

# Portland Bureau of Transportation FY 15-16 Adopted Budget

Prepared July 2015

## Program Budget

### Basic Operations and Maintenance 30% \$75.3M

- **Street Preservation** maintains arterial and local streets, investigates pavement problems (repaving, pothole repair, fog and crack seal) and responds to hazards. Also, street maintenance projects are prioritized based on street ratings.
- **Traffic Safety and Control** provides electrical maintenance for signals/streetlights/beacons, traffic control signs, parking signs, street name signs, traffic design engineering, safety evaluations, traffic control plans, regulatory services, street lighting services, and traffic signal operations & timing. Streetlight electricity is funded by \$6M in city general fund.
- **Street Cleaning** provides residential/arterial street sweeping, leaf removal, transit mall & light rail area cleaning, street area landscaping, green space maintenance and emergency response for de-icing streets
- **Bridges and Other Structures** inspects PBOT's 156 bridges, 565 retaining walls and 190 public stairways and applies findings to maintenance prioritization.
- **Sidewalk Maintenance** is responsible for sidewalk corners, ADA ramps, sidewalk posting & inspection, and limited sidewalk and curb repairs.
- **Recycling Operations** processes asphalt, old concrete, street debris and leaves to produce usable products such as aggregate, rock, gravel, compost, sand and asphalt patch material.
- **Sewer and Stormwater System Maintenance** inspects and cleans the sewer system; primarily paid for by BES.

### Basic Operations + Maintenance

Street Preservation	\$15.3 M
Traffic Safety + Control	\$20.1 M
Street Cleaning	\$7.0 M
Bridges + Other Structures	\$2.4 M
Sidewalk Maintenance	\$4.9 M
Recycling Operations	\$1.1 M
Sewer + Stormwater System Maintenance (BES)	\$24.5 M
<b>TOTAL</b>	<b>\$75.3 M</b>

### Capital Improvement Program 34% \$83.0M

The CIP program is primarily funded by \$44.7M in grants and bonds for specific projects, and PBOT contributes \$17.2M towards match on projects. The larger projects in FY 15-16 include: **Sellwood Bridge, East Portland Access Transit, 20s Bikeway, 122nd Ave and Paving Preservation program**. The CIP program also includes \$2.5M in GTR committed to existing projects not completed in prior years, as well as \$2.9M in projects for other city agencies. Also, \$17.6M of one-time city general fund is mainly for critical, system-wide infrastructure improvement projects and for work on the Southwest Corridor Plan, a regional effort to determine the best high-capacity transit solution. About \$1.1M in ongoing city general fund is for "Out of the Mud" to improve unpaved streets. In-house engineering provides CIP support services for design, survey and inspection.

### Parking 10% \$24.8M

PBOT provides both **On-Street Parking and Off-Street Parking Garages**. The on-street parking is monitored through enforcement officers. PBOT contracts with Central Parking for operations of the parking garages.

## We Keep Portland Moving

1120 SW FIFTH AVE, SUITE 800 • PORTLAND, OR 97204 • 503-823-5185  
PORTLANDOREGON.GOV/TRANSPORTATION | @PBOTINFO

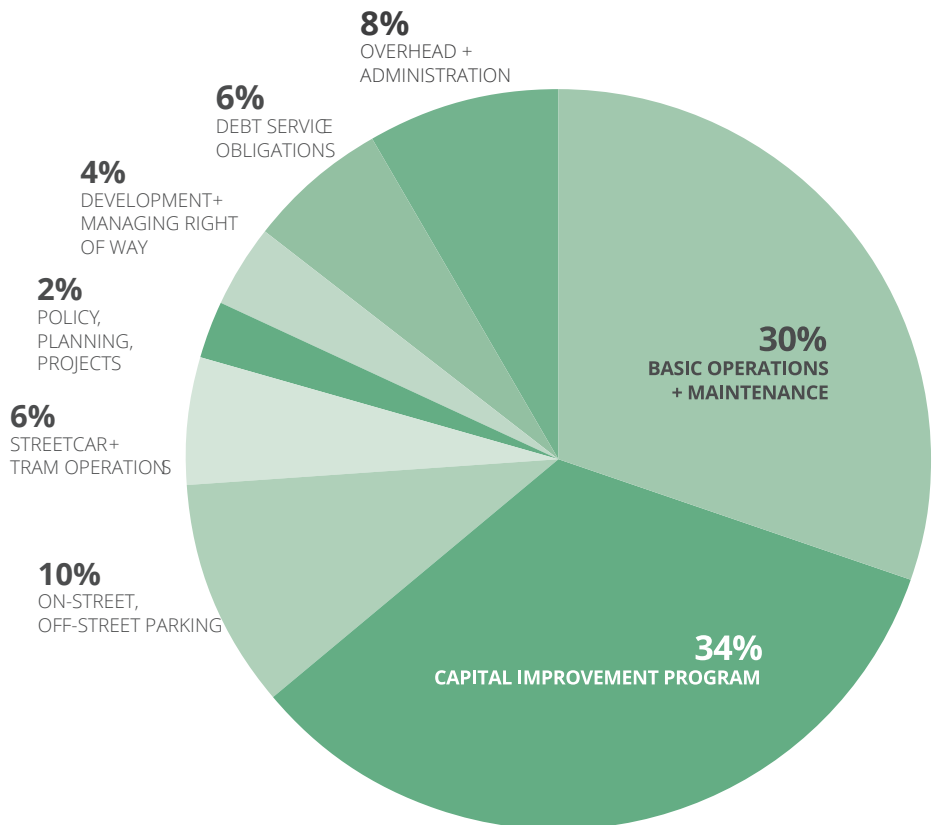


## Streetcar & Tram Operations 6% \$14.0M

The Streetcar is funded through a combination of fees, Tri-Met, sponsorships, fare revenue and GTR. The GTR component is \$4.8M. The Tram is **100% cost-recovery** through fare revenue and is operated in partnership with OHSU.

## Policy, Planning & Projects 2% \$6M

PBOT partners with the Bureau of Planning & Sustainability and other city/county/regional partners in master-planning the transportation system. The update to the Transportation System Plan (TSP) and parking policy are major planning initiatives. Also, this program develops and manages capital projects. This program also coordinates pedestrian, bicycle and transit related activities with constant engagement with the community. They build and promote a network with access for all Portlanders, regardless of age, ability, income level, race or ethnicity. Specific programs include **Sunday Parkways, Safe Routes to School and Smart Trips**. One-time city general fund, \$300K, is for Safe Routes to Schools, to work with community partners and leverage existing programs.



Program Budget at a Glance

## Development & Managing Right-of-Way 4% \$8.7M

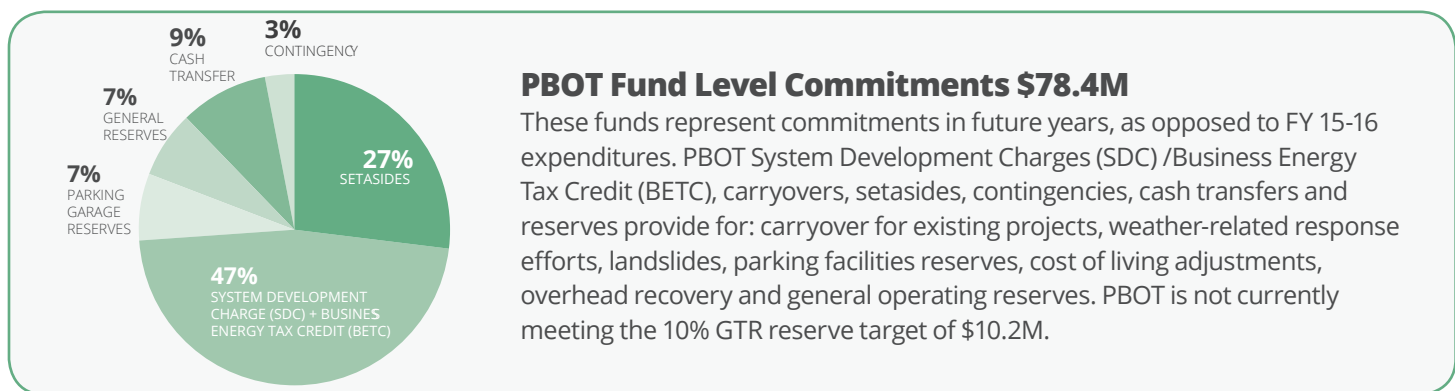
Day-to-day management of the right-of-way is **nearly 100% cost recovery** through development permitting, with only \$0.9M GTR funding. \$2.2M of funding is from other city agencies, and \$4.6M is comprised of user fees. Additionally, youth bus pass, \$960K funded by one-time city general fund resources, allows Portland Public School students to ride the bus free during the school year.

## Debt Service Obligations 6% \$15.1M

PBOT pays \$13.2M in debt service for its match payment for capital projects, such as the **Sellwood Bridge and Portland Milwaukie Light Rail**, as well as reserve for debt service and debt payments for **transit mall revitalization and new LED street lights**. The Parking Facilities Fund also includes debt service on bonds \$1.9M.

## Overhead and Administration 8% \$20.6M

Administration provides support for the programs in PBOT and its associated materials and services cost, including Bureau Director's leadership, equity coordination, resource development and the communications team. Business Services provides information technology, finance and accounting, asset management, payroll/HR, procurement and contracting, safety and training, and administrative services. Overhead includes core interagency services associated with operating a large organization (Portland Building rent & facilities, printing & distribution, insurance & claims, etc), as well as PERS debt service, general fund overhead, and overhead recovery offset. Additionally, overhead includes field support provides for stores operations, facility, field communication in radio dispatch, equipment and liability management.



## PBOT Fund Level Commitments \$78.4M

These funds represent commitments in future years, as opposed to FY 15-16 expenditures. PBOT System Development Charges (SDC) /Business Energy Tax Credit (BETC), carryovers, setasides, contingencies, cash transfers and reserves provide for: carryover for existing projects, weather-related response efforts, landslides, parking facilities reserves, cost of living adjustments, overhead recovery and general operating reserves. PBOT is not currently meeting the 10% GTR reserve target of \$10.2M.