

- **Traffic Signals (1)** Prioritize response to citizen safety complaints according to severity of hazard. For non-severe hazards, response time may increase. (Length of response time varies according to factual circumstances.)
- **Traffic Signals (1)** Improvements to signalized intersection sometimes are made as part of a larger project in the Capital Improvement Program (CIP). This cut would limit the CIP's capacity to design these improvements.
- **Electrical Maintenance (2)** Off-hour response (7pm – 5am) would be concentrated on streets of citywide significance.
- **Electrical Maintenance (2)** Signal modifications would be reduced (from ten to seven).
- **Electrical Maintenance (2)** The pace of conversion from existing street lights to LEDs would be reduced.
- **Traffic Maintenance (3)** Sign maintenance service intervals would shift from every two years to every three years.
- **Bridges and Structures (4)** Proactive seawall inspection would shift from every four years to every eight years.
- **Bridges and Structures (4)** Proactive inspection of retaining walls would shift from every four years to every six years.
- **Structural Maintenance (5)** Bridge repair would be prioritized based on hazard and safety response.
- **Structural Maintenance (6)** Funding for the asset management database related to bridges, stairways and walls would be prioritized.
- **Traffic Maintenance (7)** Paint striping of city streets would shift to once per year.
- **Traffic Maintenance (7)** Pavement markings would be reduced from 50,000 square feet per year to 35,000 square feet per year.
- **Civil Design Section (8)** Training budget would be reduced from \$26,250 to \$12,000.
- **Civil Design Section (8)** Out of state travel would be eliminated.
- **Civil Design Section (8)** Funding for staff to make technical presentations would be eliminated.

- **Construction/Inspection (9)** Frequency of software updates used to track submittals/questions and responses between contractors and City staff would be reduced.
- **Construction/Inspection (9)** Frequency of software updates used to track the work and the payments made to contractors on Capital Improvement Projects (CIP) projects would be reduced.
- **Street Preservation (10)** Re-paving program would be reduced. In 2011/12 PBOT expects to repave 40 miles. In 2012/13, approximately 15 to 20 miles will be repaved. Activities to double base repair would shift from two to five miles, crack sealing would increase from zero to 20 miles and pothole repair would continue.
- **Project Management (11)** Supervision would be reassigned from an indirect to a direct project cost.
- **Project Management (11)** Work collecting and entering project controls data into the *@Task* project management software would be reassigned. Project management support would be eliminated.
- **Project Management (11)** Project Management Division's new project development scope would be reduced.
- **Street lighting (13)** Proactive electrical inspection of signals and street lighting projects would shift from every 3 years to every 4 years.
- **Streetcar Operations and Maintenance (14)** Proposed staffing for cleaning streetcar facilities would be reduced.
- **Streetcar Operations and Maintenance (14)** Off-peak service (early morning, late evening) would be reduced.
- **Mall Maintenance and Security (17)** PBOT's payment to Portland Mall Management Inc (PMMI) for enhanced mall management (maintenance and security) would be reduced by 10%.
- **Street Preservation - Pavement Management (20)** Pavement testing would be reduced.
- **Structural Maintenance (21)** Bike racks made, altered, or moved would be reduced from 1,400 to 900 a year.
- **Structural Maintenance (21)** Retaining wall maintenance would shift from ten to seven walls per year.

- **Traffic Operations (22)** Staff support for safety and traffic calming activities would be reduced. Deployment of portable speed reader displays would be suspended. Part-time/seasonal staff used to assist with traffic safety investigations would be reduced.
- **Development Services (23)** Sections within the Development Services division concerning street management in the Central Business District would be reorganized.
- **Sidewalk Program (24)** Construction of disabled-accessible sidewalk corners would be prioritized based on location and degree of hazard.
- **Sidewalk Program (25)** Proactive sidewalk inspection would be suspended; move to a complaint-driven basis.
- **Traffic Operations (27, 41)** Revenue allocation and vendor cost responsibility for the Red Light Camera Program would be restructured.
- **Street Cleaning (29)** Street cleaning service in the Central Business District would be reduced from five to three times per week.
- **Street Cleaning (30)** Sidewalk cleanings on the downtown mall would shift from two times to one time per week; sweeping would shift from five to four times per week.
- **Street Cleaning (31)** Arterial street cleaning would shift from nine to four times per year.
- **Street Cleaning (32)** Routine bike lane cleaning would be prioritized to focus on eliminating safety hazards.
- **Transportation Planning (33)** Transit planning would be limited to the grant funded Barbur Boulevard Concept Plan and the update of the Comprehensive Plan.
- **Transportation Options (34)** Smart Trips program would be reduced from 25,000 to 19,000 households per year.
- **Transportation Options (34)** Staff support for Grants and New Initiatives program would be eliminated. Staff support for Transportation Management Association (TMA) coordination and creation would be eliminated.
- **Environmental Systems Repair (35)** Efficiency of catch basin repairs would be improved. No anticipated impact on staffing or maintenance.
- **Environmental Systems Repair (35)** Maintenance along the edges of non-curbed roads would be prioritized based safety (e.g. flooding).

- **Structural Maintenance (38)** Wood stairway maintenance would be reduced from nine to five per year. Consider temporary closure rather than repair based on use and importance of connection.
- **Structural Maintenance (38)** New security fences would be installed on a cost-recovery basis.
- **Structural Maintenance (40)** Repair/replacement of damaged guardrails would be reduced from 4,800 to 2,800 lineal feet per year.
- **Traffic Operations (42)** Traffic operations for medium and large size special events would shift from subsidy to cost recovery. Rose Festival and small events would continue to be provided at no cost.
- **Traffic Operations (42)** Barricades and traffic controls for Last Thursday on Alberta would be provided on a cost-recovery basis.
- **Street Cleaning (44)** Landscape maintenance would be limited to a complaint-driven basis.
- **Street Cleaning (45)** Residential street cleaning would shift from three times to one time per year.
- **Development Services (46)** The interagency payment for Endangered Species Act (ESA) program staff would shift from lump sum to as-needed.
- **Downtown Marketing Contract (47)** Funding for downtown marketing would be eliminated.
- **Capital Improvement Projects (51)** Funding for the neighborhood greenway program would be reduced by \$100,000.
- **Capital Improvement Projects (52)** Arterial sidewalk construction would be prioritized according to streets of citywide significance, high crash corridors, and other grant-funded locations. (This does not affect existing commitments, e.g. in Southwest and outer Southeast Portland.)
- **Capital Improvement Projects (53, 54)** Contract paving would be suspended.
- **Capital Improvement Projects (55)** Bridge rehabilitation would be prioritized based on safety and use analyses.
- **Capital Improvement Projects (57)** Arterial crossing improvements (signals or flashing beacons) would be prioritized on high crash corridors and streets of citywide significance.

- **Capital Improvement Projects (61)** Funding to upgrade signal timing would be reduced.
- **Capital Improvement Projects (61, 62)** Funding to improve/rehabilitate signalized intersections would be reduced.
- **Parking Enforcement (64)** Overtime for parking enforcement would be reduced.
- **Parking Finance (65)** Parking finance services would be reduced by streamlining parking collections and tracking of parking revenues.
- **Parking Meter Maintenance (66)** Routine parking meter maintenance would shift from once every six months to once every year. No adverse impact anticipated.
- **Parking Operations (67)** Professional service contracts would be eliminated.
- **Parking Operations (67)** Funding for meter hardware upgrades would be reduced.
- **Development Services (69)** The time period for developer dedications of right of way would increase by about five business days.
- **Railvolution (79)** PBOT's contribution to the annual Railvolution conference would be reduced from \$20,000 to \$15,000.
- **Field Support (74, 75, 76, and 78)** Funding for small equipment and tool maintenance would be reduced.
- **Recycling Operations (80)** Staffing at the recycling yard would be reduced due to increased efficiencies. No anticipated impact on production.
- **Business Services (84)** Interagency services with the Bureau of Technology Services would be reduced.
- **Business Services (85)** Purchasing and contracts management services would be restructured to require fewer personnel services.
- **Business Services (86, 87)** Staffing for accounts payable, accounts receivable, and journal entries services would be reduced. No anticipated impact on production.
- **Business Services (88)** GIS and mapping services would be reduced.
- **Business Services (91)** Staff support for timekeeping and payroll services would be reduced.
- **Support Services (92)** Staff support within the office of the director would be reduced.

- **Support Services (93)** Payments for interagency services would decrease due to fewer services provided.

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