

BBAC Talking point at City Council

Dear Transportation Commissioner Eudaly, Mayor Wheeler, and Commissioners Hardesty, Fish, and Fritz:

The PBOT Budget/Bureau Advisory Committee (BBAC) is a collection of individuals representing a range of interests impacted by transportation decisions, including neighborhoods, businesses, labor, bicyclists, pedestrians, freight, and traditionally underserved communities.

Thank you for the opportunity to take a deep dive into PBOT's budget. We applaud City Council's efforts to create a new budget process that evaluate programs in terms of equity and performance measures, and we note that it is paramount that these metrics are thoughtful in their encapsulation of community values. The new process offers more robust avenues for engagement at the program level. For the first time, we are able to look at PBOT's budget in a holistic manner, helping us evaluate the connections between funding, program goals, and outcomes.

Change in Budget Process

We recognize that the budget, while submitted, is still a work in progress. Given the substantial changes in budget format and process, we congratulate PBOT staff on delivering a budget product that provides an enormous level of detail. Overall, it represents a positive step toward transparency and connecting funding streams with bureau and city goals.

However, we have the following concerns that we hope PBOT will address this year and in future budget cycles:

- New in the 2019-20 budget, "Equity Impacts" are included as a dedicated section for each PBOT program. We hope that staff will incorporate these respective statements into the planning and implementation of all projects. However, we also note that not all program offers include actionable equity statements with specific, measurable elements. For example, sections that simply state that "equity goals of this program are to provide equitable city services to all residents" are not satisfactory. We compliment PBOT for program offers that include strong equity statements, and encourage PBOT staff to ensure that all programs include robust, actionable, and measurable equity statements in the future. This will strengthen the city's commitment to equitable investment and improve accountability.

- Although we are excited to see performance measures attached to program offers, we note that some sections are incomplete and others include measures that are not useful for evaluating program effectiveness. We urge PBOT to provide measures (with associated baselines) that inform outcomes that relate to program goals, rather than simple outputs. For example, we do not want to simply know the number of linear feet of sewer/storm lines inspected; we want to also know how that number relates to the system as a whole, the associated equity implications, how many adjacent residential/commercial lots these inspections covered, the quality of inspected lines, etc. In short, we hope that performance measures will be a useful mechanism for assessing year-over-year progress on city and community goals. We intend to actively comment on these measures moving forward to ensure that they reflect community concerns.

Commissioner Eudaly's Directives:

We support Commissioner Eudaly's directives for additional PBOT funding for Vision Zero, Alternative Modes of Transportation, and Pay Equity. They align with BBAC values of safety, equity, labor, and climate change.

DP 7664, Vision Zero Enhancements

Vision Zero is a critical safety program that requires urgent implementation to protect and save lives across the city. All populations, especially the most vulnerable, are entitled to safe transportation regardless of mode, neighborhood, or socioeconomic status. Additional street lighting and multi-bureau awareness campaigns are an important part of transportation system safety, and we believe this directive encapsulates three of our four values; equity, safety and climate change. We strongly urge council to fund this project.

DP 7665, Alternative Modes of Transportation

The City of Portland was the first in the U.S. to create a Climate Action Plan (CAP) for cutting carbon. The expressed goal of Portland's CAP is "40 percent reduction in carbon emissions by 2030 and an 80 percent reduction by 2050 (compared to 1990 levels)." An updated CAP approved by Portland City Council in 2015 features "driving less" (reducing per person vehicle miles traveled) as a central factor in meeting our GHG emissions reduction benchmark.

The Alternative Modes of Transportation package directly addresses the CAP by funding programs and infrastructure that improve active transportation, transit, and bike share options for people living with disabilities. BBAC strongly supports

this package, and it aligns with three of our core values; equity, safety and climate change prevention.

DP 7666 Pay Equity Study Impacts

BBAC feels strongly that an employee's race, color, religion, sex, sexual orientation, national origin, marital status, veteran status, disability, or age should never influence their compensation. We support this additional funding request.

BBAC members stress that an investment in PBOT staff is an investment in the fundamental mission of PBOT. The employees are the reason for every mile paved, sewer line repaired, street swept, or ADA ramp installed. Pay equity promotes two key values of BBAC: equity and labor. This is necessary even if funding is not awarded through General Fund.

We hope that City Council will consider and act upon this feedback as the budget process moves forward. BBAC views this budget as a first step and we look forward to continued engagement through this budget cycle and in the coming years.

Thank you,

PBOT Bureau & Budget Advisory Committee