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Dan Saltzman Commissioner **Leah Treat** Director

Bureau and Budget Advisory Committee

Budget Workshop Meeting

Thursday, January 4, 2017

4:00– 7:00 pm

Congress Building, 5th Floor, Conference Room 513

Committee Members Present: Ruthanne Bennett, Heather Bowman, Samuel Gollah, Ryan Hashegen, Maria Hernandez, Thomas Karwaki, Arlene Kimura, Molly Baer Kramer, Tony Lamb, Meesa Long, Patricia Montgomery, Elaine O’Keefe, Farrell Richardtz, Momoko Saunders, Pia Welch, Kevin Vandemore

Committee Members Absent: AFSCME representative, Kaliska Day, Frannie Knight, Heather McCarey

PBOT Staff Present: Tosin Abiodun, Ken Kinoshita, Jeramy Paton, Art Pearce, Irene Schwoeffermann, Leah Treat, Emily Tritsch

City Staff Present: Jessica Kinard

Welcome/Community Check-Ins and Announcements: Momoko Saunders and Tony Lamb

- Tony Lamb opened the meeting and welcomed Committee members to the first BBAC meeting in 2018. He thanked BBAC members for taking time out of their busy schedule to attend the budget workshop meeting.
- Momoko Saunders stated that during the week, she communicated via email with members of the sub-committee assigned with the task of drafting BBAC’s budget letter. She announced that the sub-committee will meet next week to develop a draft and encouraged other members that might be interested in joining the group to let her know either via email or at the end of the budget workshop meeting.
- Momoko reviewed agenda items and introduced Director Leah Treat.
- Director Leah Treat stated that recently the Portland Bureau of Transportation (PBOT) received two memos from the Mayor’s office. The first memo provides an outline of Mayor Ted Wheeler’s priorities for his proposed budget. The top three metrics the Mayor wants to see prioritized includes growth management, asset management, and Vision Zero. What is more, the Mayor wants to see how budget decisions will reduce traffic fatalities, improve street conditions and encourage community members to walk, bike or take transits. This is good news for PBOT because the Mayor’s plan aligns well with PBOT’s organizational

priorities and goals. The second memo covers the Mayor's intent to take a deep dive into PBOT's budget including that of another City bureau. Over the next five to six weeks, the City Budget Office (CBO) will benchmark PBOT's services and programs against those provided by other jurisdictions, review how PBOT allocates funds, and provide some comparative data to the Mayor. Until the Mayor's budget is released, it is uncertain at this point how both memos will impact PBOT's budget. Director Leah Treat added that during the holiday, staff spent a lot of time preparing PBOT's budget request, solidifying budget ask to ensure that PBOT can deliver on its key projects, strategizing on how to allocate and spend House Bill 2017, and brainstorming on how to request 11.5 million dollars from the 22.5 million Capital Set Aside funds.

Questions and Comments

- Momoko introduced Farrell Richardtz, the representative from Laborers Union Local 43, to BBAC members and stated that the union will be represented in future BBAC meetings.
- Has PBOT and the Oregon Department of Transportation (ODOT) decided on the agency that will manage and implement the 110 million dollars state funded Outer Powell Transportation project?
 - Not yet. The East Portland Community wants PBOT to handle the project instead of ODOT. PBOT is still weighing the pros and cons. The Mayor will make the final decision.

Budget Exercise 1: Momoko Saunders, Tony Lamb, Kevin Vandemore, Molly Baer Kramer

- BBAC members were divided into four groups for the budget exercise. Each group was asked to answer the following questions: What is the one theme you would like BBAC to address in the budget letter? Why should the theme be included in the budget letter? What should PBOT do to address the theme you identified?
- At the end of the exercise, each group reported out and highlighted a number of salient themes including livability as it relates to alternative transportation options and growth management; safety; equity (racial equity, spacial equity, and equitable distribution of resources and transportation infrastructure); infrastructure as it relates to funding and capital assets; need for more community engagement follow through and increased public involvement efforts; transparency regarding PBOT's funding streams for instance state and federal funds allocated for the implementation of specific projects; no-layoffs; need for streamlining and analyzing projects to save money; in house delivery on projects versus contracting out; need for more collaboration with other transportation focused agencies; need for cost sharing with other bureaus; and more cross bureau partnership on projects.

Questions and Comments

- Molly Baer Kramer highlighted the need for PBOT to consider livability issues from the perspective of people with disabilities. ADA is necessary and required by law.
 - BBAC members agreed to include the need for ADA compliance in their budget letter.

Capital Set Aside Program and Build Portland Allocation: Emily Tritsch

- Emily Tritsch discussed PBOT's recommended changes to the Capital Set Aside scoring process and the Build Portland funding resource.
- PBOT averages a little more than 50 percent of the Capital Set Aside funding. Every six months (twice per year), PBOT submits a list of its most critical major maintenance projects and competes with other City bureaus such as the Bureau of Emergency Communications, Bureau of Internal Business Services, the Portland Fire Bureau, and Portland Parks for funds. PBOT gets about an average of 12 million dollars per year from the Build Portland resource, however, the funds provided does not address PBOT's asset maintenance backlog

averaging about 222 million dollars per year. PBOT is asking CBO to implement changes to the scoring process to reflect solid asset management principles. PBOT's recommendations include the need for more investment in deferred maintenance, predictable revenue streams, more collaboration between City bureaus on projects, and the adoption of a data driven, accessible, and transparent evaluation process.

- BBAC members were asked to support PBOT's recommendations and consider including a recommendation in their budget narrative for greater consideration of asset management priorities in the Capital Set Aside evaluation process. PBOT has evaluated and selected twelve projects for the spring evaluation of the Capital Set-Aside (3 new projects and nine advanced from previous reviews).
- Build Portland is the Mayor's new urban renewal area funding re-allocation that will bring about 600 million dollars to address major maintenance problems over a twenty-year period. The Build Portland Committee will be meeting to discuss project criteria and selection process for the first 50 million dollars to be approved and provided by City Council in March. The first funding chunk is oriented towards transportation, parks, and buildings in City facilities. PBOT is prioritizing nine transformative "triple win projects" that will best serve Portlanders and leverage additional funds. PBOT will release its proposed project list to the Build Portland Advisory Committee on January 22. City Council will provide another round of funds (over 100 million dollars) in the next seven years.

Questions and Comments

- Does PBOT have information on what the score will look like if the City adopts PBOT's recommendations?
 - No. Other bureaus, for instance Parks bureau, have also requested for changes to the Capital Set Aside scoring criteria.
- Who heads the Build Portland Advisory Committee?
 - Tom Rinehart, the City's Chief Administrative Officer.
- For the Build Portland program, there is an initial 50 million dollars and additional funding to be provided in seven years, what needs will the second round of funds address?
 - The Mayor is responding to the City's maintenance backlog which would require over \$300M annually to address.
- Is it typical for cities the same size as the City of Portland to have such a huge maintenance backlog?
 - Unfortunately, it is not unusual to have a huge maintenance backlog. Transportation assets tend to degrade over time especially in Cities with a rapid population growth rate like Portland.
- Are there other Cities that do better than the City of Portland?
 - Yes. The City of Portland borrows best practices from other cities.
- Thomas Karwaki suggested using the equity map as a resource for explaining to City Council and the Build Portland Advisory committee about how PBOT used an equity lens to select and prioritize projects for the Capital Set Aside Funds.
 - Equity is a consideration used by PBOT to select Capital-Set Aside and Build Portland projects. It is further used in the evaluation and ranking process to select and prioritize projects.

Potential Additional FY 18/19 General Fund Requests: Art Pearce

- PBOT staff added new add categories to the general fund request document formerly shared with BBAC members. The list includes the following: High Crash Networks (\$75,000), targeted street teams and enforcement for street safety (150,000), Corridors Equitable Housing Strategy (\$250,000), Citywide multi-bureau Vision Zero Awareness campaign (500,000); Water Transit feasibility study (7350,000); Portland Transportation Resiliency plan (\$500,000), and First Mile/Last Mile Micro-transit strategy and pilot (\$200,000).

Questions and Comments

- What is the Corridors Equitable strategy all about?
 - The request will provide funds needed by PBOT, the Bureau of Planning and Sustainability, and the Housing Bureau to collaborate on creating a pro-active and targeted approach for the preservation of affordable housing along high crash corridors. The funds will also be used to tailor housing solutions for each high crash corridors that can be paired with proposed safety improvements.
- Is the Strategic Lighting Infill on High Crash Network a PBOT led initiative? Is PBOT working with other agencies on the project? Why is there a separate ask for the street lighting program?
 - The Street lighting project is PBOT's initiative. Other agencies are not involved in the project. The reason why the strategic lighting infill program is being requested as an add package is because of the program's connection to Vision Zero goals.
- Will PBOT have obligations once it commits to the implementation of the Smart Cities program? Will it be easy for PBOT to step away from the program in the future?
 - There is a liability that comes with replacing mast arms on City poles. PBOT will be obligated to operate the sensors for a specified period. The Smart Cities program is a priority of the Mayor's office.
- What is PBOT's intent for the City-wide Multi-Bureau Vision Zero Awareness campaign? Who is the target audience and what kind of information will PBOT be providing to community members?
 - The intent is for PBOT to collaborate with Portland Police, Portland Fire and Rescue and other agencies on a safety education campaign that will focus on broader safety concerns such as impaired and distracted driving and other dangerous behaviors that contribute to fatal and serious crashes.
- Can you provide more information about Congestion pricing system? It seems like PBOT tends to fund latest ideas instead of looking for ways to better improve what is already being done.
 - Funding for the congestion pricing system system-wide modeling will help PBOT understand how congestion pricing could solve broader congestion and equity issues in the City. The technical analysis will also help PBOT understand Portland based needs. ODOT's existing modeling system does not cover a broad spectrum.
- Will Lake Oswego, Vancouver and other cities contribute to the Water Transit feasibility study?
 - They could contribute to complement PBOT's efforts.
- Are there any changes to PBOT's budget cut decision package since the last BBAC meeting?
 - No.
- Has PBOT considered the impact of reductions to capital funds for ADA Corner repair? How does the reductions affect cut to jobs in the Maintenance division?
 - There is currently no staff managing ADA ramps other than the crews responsible for building ramps. PBOT is requesting from City Council additional funds for ADA ramps but the reduction to staff capacity is because of the loss of the ULF funds. PBOT is putting ADA ramps forward for Build Portland funds.
- Will Build Portland funds be used solely for paying contractors hired to build ADA ramps?
 - That decision is yet to be finalized.
- What about the ADA ramp cut settlement? How will reduction of capital funds for ADA ramps affect the Creek settlement?
 - PBOT is still negotiating the settlement. The cut won't have a major effect on the settlement. The City is going to be responsible for meeting the terms of the settlement. ADA ramp is a Citywide issue.
- Is there a chance that the settlement might require more than 250 ADA curb ramps a year?
 - Yes, the initial settlement was 1,000 ADA ramps.

- To meet the settlement requirement, will PBOT hire contractors or depend on in-house staff to deliver on the ADA ramps?
 - The 5 million dollars PBOT is asking for to keep working on ADA ramps for the settlement will be contracted out.
- What is the Micro Transit Strategy and Program pilot?
 - The goal of the program is for PBOT to work with underserved communities to conduct a feasibility study to identify transit gaps and come up with better solutions to the scale of transit demands.
- Will TriMet be involved in the study?
 - If the program is funded, TriMet can be identified as a key partner.
- Is PBOT trying to re-invent the wheel considering that TriMet is already working on a similar study for select locations and territories?
 - PBOT is not trying to re-invent the wheel. The question that the request is asking is whether the City is ready to implement the program. PBOT is trying to gather the data to understand how people in East Portland can be easily connected to their jobs.
- What about the Youth Pass program?
 - The problem is no longer part of PBOT's budget discussions.
- Are there additional funds for Vision Zero?
 - Yes.
- PBOT needs to further study the impact of its Vision Zero program.

Budget Deliberation: Momoko Saunders and Tony Lamb

- BBAC members discussed different topics and provided responses to questions posed by BBAC co-chairs regarding PBOT's Investment strategy, general fund decision packages, capacity needs, and PBOT's proposed changes to the Capital Set Aside program and Build Portland allocation.

Budget Letter discussion: Momoko Saunders

- Budget letter is due on the 26th of January. The sub-committee will prepare a draft to be shared via email before BBAC's meeting on the 18th.
- Maria Hernandez recommended that the sub-committee create an outline and share with the rest of the Committee before the next meeting.
- Staff will collect signatures on the 18th.

Next Steps:

- BBAC will meet on the 18th of January at the Congress building, 5th floor, Room 513. Address: 1001 SW 5th Avenue Portland Oregon.