**Fixing Our Streets (FOS) Oversight Committee**

Tuesday, November 10, 2020 5 – 7 p.m.

**FOS Committee Members:** Claire Vlach**,** Claire Irvan**,** Clint Culpepper,Christopher Friend, Elliot Levin, Petra Whitacre**,** Wayne Bauer**,** William Henderson

**PBOT Staff Present:** Chris Warner, Dan Layden, Demetri Finch-Brown, Hannah Schafer, Katie MacDougall, Matt Grumm, Millicent Williams, Nicole Peirce, Tyler Berry

1. **Welcome & Committee Updates**
	1. Welcome – co-chairs
2. **Program Updates**
	1. Revenue Update – Ty Berry
		1. Gas Tax revenue fell slightly
		2. Freight revenue wasn’t as affected
		3. We’ve recovered as much as we can through the gas tax revenue.
		4. The biggest impact on the State Highway Funds come from DMV closure.
		5. Onstreet parking was down as much as 80% in April. Downtown, metered parking is still down.
		6. Question: What, in the short and intermediate term, could happen that would change your mind in the long term? A: Stimulus would be a big one. A lot of this comes down to people’s comfort with coming in and spending money. Do people feel comfortable going to a restaurant or into the office? Those factors would change our outlook. The longer it goes on, the worse our recovery is going to be. With people not coming downtown, they aren't parking - which has a direct impact on our budget. As I'm sure that you are well aware, the majority of paid parking is in the downtown area.
		7. Question: If we’re concerned about parking revenue, why are we discussing giving away parking in places like the Central Eastside? The business community is asking for a moratorium on parking fees. If we are losing revenue, then why would PBOT eliminate parking fees? A: We don’t want to do that either. We’re still trying to encourage people to use parking kitty, because it saves us money and wear-and-tear on machines. If there are some incentives that we can use to help local businesses, we will try them.
	2. Economic Update – Josh Harwood
	3. Project delivery dashboard – Dan Layden
		1. We have shifted gears and have gone to bid. One of the benefits of this economic slowdown is that the bids for big projects have gone down. Last summer, we were looking at a reduction of $400 million for our Fixing Our Streets budget. There are 4 remaining projects with significant FOS allocations:
			1. 82nd Ave Pedestrian Crossing. FOS Budget: $1,453,753, with $1,398,294 remaining. FOS Committee recommended not cutting this project if Metro Transportation Measure did not pass.
			2. 122nd Ave Pedestrian Crossing
			3. 4th Ave Lincoln to Burnside SW
			4. 15th to 30th
		2. There are three recommended options: cut Alberta and reduce 4th Ave by $900,000, cut $4,000,000 from 4th Ave, or reduce both projects by $2 million.
		3. Question: What's the stretch of Alberta originally planned? A: That’s a great question. It was originally planned to be 15th to 30th.
		4. Should we keep the East Portland projects on the table? We have to bring that level of project to East Portland, because there’s a lot of safety issues in East Portland that need to be addressed. It’s unfortunate that the Metro bill didn’t pass, it’s important to show the community that the city is aware and putting in the effort. 82nd and 122nd are in need of help and need support from the city.
3. **Project Updates**
	1. Prioritization Decisions: SE 122nd Ave, NE Alberta, SW 4th
		1. Does anyone object to PBOT going forward with these two projects? No.
		2. Question: How does the city of Portland get control of ODOT streets? We talk about jurisdictional transfers. From the city’s perspective, we want ODOT to make the improvements before they pass the buck to us. We’ll continue the discussion with ODOT about the jurisdictional transfer.
		3. Question: If we don’t do the paving on SW 4th at this point, are we increasing costs substantially by waiting to do it later? There is probably some increase. The further pavement deteriorates, the base deteriorates as well and increases costs.
		4. 4th is in worse condition than Alberta, particularly on the south end of 4th.
		5. Question: in terms of safety, do both projects offer the same safety improvements? There’s probably a bit more benefit, at least for users who use wheelchairs, in the Alberta project. In Alberta, we’ll be doing ADA ramps.
		6. Question: When the paving project is being completed, will the whole street be closed? We worked out with the businesses that we’ll need a pretty detailed plan. We agreed to pave it in two block segments.
		7. Vote: Strong consensus that we’re going to move option 3 off the table. The question now is whether we’re going to move Alberta off the table completely.
		8. Question: What is the city’s consensus? It’s varied. The Alberta project was specifically referenced in the FOS outreach. Downtown is tough to do right now. We’re not pulling in enough money to do these projects; these circumstances are beyond our control.
		9. Votes for 1 (Cutting Alberta and reduce 4th Ave): 6
		10. Votes for 2 (Cutting $4,000,000 from 4th Ave.): 1
		11. Votes for 3 (Reducing both projects by $2 million): 0
		12. Let the minutes reflect that Option. 1 is the direction that we are going.
4. **FOS Annual Report**
	1. Overview of Schedule – Hannah Schaefer
5. **Comments and Announcements**