**Welcome & Committee Updates**

**Director Updates - Chris Warner, PBOT Director**

* 100% of maintenance staff and parking enforcement are out in the field. PBOT has been working through the furlough issue
* Bureau has taken a strong anti-racist direction: support & accountability, transportation and policy introspection, support in reaching out to empower Black Portland, & reimagining the right-of-way. We’re really excited to change the way that we operate.
* Some early response that we’ve done is contracting with community partners on COVID response, Black Lives Matter public art, CARES Act funding to go towards public health anti-racism messaging campaign
* Fixing Our Streets renewal: 77% of Portlanders voted to renew it. We had more support from East Portland. We won 73 out of 81 precincts.

**Program Updates – Cary Watters, PBOT Contract Equity Coordinator**

* Lots of activities going on in procurement around reporting. Procurement services wants to streamline things for future reporting. Important to disaggregate the different certification types and the identities of those who are running it.

**Revenue Update - Ty Berry**

* (5:37) Question: Has PBOT considered how it will fund programs in the future when there are less petrol cars? We’re keeping it in mind.
* We’re looking at losses of between a little less than $2.5 million to $4 million. There are a lot of different paths.
* Questions: How much bigger are you forecasting the second wave to be? Crudely, these are modeled off of “this is what the first wave looked like” and we can base the second wave off of these numbers
* Question: Have you considered the trend of the last recession to predict the impacts of this recession? No, because the trends contributing to the last recession are different. 50% of restuarants are closed, you’re stuck at home. It puts us in a difficult situation because there isn’t a precedent we can look to.

**Dan Layden**

* Lots of FOS projects on our map are relatively small.
* There are 5 projects that we’re currently discussing potentially eliminating one due to the budget concerns. The target that we’re looking at is $4 million ($1 million was overcommitted before COVID, $3 million are due to COVID).
* SW Capitol Hwy: Multnomah Village – West Portland
	+ Pros: reducing project in area with fewer communities of concern
	+ Cons to reducing budget: 3-bureau partnership (PBOT/BES/PWB), contractor price negotiation becomes more difficult, major scope reduction would be necessary
* NE Alberta St: 15 – 30th Ave
	+ Project is ready to go to construction
	+ Project has been modified to reduce pavement depth
	+ Further reductions would require reducing the length of the project
	+ Current FOS Budget: $3.72 (there are no other funding sources for this project)
	+ Pros: reduces project in NE Portland as opposed to East Portland
	+ Cons: likely increases deferred maintenance costs, Construction costs will increase significantly due to deterioration of pavement
* SW 4th Ave: I-405 – Burnside
	+ Status: Finalizing concept design, executing funding partner IGAs ($3 million from Prosper Portland, $1.5 million from TriMet)
	+ Current FOS Budget: $7.9 million
	+ Pros: Reduces paving/safety imbalance
	+ Cons: results in more expensive pavement work in the future, limits usefulness of new northbound protected bikeway, cuts signature element of CCIM plan
* NE/SE 82nd Ave Crossings
	+ Status: design has not started due to ODOT approvals
	+ Pros: Can be funded by T2020 corridor work, will be more cost effective, work could be done at a later date
	+ Cons: cut requires context to communicate, defers work on East Portland roadway
* NE/SE 122nd Ave
	+ Status: Design began in 2020 after length project developemtn and outreach
	+ Current FOS budget: $2.2 million (Corridor included in T2020 metro ballot measure)
	+ Pros: Can be funded via T2020 corridor work, reduces risk of throwaway work
	+ Cons: Requires context to communicate, defers project on East Portland Roadway
* This is very difficult. The COVID cuts came out of left field; nothing could’ve prepared us for this. We need to have a plan going forward to get to a $4 million reduction. There’s huge uncertainty on the revenue projection, the Metro Measure. The Capitol Highway project is supposed to begin construction in August, we’re at 95% design, and if we delay expenditure on SW Capitol Hwy then it’ll fall behind. We can freeze consturction on projects like Alberta and come back in October and December and see where we are.
* Comment: I’m not happy to see 122nd up there. East Portland has more people out walking.
* Comment: I propose that SW Capitol Hwy goes forward, since it would help out Multnomah Village and allows lesser served areas get access to parks.
* Comment: 82nd and 122nd can’t come off the table. As someone whos been advocating for PSU improvements, its hard to see 4th Ave come off the table. I don’t think that any of these are good options. However, 82nd and 122nd are high crash corridors and need to be fixed.
* Question: How bad is the paving on Alberta vs 4th? Alberta is in rough shape. Bringing crossings up to ADA standards is necessary.
* We had 82nd and 122nd up for consideration because we presumed that those same efforts could be taken care of with the T2020 measure. We think its very important.
* Question: What is PBOT going to do to make sure that these projects are successful on its end?
* Question: It’s so easy to say “if this measure passes, then it puts the ball in their park”. What happens when the other party ends up in the same bind? What if it keeps getting passed around? 122nd is within city limits. We can’t forget about East Portland. Regardless of what PBOT does today, it needs to be mindful of its obligations to the people.
* Question: Is re-scoping an option for any of these projects? For 122nd, one of the crossings is quite helpful. We are making pretty dignificant investments. In the past several years, $250 million has been invested. (6:36) I agree that it’s really challening to drive in Outer East Portland. We should have a standard that’s consistent across every quadrant in town. We know we need to make investment. We know that there has been insufficient investment and planning.
* Motion to freeze on Alberta and 122nd, and agree to come back to it in the fall?
* Motion to move forward with SW Capitol? No objections. It was unanimous.

**Comment & Announcements**

* Comment from Kem Marks: Thank you for a good conversation. It was nice to see such a nuanced discussion. We’re very happy to hear that SW Corridor is going to move forward. SW Portland, just like SE and East Portland, has traditionally been an area that the city has neglected. These safety aspects are highly needed. That 82nd and 122nd are on the table to be taken off is totally distressing. Even if the Get Moving Initiative works, it’s not going to be enough to benefit the streets. I disagree with the idea that the two crossings on 122nd are not problematic. We do not know that Get Moving is going to move forward, so its frankly disingenuous. These are high crash and high death corridors. The ideas of taking these off in favor of paving projects on 4th and NE Alberta is hard to accept.
* Response: The question is a discussion of Alberta and SW 4th. We’re all committed to investing in East Portland. Intersections in East Portland need those dollars.