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Dan Saltzman Commissioner **Leah Treat** Director

Bureau and Budget Advisory Committee

Thursday, March 15, 2018

4:00– 6:00 pm

Congress Building, 5th Floor, Conference Room 513

Committee Members Present: Ruthanne Bennett, Kaliska Day, Samuel Gollah, Ryan Hashegen, Sarah Iannarone, Thomas Karwaki, Arlene Kimura, Molly Baer Kramer, Tony Lamb, Meesa Long, Rob Martineau, Patricia Montgomery, Farrell Richartz, Kevin Vandemore

Committee Members Absent: Heather Bowman, Maria Hernandez, Frannie Knight, Momoko Saunders, Pia Welch

PBOT Staff Present: Tosin Abiodun, April Bernstein, John Brady, Kea Cannon, Shoshana Cohen, Jessica Kinard, Mark Lear, Mauricio Leclerc, Jeremy Paton,

Welcome/Community Check-Ins and Announcements: Tony Lamb

- Tony Lamb opened the meeting, welcomed committee members and reviewed the meeting agenda. He welcomed Sarah Iannarone, the new representative for the Bicycle Advisory Committee (BAC).
- John Brady, PBOT's Communications Director, spoke on behalf of Director Leah Treat. He informed BBAC members that on Saint Patrick's Day, PBOT will have a second iteration of Safe Ride Home messages and will work closely with TNC companies to provide discounted rides to community members. On the 19th of March, Director Treat will speak at the Design Week Conference and talk about PBOT's transportation vision. At the event, representatives from PBOT and the Oregon Department of Transportation (ODOT) will discuss the I-5 Rose Quarter project. PBOT's budget hearing is scheduled for March 20. On the 22nd, the speed safety cameras will start issuing citations to drivers who violate the City's posted speed limit. This is part of PBOT's Vision Zero initiative and so far, one of the most effective tools used to reduce speed and influence motorist behavior. On April 2nd, PBOT will premiere a new speed safety public safety announcement campaign (PSA). April 7 is the last day for community members to pick up the 20 is plenty yard signs.
- Thomas Karwaki shared information about a recent land use and transportation summit that took place in North Portland. At the meeting, he gathered that almost every neighborhood association in North Portland are having problems with PBOT. He suggested that PBOT quickly address those concerns before they escalate and become raging battles. Thomas requested that PBOT, on a monthly basis, provide BBAC with the names of community

members who died from traffic-related accidents. The data should also include the location of where the fatality occurred.

- Elaine Kimura requested for a reference guide with the names and acronyms of all PBOT programs and their funding sources.
- Sarah Iannarone shared information about the South West in Motion Open House, Lincoln Harrison Neighborhood Greenway project, Portland Art Museum Rothko Pavillion, Lloyd Woodlawn project, Enhanced Transit Corridor Plan and a participatory budget work session scheduled for April 14 at the Rosewood Initiative.

Questions and Comments

- Does PBOT have more 20 is Plenty yard signs? Community members do not have enough yard signs.
 - PBOT has already printed about 2500 signs and will print additional 2500 signs to share with community members.
- Where should community members go to pick up the yard signs?
 - Tosin will provide yard signs pick up schedule and other relevant information to BBAC members via email.
- Is the public safety announcement going to be shared on TV or online?
 - The public safety campaign will be launched on TV, billboards and social media. It is an extremely visual campaign.
- Do we have any update on the Division Street Transit project?
 - Tosin will provide additional information via email.
- BBAC members voted and supported Thomas Karwaki's request for BBAC to read the names of community members who died from traffic at the start of every meeting.

PBOT Budget Update: Jessica Kinard and Kea Cannon

- Jessica Kinard shared information about the Citywide budget review process. The City Budget Office (CBO) just released its recommendations. CBO's memo (which is available online) highlights the key budget and program performance issues for Council to consider during the budget process.
- CBO looks at the City's budget holistically with the goal of producing a balanced budget. CBO balanced the budget to a 1.5-million-dollar general fund deficit and the surplus of one-time resources in the amount of 24.7 million dollars. CBO follows financial policies that states that half of one-time resources must go to capital projects that are evaluated through a Capital Set Aside process.
- CBO recommended one in quarter million dollars for investments that were legally mandated or mandated by financial policies for instance the Fire Fighter Union's recent arbitration award and the Anderson Lawsuit. In addition, CBO recommended 2.3 million dollars for a small number of programmatic enhancements.
- CBO did not recommend reduction to PBOT's general fund resources. CBO will have conversations with the Bureau of Environmental Services about PBOT's Street Cleaning Program.
- PBOT's request that CBO recommended for funding through the Capital Set Aside process includes the Traffic Signal Reconstruction project, Halsey Corridor Traffic Signal Replacement project and Traffic Signal Upgrade Supporting Economic Development project. CBO did not recommend two projects, the Bridge Replacement on NE 42nd Avenue and ADA accessible sidewalks. The Bridge Replacement project was not recommended because the project is scheduled to receive Build Portland funds and the ADA project was not recommended because PBOT already received 5 million dollars last fall.

Questions and Comments

- When is the City going to settle the ADA lawsuit? What does CBO mean by “re-visit” the law suit?
 - The City is expected to settle the lawsuit sometime in the middle of the year. Once the lawsuit settlement is complete, the City will know its legal obligation and determine how many ramps need to be constructed or reconstructed. At that point, PBOT will know how much resources is needed to meet the lawsuit settlement. The issue will be re-visited as part of the budget process in November.
- So what will happen between now and when the lawsuit is finalized?
 - PBOT has within its base budget 2.3 million dollars that it has been allocating during the proceeding of the law suit. Once the lawsuit is settled, the bureau can immediately deplore the 5 million dollars it received last fall.
- Did CBO take parking lot closures into consideration?
 - Yes. It will be factored into PBOT’s revenue projection.
- Is any dollar amount in the General Fund going to ADA ramps?
 - No. This is because PBOT already received 5 million dollars for ADA ramps.
- Are CBO staff on the same page regarding their recommendation for BES to provide additional funds for PBOT’s Street Cleaning program?
 - This was one of three options for PBOT to consider.
- BBAC members are familiar with the “Triple Win Strategy.” Is the City using a separate set of criteria for ranking projects for the capital set aside fund?
 - There are many criteria used across the City for ranking and prioritizing projects. PBOT has its own criteria for prioritizing projects. The Capital Set Aside process is primarily driven by two criteria – safety risks and impact (how many people will be affected).
- Who are the people scoring the projects?
 - Capital Asset Managers from around the City.
- Is possible to see the metrics and score allocated to projects selected for the capital set aside funds?
 - Jessica Kinard will provide the information to Tosin via email. Tosin will share the information with BBAC members before the next meeting.
 - 40 was the highest score. Paving Maintenance projects don’t typically get high scores.
- Is there a reason why CBO did not recommend Vision Zero projects?
 - CBO did not recommend two Vision Zero projects primarily because both projects are eligible to receive Marijuana funds.
- Tony Lamb reminded Committee members that PBOT’s budget work session will take place on March 20 at noon. BBAC has been allotted five minutes for a short presentation at City Council.
- Are the Co-chairs expected to speak on behalf of the team?
 - In previous years, BBAC Co-chairs have represented BBAC members at City Council during the budget workshop session.
 - BBAC members appointed Thomas Karwaki, Rob Martineau and Arlene Kimura to represent their group at City Council and elevate and discuss the following issues: the need for BES to collaborate with PBOT and provide additional funds for the Street Cleaning program, Vision Zero and ADA.

Regional Transportation Plan Update: Ryan Hashagen and Mark Lear

- Ryan Hashagen shared general information about the Regional Transportation Plan and mentioned that there is need for TriMet to recognize and include equity as a guiding matrix for the plan.
- Mark Lear, Ryan Hashagen and Maria Hernandez drafted a letter on behalf of BBAC asking TriMet to incorporate equity into the plan. Mark Lear reviewed the main points highlighted in the letter and asked Committee to support the letter with their signatures.

Questions and Comments

- Is the Office of Equity and Human Rights involved in the conversation about the RTP plan?
 - Not sure.
- When will PBOT send the letter to the Metro Council?
 - Tuesday, March 20.
- Did PBOT's Equity Manager review the letter?
 - Yes.

Enhanced Transit Corridors (ETC) Plan: April Bernstein

- April Bernstein introduced the Enhanced Transit Corridor Plan to BBAC members.
- Why this plan? Because PBOT needs to do more to support transit in Portland and the region in general. Currently, transit ridership is not growing adequately to support population growth and buses are getting stuck in traffic and trips take longer.
- The focus of PBOT's planning effort is to identify where transit priority, streamlining and access treatments could be most beneficial to improve transit reliability, travel time and capacity. The goal is to increase transit ridership and improve experience of current riders, support equity goals and support planned growth consistent with the 2035 Portland Comprehensive Plan. With the plan, PBOT will forge partnerships and coordination with TriMet and other agencies.
- PBOT has implemented safety improvements at NE Sandy Boulevard approaching 72nd and SE 50th approaching Powell. PBOT is thinking about implementing multi-modal improvements. In Spring 2018, PBOT will implement safety improvements on SE Ankeny to NE Everett.
- TriMet and Metro will lead the pilot program for the Regional Enhanced Transit Plan. PBOT will participate in the program and submit candidate locations for further project development.
- April Bernstein encouraged BBAC members to participate in the Enhanced Transit Corridor online survey.

Questions and Comments

- What is missing in the ETC plan is information about people, especially those from communities of color and low-income communities, who work a non-traditional shift. Most of them drive because the buses do not start running at the time their work starts or ends. They don't work from 9 to 5. The needs of community members who live in Rivergate and Columbia Corridor is not addressed in the plan.
 - The ETC plan is one component of PBOT's efforts around transit. PBOT is in an appropriate position to bring this critical issue to the regional decision-making table. PBOT is currently working on a multi-modal project in the Columbia Corridor.
- Does the ETC plan include information on how to enhance user experience?
 - This effort is more focused on the reliability experience for transit riders and could include wayfinding tools that will help enhance user experience.
- Ryan Hashagen stated that the ETC plan is groundbreaking in its use of data. He encouraged PBOT to lay up metrics for TriMet and use data to shape conversations about transportation investments in Southwest Portland.

ODOT Congestion Pricing: Shoshana Cohen

- Shoshana shared high level information about congestion pricing (also referred to as value pricing) and how PBOT is evaluating the program.
- Portland is growing and congestion is growing. Congestion comes with huge economic, social, climate and health costs. PBOT uses transportation demand management tools and other strategies to address congestion relief. The strategies are working but more work needs to be done because congestion continues to grow.
- When roads are not priced, it leads to inefficient road use. Congestion pricing is only one tool out of many that can be used to address congestion issues. Stakeholders have raised the importance of providing options to community members other than just asking them to pay congestion fees.
- In November 2017, City Council passed a resolution to support ODOT's efforts and highlighted the need to focus on equity and safety.
- ODOT has put together a Value Pricing Advisory Committee. They are charged with the task of evaluating options and pricing on I-5 as well as I-205. The Committee is composed of about 25 regional stakeholders. The group will make a recommendation to the Oregon Transportation Commission in June.

Questions and Comments

- Is the planned expansion for the SW Corridor part of the conversation about congestion pricing?
 - Not sure.
- Has ODOT considered including a no-build option?
 - A no-build option is not within the scope of options ODOT is currently considering.

Announcements: Tosin Abiodun

- Equity 101 training is scheduled for March 26 from 8:30 am to noon.

Next Steps

- BBAC will meet on the 19th of April at the Congress building, 5th floor, Room 513. Address: 1001 SW 5th Avenue Portland Oregon.