

Bureau and Budget Advisory Committee Agenda

Thursday April 16 2019 (4:00-5:00pm)

Zoom Meeting

Committee Members Present: Arlene Kimura, Douglas Armstrong, Farrell Richartz, Josh Linden, Lauren Bates, Maria Hernandez, Meesa Long, Momoko Saunders, Pia Welch, Rob Martineau, Ruthanne Bennett, Ryan Hashagen, Samuel Gollah, Sarah Iannarone, Thomas Karwaki

PBOT Staff Present: Art Pearce, Caitlin Reff, Chris Warner, Demetri Finch-Brown, Matt Grumm, Millicent Williams, Ryan Kinsella

- **Welcome & Public Comment** - 10 minutes
 - BBAC Co-chair Lauren Bates read the Vision Zero names

- **Budget Update** - 30 minutes
 - *Chris Warner, PBOT Director*
 - PBOT has experienced an unprecedented drop in funding (\$2.8 million dollars a month that we are not receiving from state highway fund)
 - Parking revenues have fallen by \$4 million
 - Cumulative impact of \$23.2 million dollar hit on PBOT's budget if crisis continues through June
 - PBOT Priorities:
 - i. Maintain existing workforce
 - ii. Targeted reductions that allow for reinvestment in the future
 - iii. Deliver equitable and accessible services
 - iv. Protect vulnerable populations
 - v. Achieve our climate action goals

- Use the rest of the reserves to balance the fiscal year, programmatic reductions (like furloughs, hiring freeze, COLA)
 - Are there any plans to recoup revenue (delivery fees)? That remains to be seen.
 - Are HB 2017 revenues also frozen? We are also assuming a reduction in these revenues and including them in the State Highway Funds.
 - Existing funding streams cannot keep pace in inflation. New revenue opportunities: road-user charge, parking meter rate increase, ROW franchising to mobility companies (ROW is currently undervalued)
 - ADA Curb Ramp Program involves a \$120 million dollar investment from PBOT, with \$63.1 million from the General Fund. Concerns that the General Fund will not be able to fund this, and PBOT may have to cover these charges
 - PBOT will be under enormous pressure
 - Has there been any mention of federal support for infrastructure given the crisis? Funding from federal government is directly related to COVID response, it does not replace lost revenue.
 - A lot will depend on when the Stay at Home Orders will be lifted. There is a lot to learn.
 - Are there any projects that will not happen now? We will still do some maintenance work, a lot of the projects rely on other funding like Gas Tax. Projects may be stretched out. We hope to keep people working, both at the bureau and through contracting with construction companies
 - Any word on contracting out the Division Transit Project? The DTP is still moving forward, the construction company has been very responsive, no impact to the project schedule.
- **Performance Measures – 10 minutes**
 - *Michael Kerr, PBOT Strategy, Innovation, & Performance*
 - Various ways in which PBOT is measuring itself:
 - i. Measurability: must have data in place
 - ii. Relevance: how does it relate to our bureau priorities?

iii. Continuity: emphasize long term investment priorities

- enterprise and program levels are the two levels where measures are provided to
 - Our bureau is well-aware of the fact that, from a fatality and mode-share perspective, things are not getting better.
 - Data is updated quarterly
 - How soon will we get corrected data? We will provide it to BBAC.
 - PBOT is pushing to get better data and act on it.
 - We are working with the Bureau to improve data
 - This BBAC interested in giving input to the development or refinement of measures. What opportunities exist to do that? We absolutely want to engage with public entities, and we want to be sure that we are getting accurate, unbiased information. We welcome your impact on this. Over the next year or two, we will be able to get better data.
 - Given the slant towards social distancing and the defect it's having on transit ridership and likely increase in vehicle trip increase will PBOT be tracking a before and after covid effect? Yes, we have a body of work in place, and as the situation continues, we'll have a more clear
 - Shouldn't Traffic Deaths & Injuries read "zero" as goal? Yes, our long-range target is zero. Our KPM is that we will not set annual goals for our traffic fatalities (because we don't want to say that any death is acceptable).
 - Given the lost revenue from gas tax, ongoing reductions there as we achieve climate goals: is VMT a net gain or loss? It's too early to tell. We are taking this data and working to better understand it.
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- **OTC Meeting Debrief – 15 minutes**
 - *Caitlin Reff, PBOT Capital Projects*
 - The letter that BBAC sent to the OTC helped reinforce PBOT values
 - The letter that Commissioner Eudaly and her staff worked on was helpful in addressing climate change, transportation justice.

- PBOT is anticipating a response to this letter that will clarify the path forward and what the next steps.
 - What concerns does PBOT have about this project at the moment? There's a lot of encouraging developments from ODOT. The biggest concern is understanding the timeline, how ODOT will integrate congestion pricing, environmental concerns.
 - Is PBOT satisfied with the Community Input Structure? PBOT, Prosper Portland, Albina Vision, and Metro worked to advise ODOT, contact local community members. It was a pretty successful process, with over 100 applicants from diverse backgrounds for the committee.
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- **Committee Updates and Closing - 5 minutes**
 - Commissioner Eudaly clarifies why PBOT hasn't closed streets: it's a lot of work and could have unintended safety risks.
 - A committee member points out that using a pandemic to close streets isn't helping the most vulnerable members and it raises a lot of equity concerns. Who has the ability to advocate for open streets and who will be the most adversely impacted?
 - People are calling for Bicycle Greenways to be closed, which is a good place to start, but it is not equitable across the cities. Portland is not Oakland, we're not a dense city, so closing streets is not as beneficial in Portland.
 - East Portland Action Plan has a community support fund that they have developed. Initially granting out \$20,000. We realize this is a small amount, but every bit helps. We ask that you share this information out to anyone who needs it.