



Steve  
Novick  
Commissioner

September 30, 2013

Leah Treat  
Director

**TO:** Andrew Scott  
City Budget Office

**FROM:** Leah Treat  
Portland Bureau of Transportation

**SUBJECT:** Portland Bureau of Transportation  
FY 13-14 Fall Budget Adjustment

**Attached is the FY 13-14 Fall Budget Monitoring Report (BuMP) submittal for the Bureau of Transportation (PBOT). This submittal includes the following;**

- Budget Amendment Request Report
- Prior Year 12-13 Budget/ Actuals Reconciliations
- Prior Year 12-13 Budget Note and Decision Package Update
- Prior Year 12-13 Performance Measures
- Prior Year 12-13 & Current Year 13-14 Capital Reporting

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

#### Attachments

c: Chris Warner, Office of Commissioner Novick  
Alissa Mahar, Bureau of Transportation  
Ken Kinoshita, Bureau of Transportation  
Joanne Foulkrod, Bureau of Transportation

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185  
FAX 503-823-7576 • TTY 503-823-6868 • [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

# BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Fall BMP

FISCAL YEAR FY 2013-14

## TR\_001 - GTR Project Carryovers

A carryover \$6,202,136 is requested for the below projects to complete design and construction.

T00009 - Gibbs St Bridge \$910,161  
T00048 - Boones Ferry/Stephenson Rd \$25,000  
T00055 - Paving Preservation \$97,428  
T00064 - Harbor Dr / River Pkwy, SW \$313,789  
T00066 - Program Match Fund \$160,665  
T00148 - Naito Ped Crossing \$21,000  
T00208 - Deficient Bridges/Overpasses \$13,708  
T00239 - West Burnside \$132,178  
T00310 - Yamhill Morrison Planters \$78,463  
T00336 - Bike Share \$39,989  
T00058 - Signal Reconstruction \$181,500  
T00190 - Signal Rehab & Optimization \$162,500  
T00344 - Naito at Whitaker \$27,485  
T00326 - Sandy Blvd: 86th-92nd \$109,927  
T00207 - Terwilliger - PSU Access \$114,602  
T00357 - Mult: Wheeler to 16th Ave, NE \$15,000  
T00225 - Vermont St: 30th-37th, SW \$698,956  
T00245 - Multnomah Blvd: Barbur-34th, SW \$167,557  
T00250 - 11th Ave, SW \$205,438  
T00272 - Sidewalk Infill Projects, CW \$438,367  
T00280 - Huber St: 35th-43rd, SW <\$109,955>  
T00281 - Sunset Blvd: Dewitt-18th, SW \$494,828  
T00320 - Spring Garden/19th/22nd, SW \$1,448,079  
T00385 - Neighborhood Transp Safety & Livability Projects \$502,700  
T00305 - Ramona & Holgate \$154,930  
T00278 - 122nd Ave: Ramona-Holgate, SE <\$902,400>  
T00279 - 160th Ave: Stark-Burnside, SE \$24,690  
T00321 - 136th Ave: Holgate-Powell, SE \$11,745  
T00322 - Prescott St: 105th-116th, NE <\$69,754>  
T00323 - Stark 126th-143rd \$2,077  
T00324 - Division St: 148th-175th, SE \$78,115  
T00325 - Glisan St: 148th-162nd, NE \$345,731  
T00328 - 102nd Ave: Weidler-I84, NE \$148,963  
T00329 - 122nd Ave: Holgate-Powell, SE \$43,823  
T00330 - 122nd Ave: Foster-Ramona, SE \$5,086  
T00331 - Weidler St: 99th-112th, NE \$16,686  
T00332 - 112th Ave: Holgate-Division, SE \$93,079

Dollar Amount: \$6,202,136  
Type: Carryover Request  
Resources: New Revenues

## TR\_002 - Engineering Associate Position

PBOT is requesting to add an Engineering Associate position to help with the increase workload on the LED street lighting project, funding is from bond sales. This request moves \$45,000 existing appropriation from capital outlay to full-time dollars.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

# BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Fall BMP

FISCAL YEAR FY 2013-14

## TR\_003 - Convert Limited Term Position to Permanent

With the opening of the eastside streetcar line, PBOT is asking for a limited term Streetcar Operation Supervisor (30000839) to be converted to a permanent position to help manage with the daily streetcar operations.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

## TR\_004 - Moody Blvd

PBOT is requesting an appropriation adjustment to pay Tri-Met for track relocation work on Moody Blvd. The project is funded by SDC.

Dollar Amount: \$1,648,471  
Type: New Request  
Resources: New Revenues

## TR\_005 - BES IA – Culvert Project

BES is requesting engineering design services from PBOT for a culvert project, an increase of \$50,000 in IA revenue to PBOT.

Dollar Amount: \$50,000  
Type: New Request  
Resources: New Revenues

## TR\_006 - 136th Ave Sidewalk & Safety

PBOT received state money (along with SDC) to construct sidewalk and safety improvements along 136th corridor. A technical adjustment is requested to add State and SDC funds to the project.

Dollar Amount: \$3,400,000  
Type: New Request  
Resources: New Revenues

## TR\_007 - Hatfield Resident Fellows Sponsorship

An appropriation adjustment of \$35,000 is requested for the sponsorship of the Hatfield Resident Fellows Program. This program provides training and leadership development opportunities for a PSU candidate in working at PBOT to research and organize existing maintenance agreements.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Bureau Contingency

# BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Fall BMP

FISCAL YEAR FY 2013-14

## TR\_008 - Director's Office Carryover

A carryover of \$76,244 is requested in Director's Office for the following items:

- \$44,500 to continue and expand PBOT's Asset Management Program in data analysis enhancement on resource tradeoff's between asset classes using the integration of current processes and the implementation of VUEWorks proprietary system.
- \$39,327 for organizational assessment and dashboard reporting
- <\$7,583> to reduce FY 2013-14 budget as a true up to the prior FY 2012-13 spending on streetcar planning

Dollar Amount: \$76,244  
Type: Carryover Request  
Resources: New Revenues

## TR\_009 - Division-Midway Neighborhood Street Plan

An internal transfer is requested to increase BPS interagency for Division-Midway Neighborhood Street Plan. This request moves \$18,270 existing appropriation from part-time budget to BPS interagency.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

## TR\_010 - BPS IA – Barbur Corridor Concept Plan

A technical adjustment is needed to adjust BPS interagency for Barbur Corridor Concept Plan, from \$80,000 to \$72,218, a reduction of \$7,782 in IA revenue to PBOT. This adjustment trues up the project budget.

Dollar Amount: (\$7,782)  
Type: Mid-Year Reductions  
Resources: New Revenues

## TR\_011 - Parkeon Debt Service

In FY12-13, PBOT financed the purchase of Parkeon paystations to collect streetcar fares. This budget adjustment provides for the appropriation for the debt service payments, \$88,817.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

# BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Fall BMP

FISCAL YEAR FY 2013-14

## TR\_012 - 2010 Transportation Line of Credit

Due to insufficient budget authority in FY 12-13, the principal payment on the 2010 Line of Credit was \$166,000 less than planned. This budget adjustment allows PBOT to make up for the FY 12-13 shortage \$166,000 plus interest \$8,000.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Bureau Contingency

## TR\_013 - IA with Parks Bureau for Landscape Maintenance

This adjustment creates an interagency with the Parks Bureau for landscape maintenance services at PBOT's Stanton and Sunderland Yards. This request moves \$28,000 existing appropriation from maintenance supplies to Parks interagency.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

## TR\_014 - IA with BES for Sewer / Stormwater Services

Maintenance Operations has an ongoing interagency agreement to provide sewer and stormwater repair and maintenance services to BES. This adjustment reduces the Adopted Budget interagency to reflect lower PERS costs, higher health benefit costs, the FY 13-14 cost of living adjustment, and a higher estimated fleet replacement credit.

Dollar Amount: (\$132,876)  
Type: Mid-Year Reductions  
Resources: New Revenues

## TR\_015 - 1% for Green Streets - Transfer to BES

The City's Green Streets Policy requires that infrastructure projects in the right of way incorporate green street facilities (infiltrating or flow-through systems), or that a contribution equal to 1% of the construction costs be made to the City's "% for Green Streets" fund. Since it is not feasible to incorporate green-street facilities into street resurfacing and preservation projects, Transportation Maintenance instead transfers 1% of the cost of its street preservation projects to the green street fund. This request reduces the Adopted Budget budgeted/estimated cash transfer of \$50,000 to reflect the correct contribution of \$32,803 for FY 2013-14, based on the cost of street preservation projects completed in FY 2012-13. The \$17,197 not needed for the transfer is rebudgeted within the street maintenance program.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

# BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Fall BMP

FISCAL YEAR FY 2013-14

## TR\_016 - Cooperative Leadership Institute Program

In FY 13-14, PBOT will provide coordination and administration of the City's Cooperative Leadership Institute program, which provides leadership training for employees from City bureaus. This adjustment increases the PBOT Maintenance budget to cover the costs of the City's program, offset by reimbursement revenues from other bureaus.

Dollar Amount: \$65,000  
Type: Technical Adjustment  
Resources: New Revenues

## TR\_017 - Maintenance Fitness Center Carryover

PBOT maintains a fitness center for employees at Maintenance Operations. This adjustment increases the FY 13-14 Maintenance facility budget to cover the fitness center costs that were budgeted in FY 12-13, but that will occur during FY 13-14. The new appropriation will be funded by increased Beginning Fund Balance.

Dollar Amount: \$8,267  
Type: Carryover Request  
Resources: New Revenues

## TR\_018 - OMF Interagencies – Transportation Op Fund

An internal transfer is requested to reduce OMF interagencies, due to lower PERS rate. This request moves \$44,800 existing appropriation from various OMF interagencies (CityFleet, P&D, Facilities, EBS, BTS, Risk) to operating supplies in Transportation Operating Fund.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

## TR\_019 - OMF Interagencies – Parking Facilities Fund

An internal transfer is requested to reduce OMF interagencies, due to lower PERS rate. This request moves \$827 existing appropriation from various OMF interagencies (Facilities, EBS, BTS) to operating supplies in Parking Facilities Fund.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

# BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Fall BMP

FISCAL YEAR FY 2013-14

## TR\_020 - Grant Project Adjustments

Due to changes in design and construction schedule, PBOT is requesting a technical adjustment to the below project budget.

T00391 – Thurman St: Macleay Park Bridge Rehab, N \$3,100,000  
T00185 – Moody Blvd \$712,000

Dollar Amount: \$3,812,000  
Type: Technical Adjustment  
Resources: Grants

## TR\_021 - Local Improvement District

A technical adjustment is needed for the portion of Streetcar project funded by the LID process. \$3,260,000 in revenues will be received in the current fiscal year upon final assessment. Costs were incurred in FY 12-13. Final assessment occurs after project costs are finalized.

Dollar Amount: \$3,260,000  
Type: Technical Adjustment  
Resources: New Revenues

## TR\_022 - COPPEA Training Fund Adjustment

An internal transfer is requested to adjust COPPEA IA at the request of BHR. This request moves \$22,340 existing appropriation in Director's Office from operating supplies to BHR interagency.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Internal Transfer

## TR\_023 - Central City Transportation Management Plan

An appropriation adjustment of \$75,000 is requested for the Central City Transportation Management Plan (CCTMP). This funding would be for Phase I to update the CCTMP and Central City parking regulations, which has not been updated since its adoption in 1995. This effort would also correspond and be coordinated with BPS's efforts to update the 1988 Central City Plan, including the Central City Development Regulations, which the CCTMP is part of.

Dollar Amount: \$0  
Type: Technical Adjustment  
Resources: Bureau Contingency

# BUDGET AMENDMENT REQUEST

Portland Bureau of Transportation

PERIOD Fall BMP

FISCAL YEAR FY 2013-14

## TR\_024 - Police IA – Parking Spaces at 1st & Jefferson

Police Bureau is requesting parking spaces at 1st & Jefferson, an increase of \$12,600 in IA revenue to the Parking Facilities Fund.

Dollar Amount: \$12,600

Type: Technical Adjustment

Resources: New Revenues

## TR\_025 - BPS IA – Portland Milwaukie LRT ETOD

BPS is requesting planning services from PBOT for Portland-Milwaukie LRT ETOD (Employment-Transit Oriented Development Project), an increase of \$15,000 in IA revenue to PBOT.

Dollar Amount: \$15,000

Type: Technical Adjustment

Resources: New Revenues



**Bureau of Transportation  
FY 12-13 Decision Packages  
Updates for FY 13-14 Fall BMP  
Update 9/13/2013**

| Decision Package | Amount | Summary Status | Comments |
|------------------|--------|----------------|----------|
|------------------|--------|----------------|----------|

**PART 1 - FY 12-13 Adopted Budget Packages**

The Bureau of Transportation's FY 12-13 Adopted Budget includes 99 decision packages totaling \$105,093,600.  
To facilitate reporting on these packages, they are categorized in eleven groups.

**Group 1 - Reductions to Balance Fund**

|  |             |          |  |
|--|-------------|----------|--|
| TR_01 Reduce Central Interagencies                           | (200,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_02 Reduce Timekeeping and Payroll Services                | (68,800)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_03 Reduce GIS and Mapping Services                        | (98,198)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_04 Reduce Financial Planning                              | (5,800)     | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_05 Reduce Financial Management                            | (88,424)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_06 Reduce BTS Interagency                                 | (120,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_07 Reduce Recycling Operations                            | -           | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_08 Reduce Rail-Volution Contribution                      | (5,000)     | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_09 Reduce Stores Operations                               | (60,000)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_10 Reduce Facilities and Equipment Management             | (221,338)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_11 Reduce Fleet and Equipment Management                  | (205,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_12 Reduce Right-of-Way Acquisitions                       | (13,925)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_13 Reduce Parking Operations                              | (160,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_14 Reduce Parking Meter Maintenance                       | (215,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_15 Reduce Parking Finance                                 | (56,900)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_16 Reduce Parking Enforcement                             | (50,000)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_17 Reduce CIP for Traffic Signal Rehabilitation           | (100,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_18 Reduce CIP for Signal Reconstruction and Communication | (100,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_19 Reduce CIP for Pedestrian and Bike Safety              | (50,000)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_20 Reduce CIP for Structurally Deficient Bridges          | (34,495)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_21 Reduce CIP for Contract Paving (HB 2001)               | (1,855,000) | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_22 Reduce CIP for Contract Paving                         | (2,800,000) | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_23 Reduce CIP for Arterial Sidewalks                      | (60,000)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_24 Reduce CIP for 15 Miles Bike Blvd                      | (100,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_25 Reduce Downtown Marketing Contract                     | (647,700)   | Complete | This package is offset by package TR_94.   |
| TR_26 Reduce Endangered Species Act Contribution             | (140,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_27 Reduce Residential Street Cleaning                     | (444,202)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_28 Reduce Street Area Landscaping                         | (150,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_29 Reduce Special Event Assistance                        | -           | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_30 Reduce Red Light Camera                                | (480,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_31 Reduce Guardrail Maintenance                           | (50,000)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_32 Reduce Fence and Stairway Repairs                      | (100,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_33 Reduce Environmental System Repairs                    | (151,600)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_34 Reduce Active Transportation                           | (300,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_35 Reduce Transportation Planning                         | (250,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_36 Reduce Street Cleaning in Bike and Pedestrian Areas    | (50,000)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_37 Reduce Arterial Street Cleaning                        | (15,774)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_38 Reduce Downtown Mall and LRT Area Cleaning             | (50,000)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_39 Reduce CBD Street Cleaning                             | (72,110)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_40 Reduce Sidewalk Repairs                                | (260,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_41 Reduce Sidewalk Postings and Inspections               | (245,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_42 Reduce Sidewalk Corners, Curbs and ADA Ramps           | (1,000,000) | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_43 Reduce Central Business District (CBD) Program         | (37,428)    | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_44 Reduce Traffic Operations and Investigations           | (110,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |
| TR_45 Reduce Structural Maintenance                          | (400,000)   | Complete | This package was implemented; the reductions were made to balance the transportation operating fund. |

**Bureau of Transportation  
FY 12-13 Decision Packages  
Updates for FY 13-14 Fall BMP  
Update 9/13/2013**

| Decision Package  | Amount              | Summary Status | Comments   |
|---|---------------------|----------------|--|
| <b>Group 1 - Reductions to Balance Fund (continued)</b>       |                     |                |  |
| TR_46 Reduce Pavement Management                              | (103,355)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_47 Reduce Downtown Mall Maintenance and Security           | (85,000)            | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_48 Reduce Streetcar Operations and Maintenance             | (350,000)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_49 Reduce Street Lighting Operations & Infrastructure Mgmt | (86,160)            | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_50 Reduce Project Management                               | (100,000)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_51 Reduce Pavement Maintenance                             | (186,860)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_52 Reduce Construction Inspection                          | (82,434)            | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_53 Reduce Civil Design                                     | (133,140)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_54 Reduce Pavement Markings                                | (219,200)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_55 Reduce Maintenance Design                               | (111,834)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_56 Reduce Bridge Maintenance                               | (100,000)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_57 Reduce Bridges and Structures                           | (24,900)            | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_58 Reduce Sign Maintenance                                 | (96,700)            | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_59 Reduce Electrical Maintenance                           | (537,490)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_60 Reduce Traffic Signals                                  | (99,920)            | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_86 Maint - Sr Public Works Supervisor Reduction            | (648,655)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_87 Engineering Svcs Reduction                              | (119,550)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_88 Traffic Ops Div Mngr                                    | (127,530)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_89 Development Svcs Assistance Reduction                   | (60,000)            | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
| TR_90 Communications Reduction                                | (126,568)           | Complete       | This package was implemented; the reductions were made to balance the transportation operating fund.   |
|   | <b>(15,020,990)</b> |                |  |
| <b>Group 2 - Reductions to General Fund Support</b>           |                     |                |  |
| TR_61 Reduce General Fund Transfer - Downtown Marketing       | (177,144)           | Complete       | This package was implemented; General Fund support was cut. However, decision package TR_94 provides funding for this service.   |
| TR_62 Reduce General Fund Transfer - Street Light Energy 1    | (179,068)           | Complete       | This package was implemented; General Fund support was cut. However, decision package TR_68 provides funding for this service.   |
| TR_63 Reduce General Fund Transfer - Street Light Energy 2    | (178,106)           | Complete       | This package was implemented; General Fund support was cut. However, decision package TR_69 provides funding for this service.   |
|   | <b>(534,318)</b>    |                |  |
| <b>Group 3 - Reductions to Other Funding</b>                  |                     |                |  |
| TR_65 Reduce Transportation Planning External Resources       | (55,000)            | Complete       | This package was implemented; the budget was reduced to match reduced revenues.  |
| TR_66 Reduce Project Management Grant                         | (129,000)           | Complete       | This package was implemented; work was reassigned to existing staff  |
| TR_67 Reduce Permit Activity                                  | (236,000)           | Complete       | This package was implemented; PBOT also continues working on this program to make it more efficient.   |
|   | <b>(420,000)</b>    |                |  |
| <b>Group 4 - Restore Cuts with GTR Support</b>                |                     |                |  |
| TR_68 Add GTR - Street Light Energy 1                         | 179,068             | Complete       | This package was implemented; GTR was used to backfill the General Fund support cut by package TR_62.  |
| TR_69 Add GTR - Street Light Energy 2                         | 178,106             | Complete       | This package was implemented; GTR was used to backfill the General Fund support cut by package TR_63.  |
| TR_94 Downtown Marketing Contract Restoration                 | 953,309             | Complete       | This package was implemented; GTR was used to backfill the General Fund support cut by package TR_63 and GTR support cut by package TR_25 to restore the Downtown Marketing contract to the full amount of \$953,309.        |
|   | <b>1,310,483</b>    |                |  |
| <b>Group 5 - Continue General Fund Support</b>                |                     |                |  |
| TR_74 Add General Fund Support for Sunday Parkways            | 120,000             | Complete       | This package was implemented; General Fund support paid for part of Sunday Parkway events.   |
|   | <b>120,000</b>      |                |  |
| <b>Group 6 - Add Match Payments</b>                           |                     |                |  |
| TR_97 Portland Milwaukie LRT Local Match CIP                  | 45,000,000          | Complete       | This package was implemented. The Portland Milwaukie LRT match payment was made.   |
| TR_98 Sellwood Bridge Match Payment CIP                       | 70,000,000          | Complete       | The Sellwood Bridge match Payment CIP was removed by FY 12-13 Spring BMP request TR_041. The City and Multnomah County made amendments to the IGA, changing the timing of when the City's match payment is due to the County |
|   | <b>115,000,000</b>  |                |  |
| <b>Group 7 - Add Northwest Parking</b>                        |                     |                |  |
| TR_72 Add GTR - Northwest Parking Operating                   | 3,200,000           | Underway       | This package was partially implemented; part of Zone M began operations FY12-13, and other parts will be implemented in FY13-14 or later.  |
| TR_73 Add Northwest Parking Capital                           | 1,500,000           | Complete       | This CIP project was removed by FY 12-13 Spring BMP request TR_040. The purchase and installation of paystations will be moved to FY13-14 or later.  |
|   | <b>4,700,000</b>    |                |  |

**Bureau of Transportation  
FY 12-13 Decision Packages  
Updates for FY 13-14 Fall BMP  
Update 9/13/2013**

| Decision Package   | Amount             | Summary Status | Comments  |
|--|--------------------|----------------|---|
| <b>Group 8 - Add Other Services</b>                        |                    |                |   |
| TR_77 Add Streetcar Positions                              | 242,208            | Complete       | This package was implemented: the positions were filled.  |
| TR_78 Add Rail-Volution Position                           | 90,390             | Complete       | This package was implemented: the Rail-Volution coordination position was transferred to the headquarter in Minnesota.                    |
| TR_91 Pkg Enforce Meter Dist                               | 450,000            | Complete       | This package was implemented; staff in new parking officer positions provided additional enforcement                                      |
| TR_93 Street Cleaning Program Redesign - M&S               | 100,000            | Complete       | This package was implemented. PBOT continues to evaluate street cleaning equipment needs related to the changing streetscape in Portland. |
|  | <b>882,598</b>     |                |   |
| <b>Group 9 - Fund Level Adjustments</b>                    |                    |                |   |
| TR_81 Non-Rep Merit Pay Freeze                             | (122,829)          | Complete       | This package was implemented; the budget was changed to reflect pay freeze.   |
| TR_83 PBOT Revenue Adjustments                             | 246,691            | Complete       | This package was implemented; the budget was changed to reflect new projections.  |
| TR_84 Parking Garage Transfer                              | 1,200,000          | Complete       | This package was implemented, however the transfer amount was reduced by \$1,120,420 in the FY12-13 Spring BMP.                           |
| TR_85 PBOT Fund Level Adjustments                          | (1,607,629)        | Complete       | This package was implemented; the budget was changed to reflect new projections.  |
| TR_92 OMF IA Savings                                       | (660,406)          | Complete       | This package was implemented; the budget was changed to reflect OMF IA amounts.   |
|  | <b>(944,173)</b>   |                |   |
| <b>Group 10 - Technical Adjustments</b>                    |                    |                |   |
| TR_71 Realign Unemployment Due to Personnel Changes        | -                  | Complete       | This package was implemented. The budget was changed to reflect these costs. This technical adjustment nets to zero.                      |
| TR_75 Realign Bike Parking Operations                      | -                  | Complete       | This package was implemented. The position changes were made. This technical adjustment nets to zero.                                     |
| TR_76 Realign Sidewalk Positions                           | -                  | Complete       | This package was implemented. The position changes were made. This technical adjustment nets to zero.                                     |
| TR_79 Realign Public Works Position                        | -                  | Complete       | This package was implemented. The position changes were made. This technical adjustment nets to zero.                                     |
| TR_80 Realign Active Transportation Positions              | -                  | Complete       | This package was implemented. The position changes were made. This technical adjustment nets to zero.                                     |
| TR_95 Realign Parking Ops Position                         | -                  | Complete       | This package was implemented. The position changes were made. This technical adjustment nets to zero.                                     |
| TR_96 Reclassify Parking Enforcement Positions             | -                  | Complete       | This package was implemented. The position changes were made. This technical adjustment nets to zero.                                     |
| TR_99 Reclass to Sr Program Mng in Maintenance Ops         | -                  | Complete       | This package was implemented. The position changes were made. This technical adjustment nets to zero.                                     |
|  | -                  |                |   |
| <b>Group 11 - Decision Packages not Adopted</b>            |                    |                |   |
| TR_64 Reduce General Fund Transfer - Street Light Energy 3 | -                  | Not Applicable | This package was not adopted by Council.  |
| TR_70 Add GTR - Street Light Energy 3                      | -                  | Not Applicable | This package was not adopted by Council.  |
| TR_82 OMF Internal Service Reserve Reductions              | -                  | Not Applicable | This package was not adopted by Council.  |
|  | -                  |                |   |
| <b>Total FY 12-13 Adopted Budget Decision Packages</b>     | <b>105,093,600</b> |                |   |

**PART 2 - FY 12-13 Mid-Year Budget Requests**

The Bureau of Transportation's FY 12-13 mid-year budget requests include six flagged non-technical request packages totaling \$77,840,380.

|   |                   |          |   |
|---|-------------------|----------|---|
| TR_001 CEID Meter District and Parking Permits                      | 321,980           | Complete | This package was implemented; Zone G was expanded and parking paystations were installed. Additional paystations will be installed in FY13-14 or later.   |
| TR_008 Parking Garage Program                                       | 513,400           | Complete | This package was implemented; PBOT installed fiber optics connections and signs in garages.   |
| TR_021 Street Light LED Replacement                                 | 6,500,000         | Underway | This package is being implemented; it is a multi-year project.  |
| TR_023 BES IA Greensteet Projects                                   | 400,000           | Underway | This package is being implemented. PBOT is working with BES on this project.  |
| TR_024 Vehicle Purchase - Streetcar                                 | 105,000           | Underway | This package is being implemented. PBOT is working with City Fleet to purchase a vehicle that will be used for Streetcar maintenance.   |
| TR_041 Sellwood Bridge  | 70,000,000        | Complete | This package removes the Sellwood Bridge match payment CIP included in package TR_98. The City and Multnomah County made amendments to the IGA, changing the timing of when the City's match payment is due to the County |
| <b>Total FY12-13 Flagged Non-technical Mid-year Budget Requests</b> | <b>77,840,380</b> |          |   |

**Bureau of Transportation  
FY 12-13 Budget Notes  
Update for FY 13-14 Fall BMP  
9/13/2013**

**Restructuring of Operational Zones**

Council directs bureaus with operational zones in the City, including the Police Bureau, Fire & Rescue, Parks & Recreation, Bureau of Transportation, and the Office of Neighborhood Involvement, to review the borders of those zones and collaborate with the Bureau of Planning and Sustainability on aligning those boundaries where appropriate.

Update:

The operational zone for the Bureau of Transportation is the City of Portland; our assets and services are located and provided citywide.

PBOT assets that are located citywide include; streets, sidewalks, curbs, corners, ramps, bikeways, bridges, retaining walls, stairways, guardrails, traffic signals, traffic calming devices, street lights, street signs, and pavement markings.

PBOT assets that are located in specific locations include; the Harbor Wall along the Willamette River, the Portland Streetcar on the NS and CL lines, the Portland Aerial Tram in southwest, the City-owned parking garages in southwest and northwest, and the parking meters in the Downtown, Lloyd, Marquam Hill, and Central Eastside Meter Districts.

**Alternative Revenue Sources**

The Portland Bureau of Transportation is directed to work with its Budget Advisory Committee and explore alternative revenue options. The bureau is directed to report to Council on its findings by January 1, 2013.

Update:

In 2012, at Council's direction, PBOT established a Financial Task Force to review transportation funding and propose alternative revenue streams for transportation funding. The Task Force reviewed both the adequacy and structure of PBOT's funding in service to its mission. The Task Force concluded that PBOT lacks sufficient funding to meet its mission, and that the structure of transportation funding is antiquated, unstable and in need of an overhaul.

The Financial Task Force Report detailed several funding alternatives that could be considered in the future. The Report is available on PBOT's website at [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation).

**Streets of Citywide Significance**

The FY 2012-13 Portland Bureau of Transportation's (PBOT) budget is based upon the Streets of Citywide Significance prioritization approach. Streets of Citywide Significance are travel corridors PBOT identifies for priority expenditures due to their high traffic volume across all modes. The prioritization is necessary because the scope of resources needed to maintain transportation infrastructure greatly exceeds resources available. These streets are described in the Streets of Citywide Significance map.

Update:

PBOT used the Streets of Citywide Significance as part of its FY 12-13 budget prioritization process. The Streets of Citywide Significance map is available on PBOT's website at [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation).

**Portland Bureau of Transportation**  
**Performance Measures**

| Performance Measure  | Type       | FY 2012-13<br>Adopted<br>Budget | FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals |
|--|------------|---------------------------------|---------------------------------|-----------------------------------|
| TR_0040 - Safe routes to schools - percent of students walking or bicycling to school  | EFFECTIVE  |                                 |                                 | 43%                               |
| TR_0042 - Percent of bridges in "fair" or better condition   | EFFECTIVE  |                                 |                                 | 83%                               |
| TR_0043 - Percent of traffic signal outages that occur annually  | EFFECTIVE  |                                 |                                 | 91%                               |
| TR_0044 - Percent of traffic signals in "fair" or better condition   | EFFECTIVE  |                                 |                                 | 48%                               |
| TR_0046 - Number of gallons of fuel sold in Multnomah County annually  | WORKLOAD   |                                 |                                 | 19,800,000                        |
| TR_0049 - Percent of public works permits completed within PBOT's set of interim timelines from beginning to end of permitting process | EFFECTIVE  |                                 |                                 | 96%                               |
| TR_0051 - Number of on-street parking transactions per year  | EFFECTIVE  |                                 |                                 | 10,185,495                        |
| TR_0053 - Average span of control - (employee to supervisor ratio)   | EFFICIENCY |                                 |                                 | 8.90                              |
| TR_0054 - Percent of administrative costs within PBOT budget   | EFFICIENCY |                                 |                                 | 3%                                |
| TR_0056 - Streetcar operations - percent of on-time performance (no early, no more than 5 min behind sched)                            | EFFICIENCY |                                 |                                 | 98%                               |
| TR_0058 - Percent of the City-owned and maintained lighting that comes from LED streetlights   | EFFICIENCY |                                 |                                 | 4%                                |

**Performance Measure Variance Descriptions**

Some of the performance measures listed here have prior fiscal year actuals to report on. The columns are blank for FY 2012-13 Adopted Budget and FY 2012-13 Revised Budget, since the new measures were set-up for FY13-14 Budget.

## Capital Program Status Report

### Transportation

| CIP Program                   | FY 2012-13<br>Adopted<br>Budget | FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Variance<br>\$        | Variance<br>% | FY 2013-14<br>Adopted<br>Budget | Fall BMP<br>Revised<br>Budget | FY 2013-14<br>Year to Date<br>Actuals | Variance<br>\$      | Variance<br>% |
|-------------------------------|---------------------------------|---------------------------------|-----------------------------------|-----------------------|---------------|---------------------------------|-------------------------------|---------------------------------------|---------------------|---------------|
|                               | \$0                             | \$0                             | \$24,825                          | \$24,825              |               | \$0                             | \$0                           | \$13,159                              | \$0                 |               |
| Asset Management              | \$8,174,589                     | \$8,024,510                     | \$2,748,566                       | (\$5,275,944)         | (66%)         | \$11,618,618                    | \$14,973,754                  | \$297,333                             | \$3,355,136         | 29%           |
| Centers and Main Streets      | \$45,494                        | \$1,374,713                     | (\$6,810,773)                     | (\$8,185,486)         | (595%)        | \$0                             | \$2,387,956                   | \$1,662,210                           | \$2,387,956         |               |
| Economic Vitality             | \$63,560,911                    | \$72,393,772                    | \$69,544,615                      | (\$2,849,157)         | (4%)          | \$10,026,671                    | \$13,418,849                  | \$304,079                             | \$3,392,178         | 34%           |
| Freight and Industrial Area   | \$0                             | \$0                             | \$235,956                         | \$235,956             |               | \$0                             | \$0                           | \$2,477                               | \$0                 |               |
| Health & Livability           | \$21,766,865                    | \$18,204,644                    | \$7,852,921                       | (\$10,351,723)        | (57%)         | \$13,428,396                    | \$21,582,722                  | \$1,383,853                           | \$8,154,326         | 61%           |
| Local Street Design           | \$0                             | \$141,756                       | \$249,857                         | \$108,101             | 76%           | \$0                             | \$0                           | \$54,405                              | \$0                 |               |
| Natural Areas                 | \$0                             | \$0                             | \$5,321                           | \$5,321               |               | \$0                             | \$0                           | (\$0)                                 | \$0                 |               |
| Neighborhood Livability       | \$0                             | \$0                             | \$1,618,633                       | \$1,618,633           |               | \$0                             | \$239,529                     | \$47,640                              | \$239,529           |               |
| Preservation & Rehabilitation | \$0                             | \$0                             | \$2,243,259                       | \$2,243,259           |               | \$0                             | \$0                           | \$31,151                              | \$0                 |               |
| Safety                        | \$78,213,980                    | \$6,890,240                     | \$1,915,385                       | (\$4,974,855)         | (72%)         | \$11,235,070                    | \$11,036,300                  | \$247,609                             | (\$198,770)         | (2%)          |
| Safety and Congestion Mgmt    | \$0                             | \$0                             | (\$1,048)                         | (\$1,048)             |               | \$0                             | \$0                           | \$0                                   | \$0                 |               |
| Special Projects              | \$0                             | \$237,502                       | \$1,244,508                       | \$1,007,006           | 424%          | \$0                             | \$392,252                     | (\$83,351)                            | \$392,252           |               |
| <b>Total</b>                  | <b>\$171,761,839</b>            | <b>\$107,267,137</b>            | <b>\$80,872,025</b>               | <b>(\$26,395,112)</b> | <b>(25%)</b>  | <b>\$46,308,755</b>             | <b>\$64,031,362</b>           | <b>\$3,960,565</b>                    | <b>\$17,722,607</b> | <b>38%</b>    |

\* Prior Year variances compare Year-End Actuals to Revised Budget

\*\* Current Year variances compare Revised Budget to Adopted Budget

#### Prior Year Variance Description

- Overall, PBOT spent 75% of the CIP.
- There were a number of projects where the construction schedule was revised. The projects were bid in the spring of 2013. Construction began in summer of 2013

- Spring Garden
- Sunset
- Huber
- Street Lighting LED Replacement

- Additionally, some budgeted work has been delayed pending larger intergovernmental coordination

- Columbia River Crossing (CRC)
- Naito Parkway

- The sewer work on Division started in FY 12/13. Construction on street component of the project will start in the summer of 2013.

#### Current Year Variance Description

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

Note: PBOT's CIP is \$50,937,064 in FY13-14 Adopted Budget. For citywide reporting, in the capital program status report, overhead accounts is not shown in the total project costs.

## Prior Year Fund Reconciliation Report

|  | FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Percent<br>of Actuals<br>to Revised |
|--|---------------------------------|-----------------------------------|-------------------------------------|
| <b>200 - Transportation Operating Fund</b> |                                 |                                   |                                     |
| <b>EXPENDITURES</b>                        |                                 |                                   |                                     |
| Personnel Services                         | 66,993,751                      | 61,049,459                        | 91.13                               |
| External Materials and Services            | 90,408,309                      | 86,116,062                        | 95.25                               |
| Internal Materials and Services            | 22,299,985                      | 20,316,782                        | 91.11                               |
| Capital Outlay                             | 9,623,106                       | 6,399,684                         | 66.50                               |
| Bond Expenses                              | 8,207,715                       | 8,212,462                         | 100.06                              |
| Fund Transfers - Expense                   | 10,296,486                      | 10,171,210                        | 98.78                               |
| Contingency                                | 17,145,262                      | 0                                 | 0.00                                |
| <b>TOTAL EXPENDITURES</b>                  | <b>224,974,614</b>              | <b>192,265,659</b>                | <b>85.46</b>                        |
| <b>REVENUES</b>                            |                                 |                                   |                                     |
| Budgeted Beginning Fund Balance            | 19,655,548                      | 0                                 | 0.00                                |
| Licenses & Permits                         | 1,546,496                       | 3,564,622                         | 230.50                              |
| Charges for Services                       | 36,709,039                      | 47,614,738                        | 129.71                              |
| Intergovernmental Revenues                 | 71,887,086                      | 70,686,036                        | 98.33                               |
| Interagency Revenue                        | 30,165,873                      | 29,314,512                        | 97.18                               |
| Fund Transfers - Revenue                   | 19,703,718                      | 12,712,772                        | 64.52                               |
| Bond and Note                              | 41,850,000                      | 40,120,197                        | 95.87                               |
| Miscellaneous                              | 3,456,854                       | 2,810,118                         | 81.29                               |
| General Fund Discretionary                 | 0                               | 0                                 | 0.00                                |
| <b>TOTAL REVENUES</b>                      | <b>224,974,614</b>              | <b>206,822,994</b>                | <b>91.93</b>                        |

# Prior Year Fund Reconciliation Report

| FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Percent<br>of Actuals<br>to Revised |
|---------------------------------|-----------------------------------|-------------------------------------|
|---------------------------------|-----------------------------------|-------------------------------------|

---

## Fund Reconciliation Narrative

### Requirements:

Total Personnel Services are within ten percent of budget.

Total External Material & Services are within ten percent of budget.

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

Total Capital Outlay expenditures are 66.5% of budget. Sidewalk projects (e.g., Spring Garden, Division, Sunset & Vermont) did not come in as planned. Will complete in FY 13-14.

Bond Expenses are within ten percent of budget.

Fund Transfers-Expense are within ten percent of budget.

Unappropriated Ending Fund Balance is \$45,278,908. This is \$13.3 million higher than FY 13-14 Budgeted Beginning Fund balance. \$6.2 million is from GTR project carryover that is part of the FY 13-14 Fall BMP request. \$7.1 million is from a higher SDC balance due to higher than expected revenues and lower SDC project spending.

### Revenues:

Beginning Fund Balance is \$11 million higher than budgeted FY 12-13 Beginning Fund Balance. This higher amount was primarily the result of higher than expected SDC revenues.

License and Permit revenues are 230.5% of budget. The variance is primarily driven by two permits: utility permits & street light infrastructure locates. Given the impacts of the economy on these permit revenues in the prior years, the budgeted revenues were very conservative. Given that PBOT has seen higher revenues for the past two years, budgeted revenues for FY 13-14 are close to the FY 12-13 figures.

Charges for Services are 129.71% of budget. Higher than expected SDC (\$7 million) came in due to a higher than anticipated improved economic climate for development. A \$2 million payment that was expected in FY 13-14, was made earlier than budgeted. Parking (\$1 million) and Business Energy Tax Credits, BETC, (\$2.3 million) revenues account for most of the remaining variances. The budget for these revenues were conservative given the assumed slower economy.

Intergovernmental revenues are within ten percent of budget.

Interagency revenues are within ten percent of budget.

Fund Transfers - Revenue are 64.52% of budget. This variance is from delays in capital projects funded by transfers from the LID Construction Fund. Transfers are expected to be made in FY 13-14.

Bond and Note revenue are within ten percent of budget.

Miscellaneous revenues are 81.29% of budget. The main reason for this variance is that the leaf fee revenues that were budgeted for this revenue category were deposited into the Charges for Services. The FY 13-14 budget reflects a budget that accounts for this.



## Prior Year Fund Reconciliation Report

|  | FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Percent<br>of Actuals<br>to Revised |
|--|---------------------------------|-----------------------------------|-------------------------------------|
| <b>212 - Transportation Reserve Fund</b> |                                 |                                   |                                     |
| <b>EXPENDITURES</b>                      |                                 |                                   |                                     |
| Bond Expenses                            | 2,500,000                       | 0                                 | 0.00                                |
| Contingency                              | 10,277                          | 0                                 | 0.00                                |
| <b>TOTAL EXPENDITURES</b>                | <b>2,510,277</b>                | <b>0</b>                          | <b>0.00</b>                         |
| <b>REVENUES</b>                          |                                 |                                   |                                     |
| Budgeted Beginning Fund Balance          | 7,772                           | 0                                 | 0.00                                |
| Bond and Note                            | 2,500,000                       | 2,500,000                         | 100.00                              |
| Miscellaneous                            | 2,505                           | 3,981                             | 158.92                              |
| <b>TOTAL REVENUES</b>                    | <b>2,510,277</b>                | <b>2,503,981</b>                  | <b>99.75</b>                        |

### Fund Reconciliation Narrative

**Requirements:**

Unappropriated Ending Fund Balance is \$2,517,935. This is \$7,658 higher than budgeted FY 13-14 beginning fund balance.

**Revenues:**

Beginning Fund Balance is \$6,182 higher than the budgeted FY 12-13 Beginning Fund Balance. This accounts for most of the higher FY 12-13 Ending Fund Balance.

Bond and Note revenues are within ten percent of budget.

Miscellaneous revenues are 159% of budget. This is mainly attributed to the higher beginning fund balance.

## Prior Year Fund Reconciliation Report

|   | FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Percent<br>of Actuals<br>to Revised |
|---|---------------------------------|-----------------------------------|-------------------------------------|
| <b>308 - Gas Tax Bond Redemption Fund</b> |                                 |                                   |                                     |
| <b>EXPENDITURES</b>                       |                                 |                                   |                                     |
| Bond Expenses                             | 2,829,951                       | 2,821,130                         | 99.69                               |
| <b>TOTAL EXPENDITURES</b>                 | <b>2,829,951</b>                | <b>2,821,130</b>                  | <b>99.69</b>                        |
| <b>REVENUES</b>                           |                                 |                                   |                                     |
| Fund Transfers - Revenue                  | 2,829,951                       | 2,814,861                         | 99.47                               |
| Miscellaneous                             | 0                               | 5,810                             | 0.00                                |
| <b>TOTAL REVENUES</b>                     | <b>2,829,951</b>                | <b>2,820,671</b>                  | <b>99.67</b>                        |

### Fund Reconciliation Narrative

#### Requirements:

Bond Expenses are within ten percent of budget.

Unappropriated Ending Fund Balance is \$1,673,961. This includes \$1,673,047 for debt reserves. This is \$914 higher than the FY 13-14 Budgeted Beginning Fund Balance.

#### Revenues:

Beginning Fund Balance is \$1,373 higher than the budgeted FY 12-13 Beginning Fund Balance.

Fund Transfers – Revenue are within ten percent of budget.

Miscellaneous revenues has \$5,810 of unbudgeted revenue.

## Prior Year Fund Reconciliation Report

|                                      | FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Percent<br>of Actuals<br>to Revised |
|--------------------------------------|---------------------------------|-----------------------------------|-------------------------------------|
| <b>606 - Parking Facilities Fund</b> |                                 |                                   |                                     |
| <b>EXPENDITURES</b>                  |                                 |                                   |                                     |
| Personnel Services                   | 149,241                         | 144,049                           | 96.52                               |
| External Materials and Services      | 3,325,426                       | 3,060,588                         | 92.04                               |
| Internal Materials and Services      | 3,255,236                       | 1,769,333                         | 54.35                               |
| Bond Expenses                        | 7,320,125                       | 1,875,125                         | 25.62                               |
| Fund Transfers - Expense             | 5,287,403                       | 5,264,848                         | 99.57                               |
| Contingency                          | 523,380                         | 0                                 | 0.00                                |
| <b>TOTAL EXPENDITURES</b>            | <b>19,860,811</b>               | <b>12,113,944</b>                 | <b>60.99</b>                        |
| <b>REVENUES</b>                      |                                 |                                   |                                     |
| Budgeted Beginning Fund Balance      | 3,602,488                       | 0                                 | 0.00                                |
| Charges for Services                 | 11,913,275                      | 11,226,230                        | 94.23                               |
| Intergovernmental Revenues           | 0                               | 3,000                             | 0.00                                |
| Interagency Revenue                  | 777,118                         | 754,290                           | 97.06                               |
| Fund Transfers - Revenue             | 15,734                          | 15,734                            | 100.00                              |
| Bond and Note                        | 3,100,000                       | 3,100,000                         | 100.00                              |
| Miscellaneous                        | 452,196                         | 205,692                           | 45.49                               |
| <b>TOTAL REVENUES</b>                | <b>19,860,811</b>               | <b>15,304,946</b>                 | <b>77.06</b>                        |

## Prior Year Fund Reconciliation Report

| FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Percent<br>of Actuals<br>to Revised |
|---------------------------------|-----------------------------------|-------------------------------------|
|---------------------------------|-----------------------------------|-------------------------------------|

---

### **Fund Reconciliation Narrative**

Total Personnel Services are within ten percent of budget.

Total External Material & Services are within ten percent of budget.

Total Internal Material & Services are 54.35% of budget. Major maintenance work that involves Facilities has underspent the interagency. Much of this work has been re-budgeted as part of the FY 13-14 Adopted Budget.

Bond Expenses are 25.62% of budget. \$5.4m for an internal loan to the Grants Fund was not needed

Fund Transfers – Expense are within ten percent of budget.

Unappropriated Ending Fund Balance is \$6,793,490. This is \$182,516 lower than budgeted FY 13-14 beginning fund balance. This shortfall will be taken into account for monitoring the current year budget and for potential impacts to the FY 14-15 budget development.

Revenues:

Charges for Service revenues are within ten percent of budget.

Intergovernmental revenues has \$3,000 in unbudgeted revenue. These are funds from the State to pay for a garage lighting project.

Interagency revenues are within ten percent of budget.

Fund Transfers – Revenue are within ten percent of budget.

Bond and Note revenues are within ten percent of budget.

Miscellaneous revenues are 45.49% of budget. Accounting for the commercial lease space contracts are routing a portion of anticipated revenues to Charges for Services revenues instead of the Miscellaneous revenues. PBOT have made the necessary budgetary corrections in FY 13-14.

## Prior Year Business Area Reconciliation Report

|  | FY 2012-13<br>Revised<br>Budget | FY 2012-13<br>Year-End<br>Actuals | Percent<br>of Actuals<br>to Revised |
|--|---------------------------------|-----------------------------------|-------------------------------------|
| <b>Portland Bureau of Transportation</b> |                                 |                                   |                                     |
| <b>EXPENDITURES</b>                      |                                 |                                   |                                     |
| Personnel Services                       | \$5,855,167                     | \$2,886,491                       | 49%                                 |
| External Materials and Services          | \$7,837,649                     | \$3,258,286                       | 42%                                 |
| Internal Materials and Services          | \$3,557,228                     | \$2,282,823                       | 64%                                 |
| Capital Outlay                           | \$14,882,424                    | \$8,254,647                       | 55%                                 |
| Contingency                              | \$900,000                       | \$0                               | 0%                                  |
| <b>TOTAL EXPENDITURES</b>                | <b>\$33,032,468</b>             | <b>\$16,682,248</b>               | <b>51%</b>                          |
| <b>REVENUES</b>                          |                                 |                                   |                                     |
| Intergovernmental Revenues               | \$32,132,468                    | \$19,387,966                      | 60%                                 |
| Fund Transfers - Revenue                 | \$900,000                       | \$752,870                         | 84%                                 |
| Miscellaneous                            | \$0                             | \$30,087                          | 0%                                  |
| <b>TOTAL REVENUES</b>                    | <b>\$33,032,468</b>             | <b>\$20,170,922</b>               | <b>61%</b>                          |

### **Bureau Reconciliation Narrative**

Grants Fund (217000) – Transportation

#### Requirements:

Total Personnel Services are 49% of budget. This variance is primarily driven by underexpenditures in four projects: Division Streetscape/Reconstruction, Columbia River Crossing (CRC), West Burnside Congestion Study and Killingsworth. Progress on projects is slower than planned. Project work will continue except for the Columbia River Crossing project.

Total External Material & Services are 42% of budget. This variance is primarily driven by underexpenditures in four projects: Eastside Streetcar, Columbia River Crossing (CRC), West Burnside Congestion Study and Jasmine Block Streetcar. Progress on projects is slower than planned. Project work will continue except for the Columbia River Crossing project.

Total Internal Material & Services are 64% of budget. This variance is primarily driven by underexpenditures in four projects: Division Streetscape/Reconstruction, Killingsworth, Columbia/MLK Blvd, and Sellwood Bridge. Progress on projects is slower than planned. Project work will continue.

Total Capital Outlay expenditures are 55% of budget. The variance is primarily driven by underexpenditures in three projects: Eastside Streetcar, 122nd: Ramona-Holgate, and Division Streetscape/Reconstruction. Progress on projects are slower than planned. Project work will continue.

#### Revenues:

Intergovernmental Revenues are 60% of budget. This reflects the project delays identified in the Requirements section.

Fund Transfers - Revenue are 84% of budget. Transfer amounts were based on estimated interest earnings on an OTIA advance from the State that was initially deposited into the Transportation Operating Fund. Interest rates were lower than anticipated.

Miscellaneous revenues has \$30,087 in unbudgeted interest revenue.