

# PBOT

PORTLAND BUREAU OF TRANSPORTATION


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**Chloe Eudaly** Commissioner **Chris Warner** Director

September 9, 2020

TO: Jessica Kinard  
City Budget Office

FROM: Chris Warner   
Portland Bureau of Transportation

SUBJECT: Portland Bureau of Transportation  
FY 20-21 Fall Supplemental Budget Submittal

Attached is the FY 20-21 Fall Supplemental Budget submittal for the Portland Bureau of Transportation (PBOT). This submittal includes the following;

- Budget Amendment Request Report for five packages: (1) adjustment to revenues and expected vacancy savings; (2) the carryover of one-time resources that were underspent in FY 19-20, (3) the allocation \$328,000 of contingency to fund high-priority needs; (4) the decrease in the General Fund cash transfer; and (5) the carryover of Cannabis Fund resources for the Traffic Safety Program.
- Prior Year Fund Reconciliation Report. This report notes the undercollection of general transportation revenues (GTR) of approximately \$17.8 million due to COVID-19, which was partially offset by vacancy and furlough savings. An additional discussion on bureau revenues is included in the request package, "Revenue and Vacancy Adjustments".
- Prior Year Performance Report. This report provides an update on the bureau's performance measures, including trends and changes in external/internal factors.
- Prior Year Budget Note Update. Updates were provided on the Adaptive Biketown and Transportation Resiliency Plan budget notes.

If you have any questions, please contact Ryan Kinsella in the Bureau of Transportation at 503-823-7140.

cc: Commissioner Eudaly  
Marshall Runkel, Office of Commissioner Eudaly  
Jamey Duhamel, Office of Commissioner Eudaly  
Directors Team, Portland Bureau of Transportation  
Ryan Kinsella, Portland Bureau of Transportation



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**TR - Portland Bureau of Transportation      DP Type      Contingency**

**Request Name: 11027 -Revenue and Vacancy Adjustments**

**Package Description**

There are two adjustments made in this package: a decrease in general transportation revenues so as to reflect current forecasted amounts, and then a decrease personnel costs in order to reflect anticipated savings from vacancies.

In the FY 20-21 Adopted Budget, PBOT adjusted personnel costs to reflect the elimination of COLA, merit and furlough savings; however, no adjustments were made to account for the anticipated vacancy savings. In the Fall BMP, PBOT is reducing personnel costs for 155 vacant positions. Due to the September 9th BMP deadline, and the continued work on our hiring plan to fill critical vacancies, we plan to capture all vacancy savings from existing vacancies via the Fall BMP (currently around \$7.8 million in GTR). If a position is approved to be filled via the final hiring workplan, or through other actions during the year, PBOT will allocate the necessary funding in the Spring BMP. Personnel adjustments were also made to reflect the agreements made with the City's labor unions.

This package also reflects the forecasted changes in general transportation revenues due to COVID. Projected losses for FY 20-21 are now \$20 to \$25 million and continuing into subsequent years. Notably, there is significant variability in the range of revenue impacts, both during the current shutdown and during the expected recovery. The forecast assumes Oregon will continue progressing through reopening phases and these projections do not include the possibility of a renewed lockdown or second wave of COVID infections – both of which could result in further losses. PBOT Financial Services will update the forecast in October following ODOT's biannual update to the State Highway Fund. This forecast update will be used to balance the bureau's FY 21-22 requested budget.

Included below are specific updates to general transportation revenues:

**State Highway Fund/Gas Tax.** Oregon is not expected to return to its pre-COVID economic baseline until 2024, and the State Highway Fund forecast reflects this timeline. PBOT's portion of revenues are projected to be down by \$6.8 million (8%) in FY 20-21 as motor fuels taxes and DMV fees recover from the depths of the crisis but weight-mile taxes fall due to an expected economic recession. The longer recovery period results in additional losses in FY 21-22 through FY 24-25, with revenues virtually returning to prior levels by FY 25-26. Compared to PBOT's pre-COVID forecast, PBOT is expected to lose an additional \$15 million in gas taxes in FY 20-21 through FY 24-25.

**On-Street Parking.** Unlike auto traffic, which had recovered to within 10% of prior levels by June, parking remains well below baseline levels. Due to parking's ties to retail, dining and entertainment – as well as people's willingness to visit the downtown core – there remains significant uncertainty in plotting its recovery. Assuming revenues do not deviate significantly from their April-July growth, possible losses in FY 20-21 range from \$6 million (15%) in a highly optimistic scenario, to \$15 million (40%) in a more protracted recovery. Losses in most scenarios are expected to carry into future years as well.

**Parking Citations.** Daily citation counts remain significantly below pre-COVID levels. Projecting citation revenues is further complicated by the need to process revenues via the court and a change in state law that does not require payment of fines until after a guilty plea or verdict. Additionally, the forecast has removed an additional \$0.9 million in revenues that 6 new officers were expected to generate beginning in FY 20-21.

**Parking Permits and Reserved Parking.** Forecast assumptions for both revenues are being refined, but losses could range from minimal impacts to several million FY 20-21. Projections for TSUPs, given their link to development activity, will also be informed by BDS's upcoming financial outlook.

**Service Impacts**

PBOT Financial Services will update the forecast in October following ODOT's biannual update to the State Highway Fund. This forecast update will be used to balance the bureau's FY 21-22 requested budget, and it is expected reductions will be required in order to balance the bureau's long-term forecast.

**Equity Impacts**

Prior to filling any vacant positions, PBOT is evaluating the need for each position. In addition to the fiscal impact, the bureau is specifically evaluating how the position will impact operational needs and how the position impacts the bureau's equity goals. Each manager has reviewed each position's equity impacts and provided this information to senior leadership, including the bureau's equity manager, for final decisions.

2020-21 FALL Requested Adj	
Contingency	-2,963,532
Personnel	-16,480,144
Capital Outlay	-1,300,000
Contingency	-3,254,064

**F4 - BMP Amendment Request Report (Fall Requested)**

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## BMP Amendment Request Report

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External Materials and Services	-4,657,692
Internal Materials and Services	1,555

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**2020-21 FALL Requested Adj**

Charges for Services	-15,021,776
Intergovernmental	-4,421,900
Miscellaneous Fund Allocation	0
Beginning Fund Balance	-1,715,201
Charges for Services	-7,500,000
Interagency Revenue	5,000

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**TR - Portland Bureau of Transportation      DP Type      Other Adjustments**

**Request Name: 11028 -PBOT Carryover Package**

**Package Description**

Included within the package is carryover request for both one-time operating projects and capital projects. Operating carryover totaling \$3.7 million includes \$420,000 to cover Streetcar HOP repayment to Tri-Met within the Development, Permitting and Transit group. Additionally, carryover is requested for the ADA transition plan, Congestion Pricing, and facilities improvements at the Kerby building.

Carryover for capital projects totals \$12.8 including \$8.7 million of GTR carryover. Notably, a portion of carryover funding for the bureau's Quick Build program will be redistributed to COVID response efforts in FY 2020-21. The new investments include \$274,000 for Busy Street Response, \$225,000 for Healthy Business Response, and \$125,000 for Frontline Community Partner Response. Notable projects that are included in this carryover request include Flanders Crossing (\$700,000), the signal reconstruction program (\$1.6 million), and Cornell Tunnel (\$720,000).

**Service Impacts**

The carryover of these resources allows the bureau to continue to progress with capital and operating projects currently underway.

**Equity Impacts**

Each project is reviewed and evaluated to determine the equity score received when the project was in the planning and project development phases. On a micro/individual level, the project managers use this information to help inform conversations with the community as they perform project-related Public Involvement tasks. As we take a systems-wide/macro approach, we use the equity matrix to help inform where projects will be implemented and when those projects will be installed.

2020-21 FALL Requested Adj	
Capital Outlay	10,106,158
Contingency	11,676,412
External Materials and Services	4,865,103
Internal Materials and Services	926,889
Personnel	250,786
Contingency	2,272,418
External Materials and Services	160,782
Capital Outlay	1,689,668
External Materials and Services	785,000
Internal Materials and Services	115,332
Personnel	10,000

2020-21 FALL Requested Adj	
Beginning Fund Balance	27,170,111
Charges for Services	0
Fund Transfers - Revenue	655,237
Miscellaneous Fund Allocation	0
Beginning Fund Balance	2,272,418
Intergovernmental	160,782
Beginning Fund Balance	2,600,000

**TR - Portland Bureau of Transportation      DP Type      Contingency**

**Request Name: 11033 -Reallocate contingency to new items**

**Package Description**

Included in this package is a reallocation of \$328,916 of contingency to fund high-priority needs. Specifically, this includes the following.

Safety lighting for Maintenance Office staff (\$90,000). Due to COVID-19 safety precautions, the majority of the Maintenance Office workforce now meets, dispatches, and communicates outside within the Maintenance Office Yards. Proper lighting has always been an issue within the Yards, and due to a regular influx of activity, the need to this safety measure is clear. The lights will be placed strategically within Stanton and Albina Yards to provide safety lighting during hours of limited visibility. The cost of electrical wiring for permanent lighting is extremely high. This temporary option will allow us to utilize these pieces of equipment wherever necessary in the coming low-light months; this option can be immediately implemented upon approval and purchase.

Healthy Business Advertising (\$20,000). PBOT launched the Safe Streets Initiative in response to the Covid-19 public health crisis. Part of this initiative is the Healthy Business program that grants permits that allow temporary changes to streets in order to give people more space to conduct business safely. The goal of the program is to help businesses and organizations meet the requirements for physical distancing to limit the spread of Covid-19, recognizing that sidewalks and streets play an important role in providing space for people to safely access goods and services. The bureau is allocating \$20,000 of fund contingency to translate key web content and documents for the Healthy Business program so that business owners who do not speak English could learn about the program and apply for it.

Furlough contract costs (\$15,000). The Streetcar Program made a hybrid agreement with Laborers' International Union of North America (LIUNA) regarding the furlough requirements for seven employees. In order to keep the Streetcar Program in service, the furlough requirements for these employees was waived. Furlough savings for the Streetcar Program were already included in the Adopted Budget, and so in the Fall BMP, PBOT will add back funding for the increased personnel cost of approximately \$15,000.

Technology Support for Maintenance Operations Field Staff (\$203,916). In the FY 2020-21 Adopted Budget, funding was included to cover the costs of email and network accounts to several hundred Maintenance Staff that did not have access to email or computers. Providing them with network access will allow them to participate in SuccessFactors performance management and provide equitable access to critical information. However, since COVID-19, field staff have been meeting outside in the maintenance yards, limiting their access to use computers. The purchase of iPads will allow them to receive email and other critical information, in addition to participating in online trainings and view work orders.

**Service Impacts**

See above for the service impacts.

**Equity Impacts**

PBOT's Communication team has supporting outreach to communities that are hard hit by the pandemic. The content translated for the Healthy Business is essential for their participation in the program. In addition to translating the content, this program will be advertised in the local ethnic and foreign language newspapers that could reach these communities.

2020-21 FALL Requested Adj	
Capital Outlay	472,500
Contingency	6,127,993
External Materials and Services	150,111
Internal Materials and Services	9,597
Personnel	15,000
Contingency	22,950
Contingency	9,333
External Materials and Services	20,000
Contingency	-4,227
External Materials and Services	25,000

**2020-21 FALL Requested Adj**

Beginning Fund Balance	-15,587,914
Bond & Note Proceeds	17,615,000
Charges for Services	-200,000
Fund Transfers - Revenue	4,908,448
Miscellaneous	69,000
Miscellaneous Fund Allocation	0
Taxes	-29,333
Beginning Fund Balance	-4,368
Intergovernmental	27,318
Taxes	29,333
Beginning Fund Balance	-4,227
Intergovernmental	25,000
Interagency Revenue	0

**TR - Portland Bureau of Transportation      DP Type      Mid-Year Reduction**

**Request Name: 11034 -General Fund cash transfer reduction**

**Package Description**

As part of the FY 2020-21 budget balancing efforts, City Council directed additional one-time General Fund reductions to be identified in the Fall BMP. PBOT's share of these one-time reductions is \$259,000 and will be taken from the General Fund transfer supporting the streetlight program.

**Service Impacts**

In the FY 2020-21 Adopted Budget, PBOT reallocated approximately \$7.5 million in projected General Fund savings generated from the replacement of streetlights from older sodium bulbs to more energy efficient bulbs following Council's decision (Ordinance 185838, December 2012). Over the next three to four years, the bureau will use the savings to fund additional streetlights along 12 miles of poorly lit areas of the High Crash Network. PBOT does not intend to reduce the project deliverables due to the loss of General Fund revenues. At project completion, if there is a shortfall in available revenues to cover project costs, PBOT will backfill those costs with other Transportation resources.

**Equity Impacts**

Better street lighting on the High Crash Network means safer streets for historically underserved Portlanders.

Portland neighborhoods east of I-205 have the most lighting-deficient streets. These streets are located in areas of the city with the highest concentration of low-income Portlanders and people of color. Approximately 25 miles of wide East Portland streets have lighting on only one side of the street, creating patchy illumination that can make it hard for people to see each other. Moreover, recent Portland focus groups identified "poor lighting" as the top barrier to walking in Portland among people who identify as Black ("Walking While Black" Focus Group Report, 2017).

In order to meet this critical equity initiative, the bureau remains committed to completing this project as planned.

2020-21 FALL Requested Adj	
Contingency	-259,000

2020-21 FALL Requested Adj	
Fund Transfers - Revenue	-259,000

**TR - Portland Bureau of Transportation      DP Type      Other Adjustments**

**Request Name: 11097 -Recreational Cannabis Fund Carryover**

**Package Description**

The carryover funds will be used to support design and development of materials by and/or media buys guided by the ongoing discussions with BIPOC partners. These funds will be paired with additional funds to support a Vision Zero grant program that will fund partners to complete outreach using the materials created. This paired grant program is fulfilling an education and accountability action (EA.7) in the Vision Zero Action Plan.

**Service Impacts**

The work for the speed campaign in FY 2019-20 included a plan for purchased and earned media as well materials to support community events beginning in May of 2020. The events were planned to include gatherings of neighbors supported by and coordinated with CBO partners. With the arrival of COVID 19 we could not continue with planned community gatherings. Thus, the anticipated cannabis funds were not spent to support this public outreach work during the fiscal year before June 30th.

However, the need for the street safety outreach has not gone away. In fact, high end speeds and other reckless driving behavior has continued and, in some areas of the city, increased. We have seen numerous fatal and serious crashes over the spring and summer where speed has been a primary contributing factor.

**Equity Impacts**

The Vision Zero team is working this fall and winter on discussions with BIPOC community partners to develop materials and messaging to support street safety conversations. We are asking how community groups want to discuss speed, DUII and dangerous travel behavior in their own communities with their neighbors. We are working with CBO partners to determine what materials, events and/or media they want to see for summer 2021.

2020-21 FALL Requested Adj	
Capital Outlay	0
External Materials and Services	0
Personnel	0
External Materials and Services	166,824

2020-21 FALL Requested Adj	
Fund Transfers - Revenue	0
Miscellaneous Fund Allocation	166,824



**TR - Portland Bureau of Transportation      DP Type      Technical Adjustments**

**Request Name: 11101 -Technical Re-Org Package**

**Package Description**

This package allocates costs of several organizational adjustments, including the allocation of staff and costs from the Office of Strategy, Innovation and Performance to other parts of the bureau. Additionally, this package also consolidates several cost centers.

**Service Impacts**

No service impacts.

**Equity Impacts**

No equity impacts.

2020-21 FALL Requested Adj	
External Materials and Services	0
Internal Materials and Services	0
Personnel	0

2020-21 FALL Requested Adj	
Miscellaneous Fund Allocation	0

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 200 - Transportation Operating Fund

<b>EXPENDITURES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Personnel	127,856,579	113,765,441	88.98%
External Materials and Services	85,515,075	71,657,534	83.8%
Internal Materials and Services	32,955,127	32,281,866	97.96%
Capital Outlay	116,916,096	26,991,982	23.09%
Debt Service	37,598,922	20,598,922	54.79%
Contingency	140,991,694	0	0%
Fund Transfers - Expense	13,315,147	13,231,133	99.37%
<b>TOTAL EXPENDITURES</b>	<b>555,148,640</b>	<b>278,526,878</b>	<b>50.17%</b>

<b>REVENUES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Taxes	21,400,000	18,719,386	87.47%
Licenses & Permits	16,102,192	16,625,983	103.25%
Charges for Services	79,170,532	66,649,210	84.18%
Intergovernmental	94,051,771	88,704,549	94.31%
Bond & Note Proceeds	15,438,121	8,500,000	55.06%
Miscellaneous	4,126,430	7,755,331	187.94%
General Fund Discretionary	0	0	
Fund Transfers - Revenue	31,085,718	17,725,218	57.02%
Interagency Revenue	34,969,578	32,033,117	91.6%
Beginning Fund Balance	258,804,298	0	0%
Miscellaneous Fund Allocation	0	0	
<b>TOTAL REVENUES</b>	<b>555,148,640</b>	<b>256,712,795</b>	<b>46.24%</b>

### Expenditure Discussion

## Prior Year Fund Reconciliation Report

### Portland Bureau of Transportation

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Total Personnel Services were 89% of budget. In response to the COVID-19 crisis, PBOT has taken several immediate steps to reduce personnel expense: Hiring of non-critical positions has been suspended; and the bureau implemented mandatory furlough days for represented and non-represented staff beginning in April.

Total External Material & Services were 84% of budget. The variance is due primarily to underspending due to delays to capital projects. Funds will be carried forward to FY 20-21.

Total Internal Material & Services were within ten percent of budget.

Total Capital Outlay was 23% of budget. Underspending was largely due to a lag in project schedules, with project savings re-budgeted in FY 20-21. Construction on several major projects has been and has been further impacted by the state's lockdown measures in response to COVID-19.

Fund Transfers – Expense was within ten percent of budget.

Debt Service was within ten percent of budget, inclusive of a \$17 million internal loan to the Grants Fund made in AP 13.

Unappropriated Ending Fund Balance is \$220,063,186, which is \$13,850,247 higher than the budgeted FY 20-21 Beginning Fund Balance. Adjusted for an internal loan expense to the Grants Fund, which was budgeted and executed in FY 19-20 but not adjusted in the FY 20-21 budget, the Unappropriated Ending Fund Balance was \$30,850,247. The majority of this additional balance is attributable to restricted revenue sources and will be re-budgeted in FY 20-21: \$13.0 million in committed CIP project funding; \$10.8 million in Transportation System Development Charges; \$2.3 million in Fixing Our Streets balance; and \$0.9 million in Local Transportation Infrastructure Charges. PBOT has requested to carry over \$3.6 million in previously budgeted funds and to allocate \$1.4 million to urgent needs such as the city's COVID-19 response. The remaining balance will be used to address anticipated revenue losses from the pandemic.

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### Revenue Discussion

Taxes revenues were 87% of budget. Revenues from the 10-cent local gas tax were significantly impacted by the state's closure of non-essential businesses: revenues were below forecast by 44% in April, 40% in May, and 21% in June.

License and Permit revenues were 103% of budget. Construction permit revenues are over budget due to residential and commercial construction activity across the city prior to the pandemic. Revenues associated with development will experience a lag before declining as current projects are processed but the development pipeline slows.

Charges for Services were 84% of budget. On-street parking revenues were the primary driver. Revenues fell by up to 90% in April and remain approximately 60% below forecast levels due to reduced economic activity in the downtown core.

Intergovernmental revenues were within ten percent of budget. Impacts to the State Highway Fund – the largest source of Intergovernmental revenue – were limited in FY 19-20 due to the timing of distributions from ODOT. Revenues in FY 19-20 were approximately \$5.0 million below forecast, but losses in FY 20-21 are projected to be greater as fuel sales, weight mile taxes and DMV fees remain below their pre-COVID baseline.

Interagency revenues were within ten percent of budget.

Fund Transfers- Revenue were 57% of budget due to lower than budgeted transfers from the LID construction fund. The timing of transfers is subject to property assessments or available capacity on the City's line of credit for interim financing. Funds not received in FY 19-20 will be transferred in FY 20-21.

Bond and Note Proceeds were 55% of budget. The shortfall is due to project delays with capital projects for which bond funding is planned, but bonds have not been issued.

Miscellaneous revenues were \$3.6 million over budget. The variance was primarily due to higher interest earnings due to higher than budgeted cash balances and interest rates. Interest income is projected to decline in FY 20-21 due to falling interest rates and a declining cash balance.

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

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### 212 - Transportation Reserve Fund

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<b>EXPENDITURES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Contingency	8,340,523	0	0%
<b>TOTAL EXPENDITURES</b>	<b>8,340,523</b>	<b>0</b>	<b>0.00%</b>

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<b>REVENUES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Miscellaneous	60,000	158,349	263.92%
Fund Transfers - Revenue	700,000	700,000	100%
Beginning Fund Balance	7,580,523	0	0%
<b>TOTAL REVENUES</b>	<b>8,340,523</b>	<b>858,349</b>	<b>10.29%</b>

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#### Expenditure Discussion

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FY 19-20 Ending Fund Balance was \$8,438,872, which is \$4,227 lower than budgeted. The decrease in balance is due to lower than budgeted interest earnings as rates dropped at year end.

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#### Revenue Discussion

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Miscellaneous revenues were \$98,349 higher than budget due to interest earnings.

Fund Transfers – Revenue were on budget.

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 217 - Grants Fund

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<b>EXPENDITURES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Personnel	7,862,572	3,355,043	42.67%
External Materials and Services	4,431,554	2,625,782	59.25%
Internal Materials and Services	5,035,221	2,814,766	55.9%
Capital Outlay	28,265,103	16,070,372	56.86%
<b>TOTAL EXPENDITURES</b>	<b>45,594,450</b>	<b>24,865,962</b>	<b>54.54%</b>

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<b>REVENUES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Charges for Services	0	0	
Intergovernmental	45,594,450	30,584,792	67.08%
Miscellaneous	0	35,837	
<b>TOTAL REVENUES</b>	<b>45,594,450</b>	<b>30,620,629</b>	<b>67.16%</b>

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#### Expenditure Discussion

Total Personnel Services were 43% of budget. Progress on grant-funded projects has been slower than planned.

Total External Material & Services were 59% of budget. Progress on grant-funded projects has been slower than planned.

Total Internal Material & Services were 56% of budget. Progress on grant-funded projects has been slower than planned.

Total Capital Outlay was 57% of budget. Progress on grant-funded projects has been slower than planned.

#### Revenue Discussion

Intergovernmental revenues were 67% of budget. The variance in revenues reflects lower projected spending on projects.

Miscellaneous revenues were \$35,837 due to unbudgeted interest earnings.

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 227 - Recreational Marijuana Tax Fund

<b>EXPENDITURES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Personnel	1,036,200	650,403	62.77%
External Materials and Services	1,076,466	746,225	69.32%
Internal Materials and Services	0	401,686	
Capital Outlay	30,000	195,028	650.09%
<b>TOTAL EXPENDITURES</b>	<b>2,142,666</b>	<b>1,993,343</b>	<b>93.03%</b>

<b>REVENUES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Miscellaneous Fund Allocation	2,142,666	0	0%
<b>TOTAL REVENUES</b>	<b>2,142,666</b>	<b>0</b>	<b>0.00%</b>

#### Expenditure Discussion

Total Personnel Services were 63% of budget. Key areas of expenditure included lighting analysis on high crash corridors and Vision Zero education, safety action plan and speed campaign efforts.

Total External Material & Services were 69% of budget. The variance is offset by unbudgeted expenditures categorized as Internal Materials & Services. Combined, all expenditures were within 10% of budget.

Total Internal Materials & Services were over budget by \$401,686. Aggregate expenditures were within ten percent of budget.

Total Capital Outlay was 651% of budget due to project delays. Aggregate expenditures were within ten percent of budget.

#### Revenue Discussion

Recreational Cannabis revenues are recognized in Fund 227000 and allocated to Fund 227030.

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 308 - Gas Tax Bond Redemption Fund

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<b>EXPENDITURES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Debt Service	1,743,750	1,743,750	100%
Debt Service Reserves	1,673,047	0	0%
<b>TOTAL EXPENDITURES</b>	<b>3,416,797</b>	<b>1,743,750</b>	<b>51.03%</b>

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<b>REVENUES</b>	<b>2019-20 Revised Budget</b>	<b>2019-20 Actuals</b>	<b>Percent of Actuals to Revised</b>
Miscellaneous	0	31,079	
Fund Transfers - Revenue	1,743,750	1,672,764	95.93%
Beginning Fund Balance	1,673,047	0	0%
<b>TOTAL REVENUES</b>	<b>3,416,797</b>	<b>1,703,843</b>	<b>49.87%</b>

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#### Expenditure Discussion

Bond Expense was on budget.

Debt Service Reserve is \$1,643,047.

Ending Fund Balance is \$10,073 due to interest earnings. The additional fund balance will be accounted for when making the FY 20-21 cash transfer from the Transportation Operating Fund.

#### Revenue Discussion

Fund Transfers- Revenue were within ten percent of budget.

Miscellaneous revenues were \$31,079 due to interest earnings.

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 606 - Parking Facilities Fund

EXPENDITURES	2019-20 Revised Budget	2019-20 Actuals	Percent of Actuals to Revised
Personnel	810,600	673,298	83.06%
External Materials and Services	7,732,629	4,838,653	62.57%
Internal Materials and Services	2,224,745	2,301,821	103.46%
Capital Outlay	6,951,688	4,466,328	64.25%
Debt Service	1,768,061	1,768,061	100%
Contingency	4,671,756	0	0%
Fund Transfers - Expense	1,024,508	524,508	51.2%
<b>TOTAL EXPENDITURES</b>	<b>25,183,987</b>	<b>14,572,670</b>	<b>57.86%</b>

REVENUES	2019-20 Revised Budget	2019-20 Actuals	Percent of Actuals to Revised
Charges for Services	11,197,900	11,433,003	102.1%
Miscellaneous	100,000	304,654	304.65%
Interagency Revenue	1,095,281	1,176,113	107.38%
Beginning Fund Balance	12,790,806	0	0%
<b>TOTAL REVENUES</b>	<b>25,183,987</b>	<b>12,913,770</b>	<b>51.28%</b>

#### Expenditure Discussion

Personal services expenses were below budget primary because an open position that was never filled (reduced from the 2021 budget). Furlough, COLA, and merit reductions played a smaller role as the fund only has five employees. External M & S were below budget primarily because of delays to the 10th and Yamhill project and several major maintenance projects. 10th and Yamhill also played a factor in Capital Outlay being below budget. A technology upgrade in the garages was also delayed. Fund transfers were \$500K below budget as a transfer to fund 200 was not completed due to a delay Naito Davis tenant improvement.

#### Revenue Discussion

Miscellaneous Revenue was above budget due to the fund balance being above balance throughout FY 2020 as a result of project delays. Revenue for service fees were in-line with budgeted amount, however they were reduced in the Spring BMP by \$2.5M as a result of COVID-19. COVID-19 FY 2020 impact of revenue was a reduction of \$2.9M.



## FY 2020-21 Budget Note Update

### Portland Bureau of Transportation

**Date of Budget Note:** July 1, 2019 in the FY 2019-20 Adopted Budget

**Budget Note Title:** Adaptive BIKETOWN

**Budget Note Language:** Council directs the Portland Bureau of Transportation (PBOT) to continue its Adaptive BIKETOWN program pilot; this program shall be funded within the bureau's current resources. PBOT launched a pilot for Adaptive BIKETOWN in 2017 in response to the public's request for equitable access to services within the BIKETOWN program for individuals with mobility needs. The program partners with Nike and Kerr Bikes to provide accessible bikes, mobility device storage, and assistance to riders with mobility needs. Council directs PBOT to establish a permanent program within the bureau's base budget going forward.

**Summary Status:** Complete

**Budget Note Update:** September 9, 2020

PBOT made the Adaptive BIKETOWN program permanent during the 19-20 FY. PBOT entered a three-year contract with Albertina Kerr to operate the program through its social enterprise, Kerr Bikes, which also provides vocational experience with people experiencing disabilities.

For the third straight year, Adaptive BIKETOWN saw an increase in participants and riders in 2019. COVID has presented challenges for Kerr Bikes operation, both in terms of reduced demand and security issues at their Eastbank Esplanade location. PBOT is working with Albertina Kerr to ensure the sustainability of the program.

PBOT hopes to be able to expand it as part of BIKETOWN 2.0, pending additional resources.

Additional information about the program can be found on the website, <https://adaptivebiketown.com/>

## FY 2020-21 Budget Note Update

### Portland Bureau of Transportation

**Date of Budget Note:** July 1, 2019 in the FY 2019-20 Adopted Budget

**Budget Note Title:** Transportation Resiliency Plan

**Budget Note Language:** Council directs the Portland Bureau of Transportation (PBOT) to develop a Transportation Resiliency Plan; this plan shall be funded within the bureau's current resources. This plan will build off the 2016 Mitigation Action Plan and the Comprehensive Plan 2035, update the City's emergency transportation routes to reflect current policies and plans, establish a process for emergency transportation routes to be regularly updated, and conduct a seismic study of PBOT-owned bridges. The bureau shall present the findings of the plan to Council for approval within two years (by June 30, 2021).

**Summary Status:** Underway

**Budget Note Update:** September 9, 2020

In the 19-20 fiscal year, the project team completed a seismic inventory of city-owned structures. This inventory needed to be complete before the remainder of the plan could be developed. The next step is to translate the inventory into a revised set of city-specific response routes for a major event. The plan will be complete in December 2021. The regional emergency response route work is underway and we will use this budget to continue to support our participation in this work which will feed and support the city plan.

**Bureau Performance Narrative**

The Portland Bureau of Transportation (PBOT) is in the second year of “Moving to Our Future,” the Bureau’s three-year strategic plan. The plan focuses on four key goals: safety, moving people and goods, asset management, and transportation justice. 57 new budget performance measures were tested last year to enable the bureau to monitor performance and progress towards these goals. 52 measures will continue to be used. Discontinued measures were either infeasible to measure or did not produce the desired decision-making results.

A summary of the bureau’s goals and corresponding example performance measures are included below:

Safety: Make Portland streets safe for everyone

- Miles of streets where speed limits were reduced to improve safety – In FY19-20, PBOT reduced posted speeds on 31 miles of streets. This was above the estimate of 20 miles. Reducing speed of autos has been shown to reduce the number of crashes and to lower the risk of injury or death if crashes occur.

Moving people and goods: Provide transportation options for a growing city

- Percentage of Streetcar on-time performance – In FY19-20, the Portland Streetcar had an overall on-time performance (OTP) rating of 82%. This was under the 85% target. For the A loop, OTP was often above 85% with 10% of arrivals characterized as “early.” The B loop, which routes through Portland’s east side, experiences delays. However, B loop’s OTP has increased due to the transit priority lane, or Rose Lane, on NE Davis. PBOT expects increased performance resulting from additional Rose Lanes on SE Martin Luther King Jr Blvd. and SE Grand Ave.

Asset management: Deliver smart investments to maintain our transportation system

- Percentage of PBOT-owned bridges in non-distressed condition – In FY19-20, 83% of PBOT-owned bridges were categorized as non-distressed. This was under the 85% target. Two bridges suffered damage due to train collisions, which reduced the overall score of bridges in non-distressed condition.

Transportation justice: Equity and climate

- Number of BikeTown trips – In FY19-20, Portlanders and visitors completed 228,966 trips on Biketown Bikes. This was under the target of 365,000, which was due to the popularity of e-scooters and the COVID-19 pandemic. Also in FY19-20, BIKETOWN continued to expand access in East Portland, provide reduced fares through BIKETOWN for All, and promote Adaptive BIKETOWN for riders with disabilities.

Key Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0042	Percentage of PBOT-owned bridges in non-distressed condition	84%	84%	85%	83%	85%	85%	Two bridges suffered damaged due to train collisions. The resulting damage necessitated inclusion of these bridges in the distressed bridge category, which caused the overall percentage of PBOT-owned bridges in non-distressed condition to decrease.

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TR_0065	Annual Streetcar ridership	OUTPUT	4,870,556	4,491,363	5,000,000	3,154,485	5,000,000	5,000,000	<p>Annual boarding in FY 19/20 were down significantly compared to prior years. This is in large part due to COVID-19 and related impacts to daily ridership which dropped from 14,000/day to 2,000/day during the peak of the quarantine. Beyond COVID, ridership was down slightly compared to FY 18/19, but not by a significant amount. As Multnomah County announced reopening, Streetcar, along with other local transit agencies were put under heavy regulations by the Oregon Health Authority. Streetcar was able to comply and support the reopening. We have hired additional staff to continue keeping our passengers safe. Actively performing 4 hour sanitizing of high touch areas, has increased the confidence of the public related to safety and cleanliness. Ridership has begun to return, with nearly 8,000/day in July – a sign of increased activity in the central city. Streetcar continues to carry more passengers per day than any bus line in the region and more than two of the light rail (MAX)!</p>
TR_0067	Percentage of "busy" (collector/arterial) streets in fair or better condition	OUTCOME	48%	43%	50%	57%	50%	80%	

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TR_0068	Percentage of local streets in fair or better condition	OUTCOME	31%	28%	35%	45%	35%	70%	Data reported for FY 19/20 represents a change in pavement rating methodology that had the effect of increasing the condition rating of PBOT's pavement; as a result, data for FY 19/20 appears to show an increase in pavement condition
TR_0069	Number of traffic fatalities	OUTCOME	47	34	0	50	0	0	Subject to change in the future when official Oregon Department of Transportation (ODOT) crash data is released. There is approximately a 2.5 year delay in receiving official data.
TR_150	Percentage of commuters who walked, biked, took transit, carpooled, or worked from home	OUTCOME	0	0	0	N/A	42%	70%	

Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0049	Percentage of PBOT public works permit reviews completed on-time	94%	95%	94%	130%	94%	0	
TR_0055	On-street parking expenses as a percentage of revenues	21%	21%	20%	25%	20%	0	On-street parking revenues dropped as a result of the COVID-19 crisis, resulting in a higher expense ratio.

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0062	Percentage of Streetcar on-time performance	82%	83%	85%	82%	85%	85%	<p>The A Loop and NS Line continue to have strong OTP – often above 85% and with close to 10% of arrivals characterized as “early” (more than 1 minute early) – the OTP is very strong across the system. The B Loop continued to have schedule delays largely on the eastside. With the installation of the transit priority lane at NE Davis in 2019 and with the planned installation of the transit priority lane on both MLK and Grand in 2021 the OTP for the B Loop has improved dramatically and will continue to improve in future years.</p> <p>Streetcar has been impacted by COVID-19 in this area as well. Due to financial struggling of businesses, sponsorship of a streetcar is down. The fare machines have been temporarily removed to avoid excessive handling of money and to eliminate a high touch area inside the trains. This is the final year of payment to TriMet for the HOP machines, in which we will then be receiving more revenue.</p>
TR_0063	Percentage of Streetcar fare revenue contribution to operating budget	9%	9%	20%	9%	10%	0	
TR_0070	Number of Transportation Demand Management (TDM) programs offered in historically underserved areas or for underserved populations	N/A	4	4	N/A	5	0	

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0071	Number of Transportation Wallets distributed	1,434	1,732	1,848	1,383	3,000	0	Total Transportation Wallets distributed in the Parking Districts include parking permit opt-outs, another performance measure in this catalog.
TR_0072	Percentage of residents who commute to work by car alone	57%	6,017%	57%	N/A	57%	30%	
TR_0073	Average network Pavement Condition Index (PCI)	56%	55%	55%	5,500%	55%	0	Data reported for FY 19/20 represents a change in pavement rating methodology that had the effect of increasing the condition rating of PBOT's pavement; as a result, data for FY 19/20 appears to show an increase in pavement condition
TR_0076	Number of corners improved or constructed to comply with ADA	N/A	796	1,500	1,776	1,500	1,500	

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details	
TR_0077	Number of BikeTown trips	OUTPUT	346,764	364,116	365,000	228,966	800,000	0	<p>This fiscal year, BIKETOWN continued its strong equity focus, planned for a major expansion to East Portland and a replacement of the entire fleet with electric-assist bicycles, and responded to the COVID-19 pandemic. Through its outreach and partnerships with Street Roots, Central City Concern and other organizations, BIKETOWN had 824 members living on very low incomes utilizing the very low cost BIKETOWN for All program. These members took 45,000 trips. BIKETOWN also continued its Culture Collection which used special bicycle design wraps that celebrated different Portland communities, including Native American Heritage Month. Adaptive BIKETOWN, PBOT's program designed to increase bicycle access for people with disabilities, saw an increase in both the number of trips and the number of people using the service. BIKETOWN did see a decrease in the number of bike trips overall due to the popularity of shared electric scooters and the COVID pandemic. To assist essential workers, BIKETO</p>



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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0079	Number of Public Works Permit applications received	243	238	234	N/A	225	225	
TR_0080	Total value of the public works PBOT infrastructure improvements permitted	N/A	\$22,889,417	\$24,000,000	\$22,802,906	\$24,000,000	\$24,000,000	2020 value outcome is as expected
TR_0086	Linear feet of sewer/storm lines tv'd and inspected	N/A	846,350	829,429	648,405	829,500	829,500	Staffing down 50% from March - June 2020 due to Covid-19.  Due to pandemic, some projects were delayed. Additionally, some projects construction start late in the spring (June). Construction for these projects will continue through the summer and completed in FY 20-21. Furthermore, some projects were delayed due utility conflict and contracting negotiating.
TR_0088	Percentage of annual budgeted Capital Improvement Plan expended	46%	40%	90%	49%	90%	90%	Reflects staff time, includes all permits issued, cancelled and voided.
TR_0089	Number of area parking permits issued	33,194	31,213	31,500	29,088	32,000	0	Opt-Outs are offered in parking zones M, N, and G if permit holders are willing to give up their parking permit for the upcoming permit year. As trade, permit holders get a free Transportation Wallet.
TR_0090	Number of area parking permit 'opt-outs'	694	1,134	900	628	1,000	0	Total cases input to the Abandoned Auto system over the period of 7-1-2019 and 6-30-2020.
TR_0093	Number of abandoned auto complaints received	34,137	29,830	30,000	25,352	32,000	30,000	

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0094	Number of derelict RVs reported	4,144	5,199	5,500	3,380	5,100	5,000	Count of RV records in the Abandoned Auto system for the period 7-1-2019 and 6-30-2020. Travel trailers 5th Wheels Pickups with trailers Motorhome Camper Low officer staffing combined with restrictions on citation processes in the context of citizens living in the ROW that were issued midyear caused lower than expected citations for the first 8 months of the year.
TR_0095	Number of parking citations issued	236,530	252,985	253,000	145,247	260,000	280,000	The most significant impact came in the last 4 months of the year as enforcement staffing hours were extremely limited for the months of March and April for office safety as new procedures, processes, and patrol staffing were developed for enforcement in the COVID-19 environment. For the months of May and June enforcement focus was on warnings rather than citations to enable restarting citizen parking payment in a non-punitive fashion during the pandemic.
TR_0096	Average weekday peak time occupancy	81%	93%	85%	70%	85%	0	

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0097	Number of parking transactions processed	1,709,732	1,678,131	1,778,805	1,277,537	0	0	
TR_0098	Percentage of parking garages in good or better condition	83%	17%	100%	34%	100%	100%	
TR_0102	Total miles of bike facilities	384.00	399.00	401.80	N/A	430.00	1,027.00	
TR_0104	Number of new and retrofitted pedestrian crossings on High Crash Network streets	N/A	0	25	975	50	0	Includes new crosswalks, but most of these are upgrades to existing crosswalks. This number is unusually high because PBOT adopted guidelines effective 10-17-2019 that are systematically upgrading crosswalks to high-visibility markings. Over time, this number will decrease because more of our existing crosswalks will have been upgraded.
TR_0105	Miles of streets where speed limits were reduced to improve safety	N/A	0	20	31	20	0	Miles of roadway where the posted speed was reduced.
TR_0107	Number of traffic crashes that result in serious injuries	287	0	0	N/A	0	0	
TR_0113	Number of crosswalks installed or maintained	921	1,306	3,100	1,020	1,300	1,300	New standards were directed and put in place by City Traffic Engineer to require Continental (ladder bar) style crosswalks in lieu of parallel stripe crosswalks. Continental style crosswalks require more labor and material to install, but are more visible to the public

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0116	Number of signs maintained or replaced	33,607	34,898	20,000	34,740	20,000	0	Demand Maintenance 11,558  Routine Maintenance 18,142 [Maximo 7.1: 7-1-19 to 2-19-20]  Routine Maintenance 5,040 [Maximo 7.6 3-22-20 to 6-30-20]
TR_0119	Number of employee Safety Incidents	49	34	240	44	25	0	Based on prior year numbers we believe the previous estimate of 240 was a typo.  Due to staffing shortages between the months of December and May minimal safety visits were done due to having only one safety staff in the office. Due to Covid staffing adjustments site visits specific to Covid related inspections increased from April to the end of June. Numbers were increased toward the end of the year.
TR_0120	Number of employee Safety Site Visits	65	43	200	272	120	200	

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
								The City of Portland uses a hierarchy when counting contract equity participation rates: D > M > W > ESB. If a firm is D/M/W/ESB, for example, it will only be counted as DBE, whereas if it is M/ESB it will only be counted as an MBE enterprise. "OBE" stands for "Other Business Enterprise", a standard way of referring to non-COBID certified firms.
TR_0121	Percentage of total payments to COBID firms on contracts awarded that year	N/A	35%	30%	32%	35%	50%	Sum of Payment Share OBE \$ 40,690,702.72 DBE \$ 14,294,863.42 ESB \$ 1,615,431.02 MBE \$ 64,801.85 WBE \$ 3,222,797.79 Grand Total \$ 59,888,596.80
TR_0123	Linear feet of sewer/storm line repaired/lined	20,930	22,365	22,173	22,211	22,200	22,200	Staffing down 50% from March - June 2020 due to Covid-19.
TR_0124	Ratio of ongoing General Transportation Revenue (GTR) resources to GTR Current Service Level Requirements	N/A	0	1.10	.90	1.00	1.00	

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details	
TR_0128	Number of potholes repaired	OUTPUT	N/A	12,709	5,000	9,173	0	0	Most potholes are reported by citizen residents while driving. With less driving due to COVID - it likely reduced the volume of citizen reports
TR_0130	Total miles of curb cleaned during annual leaf removal program	OUTPUT	N/A	1,598	1,059	1,621	0	0	
TR_0131	Percentage of High Crash Corridors restriped annually in accordance with industry guidelines	OUTPUT	N/A	100.00%	100.00%	100.00%	100.00%	100.00%	Striping crews completed 100% of the High Crash Network Note: Striping is done in dry weather so the "season" is typically May - October
TR_0133	Number of Private for Hire vehicles operating in Portland city limits	OUTPUT	N/A	0	13,600	14,022	21,000	0	
TR_0134	Number of Private for-Hire transportation rides	OUTPUT	11,270,892	13,224,205	12,500,000	9,562,503	13,000,000	13,000,000	Covid-19 stay at home orders severely impacted the use of Private for-Hire services.
TR_0135	Number of Private for Hire field audits annually	OUTPUT	2,808	3,969	3,500	3,819	4,500	4,500	
TR_0136	Number of PDX WAV Rides	OUTPUT	N/A	5,372	15,000	6,947	15,000	15,000	Wheelchair users include a large population with vulnerable health conditions, and therefore stayed home significantly more during the Covid-19 pandemic.
TR_0137	Number of Safe Ride Home trips provided	OUTPUT	N/A	0	6,645	3,732	7,000	7,000	Due to Covid-19, we had a very small turn out for St. Patrick's day, and cancelled 4 other planned events through the summer.

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0138	Number of Contract Tows	19,257	18,814	18,800	15,257	18,889	19,000	Beginning in March 2020, tows were reduced due to towing policies and less cars parking due to COVID-19
TR_0139	Number of Private Property Impound Tows	8,762	8,502	8,400	7,630	8,913	8,000	Beginning in March 2020 there was a reduction in vehicles visiting businesses (private property) due to COVID-19.
TR_0143	Number of RVs towed	418	204	420	50	0	0	Count of records with for RV's with tow dates in the Abandoned Auto system. 5th wheels Travel trailers Motor homes Pickups with trailers Camper Towing policies changed over the course of the year with a focus on providing services as opposed to towing, covid-19 concerns halted towing except for cases that caused safety concerns.
TR_0145	Number of abandoned vehicles towed	4,114	3,559	3,600	1,962	3,740	3,700	Beginning in March 2020, tows were reduced due to towing policies related to COVID-19
TR_0148	Debt Ratio	N/A	0	7%	4%	7%	0	

**Portland Bureau of Transportation**

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Other Performance Measures	Measure Type Name	FY 2017-18 Actuals	FY 2018-19 Actuals	FY 2019-20 Target	FY 2019-20 Actuals	FY 2020-21 Target	Strategic Target	Details
TR_0149	Transportation Reserve Fund Balance	N/A	0	6%	7%	60%	10%	The drop in gas tax and parking revenues experienced during the COVID-19 crisis contributed to the higher-than-budgeted ratio of reserves to revenues.



## Capital Program Status Report

### Office of Transportation

CIP Program Name	2019-20 Adopted Budget	2019-20 Revised Budget	2019-20 Actuals	PY Variance	PY Percent of Actuals to Revised	2020-21 Adopted Budget	2020-21 FALL Requested Total	2020-21 July Actuals	Fall Req. to Adopted Variance	Fall Req. to Adopted % Variance
Asset Management	27,525,746	35,810,137	8,863,632	-26,946,505	24.75%	40,344,934	45,728,862	1,036,104.93	5,383,928	11.77%
Centers and Main Streets	0	0	54,154	54,154		664,650	640,583	1,235.7	-24,067	-3.76%
Economic Vitality	36,337,709	42,171,714	18,746,484	-23,425,230	44.45%	27,175,165	32,021,946	292,332.5	4,846,781	15.14%
Health & Livability	43,190,590	36,190,590	12,507,933	-23,682,657	34.56%	29,066,738	29,066,738	-59,931.49	0	0%
Safety	89,612,779	96,133,151	25,869,684	-70,263,467	26.91%	113,453,145	119,090,653	1,416,271.81	5,637,508	4.73%
	0	890,304	908,470	18,166	102.04%	0	0	14,969.1	0	#DIV/0
<b>Sum:</b>	<b>196,666,824</b>	<b>211,195,896</b>	<b>66,950,357</b>	<b>-144,245,539</b>	<b>-68.3%</b>	<b>210,704,632</b>	<b>226,548,782</b>		<b>15,844,150</b>	<b>6.99%</b>

## Capital Program Status Report

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### Prior Year Variance Description

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Total spending within the capital budget was 49% of budget, however, only 31% of the capital outlay or construction costs were expended. Compared to FY 18-19, the bureau was able to expend an additional \$23.3 million on total capital work, however, the majority of those expenses, \$18.3 million, were in the categories of bureau staff, consulting/interagencies/supplies, and bureau overhead. The bureau continues to struggle meeting its budgetary targets for capital delivery in a fiscal year. Variances result from (1) project bids coming in higher than expected, requiring re-engineering and rebidding, (2) delays in the start of construction that will be carried over into the next fiscal year, and (3) due to the pandemic and unanticipated complication in the design and construction process, some of the project schedules were revised to FY 20-21.

Specific project delays include the following:

- T00591 - Naito: Harrison - Jefferson, SW
- T00595 - Cap Hwy: Mult Village to W Portland
- T00642 - Streetcar Vehicle Acquisition
- T00663 - Halsey St: 114th-162nd, NE
- T00698 - Suttle Rd LID, N
- T00713 - 42nd: Killingsworth – Columbia
- T00771 - Foster/Woodstock Couplet: 96th-101st, SE
- T00811 - Cornfoot: 47th - Alderwood, NE
- T00872 - Saratoga Ct. to Bryant St LID, NE

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### Current Year Variance Description

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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. The bureau will continue to monitor the CIP project schedules and will make necessary adjustments, as needed.

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