p>The messaging campaign will support Goal #3 by helping to eliminate racial inequity in transportation using Overall Strategy #4 ("Be data driven"). Distribution of the messaging campaign will occur citywide, but will include areas of the city where data indicates that communities of color and immigrant and refugee communities live. The messaging campaign will also support Goal #3 using Overall Strategy #6 ("Operate with urgency and accountability"). The messaging campaign will be part of Portland's Vision Zero work, an inherently urgent program that aims to eliminate traffic deaths and serious injuries by 2025. The messaging campaign will be wrapped</p>	FY 2018-19 Adopted Budget	FY 2018-19	250,000		In Progress	Projects are underway or have been completed.
Transportation and Parking	Portland Bureau of Transportation	GF One-Time Request Major Maint & Infrastructure	<p>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.</p> <p>PBOT is requesting \$43,550,000 in general fund support for various major maintenance and infrastructure replacement projects:</p> <p>New Requests-  Citywide Lamp Replacement Program \$2,250,000  BR #127 Western Cornell Tunnel \$2,500,000</p> <p>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 &amp; 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</p>	FY 2018-19 Fall BMP	FY 2018-19	3,910,850		In Progress	Projects are underway or have been completed.
Transportation and Parking	Portland Bureau of Transportation	Derelict RV	<p>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;</p> <ul style="list-style-type: none"> <li>•Recognizes \$180,000 revenue from Derelict RV tow fee</li> <li>•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.</li> <li>•Allocates \$869,600 excess one-time beginning balance to fund services related removing and disposing of Derelict RVs.</li> </ul> <p>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.</p>	FY 2018-19 Fall BMP	FY 2018-19	180,000		Complete	Appropriation changes have been made

Service Area	Bureau Name	Decision Package Title	Package Description	Funded in	Year Funded:	Package Funding	Package FTE	Package Status	Package Update
Transportation and Parking	Portland Bureau of Transportation	Technical Adjustments	<p>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.</p> <ul style="list-style-type: none"> <li>oTwo Survey Aide II</li> <li>oCAD Tech I</li> <li>oCAD Tech II</li> <li>oEngineer</li> <li>oSr. Engineer</li> <li>oSurveyor I</li> </ul> <p>•Tech Adjustments:</p> <ul style="list-style-type: none"> <li>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.</li> <li>o10th &amp; Yamhill – Increase appropriation of \$4,239,944 to recognize grant funding with PDC for the 10th &amp; Yamhill parking garage project.</li> <li>oNW Streetcar Extension – Technical adjustment to move operating budget of \$370,000 to project for NW streetcar extension.</li> <li>oMall Maintenance – Increasing appropriation of \$130,000 to sub fund for project work on the mall maintenance.</li> <li>oCash transfer of \$1,248 to Sewer Operating Fund for Green cash</li> </ul> <p>•IA Adjustments</p> <ul style="list-style-type: none"> <li>o\$100,000 in IA revenue to bill Parks for the match portion of the federal grant on the Marine Drive Path project.</li> <li>oPlanning Bureau is requesting \$78,220 in PBOT staff time to work on projects.</li> </ul> <p>•Convert Transportation Planning Coordinator from LT to FT</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>•Marijuana Project Adjustment for Columbia/Lombard Mobility Corridor Plan</p> <ul style="list-style-type: none"> <li>oTech adjustment shifting \$60,000 between project T00735 to the Transportation Planning Group to pay for work on the Columbia/Lombard mobility corridor plan.</li> </ul> <p>•Bond Proceeds</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	FY 2018-19 Fall BMP	FY 2018-19	5,913,770	3.50	In Progress	Position changes have been made. Projects are underway.
Transportation and Parking	Portland Bureau of Transportation	GTR Reallocations	<p>•Funding for five new positions</p> <ul style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>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).</li> <li>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.</li> <li>oSr. Admin Specialist – To work on project closeout, contract management and council document management drafting services.</li> </ul>	FY 2018-19 Fall BMP	FY 2018-19	12,998,807	4.83	In Progress	Position changes have been made. Projects are underway.



Service Area	Bureau Name	Decision Package Title	Package Description	Funded in	Year Funded:	Package Funding	Package FTE	Package Status	Package Update
Transportation and Parking	Portland Bureau of Transportation	General Fund Requests	<p>Expungement Pilot (\$50,000; General Fund Contingency)</p> <p>This pilot program aims to create opportunities for housing individuals with past criminal justice involvement by increasing access to expungement resources and help mitigate the impacts of past criminal justice involvement. A sub-recipient contractor will provide expungement services and related means tested legal services through the Portland Housing Bureau Rental Services Office for low-income households seeking rental housing. City Council resolution 37368 passed 6/20/2018 resolved that the Portland Housing Bureau shall request funding through General Fund contingency.</p> <p>Fair Market Rent Study (\$25,900; General Fund Contingency)</p> <p>This is the City's share of the cost of a Comprehensive Economic Study which Home Forward would procure to establish a more accurate and representative fair market rents (FMRs) for use within Multnomah County. HUD's FMRs do not represent current market conditions as they do not include current data. Until and unless FMRs represent current market conditions, then landlords will be increasingly unwilling to participate in the program and to accept Housing Choice Vouchers. HUD requires periodic updates of these economic studies; the costs for a similar study done in FY 2015-16 were also funded from General Fund Contingency.</p>	FY 2018-19 Fall BMP	FY 2018-19	260,000			NOT PBOT



**Portland Bureau of Transportation**

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**Prior Year Variance Desc**

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- Overall, PBOT spent 56% of the CIP.
  - There were several projects where bid occurred late in the fiscal year and construction shifted to FY 18-19.
  
  - Bond: Gibbs-River Pkwy, SW
  - Burnside: 8th – 24th
  - 10th/Yamhill, SW
  - Halsey/Weidler: 103rd - 113th, NE
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**Current Year Variance Desc**

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