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Dan Saltzman Commissioner **Leah Treat** Director

Bureau and Budget Advisory Committee

Thursday, April 19, 2017

4:00– 6:00 pm

Congress Building, 5th Floor, Conference Room 513

Committee Members Present: Samuel Gollah, Ryan Hashegen, Maria Hernandez, Thomas Karwaki, Arlene Kimura, Molly Baer Kramer, Meesa Long, Patricia Montgomery, Momoko Saunders, Kevin Vandemore.

Committee Members Absent: Ruthanne Bennett, Heather Bowman, Kaliska Day, Frannie Knight, Tony Lamb, Rob Martineau, Elaine O’Keefe, Pia Welch, Farrell Richartz.

PBOT Staff Present: Tosin Abiodun, April Bertelsen, Shoshana Cohen, Zan Gibbs, Mark Lear, Irene Schwoeffermann, Leah Treat, Emily Tritsch, Tara Wasiak.

Community Members Present: Marianne Fitzgerald (SW Portland Volunteer), Elliot Levin (PTE Local 17), Linda Nettekoven (SE Uplift LUTC).

Welcome/Community Check-Ins and Announcements: Momoko Saunders

- Momoko Saunders opened the meeting, welcomed committee members and reviewed agenda topics.
- BBAC members honored the memory of a community member who died from traffic related fatality in April.
- Momoko appreciated Arlene Kimura, Rob Martineau and Thomas Karwaki for representing BBAC at the budget workshop session on March 20. Arlene Kimura mentioned that BBAC’s message was well received. Thomas Karwaki added that City Commissioners amplified BBAC’s message about the need to support Vision Zero and the ADA sidewalk corner repair program.
- Momoko announced that BBAC will not meet in July and August. During the two months break, BBAC Co-chairs and PBOT staff will schedule informal meetings and communicate with the group via email. Momoko encouraged all members to retain their membership for two years, but requested advance notification from members who are planning to leave the group permanently.
- Director Leah Treat mentioned that the Creek Settlement was the main topic of discussion at PBOT’s budget hearing. PBOT has since negotiated a settlement that will be presented to City Council in May. The Mayor’s proposed budget will be released at the end of the month.

- Momoko introduced Tara Wasiak, PBOT's new Maintenance Operations Manager. Tara talked about her professional and leadership experience. Her goal is to make sure that PBOT delivers excellent service and address community concerns. She noted that PBOT crews fixed 1350 out of 1500 potholes reported during the recently completed Patch-a-thon program.
- Samuel Gollah encouraged BBAC members to share information about [PBOT's residential speed limit reduction programs and Vision Zero initiatives](#).
- Thomas Karwaki shared information about North Portland's Transportation Summit scheduled to hold sometime in May or June.
- Maria Hernandez stated that TriMet is planning to organize and facilitate community forum meetings. She will provide additional information at the next BBAC meeting.
- Sarah Iannarone stated that the participatory budget workshop at the Rosewood Initiative was well attended. Additional information about the event can be found on Bike Portland's website. Sarah added that a Neighborhood Hate Watch Group recently helped pull down defaced "20 is plenty" signs.

Questions and Comments

- Thomas Karwaki stated that transportation did not feature as a topic of discussion at the Community budget forum which took place on April 17.
 - At the meeting, the only transportation related topic that surfaced was the request for the state to update sections of 82nd street to Urban design standard and have it transferred to the City of Portland.
 - Does the City support the request? Yes, but under certain conditions.
- Will Tara Wasiak attend BBAC meeting on a regular basis?
 - Only as needed, not a regular basis.
- Did PBOT use in-house staff or contractors to implement the Patch-a-Thon program?
 - Most of the work was completed by PBOT staff. Contractors handled only a small proportion of the pothole repair.
- Irene Schwoeffermann noted that community members can pick up PBOT's "20 MPH signs" at the reception desk on the 5th floor of the Congress building.

Capital Set Aside and Build Portland: Emily Tritsch

- On March 28, City Council approved the Build Portland list for the first round of funding. Emily Tritsch shared the list of approved transportation projects. PBOT received about 35 out of the 50 million dollars.
- Approved projects for the Capital Set Aside will be announced in May.
- Emily Tritsch provided a big picture overview of tasks PBOT will be working on for the next couple of years including the Fixing Our Streets project, Base repair projects, Cross Improvement projects, Build Portland project, Capital Improvement projects and proposed Capital Set Aside projects. There are other important efforts around ADA as well as Traffic signals and Street lights.
- Emily explained changes to the Capital Set Aside process and highlighted the difference between the newly proposed scoring methodology and current scoring methodology. The metrics for the new methodology is yet to be determined and finalized.

Questions and Comments

- How is equity built into ongoing conversations about the City's Capital Set Aside process?
 - Bureaus receive benefit points for projects that serve historically underserved communities.
 - It is important for the City and the Portland Bureau of Transportation not to lose sight of equity as a guiding criteria.

- It is almost impossible to make the case that poor road pavement comes with health or safety impacts. A cost benefit approach will help elevate transportation issues and projects.

Zan Gibbs: Equity Matrix Update

- The PBOT Equity Matrix, housed on the City's ARCGIS webpage, is publicly viewable. All City bureaus use the tool to share and pull data files.
- Some years back, PBOT created an Equity matrix to help rank many of its internal lists that relate to projects, programs and procedures. The Equity Matrix was recently updated. Limited English Proficiency is no longer listed as a demographic variable on the overall score page. This is because the American Community Survey data has a high margin of error when it comes to mapping language spoken in Portland metro area.
- PBOT added a Vision Zero layer to the Equity Matrix map. The Portland Housing Bureau also added two new layers, namely the Affordable Housing Portfolio and Affordable Housing Pipeline. The Bureau of Planning and Sustainable is currently working on an opportunity and vulnerability index layer. The Office of Neighborhood Involvement (ONI) is also planning to add boundary layer information to the map.
- The City is only choosing data that can be easily managed and updated annually.

Questions and Comments

- Are there plans to add sidewalk layer to the map? How do we connect mobility to our equity plan?
 - PBOT has a map that shows connectivity on Portland streets and provides information such as percentage of sidewalk and curb coverage.
- Do other Cities have their own equity matrix plan? Do Cities typically share this type of data or resource with each other?
 - The City of Seattle has a better and more standardized equity matrix map that include layers such as schools and health centers.
- What about community members who live on the edge of the City of Portland, in areas such as Washington County, Multnomah County and Clackamas County? Do other jurisdictions coordinate their equity efforts or use a different data set?
 - Metro has an equity map for the whole region. The organization considers variables such as race, income and age.
- Will the City include Smart Cities data or data from the new bike app?
 - The City will likely not include bike application data on the map.
- PBOT should consider including section 8 locations (by the block) and age on the map.
 - Section 8 voucher holders are eligible to rent anywhere in the City.

Enhanced Transit Corridors Plan: April Bertelsen

- PBOT implemented an Open House event and created a survey to share more information about the Enhanced Transit Corridors Plan. The survey will close at the end of March. So far, PBOT has received seventy or more responses from community members. PBOT will revise the plan based on feedback received. The next step will be to present the final draft plan along with the list of selected projects for the Regional Transportation Plan to City Council for adoption.

Questions and Comments

- When will PBOT present the plan to the City Council? What is the timeline for BBAC to create a letter of support?
 - PBOT does not have a concrete date yet. The plan is likely to go before City Council in late May or early June. BBAC should consider developing a letter of support before May.
- Is it correct to say that the ETC plan is cost effective and easy to implement?

- Some projects are more complicated and require more funds for implementation. However, PBOT has implemented low cost treatments at Sandy Boulevard and SE 50th approaching Powell.
- Is TriMet going to measure passenger delay?
 - PBOT is developing passenger delay data in partnership with TriMet. TriMet will use GPS AVL data to capture the amount of delay buses experience plus the number of people on buses. PBOT will develop additional analysis to complement TriMet's data.
- TriMet does not capture delays the way community members do. For TriMet, four minutes delay is not necessarily considered disruptive. For a community member four minutes delay means and often times results in a lost connection opportunity. How does the experience of community members play into how PBOT and TriMet capture passenger delay?
 - PBOT and TriMet is counting passenger delay not relative to schedule but in terms of how slow a bus moves during peak hours compared to what speed that bus is travelling when there is traffic free flow. It is a relative and not absolute delay.
- Is delay on the rail included in the ongoing conversations?
 - PBOT is not evaluating the light rail system but instead focusing on buses and streetcars.
- Does PBOT obtain and receive information from sister transportation agencies and TNC agencies such as Lyft and Uber?
 - PBOT does not seek information from TNC companies. The ETC Plan is focused mainly on the City of Portland. PBOT continues to advocate for a regional Enhanced Transit Corridors Plan.
- What will happen if City Council does not approve the Enhanced Transit Corridors plan?
 - If the plan is not approved by City Council, it means PBOT will need to go back to the planning table.
- Does the Enhanced Transit Corridors plan have an equity focus? How does the plan include and cover transit equity? Will community members have more opportunities to provide their input on the ETC plan and the draft development process?
 - PBOT has been working with TriMet to develop equity scores and measures for the ETC plan. TriMet's Equity Advisory Committee are highly engaged in the process. There are future engagement opportunities. Throughout the development process, community members will have the opportunity to provide feedback.

Regional Transportation Plan: Mark Lear

- Metro Council received BBAC's letter regarding the Regional Transportation Plan in March.
- Eleven elected officials including City Council Commissioners wrote Metro Council to support the addition of 82nd Avenue to the Regional Transportation Plan. On April 12, Metro Council wrote a letter asking ODOT to include 82nd Avenue and other projects in the Regional Transportation Plan.
- Mark Lear reviewed reviewed nine recommendations highlighted in BBAC's letter to the Metro Council.

Questions and Comments

- Are there discussions about corridors and interconnectivity?
 - Regional corridors and interconnectivity come up in conversations about the 2020 Transportation Bond Measure. There is a growing interest in the topic partly because 7% of crashes occur on busy streets that run between jurisdictions. Corridors and Interconnectivity will be included in the implementation chapter of the Regional Transportation Plan.

ODOT Congestion Pricing: Shoshana Cohen

- Congestion Pricing is new idea at the regional level. The City of Portland is participating in ODOT's Congestion pricing process.
- Shoshana reviewed several congestion pricing options and shared information about ODOT's upcoming Open House event.
- Transportation models are showing significant rise in congestion at the regional level. By 2027, almost a third of all the through ways are expected to be congested. Portland residents spend about 12, 600 dollars on transportation per year. Congestion negatively impacts low income communities and communities of color.
- The City is already discussing what to do with revenue that come in through congestion pricing. In November, City Council asked PBOT to participate in ODOT's process with a focus on climate, equity and safety. The Oregon Transportation Commission (OTC) will receive the initial recommendation of a policy advisory committee regarding congestion pricing options in June.
- PBOT staff are developing a set of principles that will inform conversations about congestion pricing options at the regional level.

Questions and Comments

- How do you expand the Interstate highway?
 - PBOT is not recommending the expansion of Interstate 5 but asking for safety improvements.
- Do you accommodate the transportation needs of community members who live on Jantzen beach? Residents of the area have to use the freeway. They don't have a choice. Will they get a new bridge or an exemption?
 - It is a big question that is still under review.
- Is PBOT just going to develop recommendations or support only one of the congestion pricing options?
 - PBOT is still considering several congestion pricing options.
- Does the plan eliminate or encourage carpooling?
 - There is potential in the design for carpooling reductions. The overall goal is to encourage more people to carpool.
- Congestion pricing is a complex topic. What is PBOT's community engagement approach? How do we make sure we develop a community driven solution? What kind feedback is PBOT providing to OTC about communities that do not have enough information about the topic or people who do not have access?
 - PBOT acknowledges the need for a robust process. PBOT is open to receiving feedback from community members.
- PBOT should give proper consideration to the needs of low income households and think more about who benefits most from the implementation of hotlanes.

Announcements:

- Maria Hernandez proposed that BBAC hear public comments at the beginning of each meeting rather than towards the end.
- Tosin Abiodun thanked all committee members for their leadership.

Next Steps:

- BBAC will meet on the 17th of May at the Congress building, 5th floor, Room 513. Address: 1001 SW 5th Avenue Portland Oregon.