

Bureau and Budget Advisory Committee Agenda

Thursday May 21 2020 (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, 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

I. Welcome & Public Comment - 10 minutes

- A. Welcome
- B. Josh Linden, BBAC Co-Chair, read the Vision Zero names
- C. Director Warner announced that the Gas Tax Renewal passed with 77% approval, which is a testament to the hard work that everyone has done to advocate for it.

II. I-5 Rose Quarter Update – 15 minutes

- A. Presenter: Art Pearce & Caitlin Reff
- B. Materials: Mobility Project Timeline
- C. The OTC did respond affirmatively to the letter that Commissioner Eudaly and Mayor Wheeler sent, but there was not a lot of specificity in their answer. They're working on putting something together that will explain how the project is moving forward, establishing a partner agreement and an independent review.
- D. OTC wants to transition to more meaningful engagement and broader economic development in the Albina neighborhood.
- E. The new OTC governance structure includes the Steering Committee, Community Opportunity Advisory Committee. PBOT advocated to ensure that community organizations were represented as well as government agencies.
- F. Plans for tolls and congestion pricing in the future. Why isn't the tolling built into the beginning of the project? The Rose Quarter wasn't initially planned with tolling, while the I-5 expansion was. These tolls and congestion plans are for managing demand.
- G. How is ODOT justifying continuing with such an expensive project, given the project budget shortfall? PBOT can't speak to the work that the state wants to do. PBOT continues to represent the interest of Portland in the context of this work. PBOT is advocating for congestion pricing.
- H. How does PBOT plan to compensate for the loss of street car/street access during construction? PBOT wants to ensure that people have access to the direct, local network. There is currently no extended shutdown project for public transit access.

III. Budget Update – 45 minutes

- A. Presenters: Jeramy Patton and Ryan Kinsella
- B. Materials: Proposed Budget Update Presentation

- C. PBOT is currently losing a significant amount of revenue. We generally collect \$7 million from the state each month, now we're averaging about \$2.8 million. Parking revenue has also fallen. Estimating about \$7 million a month is lost due to COVID. As we head into Phase 1 of reopening, we hope to see an improvement.
- D. There's pretty significant variability in what our recovery could look like. Baseline ODOT forecast: Reopening around end of May, full recovery by September. This doesn't take into account continuing social distance measures or the risk of a second wave of infections. PBOT is building its forecast as it receives information.
- E. Is this chart only talking about parking and gas tax revenue? General Revenue funds come from the highway and gas tax.
- F. PBOT will balance current year deficit by borrowing ~\$18 million from the future surplus. We're currently instituting a hiring freeze and shifting projects to save money.
- G. Given that Cornfoot was an RFFA (Regional Flexible Fund) project, what other projects will also see a reduction? We are still working to evaluate cost-saving measures.
- H. We're making a number of assumptions about what the budget will look like. We'll have a more full understanding in August/September.
- I. Our ADA curb ramp program continues to be included in the budget and addressed.
- J. What will be reduced? For the 2021 budget, we'll have to revisit which programs need to be scaled back. PBOT is open to hearing from BBAC members about ways to stabilize the budget and invest in the future.

IV. Safe Streets | Slow Streets – 30 minutes

- A. Presenter: Nick Falbo
- B. The Safe Streets Initiative: How can we adapt our streets for restarting public life? How can PBOT use its tools to help support communities? What happens to our small businesses and economy? How can we help?
- C. We want to keep people safe and healthy both mentally and physically. This means opening the streets, beyond just narrow sidewalks, to Portlanders. Public transit will be limited for a while, but we don't want people switching to cars. We want to offer a variety of solutions.
- D. Can we emerge from this more resilient and more equitable? We hope so, and we're making plans now to do so.
- E. We want to get people out of their houses while observing physical distancing.
- F. Will PBOT expand these streets beyond greenways? We prioritize greenways because they had infrastructures that could be activated. We looked at greenways that were more than a quarter mile away from green spaces or without sidewalks and opted to focus on them first. We also take requests from 823-SAFE to identify streets.

- G. Outreach goals: engagement with BIPOC business, meet businesses where they are, provide flexible & adaptable solutions, continually engage with communities, use PBOT resources to prioritize BIPOC business
- H. Concern that these additional programs are coming at the expense of the critical infrastructure that Portland doesn't have (like ADA ramps). The staff working on delivering Capital Infrastructure Projects are busier than ever. It's not an either-or transaction. Economic recovery is essential.

V. Committee Updates and Closing - 5 minutes