

# PBOT

PORTLAND BUREAU OF TRANSPORTATION


1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 [Portland.gov/Transportation](http://Portland.gov/Transportation)

**Jo Ann Hardesty** Commissioner **Chris Warner** Director

September 9, 2021

TO: Jessica Kinard  
City Budget Office

FROM: Chris Warner   
Portland Bureau of Transportation

SUBJECT: Portland Bureau of Transportation - FY 21-22 Fall Supplemental Budget Submittal

Attached is the FY 21-22 Fall Supplemental Budget submittal for the Portland Bureau of Transportation (PBOT). This submittal includes the following:

- Budget Amendment Request Report for seven packages: (1) appropriation of grant revenues and addition of positions to support the jurisdictional transfer of 82<sup>nd</sup> Ave; (2) request for General Fund resources for Old Town Chinatown permitting costs; (3) the carryover of one-time resources that were underspent in FY 20-21; (4) the carryover of Parking Facilities Fund resources; (5) the allocation \$1.8 million of contingency to fund high-priority needs; (6) technical adjustments that reallocated budget across fund centers; and, (7) a technical adjustment within the Cannabis Fund.
- Prior Year Fund Reconciliation Report. This report notes the underspending of personnel in FY 20-21 due to the hiring freeze and Council's guidance to limit nonessential sending. This report also notes the continued impact of pandemic on parking revenues, transportation network companies (TNC) revenues, and system development charges.
- 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. An update was provided on the 'Limiting Non-Essential Materials and Services Spending' budget note.

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

cc: Commissioner Hardesty  
Derek Bradley, Office of Commissioner Hardesty  
Kristin Johnson, Office of Commissioner Hardesty  
Directors Team, Portland Bureau of Transportation  
Ryan Kinsella, Portland Bureau of Transportation



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

**Request Name:** 12508 -Parking Facility Fund Carryover and Adjustments

**Package Description**

The Parking Facilities Fund adjustments include the carryover of fund underspending, adjustment to contingency and reallocation the funding to major maintenance projects and increased costs for security services. The major maintenance adjustments include uncompleted projects from FY 20-21 in addition to a new project of \$130,000 for tenant improvement at three retail spaces in the 3rd & Alder Garage. Two of the retail spaces are currently vacant and the third will be vacant soon.

**Service Impacts**

No service impacts.

**Equity Impacts**

No equity impacts.

| 2021-22 FALL Requested Adj |                                 |                    |
|----------------------------|---------------------------------|--------------------|
| Expense                    | Contingency                     | 424,616            |
|                            | External Materials and Services | 624,443            |
|                            | Internal Materials and Services | 96,367             |
| <b>Expense</b>             | <b>Sum:</b>                     | <b>\$1,145,426</b> |

| 2021-22 FALL Requested Adj |                        |                    |
|----------------------------|------------------------|--------------------|
| Revenue                    | Beginning Fund Balance | 1,145,426          |
| <b>Revenue</b>             | <b>Sum:</b>            | <b>\$1,145,426</b> |

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

**Request Name:** 12601 -Technical adjustment updating RCT commitment items

**Package Description**

CBO is entering this on behalf of the bureau. Purpose is to make a net zero entry to align RCT allocations with new commitment items.

**Service Impacts**

**Equity Impacts**

| 2021-22 FALL Requested Adj |                               |     |
|----------------------------|-------------------------------|-----|
| Revenue                    | Miscellaneous Fund Allocation | 0   |
| Revenue                    | Sum:                          | \$0 |

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

**Request Name: 12623 -PBOT Technical Adjustments**

**Package Description**

This package allocates costs of several organizational adjustments, including the following: allocation of merit and COLA costs of nonrep staff as approved by Council in the FY 2021-22 Adopted Budget; the budgetary adjustments that correspond with several reorganizational changes, the budgeting of ARP as approved by Council, and several IA adjustments.

**Service Impacts**

No service impacts.

**Equity Impacts**

No equity impacts.

| 2021-22 FALL Requested Adj |                                 |                    |
|----------------------------|---------------------------------|--------------------|
| Expense                    | Capital Outlay                  | 2,594,290          |
|                            | Contingency                     | -3,462,239         |
|                            | External Materials and Services | -297,027           |
|                            | Internal Materials and Services | 387,949            |
|                            | Personnel                       | 75,816             |
| <b>Expense</b>             | <b>Sum:</b>                     | <b>(\$701,211)</b> |

| 2021-22 FALL Requested Adj |                               |                    |
|----------------------------|-------------------------------|--------------------|
| Revenue                    | Beginning Fund Balance        | 0                  |
|                            | Bond & Note Proceeds          | -8,643,590         |
|                            | Charges for Services          | 1,014,991          |
|                            | Fund Transfers - Revenue      | 8,643,590          |
|                            | Interagency Revenue           | 57,500             |
|                            | Intergovernmental             | 0                  |
|                            | Miscellaneous                 | -2,150,000         |
|                            | Miscellaneous Fund Allocation | 376,298            |
|                            | Taxes                         | 0                  |
| <b>Revenue</b>             | <b>Sum:</b>                   | <b>(\$701,211)</b> |

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

**Request Name: 12624 -PBOT Capital and Operating Carryover**

**Package Description**

The package includes carryover requests for both one-time operating projects and capital projects. Operating carryover totaling \$687,000 includes \$150,000 to cover contract costs relating to the development of PBOT’s Transportation Justice Framework, \$94,000 for an asset risk study, \$160,000 for the purchase of handheld equipment for the Parking Enforcement division, and planning projects related to Complete Streets, North Portland in Motion, and Rose Lanes.

Carryover for capital projects totals \$15.2 million, including \$10.6 million of GTR carryover. Notable projects include Errol Height, 136th: Foster-Division, Capital Highway Multnomah Village-W Portland, Division St: 82nd- 174th, Naito: Jefferson to Davis, 72nd Ave: Sandy-Killingsworth, and Safe Routes to School.

**Service Impacts**

The carryover of these resources is necessary to continue these 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 PBOT takes a systemwide approach, PBOT uses the equity matrix to help inform where projects will be implemented and when those projects will be installed.

| 2021-22 FALL Requested Adj |                                 |                     |
|----------------------------|---------------------------------|---------------------|
| Expense                    | Capital Outlay                  | 7,503,130           |
|                            | Contingency                     | 34,665,790          |
|                            | External Materials and Services | 5,181,879           |
|                            | Personnel                       | -51,251             |
| <b>Expense</b>             | <b>Sum:</b>                     | <b>\$47,299,548</b> |

| 2021-22 FALL Requested Adj |                               |                     |
|----------------------------|-------------------------------|---------------------|
| Revenue                    | Beginning Fund Balance        | 46,256,643          |
|                            | Bond & Note Proceeds          | 763,028             |
|                            | Charges for Services          | 0                   |
|                            | Intergovernmental             | 36,202              |
|                            | Miscellaneous Fund Allocation | 243,675             |
|                            | Taxes                         | 0                   |
| <b>Revenue</b>             | <b>Sum:</b>                   | <b>\$47,299,548</b> |

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

**Request Name: 12628 -Allocation of PBOT Contingency**

**Package Description**

The package allocates \$1.8 million of contingency to fund the following high-priority needs.

Gibbs St elevator repair work (\$20,000 one-time). Immediate repairs are needed to the Gibbs St elevator. This elevator provides access to the Gibbs Street Pedestrian Bridge, which crosses I-5 and connects the Lair Hill neighborhood to the South Waterfront area. The elevator provides access to the bridge for those unable to use the stairs.

Adjustment to Engineer III pay scale (\$50,000 ongoing). As a result of a recent classification and compensation analysis led by the Bureau of Human Resources, the salaries of seven Engineer III's will increase, resulting in \$50,000 of additional costs.

Small Caps Engineering Support (\$139,540 of capital project funding and \$17,460 ongoing GTR). An additional Engineer III is needed for efficient delivery of small capital projects. Dedicating an engineer to coordinate the 3.0 FTE allocated to small capital projects will improve the efficiency of the program, allow for more field design, and would address the consistent request for dedicated staff for this important work. This addition specifically addresses key initiatives within the bureau's strategic plan of the expediting delivery of small caps safety improvements and traffic calming.

Parking Enforcement Move (\$144,000 one-time). The Parking Enforcement division is moving from its current location at the Congress Center. To accommodate this division's move, funding is needed for tenant improvements in the Portland Building as this group requires specific upgrades to the current space for technology needs and lockers.

Local Improvement Program move (\$112,900 ongoing). The recent move of the LID program from Project Management to Financial Services will support PBOT's strategic goals by better aligning LID development and formation with the bureau's capital investment priorities. As part of this reorganization, the LID program manager will transition from serving as project manager for LID projects to a financial architect within Financial Services, resulting in a decrease in hours that can be billed to LID projects. To backfill this and support this position's new bureau-wide focus, General Transportation Revenues are allocated to cover the estimated reduction in billable hours.

Reclass Utility Worker - II to Equity Coordinator. PBOT will reclassify a Utility Worker II position to a Coordinator II, which will directly support the Environmental Services Division within Maintenance Operations in advancing its equity needs and goals.

This package also includes the addition of 14 positions that are funded by capital project funding, the American Rescue Plan Act (ARPA), and/or fees charged to external customers. This includes five engineering positions funded by capital project resources, a coordinator position funded by vertical infrastructure fees, and positions that will support the Healthy Business program. Additionally, the conversion of the temporary position to an Admin Specialist II is included, which was funded by the reallocation of current resources within the Business Services' group.

**Service Impacts**

See above for the service impacts for each adjustment.

**Equity Impacts**

See above for the equity impacts for each adjustment.

| 2021-22 FALL Requested Adj |                                 |                    |
|----------------------------|---------------------------------|--------------------|
| Expense                    | Capital Outlay                  | 237,088            |
|                            | Contingency                     | 8,264,938          |
|                            | External Materials and Services | -3,329,950         |
|                            | Internal Materials and Services | 0                  |
|                            | Personnel                       | 2,297,673          |
| <b>Expense</b>             | <b>Sum:</b>                     | <b>\$7,469,749</b> |

| 2021-22 FALL Requested Adj |                          |           |
|----------------------------|--------------------------|-----------|
| Revenue                    | Beginning Fund Balance   | 1,100,695 |
|                            | Charges for Services     | 61,054    |
|                            | Fund Transfers - Revenue | 150,000   |

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

Run Date: 9/9/21

BMP Amendment Request Report

Run Time: 3:07:42 PM

|                               |           |
|-------------------------------|-----------|
| Intergovernmental             | 6,158,000 |
| Miscellaneous Fund Allocation | 0         |

**Revenue Sum: \$7,469,749**

| Position Detail                                |              |                |              |           |                |                |
|--|--------------|----------------|--------------|-----------|----------------|----------------|
| Job Class - Name                               | FTE          | Salary         | Supplemental | Statutory | Benefit        | Total          |
| 30000229 - Public Works Inspector, Sr          | 1.00         | 39,166         | 0            | 2,996     | 17,625         | 59,787         |
| 30000324 - Engineering Technician I            | 6.00         | 144,084        | 0            | 11,022    | 85,344         | 240,450        |
| 30000325 - Engineering Technician II           | 1.00         | 0              | 0            | 0         | 8,835          | 8,835          |
| 30000326 - Engineering Technician III          | 1.00         | 0              | 0            | 0         | 8,835          | 8,835          |
| 30000388 - Planner II. City-<br>Transportation | 2.00         | 86,362         | 0            | 6,606     | 37,052         | 130,020        |
| 30003003 - Administrative Specialist II        | 1.00         | 36,374         | 0            | 2,782     | 16,999         | 56,155         |
| 30003028 - Coordinator II                      | 1.00         | 40,139         | 0            | 3,071     | 17,844         | 61,054         |
| 30003029 - Coordinator III                     | 1.00         | 44,528         | 0            | 3,407     | 18,829         | 66,764         |
| 30003047 - Engineer III                        | 1.00         | 58,198         | 0            | 4,452     | 21,896         | 84,546         |
| <b>Total</b>                                   | <b>15.00</b> | <b>448,851</b> | <b>0</b>     |           | <b>233,259</b> | <b>716,446</b> |

**TR - Portland Bureau of Transportation DP Type New Revenue**

**Request Name: 12636 -Transfer of 82nd Avenue Adjustments**

**Package Description**

In the coming months, PBOT will enter into an agreement with the Oregon Department of Transportation that formalizes the jurisdictional transfer of 82nd Avenue to the City of Portland. Per House Bill 5006, the Oregon Department of Transportation will make available \$80 million from American Rescue Plan Act (ARPA) funding to reimburse for costs of safety improvement to 82nd Avenue. In anticipation of this agreement, the City of Portland's Grants Office has advised that any budget appropriation and position needs be included in the Fall Supplemental Budget. This request would appropriate \$1.6 million in grant revenue to fund the planned contract and personnel costs in FY 2021-22, including position authority for eight positions. Given the short timeframe for when ARPA funds must be spent, it is critical that PBOT begin the project development process as soon as possible.

**Service Impacts**

82nd Avenue is one of the top 30 high-crash corridors in the city for pedestrians, bicycles, and motor vehicles. This package will allow PBOT to begin addressing critical safety improvements, including enhanced pedestrian and bicycle crossings, increased lighting, signal changes to reduce conflicts, and other minor improvements to existing signals. Improvements will be consistent with the 82nd Avenue Plan that City Council unanimously adopted on May 23, 2019.

**Equity Impacts**

82nd Avenue is home to one of the most diverse populations in the region; the census tract around 82nd Avenue and Powell Boulevard is the most diverse in the state. The project will improve access for Portlanders with disabilities, including reconstruction of sidewalk segments with very narrow widths that do not meet minimum ADA access.

| 2021-22 FALL Requested Adj |                                 |                    |
|----------------------------|---------------------------------|--------------------|
| Expense                    | Contingency                     | 150,000            |
|                            | External Materials and Services | 1,100,000          |
|                            | Internal Materials and Services | 0                  |
|                            | Personnel                       | 539,225            |
| <b>Expense</b>             | <b>Sum:</b>                     | <b>\$1,789,225</b> |

| 2021-22 FALL Requested Adj |                               |                    |
|----------------------------|-------------------------------|--------------------|
| Revenue                    | Beginning Fund Balance        | 156,689            |
|                            | Intergovernmental             | 1,632,536          |
|                            | Miscellaneous Fund Allocation | 0                  |
| <b>Revenue</b>             | <b>Sum:</b>                   | <b>\$1,789,225</b> |

| Position Detail                            |             |                |              |           |                |                |
|--|-------------|----------------|--------------|-----------|----------------|----------------|
| Job Class - Name                           | FTE         | Salary         | Supplemental | Statutory | Benefit        | Total          |
| 30000380 - Planner I, City-Transportation  | 2.00        | 75,130         | 0            | 5,748     | 34,532         | 115,410        |
| 30000388 - Planner II. City-Transportation | 1.00        | 43,181         | 0            | 3,303     | 18,526         | 65,010         |
| 30000396 - Planner, Sr City-Transportation | 1.00        | 46,426         | 0            | 3,551     | 19,255         | 69,232         |
| 30003008 - Analyst III                     | 3.00        | 155,283        | 0            | 11,880    | 61,356         | 228,519        |
| 30003054 - Financial Analyst I             | 1.00        | 40,139         | 0            | 3,071     | 17,844         | 61,054         |
| <b>Total</b>                               | <b>8.00</b> | <b>360,159</b> | <b>0</b>     |           | <b>151,513</b> | <b>539,225</b> |



**TR - Portland Bureau of Transportation      DP Type      New GF Request**

**Request Name:** 12652 -Old Town Chinatown Street Closures

**Package Description**

PBOT requests \$19,127 of one-time General Fund resources to cover the costs associated with permitting work for street closures over 14 weekends of the entertainment district in Old Town Chinatown.

**Service Impacts**

Closure of the streets is an important component of the City's effort to revitalize downtown and promote economic recovery.

**Equity Impacts**

No equity impacts

| 2021-22 FALL Requested Adj |             |                 |
|----------------------------|-------------|-----------------|
| Expense                    | Personnel   | 19,127          |
| <b>Expense</b>             | <b>Sum:</b> | <b>\$19,127</b> |

| 2021-22 FALL Requested Adj |                          |                 |
|----------------------------|--------------------------|-----------------|
| Revenue                    | Fund Transfers - Revenue | 19,127          |
| <b>Revenue</b>             | <b>Sum:</b>              | <b>\$19,127</b> |

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 200 - Transportation Operating Fund

| <b>EXPENDITURES</b>             | <b>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|---------------------------------|-------------------------------|------------------------|--------------------------------------|
| Personnel                       | 114,257,549                   | 111,012,583            | 97.16%                               |
| External Materials and Services | 82,623,821                    | 57,265,405             | 69.31%                               |
| Internal Materials and Services | 35,032,422                    | 37,907,213             | 108.21%                              |
| Capital Outlay                  | 60,685,147                    | 37,048,650             | 61.05%                               |
| Debt Service                    | 41,412,829                    | 41,412,829             | 100%                                 |
| Contingency                     | 141,340,197                   | 0                      | 0%                                   |
| Fund Transfers - Expense        | 13,513,952                    | 13,496,538             | 99.87%                               |
| <b>TOTAL EXPENDITURES</b>       | <b>488,865,917</b>            | <b>298,143,218</b>     | <b>60.99%</b>                        |

| <b>REVENUES</b>               | <b>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|-------------------------------|-------------------------------|------------------------|--------------------------------------|
| Taxes                         | 21,587,500                    | 19,261,436             | 89.22%                               |
| Licenses & Permits            | 18,890,980                    | 13,352,338             | 70.68%                               |
| Charges for Services          | 53,867,440                    | 46,894,753             | 87.06%                               |
| Intergovernmental             | 87,546,441                    | 95,630,922             | 109.23%                              |
| Bond & Note Proceeds          | 29,285,111                    | 17,615,000             | 60.15%                               |
| Miscellaneous                 | 1,765,344                     | 3,318,102              | 187.96%                              |
| Fund Transfers - Revenue      | 21,064,168                    | 17,595,571             | 83.53%                               |
| Interagency Revenue           | 34,795,747                    | 26,265,053             | 75.48%                               |
| Beginning Fund Balance        | 220,063,186                   | 0                      | 0%                                   |
| Miscellaneous Fund Allocation | 0                             | 0                      |                                      |
| <b>TOTAL REVENUES</b>         | <b>488,865,917</b>            | <b>239,933,175</b>     | <b>49.08%</b>                        |

### Expenditure Discussion

## Prior Year Fund Reconciliation Report

### Portland Bureau of Transportation

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Total Personnel Services were within ten percent of budget. Final spending reflected the net impact of personnel adjustments made in response to pandemic-induced revenue losses, including suspended COLA and merit increases for non-represented staff; delayed COLA and step increases for represented staff; required furlough days spanning FY 19-20 and FY 20-21; and a freeze on hiring non-mission-critical positions.

Total External Material & Services were 69% of budget. Following Council's guidance to limit nonessential spending, PBOT managers limited spending on non-critical professional services contacts. In addition, underspending reflects delays to various capital projects. CIP funds will be carried forward to FY 21-22.

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

Total Capital Outlay was 61% of budget, reflecting delays on capital projects. Unspent funds will be carried forward to FY 21-22.

Fund Transfer – Expense was within ten percent of budget.

Bond Expense was within ten percent of budget.

Unappropriated Ending Fund Balance is \$166,183,410, which is \$47,498,043 higher than the budgeted beginning fund balance of \$118,685,367. Of this unbudgeted balance, \$42.3 million represents carryover of funds for capital programs, including System Development Charges and Fixing Our Streets projects and \$3.4 million is carryover of operating funds for continuing projects and programs.

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### Revenue Discussion

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Beginning Fund Balance matched the FY 2019-20 ending fund balance as reported in the CAFR.

Taxes revenues were 89% of budget. Revenues from the 10-cent local gas tax were impacted by the changes in travel patterns and economic activity resulting from the COVID-19 pandemic. Impacts abated over the course of calendar year 2020 but persisted through the end of FY 20-21.

License and Permit revenues were 71% of budget. FY 20-21 saw significant impacts to the private for-hire transportation program, where revenues from transportation network companies (TNCs) remained well below pre-pandemic averages, and within temporary street use permitting, where a slowdown in both short-term uses and long-term (e.g. construction) is evident. However, TSUPs and utility permits slightly outperformed the projections made in the Spring BMP.

Charges for Services were 87% of budget. Parking revenues were below the Spring BMP estimates due in part to the impact of a late April/early May spike in COVID cases. System Development Charges also fell short of projected levels, reflecting the pandemic-induced drop in construction activity.

Intergovernmental revenues were within ten percent of budget. Of note, State Highway Fund revenues outperformed projections, reflecting a quicker recovery in fuel sales toward the end of the fiscal year.

Interagency revenues were 75% of budget. Revenues were impacted in part by winter storms, which redirected crews in Maintenance Operations from billable activities to emergency response.

Fund Transfers- Revenue were 83% of budget. Transfers from the LID fund line of credit reached their maximum pending upcoming bond sales. Unrecovered funds will be received in future fiscal years.

Bond and Note Proceeds were 60% of budget. The shortfall is due to project delays with capital projects for which bond funding is planned, but bonds have not been issued. The Transportation Operating Fund received an additional \$5.0 million from Build Portland in FY 20-21; however these funds were applied to an OMF business area and are therefore excluded from this report.

Miscellaneous revenues were to be 188% of budget. The variance is primarily due to interest income earned on non-discretionary fund balances.

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### Other Notes

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## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 606 - Parking Facilities Fund

| EXPENDITURES                    | 2020-21 Revised Budget | 2020-21 Actuals   | Percent of Actuals to Revised |
|---------------------------------|------------------------|-------------------|-------------------------------|
| Personnel                       | 779,103                | 681,681           | 87.5%                         |
| External Materials and Services | 8,052,480              | 6,831,644         | 84.84%                        |
| Internal Materials and Services | 4,069,831              | 3,914,788         | 96.19%                        |
| Capital Outlay                  | 689,668                | 462,901           | 67.12%                        |
| Debt Service                    | 1,757,750              | 1,757,750         | 100%                          |
| Contingency                     | 2,486,293              | 0                 | 0%                            |
| Fund Transfers - Expense        | 587,066                | 587,066           | 100%                          |
| <b>TOTAL EXPENDITURES</b>       | <b>18,422,191</b>      | <b>14,235,829</b> | <b>77.28%</b>                 |

| REVENUES               | 2020-21 Revised Budget | 2020-21 Actuals  | Percent of Actuals to Revised |
|------------------------|------------------------|------------------|-------------------------------|
| Licenses & Permits     | 0                      | 0                |                               |
| Charges for Services   | 5,760,040              | 5,391,937        | 93.61%                        |
| Miscellaneous          | 250,000                | 72,848           | 29.14%                        |
| Interagency Revenue    | 1,280,246              | 1,325,857        | 103.56%                       |
| Beginning Fund Balance | 11,131,905             | 0                | 0%                            |
| <b>TOTAL REVENUES</b>  | <b>18,422,191</b>      | <b>6,790,642</b> | <b>36.86%</b>                 |

#### Expenditure Discussion

Total Personnel Services were 88% of budget. Expense reductions reflect delays to major maintenance projects.

Total External Material & Services were 85% of budget. Expense reductions reflect delays to major maintenance projects.

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

Total Capital Outlay was 67% of budget due to delays on capital and major maintenance projects. Unspent funds will be carried over.

Fund Transfer – Expense was within ten percent of budget.

Bond Expense was on budget.

#### Revenue Discussion

Parking revenue continues to come in below budget due to lack of people downtown and the lower rates in the garages. While revenue was within 10% of budgeted amount, it was 65% below the pre-pandemic forecast. Risk to the current revenue forecast includes the continued COVID related restrictions in place as the Delta variant continues to run rampant in the community.

## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 217 - Grants Fund

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| <b>EXPENDITURES</b>             | <b>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|---------------------------------|-------------------------------|------------------------|--------------------------------------|
| Personnel                       | 9,802,939                     | 4,218,003              | 43.03%                               |
| External Materials and Services | 5,865,751                     | 4,245,779              | 72.38%                               |
| Internal Materials and Services | 7,348,094                     | 3,444,053              | 46.87%                               |
| Capital Outlay                  | 22,519,888                    | 18,059,325             | 80.19%                               |
| <b>TOTAL EXPENDITURES</b>       | <b>45,536,672</b>             | <b>29,967,160</b>      | <b>65.81%</b>                        |

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| <b>REVENUES</b>       | <b>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|-----------------------|-------------------------------|------------------------|--------------------------------------|
| Intergovernmental     | 45,536,672                    | 21,105,391             | 46.35%                               |
| Miscellaneous         | 0                             | 11,494                 |                                      |
| <b>TOTAL REVENUES</b> | <b>45,536,672</b>             | <b>21,116,885</b>      | <b>46.37%</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 72% of budget. Progress on grant-funded projects has been slower than planned.

Total Internal Material & Services were 47% of budget. Progress on grant-funded projects has been slower than planned.

Total Capital Outlay was 80% of budget. Progress on grant-funded projects has been slower than planned.

#### Revenue Discussion

Intergovernmental revenues were 46% of budget. The variance in revenues reflects lower projected spending on projects.

Miscellaneous revenues were \$11,494 due to unbudgeted interest earnings.

#### Other Notes

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## Prior Year Fund Reconciliation Report

Portland Bureau of Transportation

### 227 - Recreational Marijuana Tax Fund

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| <b>EXPENDITURES</b>             | <b>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|---------------------------------|-------------------------------|------------------------|--------------------------------------|
| Personnel                       | 1,111,329                     | 653,403                | 58.79%                               |
| External Materials and Services | 521,620                       | 330,741                | 63.41%                               |
| Internal Materials and Services | 70,000                        | 210,828                | 301.18%                              |
| Capital Outlay                  | 100,000                       | 603,539                | 603.54%                              |
| <b>TOTAL EXPENDITURES</b>       | <b>1,802,949</b>              | <b>1,798,512</b>       | <b>99.75%</b>                        |

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| <b>REVENUES</b>               | <b>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|-------------------------------|-------------------------------|------------------------|--------------------------------------|
| Miscellaneous Fund Allocation | 1,802,949                     | 0                      | 0%                                   |
| <b>TOTAL REVENUES</b>         | <b>1,802,949</b>              | <b>0</b>               | <b>0.00%</b>                         |

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#### Expenditure Discussion

Total Personnel Services were 59% 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 63% of budget. The variance is offset by unbudgeted expenditures categorized as Internal Materials & Services and Capital Outlay. Combined, all expenditures were within 10% of budget.

Total Internal Materials & Services were over budget by \$140,828. Aggregate expenditures were within ten percent of budget.

Total Capital Outlay was over budget by \$503,539. Aggregate expenditures were within ten percent of budget.

#### Revenue Discussion

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

#### Other Notes

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## 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>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|---------------------------|-------------------------------|------------------------|--------------------------------------|
| Contingency               | 9,301,544                     | 0                      | 0%                                   |
| <b>TOTAL EXPENDITURES</b> | <b>9,301,544</b>              | <b>0</b>               | <b>0.00%</b>                         |

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| <b>REVENUES</b>          | <b>2020-21 Revised Budget</b> | <b>2020-21 Actuals</b> | <b>Percent of Actuals to Revised</b> |
|--------------------------|-------------------------------|------------------------|--------------------------------------|
| Miscellaneous            | 162,672                       | 81,901                 | 50.35%                               |
| Fund Transfers - Revenue | 700,000                       | 700,000                | 100%                                 |
| Beginning Fund Balance   | 8,438,872                     | 0                      | 0%                                   |
| <b>TOTAL REVENUES</b>    | <b>9,301,544</b>              | <b>781,901</b>         | <b>8.41%</b>                         |

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#### Expenditure Discussion

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FY 20-21 Ending Fund Balance was \$9,204,789, which is \$96,755 lower than budgeted. The decrease in balance is due to lower than budgeted interest earnings as rates continued to drop.

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#### Revenue Discussion

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Miscellaneous revenues were \$80,771 lower than budget due to interest earnings.

Fund Transfers – Revenue were on budget.

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#### Other Notes

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## FY 2020-21 Budget Note Update

### Bureau of Transportation

**Date of Budget Note:** July 1, 2020 in the FY 2020-21 Adopted Budget

**Budget Note Title:** Limiting Non-Essential Materials and Services Spending

**Budget Note Language:** To mitigate the impacts of the anticipated sudden, dramatic decline in resources as a result of the COVID-19 crisis, the FY 2020-21 Adopted Budget eliminates inflationary growth for General-Fund backed materials and services spending. Non-General Fund bureaus and programs are similarly directed to limit discretionary and non-essential spending, where possible reducing inflationary spending to adjust to the lower level of resources.

**Summary Status:** Complete

**Budget Note Update:** September 9<sup>th</sup>, 2021

Cost saving measures implemented in FY 2019-20 and FY 2020-21, include mandatory furloughs, foregone merit and cost of living (COLA) salary increases for non-represented staff, delayed COLA and step increases for represented staff, and a hiring freeze for all but mission-critical positions. Many programs or events that involved in-person interaction were moved online or reconfigured to both provide COVID-19 safety precautions as well as provide cost savings.

More sustainably, PBOT undertook a fundamental shift in how the bureau planned for the future with a 7% reduction of discretionary budget in an on-going basis, creating permanent structural changes in the FY 2021-22 budget. To offset losses to gas tax and street parking meter revenues, PBOT's FY 2021-22 requested budget includes reductions totaling \$8.3 million in savings per year, along with one-time savings of \$0.5 million. These reductions include various programmatic reductions and the elimination of 39.5 FTE. In addition, all ongoing General Fund transfers were subject to a 5% reduction in the FY 2021-22 Requested Budget.



**Bureau Performance Narrative**

The Portland Bureau of Transportation is currently in its third year of its Strategic Plan: Moving to our Future. The plan focuses on five key areas: Safety, Moving People and Goods, Asset Management, Transportation Justice, and Climate. The bureau conducted a mid-plan review this year to assess its progress on its goals and intended outcomes, and a summary is included below along with related data notes for key areas.

Transportation Justice:

- PBOT has expanded transportation demand programs offered in historically underserved areas and updated its equity matrix last month to better inform areas of investment with high equity impacts. The bureau is currently working on developing a transportation justice framework and conducting a disparity data analysis to identify equity data needs and better assess the equity implications of its service delivery.

Safety:

- PBOT continues to reduce speed limits across the city, with reduced speeds on 57 miles of streets in FY 20-21. The number of miles of speed limit reductions has had a notable impact on speed-related crashes on the High Crash Network, with speed-related crashes decreasing after speed limits are reduced. However, the most recent year of official crash data (2019) shows the overall number of fatal and serious injury crashes increasing, a trend we expect to continue given the increase in speeding and unlawful driving behavior during the pandemic.

Moving People and Goods:

- PBOT increased the total miles of bike facilities in the city to 410 in FY 20-21 and improved the overall network composition by adding and retrofitting bike lanes to protected and buffered bike lanes to increase cyclist safety. Over two-thirds of Portlanders have access to bike facilities and public transit within 0.25 miles, but access continues to be a challenge in outer Portland.

Asset Management:

- Asset obligations and funding, along with asset class performance (such as the pavement condition index) show that additional work is needed to improve PBOT's assets.

Climate:

- Vehicle miles traveled and carbon emissions are on the rise, exacerbating mobility disparities during continued climate crises.

Several of PBOT's performance measures do not have data to report in the Fall BMP submission, including asset condition data for bridges and parking garages, streetcar ridership, and transportation mode data. This is partly due to capacity constraints and limited data availability due to reporting calendars, with ODOT crash data and Census Bureau data not yet available. Reporting is expected to continue throughout the fall.

| Key Performance Measures  | Measure Type Name | FY 2018-19 Actuals | FY 2019-20 Actuals | FY 2020-21 Target | FY 2020-21 Actuals | FY 2021-22 Target | Strategic Target | Details  |
|---|-------------------|--------------------|--------------------|-------------------|--------------------|-------------------|------------------|--|
| TR_0042 Percentage of PBOT-owned bridges in non-distressed condition                  | OUTCOME           | 84%                | 83%                | 85%               | 83%                | 85%               | 85%              | 0  |
| TR_0065 Annual Streetcar ridership  | OUTPUT            | 4,491,363          | 3,154,485          | 5,000,000         | N/A                | 5,000,000         | 5,000,000        | Streetcar data is pending, but ridership is anticipated to be increasing as compared to the previous year. |
| TR_0067 Percentage of "busy" (collector/arterial) streets in fair or better condition | OUTCOME           | 43%                | 57%                | 50%               | 49%                | 59%               | 80%              | Changes in the condition rating of pavement rating methodology.  |
| TR_0068 Percentage of local streets in fair or better condition                       | OUTCOME           | 28%                | 45%                | 35%               | 38%                | 46%               | 70%              | Changes in the condition rating of pavement rating methodology.  |

Portland Bureau of Transportation

Prior Year Performance Reporting

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|         |   |         |     |     |   |     |     |     |   |
|---------|---|---------|-----|-----|---|-----|-----|-----|---|
| TR_0069 | Number of traffic fatalities  | OUTCOME | 34  | 50  | 0 | 54  | 0   | 0   | This number is subject to change once official reporting is completed   |
| TR_0125 | Number of traffic related pedestrian and bicyclist fatalities                           | OUTCOME | 17  | 18  | 0 |     | 0   | 0   | This number continues to trend upward despite continued work on retrofitting and adding buffered and protected lanes to the bike network composition. |
| TR_0150 | Percentage of commuters who walked, biked, took transit, carpooled, or worked from home | OUTCOME | 40% | 42% | 0 | N/A | 46% | 70% | Data is from the American Community Survey, which will be published in late September.  |

| Other Performance Measures |  | Measure Type Name | FY 2018-19 Actuals | FY 2019-20 Actuals | FY 2020-21 Target | FY 2020-21 Actuals | FY 2021-22 Target | Strategic Target | Details   |
|----------------------------|--|-------------------|--------------------|--------------------|-------------------|--------------------|-------------------|------------------|---|
| TR_0049                    | Percentage of PBOT public works permit reviews completed on-time   | OUTCOME           | 95%                | 130%               | 94%               | 87%                | 60%               | 0                | 0   |
| TR_0055                    | On-street parking expenses as a percentage of revenues   | EFFICIENCY        | 21%                | 25%                | 20%               | 51%                | 26%               | 0                | On-street parking revenues dropped as a result of the COVID-19 crisis, resulting in a higher expense ratio.   |
| TR_0062                    | Percentage of Streetcar on-time performance  | OUTPUT            | 83%                | 82%                | 85%               | N/A                | 85%               | 85%              | Streetcar data is pending, but no impact is anticipated to on-time performance for FY 2020-21   |
| TR_0063                    | Percentage of Streetcar fare revenue contribution to operating budget  | EFFICIENCY        | 9%                 | 9%                 | 10%               | N/A                | 20%               | 0                | Streetcar data is pending, but fare revenue is anticipated to be lower due to the COVID-19 pandemic resulting in reduced ridership and sponsorship. |
| TR_0070                    | Number of Transportation Demand Management (TDM) programs offered in historically underserved areas or for underserved populations | OUTPUT            | 4                  | N/A                | 5                 | 9                  | 5                 | 0                | PBOT has expanded its transportation wallet programming.  |
| TR_0071                    | Number of Transportation Wallets distributed in Parking Districts  | OUTPUT            | 1,732              | 1,383              | 1,325             | 1,506              | 1,400             | 0                | 0   |

Portland Bureau of Transportation

Prior Year Performance Reporting

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| Other Performance Measures | Measure Type Name  | FY 2018-19 Actuals | FY 2019-20 Actuals | FY 2020-21 Target | FY 2020-21 Actuals | FY 2021-22 Target | Strategic Target | Details   |
|----------------------------|--|--------------------|--------------------|-------------------|--------------------|-------------------|------------------|---|
| TR_0072                    | Percentage of residents who commute to work by car alone                   | 60%                | N/A                | 57%               | N/A                | 53%               | 30%              | Data is from the American Community Survey, which will be published in late September.  |
| TR_0073                    | Average network Pavement Condition Index (PCI)                             | 55%                | 55%                | 55%               | 56%                | 56%               | 0                | Changes in the condition rating of pavement rating methodology.   |
| TR_0076                    | Number of curb ramps certified in compliance with ADA specifications       | 796                | 1,776              | 1,500             | 1,540              | 1,500             | 1,500            |   |
| TR_0077                    | Number of BikeTown trips   | 364,116            | 228,966            | 800,000           | 217,044            | 550,000           | 0                | 0   |
| TR_0079                    | Number of Public Works Permit applications received                        | 238                | 198                | 225               | 157                | 190               | 225              | 0   |
| TR_0080                    | Total value of the public works PBOT infrastructure improvements permitted | \$22,889,417       | \$22,802,906       | \$24,000,000      | \$30,009,241       | \$18,750,000      | \$24,000,000     | We saw several large scale projects approved for construction, hence the increase compared to previous years                                |
| TR_0086                    | Linear feet of sewer/storm lines tv'd and inspected                        | 846,350            | 648,405            | 829,500           | 923,971            | 829,429           | 829,500          | 0   |
| TR_0088                    | Percentage of annual budgeted Capital Improvement Plan expended            | 40%                | 49%                | 90%               | 72%                | 90%               | 90%              | The CIP budget was reduced during the Spring BMP in order to better reflect projected spending, resulting in a higher % of budget expended. |
| TR_0089                    | Number of area parking permits issued                                      | 31,213             | 29,088             | 32,000            | 30,410             | 1,900             | 0                | 0   |
| TR_0090                    | Number of area parking permit 'opt-outs'                                   | 1,134              | 628                | 1,000             | 617                | 250               | 0                | 0   |
| TR_0091                    | Number of special parking permits issued                                   | 0                  | 0                  | 0                 |                    | 0                 | 0                |   |
| TR_0093                    | Number of abandoned auto complaints received                               | 29,830             | 25,352             | 32,000            | 19,856             | 30,000            | 30,000           | 0   |

Portland Bureau of Transportation

Prior Year Performance Reporting

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| Other Performance Measures | Measure Type Name  | FY 2018-19 Actuals | FY 2019-20 Actuals | FY 2020-21 Target | FY 2020-21 Actuals | FY 2021-22 Target | Strategic Target | Details  |
|----------------------------|--|--------------------|--------------------|-------------------|--------------------|-------------------|------------------|--|
| TR_0094                    | Number of derelict RVs reported  | 5,199              | 3,380              | 5,100             | 2,835              | 3,000             | 5,000            | 0  |
| TR_0095                    | Number of parking citations issued   | 252,985            | 145,247            | 260,000           | 84,169             | 250,000           | 280,000          | 0  |
| TR_0096                    | Average weekday peak time occupancy  | 93%                | 70%                | 85%               | N/A                | 85%               | 0                | Parking garage data is still being processed, and will be reported later this fall.  |
| TR_0097                    | Number of parking transactions processed for SmartPark garages                   | 1,678,131          | 1,277,537          | 1,100,000         | N/A                | 1,600,000         | 0                | Parking garage data is still being processed, and will be reported later this fall.  |
| TR_0098                    | Percentage of parking garages in good or better condition                        | 17%                | 34%                | 100%              | N/A                | 40%               | 100%             | Parking garage data is still being processed, and will be reported later this fall.  |
| TR_0102                    | Total miles of bike facilities   | 399.00             | N/A                | 430.00            | 410.30             | 450.00            | 1,027.00         | 0  |
| TR_0104                    | Number of new and retrofitted pedestrian crossings on High Crash Network streets | 0                  | 975                | 50                | 192                | 25                | 0                | New crosswalk guidelines adopted in FY 2019-2020 resulted in high visibility marking upgrades to most existing crosswalks. This decrease is a result of more crosswalks in the network meeting guidelines through the upgrade process. |
| TR_0105                    | Miles of streets where speed limits were reduced to improve safety               | 0                  | 31                 | 20                | 57                 | 20                | 0                | 0  |
| TR_0106                    | Number of traffic related pedestrian and bicyclist serious injuries              | 0                  | 0                  | 0                 | 0                  | 0                 | 0                | ODOT crash data reporting schedule is released two years after the reporting year.   |
| TR_0107                    | Number of traffic crashes that result in serious injuries                        | 0                  | N/A                | 0                 | N/A                | 0                 | 0                | ODOT crash data reporting schedule is released two years after the reporting year.   |

Portland Bureau of Transportation

Prior Year Performance Reporting

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| Other Performance Measures | Measure Type Name   | FY 2018-19 Actuals | FY 2019-20 Actuals | FY 2020-21 Target | FY 2020-21 Actuals | FY 2021-22 Target | Strategic Target | Details   |
|----------------------------|---|--------------------|--------------------|-------------------|--------------------|-------------------|------------------|---|
| TR_0113                    | Number of crosswalks installed or maintained  | 1,306              | 1,020              | 1,300             | 1,574              | 1,300             | 1,300            | Work to meet standards requiring continental style crosswalks adopted last fiscal year has continued.   |
| TR_0116                    | Number of signs maintained or replaced  | 34,898             | 34,740             | 20,000            | 8,433              | 20,000            | 0                | 0   |
| TR_0119                    | Number of employee Safety Incidents   | 34                 | 44                 | 25                | 18                 | 25                | 0                | Work to meet standards requiring continental style crosswalks adopted last fiscal year has continued.   |
| TR_0120                    | Number of employee Safety Site Visits   | 43                 | 272                | 120               | 35                 | 140               | 200              | This is an estimate subject to change, pending finalization.  |
| TR_0121                    | Percentage of total payments to COBID firms on contracts that year  | 35%                | 32%                | 35%               | 32%                | 32%               | 50%              | PBOT has continued to maintain a consistent COBID firm contract percentage.   |
| TR_0123                    | Linear feet of sewer/storm line repaired/lined  | 22,365             | 22,211             | 22,200            | 20,080             | 22,173            | 22,200           | This is an estimate subject to change, pending finalization.  |
| TR_0124                    | Ratio of ongoing General Transportation Revenue (GTR) resources to GTR Current Service Level Requirements | 0                  | .90                | 1.00              | 1.00               | .90               | 1.00             |   |
| TR_0128                    | Number of potholes repaired   | 12,709             | 9,173              | 0                 | 7,699              | 10,000            | 0                | Most potholes are self-reported by drivers. Due to reduced vehicle traffic due to the COVID-19 pandemic, the number of potholes reported has decreased. |
| TR_0130                    | Total miles of curb cleaned during annual leaf removal program  | 1,598              | 1,621              | 0                 | 2,629              | 2,380             | 0                |   |
| TR_0131                    | Percentage of High Crash Corridors restriped annually in accordance with industry guidelines              | 100.00%            | 100.00%            | 100.00%           | 57.00%             | 100.00%           | 100.00%          |   |

Portland Bureau of Transportation

Prior Year Performance Reporting

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| Other Performance Measures | Measure Type Name   | FY 2018-19 Actuals | FY 2019-20 Actuals | FY 2020-21 Target | FY 2020-21 Actuals | FY 2021-22 Target | Strategic Target | Details  |
|----------------------------|---|--------------------|--------------------|-------------------|--------------------|-------------------|------------------|--|
| TR_0133                    | Number of Private for Hire vehicles operating in Portland city limits | 0                  | 14,022             | 21,000            | 5,289              | 13,000            | 0                | There was a clear and severe reduction in PFHT activity with the onset of the COVID-19 pandemic, and has only gradually increased as the months wore on. |
| TR_0134                    | Number of Private for-Hire transportation rides                       | 13,224,205         | 9,562,503          | 13,000,000        | 2,596,354          | 3,650,000         | 13,000,000       | There was a clear and severe reduction in PFHT activity with the onset of the COVID-19 pandemic, and has only gradually increased as the months wore on. |
| TR_0135                    | Number of Private for Hire field audits annually                      | 3,969              | 3,819              | 4,500             | 3,891              | 3,000             | 4,500            |  |
| TR_0136                    | Number of PDX WAV Rides   | 5,372              | 6,947              | 15,000            | 6,069              | 1,600             | 15,000           | There was a clear and severe reduction in PFHT activity with the onset of the COVID-19 pandemic, and has only gradually increased as the months wore on. |
| TR_0137                    | Number of Safe Ride Home trips provided                               | 0                  | 3,732              | 7,000             | 0                  | 0                 | 7,000            | Due to the COVID-19 pandemic, the Safe Ride Home program was not offered during FY 2020-21 as holiday celebrations and travel were severely reduced.     |
| TR_0138                    | Number of Contract Tows   | 18,814             | 15,257             | 18,889            | N/A                | 9,369             | 19,000           | Towing data is still being processed, and will be reported later this fall.  |
| TR_0139                    | Number of Private Property Impound Tows                               | 8,502              | 7,630              | 8,913             | N/A                | 5,300             | 8,000            | Towing data is still being processed, and will be reported later this fall.  |
| TR_0143                    | Number of RVs towed   | 204                | 50                 | 35                | 217                | 100               | 0                | 0  |
| TR_0145                    | Number of abandoned vehicles towed                                    | 3,559              | 1,962              | 3,740             | 2,608              | 200               | 3,700            |  |
| TR_0148                    | Debt Ratio  | 0                  | 4%                 | 7%                | 5%                 | 7%                | 0                | 0  |

Portland Bureau of Transportation

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| Other Performance Measures |  | Measure Type Name | FY 2018-19 Actuals | FY 2019-20 Actuals | FY 2020-21 Target | FY 2020-21 Actuals | FY 2021-22 Target | Strategic Target | Details  |
|----------------------------|--|-------------------|--------------------|--------------------|-------------------|--------------------|-------------------|------------------|--|
| TR_0149                    | Transportation Reserve Fund Balance                                    | EFFICIENCY        | 0                  | 7%                 | 60%               | 8%                 | 7%                | 10%              | 0  |
| TR_0151                    | Percent of commuters who bike  | OUTCOME           | 5%                 | 5%                 | 0                 |                    | 4%                | 0                | Data is from the American Community Survey, which will be published in late September. |
| TR_0152                    | Percent of commuters who carpool                                       | OUTCOME           | 8%                 | 8%                 | 0                 |                    | 3%                | 0                | Data is from the American Community Survey, which will be published in late September. |
| TR_0153                    | Percent of commuters who take transit                                  | OUTCOME           | 12%                | 13%                | 0                 |                    | 5%                | 0                | Data is from the American Community Survey, which will be published in late September. |
| TR_0154                    | Percent of commuters who walk  | OUTCOME           | 6%                 | 6%                 | 0                 |                    | 4%                | 0                | Data is from the American Community Survey, which will be published in late September. |
| TR_0155                    | Percent of commuters who work from home                                | OUTCOME           | 10%                | 9%                 | 0                 |                    | 30%               | 0                | Data is from the American Community Survey, which will be published in late September. |
| TR_0156                    | Percentage of busy (collector/arterial) streets in very poor condition | OUTPUT            | 26%                | 11%                | 14%               |                    | 14%               | 0                | Changes in the condition rating of pavement rating methodology.                        |
| TR_0157                    | Percentage of local streets in very poor condition                     | OUTPUT            | 32%                | 18%                | 20%               |                    | 20%               | 0                | Changes in the condition rating of pavement rating methodology.                        |

## Capital Program Status Report

### Office of Transportation

| CIP Program Name    | 2020-21<br>Adopted<br>Budget | 2020-21<br>Revised<br>Budget | 2020-21<br>Actuals  | PY<br>Variance        | PY Percent of<br>Actuals to<br>Revised | 2021-22<br>Adopted<br>Budget | 2021-22<br>FALL<br>Requested<br>Total | 2021-22<br>July<br>Actuals | Fall Req.<br>to<br>Adopted<br>Variance | Fall Req. to<br>Adopted %<br>Variance |
|---------------------|------------------------------|------------------------------|---------------------|-----------------------|--|------------------------------|---------------------------------------|----------------------------|--|---------------------------------------|
| Asset Management    | \$171,122,073                | \$122,923,822                | \$64,681,201        | (\$58,242,621)        | 52.62%                                 | \$181,707,530                | \$194,237,593                         | \$3,432,064                | \$12,530,063                           | 6.45%                                 |
| Economic Vitality   | \$1,085,430                  | \$3,603,235                  | \$2,137,916         | (\$1,465,319)         | 59.33%                                 | \$0                          | \$674,101                             | \$20,382                   | \$674,101                              | 100%                                  |
| Health & Livability | \$2,965,740                  | \$2,322,378                  | \$2,086,412         | (\$235,966)           | 89.84%                                 | \$0                          | \$1,877,252                           | \$34,306                   | \$1,877,252                            | 100%                                  |
| Safety              | \$20,162,208                 | \$18,109,023                 | \$12,232,860        | (\$5,876,163)         | 67.55%                                 | \$0                          | \$1,079,887                           | (\$51,331)                 | \$1,079,887                            | 100%                                  |
| <b>Sum:</b>         | <b>\$195,335,451</b>         | <b>\$146,958,458</b>         | <b>\$81,138,390</b> | <b>(\$65,820,068)</b> | <b>-44.79%</b>                         | <b>\$181,707,530</b>         | <b>\$197,868,833</b>                  | <b>\$3,435,420</b>         | <b>\$16,161,303</b>                    | <b>8.17%</b>                          |

### Prior Year Variance Description

Total spending within the capital budget was 72% of budget. Compared to FY 19-20, the bureau was able to expend an additional \$7.0 million on total capital work. The majority of the FY 20-21 capital expenditures, \$63 million, were in the categories of bureau staff, consulting/interagency agreements/supplies, and bureau overhead. The bureau continues to work to improve its 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 21-22.

Specific project delays include the following:

- T00526 - Errol Height
- T00589 - 136th: Foster – Division
- T00595 - Cap Hwy: Mult Village – W Portland
- T00629 - Division St: 82nd - 174th
- T00660 - Naito: Jefferson to Davis, NW
- T00717 - 72nd Ave: Sandy - Killingsworth
- T00955 - PPS - Safe Routes to School

### Current Year Variance Description

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.