

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Director

Bureau and Budget Advisory Committee Agenda

Thursday, September 19, 2019, 4:00pm-6:00pm

1050 SW 6th Ave, 5th Floor, Room 513

Committee Members Present: Arlene Kimura, Douglas Armstrong, Farrell Richartz, Josh Linden, Maria Hernandez, Momoko Saunders, Pia Welch, Ruthanne Bennett, Ryan Hashagen, Samuel Gollah, Thomas Karwaki, Tony Lamb

Committee Members Absent: Evelyn Ferreira, Femi Oluwafemi, Lauren Bates, Meesa Long, Rob Martineau, Sage Gieselman, Sarah Iannarone, Shani Harris-Bagwell

PBOT Staff Present: Chris Warner, Jenny Liddicoat, John Brady, Ken Kinoshita, Matt Grumm, Noah Siegel, Ryan Kinsella, Ty Berry, Vanessa Micale

1. Welcome to the new 2019-2020 and introductions of the new co-chairs

- Chris Warner, PBOT Director
- John Brady, PBOT Director of Communications and Public Involvement
- This year we are implementing paperless meetings which will reduce our carbon footprint, we will upload agendas and presentations on BBAC page ahead of the BBAC meetings, you can opt in for a binder, if needed - John Brady
- Introducing Demetri Finch-Brown, new Constituents Coordinator - John Brady
- Introducing Chris Warner, Director PBOT - John Brady
- Introductions and Co-Chair Updates - Chris Warner
 - John Linden, New Co-Chair
 - Lauren Bates, New Co-Chair
 - Tony Lamb, Existing and Current Co-Chair
- Thank You for Your Service, Last Year's Co-Chairs - Chris Warner
 - Momoko Saunders, Prior Co-Chair
 - Tony Lamb, Prior Co-Chair
- BBAC members observed a minute of silence to honor the memory of 16 community members who died in traffic related crashes - Momoko Saunders



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2. Update on Strategic Plan and Performance Metrics

- Chris Warner, PBOT Director
- Noah Siegel, PBOT Interim Deputy Director
- *Materials: Strategic Plan Presentation ([LINK](#))*

- Strategic Plan “Moving to Our Future” is finalized. Hard copies of the Strategic Plan handed out to all BBAC committee members.
- Safety must be the foundation of where we are going and make Portland streets safe for everyone. Make safety a priority in everything we do.
- The Strategic Plan asks PBOT employee to think about how they can contribute to our bureau’s shared success. To support them, our Office of the Director will engage with leadership and staff across the bureau to determine how their work contributes to the outcomes that are identified in this strategic plan.
- In achieving these goals, we are committed to transportation justice. Our streets belong to everyone. All Portlanders deserve the same access to safe, reliable and affordable transportation options. They also need transportation policies, programs, and projects that help us lower Portland’s carbon footprint.

Questions and Comments:

- Initiatives and interconnected goals are great, how are we going to track the budget is aligning with the goals? How close are we to see how we are meeting these goals? When do we expect a timeline of these measures?
 - We’re compiling clear measures on what we are trying to accomplish, we are going through a three-year budget shift, what outputs we are doing, menu of outputs that we offer that address these problems, how much they cost, how much do they map to our offerings and strategic goals. We want year by year indicators, we are trying to identify items in this year’s budget, next year we will be able to see where our measures are comparing to our goals.
- There are guidelines on federal money, we are constricted to spending X amount on these specific items. It might be helpful to do a townhall with communities, informing about constraints within our budget, what we can and can’t do because of budget, getting the public to understand what these tradeoffs will look like, consider it as part of our budget process.
- We are serious about safety, and this should be one of our main questions, transportation Justice and Climate Change are two lens that we are looking through, and safety should be our main concern.
 - Safety is integrated, while focusing on equity and transportation justice, it focuses on who is constantly put into unsafe situations based where you live.

3. Overview of PBOT Resources and Expenditures

- Ryan Kinsella, PBOT Finance Division Manager
- *Materials: Overview of Budget Process Presentation ([LINK](#))*

- Basic overview of the City's budget. The City is comprised of 28 different bureaus, which are organized into six major services areas: public utilities, public safety, community development, parks and recreation, administration, and transportation. The City's \$5.6 billion budget can be divided into two buckets: funds restricted to specific services and discretionary funding that can be spent much more broadly. The majority of these General Fund discretionary resources are spent on Police, Fire & Rescue, and Parks & Recreation. In contrast, dedicated funds are used to fund public utilities and transportation services, for example.
- PBOT's funding. PBOT's \$571 million budget is funded through various resources. Some of these resources are restricted to specific projects and programs, whereas other resources can be spent on a various transportation needs (i.e. General Transportation Revenue or GTR). GTR consists of state and local gas taxes (\$82.4M), parking meters (\$36.2M), parking permits (\$11.8M), and parking citations (\$8.4M) and unrestricted fund balance of \$89.3 million. Restricted funding includes grant revenues (\$44.6M), revenue paid by other bureaus for services (\$34.3 million), Fixing Our Streets (\$21.4M), in addition to many others. This funding is then used to support PBOT's operating programs and capital program.
- Budget calendar. There are several major milestones in the budget process. Between now and December, PBOT and BBAC will develop the base budgets and review programs. In December, PBOT leadership will finalize budget decisions based upon BBAC feedback. In January, BBAC will provide its final feedback. Then, beginning in February, City Council will begin reviewing PBOT's budget along with all other bureau budgets across the City. City Council will officially adopt next year's budget in June 2020.

Questions and Comments:

- One of our challenges, we received the budget late, we didn't have a lot of time to weigh in, to see where the budget is headed, we need more time than a month to identify priorities.

4. General Transportation Revenue Forecast

- Ty Berry, PBOT Senior Financial Analyst
- *Materials: GTR Forecast Post-Budget Presentation ([LINK](#))*

- PBOT's five-year forecast remains balanced. However, changes to the forecast between the last publication and the adopted budget reduced the five-year surplus from \$24.6 million to \$8.3 million. The reductions were due to a combination of factors beyond the bureau's control, such as changing interagency agreements, as well as critical bureau initiatives such as ADA compliance.
- PBOT continues to refine and update its financial forecast. Upcoming changes include a review of revenues from temporary street use permitting, which have exceeded forecast values, as well as adding provisions for PBOT's contribution to design for remediation at the Portland Harbor superfund site.

Questions and Comments:

- The bureau received an extra 15m in 2018, 16m in 2019, 31m in 2020, from the increased mile tax, is it going to maintenance? What is the process when you receive more money? Where in the City is this allocated, how are you investing in areas?
 - This revenue was first allocated to a variety of functions, signals and streetlights, capital side, fed into operating, maintenance, bigger projects, programed into our 5/10-year forecast. It's going to variety of projects, it's not in a discretionary pot. Ty Berry will follow-up with calculation of funds.
 - Growth in our area, doesn't mean we receive more funds, Multnomah County and City of Portland have decreased population because of people moving to Washington County and Vancouver. We aren't getting as many vehicles registered or more population, it's staying consistent. Why are more people moving out? We need to invest in these areas.

5. Review Commissioner Eudaly's Areas of Focus

- Chris Warner, PBOT Director
- John Brady, PBOT Director of Communications and Public Involvement
- *Materials: Letter from Commissioner Eudaly ([LINK](#))*

- PBOT recently adopted a new strategic plan called "Moving to Our Future" within the guidance of this document are two fundamental questions we must ask as we allocate our finite resources and do the work that Portlanders expect of us.

- Will it advance equity and address structural racism? And will it reduce carbon emissions? While we keep these two questions at the forefront of our thinking, we need to make our roads safer for all Portlanders, manage transportation options for our growing city, and do this all in a way that allows us to maintain our investments. This must be our focus as we create our budget for the upcoming fiscal year. The climate crisis is here, and we all need to work together to limit carbon emissions in every aspect of our lives. Transportation is a huge factor in managing carbon emissions, as you examine individual PBOT programs and evaluate service level priorities, I ask that you keep the climate emergency front and center in your decision making.

6. Announcements

- Chris Warner, PBOT Director
- John Brady, PBOT Director of Communications and Public Involvement
- September 21, 4:00pm-6:00pm, The North Pole Screening, Season 2, at Library, 8155 NE Oregon Street, the series takes place in Oakland and touches on gentrification, police brutality, immigration, and climate change among other issues. Maria will send out details by email.
- September 22, 11:00am-4:00pm, Sunday Parkways in NE Portland. It's the final Sunday Parkways of the year, with an exploration of the Northwest neighborhood greenways of Going Street, Holman Street, and Alberta Court. It's the final event of the season.
- September 25, 5:30pm-6:30pm, Trimet+T2020 Workshop at Metro, regarding TriMet's Strategic Plan, their plans to increase ridership, their service enhancement plans, and how all of these issues interact with possible investments in a transportation measure. Maria will send out details by email.
- October 5, Bus Riders Organizing, Up With Riders! The first Saturday of every month, Up With Riders convenes to listen to what riders think and delivering information about campaigns and victories. Up With Riders campaign is to stop fare hikes and win truly public transit, free of fares, congestion, and racial profiling. Maria will send out details by email.

7. Adjourn