

Program Offer Descriptions – BBAC Meeting Presentation 1/10/19

- **Administration & Support**

- Funds Management:

- The Funds Management program enables the bureau to make long-term financial decisions through issuing and repaying debt, as well as retaining cash for future expenditures and unforeseen circumstances. The Funds Management program consists of two sub-programs: Debt Activity and Financial Management. Debt Activity services debt for which the bureau, rather than the City as a whole, is responsible. Financial Management is primarily concerned with managing the bureau's cash flow, ensuring funds are set aside for future expenditures.

- Support Services:

- The Support Services program is primarily supported by the Office of the Director, the Maintenance Admin & Support Group and the Business Services Group. These programs primary purpose is to provide leadership and strategic direction as well as the supporting services for transportation staff. Activities within this program include Asset Management, Equity Group, Communications, Financial Services, Business Technology Services, Contracts Management, Employee Services, Administrative Services, Strategy, Innovation and Performance (OSIP), Safety & Training and Emergency Preparedness. The work of this program ensures that PBOT leverages the full potential of IT services, provides bureau-wide leadership, project coordination and support services for PBOT managers, certifies bills are paid on-time & revenue is collected, establishes strategic priorities for the Bureau, provides communication services and bureau-wide safety and training.

- **Operations & Maintenance**

- Environmental Systems:

- This Environmental Systems Program inspects, cleans, repairs and reconstructs the City's sewer and storm water collections system, investigates and responds to customer problems and maintains the surface storm water conveyance system. Work is done in collaboration with the Bureau of Environmental Services (BES) with the goal to protect water quality, public health, and the environment by maintaining and repairing the sewer and storm water collection system in compliance with regulations and guidelines set forth by federal, state and local agencies. The program also includes the PBOT Sunderland recycling operations which processes asphalt, old concrete, street debris and

leaves to produce usable products, including rock, gravel, compost, blended soil, sand and clean fill dirt. These activities help the City meet sustainability goals, conserve natural resources, lower hauling and disposal costs, and provide materials for use on City projects.

○ Streetlights & Signals:

- The program provides safe functioning of traffic signal and street lighting system for all modes of transportation. The program maintains and operates a centralized computer system, which monitors and controls the operation of our signalized intersections and their associated traffic operations. This program also manages the street lighting on the transportation system includes dealing with street light outage hotline and responds to citizen complaints and requests for new lights, conducts streetlight system locates to prevent dig-ups by contractors and other utilities, pays the Portland General Electric (PGE) electric bill for electrical power used by City streetlights.

○ Streets & Signs:

- The Streets & Signs Program includes activities related to street preservation, installation and maintenance of traffic control signs and markings, street cleaning and traffic operations and traffic management. The goal of the program is to provide an effective and safe transportation system that provides access and mobility to citizens. This includes preserving or upgrading the condition of Portland's 4,852 miles of improved streets through street maintenance activities, maintaining all traffic signs and markings in good or better condition, sweeping streets to provide a safe system for vehicles, bicycles and pedestrians, improve livability, and reduce debris going into the sewer/storm water system. In addition, the program plans and manages traffic flow, circulation and safety on City streets and inspects and rates the condition of streets to provide data for prioritizing street maintenance and determining the most appropriate preservation method.

○ Sidewalks, Bridges & Structures:

- The City's transportation system connects people, goods and emergency vehicles to their destinations. Portland's residents, businesses and visitors expect the City to manage and maintain the assets in that system in an effective, efficient and sustainable manner. Maintaining transportation assets in good working order is essential to public safety, economic vitality, and livability. The Sidewalks, Bridges, and Structures program inspects, maintains and repairs the City's sidewalks, bridges, stairways, fences, tunnels, guardrails and other structures in the transportation system to provide and support a safe, accessible transportation system for all citizens. This program also upgrades

corners and sidewalks in accordance with the Americans with Disability Act (ADA), work that is essential to providing mobility and access to everyone, especially persons with mobility disabilities. The goal of the program is to maintain and improve the City's transportation-related structural assets in a way that creates an effective and safe transportation system that provides access and mobility to citizens. The program maximizes the City's lifetime commitment and investment by preserving existing assets, preventing deterioration, and avoiding costly repairs and loss of asset use.

- **Parking**

- On-Street Parking:

- **The Parking Operations Program** (preliminary draft – pending review by program staff) supports traffic safety, access to goods and services, economic vitality, and neighborhood livability by using data to developing parking programs and regulations in the right-of-way. This program manages on-street parking city-wide, including parking meter districts, parking permit areas, timed parking zones, special parking zones, and other parking controls. The program works with residents, business owners, City traffic engineers, the Police bureau, the Fire bureau, Portland Streetcar, and Trimet, to design and operate an effective parking system. The on-street parking system is managed to enhance traffic safety, improve circulation, support the economic vitality of business districts, encourage the use of off-street parking, maintain air quality, and promote the use of alternative modes by managing the supply and price of on-street parking. Meter districts support economic vitality and access to services by encouraging turnover of parking spaces. Parking permit areas support neighborhood livability and access by discouraging long-term parking by commuters. Special parking zones and timed parking zones in business districts and adjacent to hospitals, schools, and other institutions support access to services. This program has developed and implemented initiatives to improve equity, access, and customer service, including; Reduced permit fees for low-income residents and workers in Central Eastside and Northwest Portland. Disabled parking permits and scratch-off tickets to accommodate drivers who may have trouble walking to and from meters. Parking Kitty app for mobile payment at parking meters.

- Parking Enforcement:

- Vision: To be nationally recognized as the most innovative and community-focused parking enforcement agency. Mission: To ensure equitable and convenient access to parking in the public right-of-way. Guiding Principles: Commitment to People – We respectfully and actively

collaborate internally, with public and private agencies, and with members of the community. Health and Safety – We are committed to ensuring the health and safety of our employees and the community. Innovation – We strive to be flexible, adaptable, and embrace new technology. Job Function Overview: The Parking Enforcement program supports traffic safety, access to goods and services, economic vitality, and neighborhood livability by educating the community and enforcing parking regulations in the right-of-way. Enforcement includes written warnings, citations, and in some cases towing. This program patrols by foot, bike, and automobile in the parking meter districts, parking permit areas, timed parking zones, and special parking zones. The program also responds to service requests city-wide including, but not limited to, blocked travel lanes, blocked driveways, blocked fire hydrants, and abandoned automobiles. The program also installs and removes temporary reserved parking signs, collects money from meters and provides compassionate and flexible enforcement with community members living in automobiles and recreational vehicles on the right-of-way.

- Parking Garages:
 - The Parking Facilities Fund supports the operation and maintenance of six City-owned parking garages in the downtown corridor. The parking garages support economic viability of Central City by providing an affordable system of parking garages which primarily meets the short-term needs of shoppers, visitors, and business clients. The Parking Facilities Fund also invests in the overall transportation system by funding other transportation needs when there is a surplus. The fund is currently paying down the debt service from the most recent purchase of Streetcars.
- **Planning & Engineering**
 - Engineering:
 - The Engineering Services Group provides technical support for CIP transportation projects that provide safety, enhance neighborhood access and livability, preserve and rehabilitate facilities, and support land use through improvements to the City's streets, bridges, traffic signals, street lights and many other assets. Our goal is to design, construct, inspect, maintain and operate a safe transportation system for all modes in support of the Bureau's and City's goals.
 - Planning:
 - The Planning Program primarily consists of two working sections. The first of these groups is the Complete Streets Section which helps the Bureau translate policy into the physical realm. The section leads the preparation

and integration of modal plans, which help guide investment strategies. The team administers tools to support implementation of complete street policies to adequately meet the needs of all roadway users, to determine priorities and trade-offs and maximize outcomes from Bureau projects and programs. Specific modal coordination efforts include bike, freight, pedestrian and transit. Activities include reviewing capital project designs and development proposals, leading preparation of modal plans and integration into multi-modal policies and investment strategies and staffing Council commissioned modal advisory committees. The second group within this program is the Transportation Planning Group. The planning group develops and updates the bureaus policy and investment strategy which function as Portland's long-range transportation plan and investment priorities. Other activities include assuring that regional plans align with Portland's transportation plan, develop street plans and project investments for subareas and corridor transportation plans that support the projected transportation demands resulting in growth for corridors, centers and employment areas.

- Project Management:
 - The Capital Delivery Division is responsible for “cradle to grave” management of capital projects and assures that the four phases of project delivery - project development/planning, engineering and design, construction and closeout - come together to ensure that the projects are delivered within scope, on schedule and within budget. Project managers on complex capital projects work to optimize the available resources (budget and schedule) in consideration of the scope of the project while operating under both known and unknown constraints all while accommodating the requirements of funding partners and other stakeholders. Project managers also work with neighborhood partners, businesses, affinity groups, schools and other jurisdiction to build consensus in planning, scoping, designing and constructing capital projects that meet project requirements and community needs.
- **Regulatory & Permitting**
 - Right of Way Use:
 - Permitting and enforcement of and coordination within Portland's public right of way occurs within this program which houses the city right of way manager. Customer service improvements and use programs are streamlined (developed and implemented) such as wireless strategies, development impact methods, and Streets 2035. Street renaming happens here. Right-of-Way Acquisition (RWA) establishes “Just Compensation” and negotiates private property rights for public transportation and sewer systems. RWA also manages short- and long-term leases of the right of way, as well as permanent releases back to property via the street vacation process. Portland in the Streets works

with citizens to allow beneficial local uses in the public right-of-way, which now includes parades and film permitting. Enforcement serves Development Permitting and Transit by providing centralized coordination and standardizing enforcement programs. All work in the right of way is coordinated here.

○ Towing & PFHT:

- **The Regulatory Operations Program** supports safety, access, economic vitality, and neighborhood livability by enforcing private-for-hire transportation and towing regulations in the right-of-way. The Regulatory Operations Program enforces Private-for-hire transportation (PFHT) regulations to ensure public safety, vehicle safety, customer service, and equitable access. Program staff permit and inspect taxis, transportation network companies (TNCs), towncars, limousines, shuttles, non-emergency medical vehicles, pedicabs, and other vehicles. In addition, they permit/certify all private for-hire drivers operating within the city. This program is developing initiatives to improve access, safety, and customer service, including; Safe Ride Home, Wheelchair Accessible Vehicle program (PDX WAV), discounted rides for low-income families, and support for local, minority-owned on-demand providers. This Regulatory Operations Program manages the Derelict RV program, that addresses the issue of broken-down recreational vehicles used by homeless people on City streets. The Derelict RV program works to identify, remove, and dismantle these vehicles, in order to support neighborhood livability and promote public safety. Derelict RVs are vehicles that have broken down over the years; they have non-functioning systems and may not be drivable. Derelict RVs have little or no salvage value, and it is cost prohibitive for owners to recycle them. PBOT works with the homeless, local neighbors, the police bureau, vehicle owners, and tow companies to remove these vehicles from city right-of-way, and either dismantle them or repair them to functional use. The Regulatory Operations Program also regulates towing for both private companies and governmental agencies.

○ Utility, Construction, & Inspection Permitting:

- Oversees and regulates all street opening requests for utility trenching and pole placement in the right of way, plus environmental assessment permits. Distributes plans to franchised and public utilities on capital and developer permitted right of way projects. Issues temporary street use permits for all use of the sidewalk and travel lanes and parking reservations. Provides engineering review for Temporary Traffic Control projects. Inspects and regulates all temporary traffic control

requirements to accommodate pedestrians, bicycles, transit and motor vehicles throughout the city to keep Portlanders moving.

- Building Plan & Development Review:

- Provides development assistance and regulations to development by establishing street, sidewalk, driveway, parking and loading, bikeway and other right of way access and property dedication requirements. To support development, it assesses impacts on the transportation system to ensure building development meets Portland transportation goals and polices and city, state and federal laws.

- **Mobility**

- Streetcar Operations:

- Streetcar connects neighborhoods, employment centers and cultural destinations around the central city with 7-day-a-week service, from northwest Portland to the Pearl, PSU, South Waterfront, OMSI, Central Eastside and Lloyd, crossing the Broadway Bridge and the Tillikum Crossing. This 16-mile track system provides both transportation mobility and an incentive for denser, urban development. As the streetcar has expanded, the collaboration between public and private partners has resulted in affordable housing, public open spaces, brownfield redevelopment, and public art. The Portland Streetcar is owned by the City of Portland and operated by the Bureau of Transportation (PBOT) in partnership with TriMet (the regional bus and light rail transit agency) and Portland Streetcar, Inc. (PSI), a non-profit that provides management support and private sector advocacy. Managing the Transit Mall enhancements and the Multnomah county steel bridge mobility agreement is coordinated here.

- Tram Operations:

- A 3,300-linear foot bi-cable aerial tram rising 500 feet over Interstate 5 connecting the Oregon Health & Science University (OHSU) campus on Marquam Hill to the South Waterfront District, which allowed OHSU expansion into and redevelopment of the South Waterfront District. The Tram efficiently removes traffic from city streets, avoiding an estimated two million vehicle miles annually. It is located entirely within the public right-of-way (SW Gibbs Street) and is owned by the City of Portland. OHSU oversees operations through a contract with Doppelmayr USA.

- Bike Share Operations:

- The **Bike Share Program** provides convenient and inexpensive bike rentals for single-ride trips. With more than 1,000 publicly available bicycles for rent in the Central City and Portland neighborhoods,

BIKETOWN helps Portland meet many of our livability, transportation, and climate change goals. It provides a low-cost transportation option to reduce congestion and carbon emissions; it complements the MAX light rail, Portland Streetcar and bus systems. Adaptive BIKETOWN makes adaptive bicycles available to people with disabilities, offering handcycles, trikes, and tandems. This program continues to develop initiatives to improve access, and customer service. The *BIKETOWN for All* project offers discounted memberships for Portland-area residents living on low incomes; as part of the program, PBOT offers workshops on bike safety education, and free bike helmets. The *Adaptive BIKETOWN* project is a partnership with local businesses to offer adaptive bicycles – handcycles, trikes, and tandems – for rent in locations near multi-use trails. BIKETOWN system costs were funded by federal and state grants, and ongoing operating costs are funded by a Nike sponsorship, other sponsorships, and service charges and fee.

○ Active Transportation & Safety:

- The **Active Transportation & Safety (ATS) Program** works to improve safety, reduce traffic congestion, and make Portland’s transportation network more efficient by increasing walking, transit, car-sharing, bicycling, and other active means of travel. ATS strategies increase access and improve public health and neighborhood livability for all Portlanders. Individual programs encourage and support active transportation (walking, transit and bicycling), help manage demand on the transportation system (Smart Trips and Transportation Wallet), and work to eliminate traffic fatalities and make streets safer (Vision Zero). This program includes Smart Trips, Transportation Wallet, Safe Routes to Schools, Neighborhood Greenways, Sunday Parkways and Vision Zero.
 - *SmartTrips* is an individualized marketing approach to shift more drive-alone trips to active trips. Portlanders who move into a new home or apartment order customized packets of maps, information, and incentives that are delivered to their door.
 - *The Transportation Wallet* is a strategy to reduce parking demand and traffic congestion by increasing trips taken on transit, by biking and walking, and using carshare. Parking permit surcharge fees in [Area Parking Permit Districts](#) fund passes and vouchers for use on TriMet, Portland Streetcar, BIKETOWN, and Car2Go. A portion of the collected surcharges offset the retail cost of the Transportation Wallet, which is available to people who live or work in the parking districts.

- *Safe Routes to School* is a partnership between the City, schools, neighborhoods, community organizations and agencies to build street safety improvements and offer programs that make walking and biking accessible and safe for students and families, while easing traffic congestion around schools.
 - *Five Sunday Parkways* events each year close low-traffic streets to vehicle traffic for a day and invite Portlanders to walk, bike, and roll on safe, family-friendly streets between parks and neighborhoods.
 - *Neighborhood Greenways* applies traffic calming mechanisms to residential streets to reduce traffic speed and volumes, creating a safe shared roadway environment for people walking and riding bicycles.
 - *Vision Zero* is Portland's campaign to eliminate traffic deaths and serious injuries on Portland streets through safe systems engineering, enforcement, and education. Program elements include lowering speed limits in strategic locations, building safety projects on High Crash Corridor roadways, and engaging community members to support behavior change and equitable street safety improvements.
- **Infrastructure Improvements**
 - Asset Management:
 - Transportation Asset Management is focused on transportation infrastructure, and its use directly impacts the goals of keeping the infrastructure in as good or better condition that it is currently in; developing and implementing a logical capital improvement/replacement plan; and, containing the costs of planning, building, operating and maintaining the facilities. Asset management provides new insights and tools to support decision-making regarding investments that will result in improved service and greater cost effectiveness.
 - Managing for Growth:
 - The Capital Improvement Program utilizes its growing list of capital projects to consider the efficient and inclusive use of limited space throughout the city to ensure ongoing business development and employment opportunities while enhancing access to businesses by implementing improvements that improve and expand access. As the population continues to grow, housing demands will continue to increase resulting in the need for a more robust transportation system that is able to meet the needs of travelers using all modes. The planned capital projects will help to address the needs with intentionality.
 - Safety & Vision Zero:
 - Vision Zero is the bold goal to eliminate all traffic deaths and serious injuries on Portland streets. Vision Zero reaches beyond traditional transportation agency safety programs. It is a multi-agency, multi-partner initiative that requires

cooperation, commitment, urgency and action across the community. Vision Zero addresses safety by reducing conflicts within and between transportation modes using a safe systems approach. Portland's Vision Zero Action Plan is built on a racial equity framework and identifies data-driven actions that address speed, impairment, street design and dangerous behaviors