

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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## PBOT Bureau and Budget Advisory Committee (BBAC)

Thursday, May 16, 2024 | 4:00 p.m. – 5:30 p.m.

**Location:** The Portland Building (1120 SW 5th Ave, Room 216). A virtual option will be provided for those who cannot make it in-person. Online participants can register for this meeting at this [website](#). After registering, you will receive a confirmation email containing information about joining the meeting.

### Meeting Agenda

TIME	AGENDA ITEM
4:00 p.m.	Welcome and public comment
4:05 p.m.	Vision Zero reading
4:10 p.m.	Bureau update
4:20 p.m.	Approved Budget and Fees Discussion
5:05 p.m.	Presentation: Vision Zero priorities and Safe Streets for All grant
5:25 p.m.	Closing and next steps

### Committee Members Present

David Stein  
Timothy Bowers  
Mariah Hudson  
Trevor Luu  
Rob Martineau  
Rambod Behnam  
Sean Sweat

### Committee Members Absent

Ignacio Simon  
Theodore Labbe  
Josh Roll  
Jennifer Young  
James O'Laughlen  
Susan Johnson  
Kara Helgren  
Delanie Graham

### City Staff

Jeremy Patton  
Matt Grumm  
Marianna Lomanto  
Clay Veka

### Bureau/Office

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## Attendees

Jonathan Maus  
Ruthanne Bennett

Eric Moe

## Welcome and Public Comment and Vision Zero

PBOT staff welcomed committee members and guests. PBOT staff reviewed the agenda and initiated the public comment period. However, no public comments were provided during the meeting.

Next, the Vision Zero names were read. Those are the names of people who have died in traffic crashes since the last BBAC meeting on April 18, 2024.

## Bureau Update

Matt Grumm, Intergovernmental Affairs Manager, presented a bureau update. Director Williams was unable to attend the May BBAC meeting as she was out of town for the JPACT Trip to Washington DC. Key highlights from this month's bureau update include:

- The Portland City Council unanimously approved its city budget.
- Portland Sunday Parkways kicks off the first of three events on May 19th from 11am to 4pm. The 3.3 mile route pass through Gateway Discovery Park, Ventura Park, and Lincoln Park.
- PBOT seeks volunteers for annual summer bike count. This summer, PBOT will conduct counts at 334 locations across the city and soliciting the help of volunteers to make it happen. Feel free to reach out to PBOT staff or learn more and sign up to volunteer at: [Bicycle Counts | Portland.gov](https://www.portland.gov/bicycle-counts)
- The State Transportation Package Legislative Listening Tour dates have been announced. This is an important process for community outreach and input for the 2025 package. The listening tour starts in Portland, taking place on June 4<sup>th</sup> at the PCC Cascade Campus before moving to other locations throughout the state. More details about the time will be shared as soon as it becomes available.

A BBAC member asked staff to speak about the 4<sup>th</sup> Avenue project, after the recent news about a letter to Commissioner Maps from the Portland Metro Chamber. PBOT staff responded that the project is moving forward in its entirety.

## Approved Budget and Fees Discussion

Jeremy Patton, Business Services Director, provided a budget update. The slides to his presentation can be found here: <https://www.portland.gov/transportation/bbac/documents/bbac-may-2024-budget-update-presentation/download>.

Key highlights from Jeremy's budget update presentation include:

- Budget development process timeline: The next key date in the Citywide decision-making process is the Council action to adopt the budget.
- PBOT's balancing strategy: An explanation of PBOT's balancing strategy to fill funding gaps through a number of different funding proposals and mitigation efforts.

- An overview of the request for Portland Clean Energy (PCEF) funds to pay for Streetlighting program, including an explanation of the requested and approved investments.
- An update on the ADA Curb Ramp investments: An update on the ADA curb ramp investments, including a budget note directing the Office of Budget & finance, City Attorney's Office, and Office of Public Works to develop funding options to cover remaining liability, and present options to the City Council Administrator by January 2025.
- Other approved budget decisions: An update on other approved budget decisions, including costs related to the Entertainment District, health benefit increases, PBOT costs associated with its fleet facility move from Kerby campus as well as funds allocated to offset costs associated with the campsite reduction program.
- Upcoming budget events and testimony opportunities:
  - Tax Supervising Conversation Committee (TSCC) on June 11, 9:30-11:00am.
  - City Council convenes to Adopt the Budget on June 12, 2pm.

Jeremy then provided an update on PBOT rates. At a recent rate hearing, the council approved an increase of \$0.20 to bring rates up to the level to cover inflation since 2016. Moving forward, these rates will be indexed to inflation. This is part of the bureau's balancing strategy to bring additional revenues to offset some of the potential GTR reductions. Other highlights include:

- Parking permit fees: A 10% rate increase to achieve full-cost recovery.
- Development Fees: 18% increases across most development fees over the next three years.
- System Development Charges: An 8% rate increase in System Development Charges to account for construction costs increases from fiscal years 2023-24 and 2024-25.
- Right-of-Way-Fees: A 17% increase across most right-of-way fees to achieve full cost recovery for Utility Fees. Temporary Street Use Permits will remain below full cost recovery in some cases.
- An increase in the per-ride surcharge from \$.50 cents to \$.65 cents to cover the full cost or to cover the cost of the program. There hasn't been an increase in that surcharge in 9 years.
- Adding a \$0.11 per-ride Accessibility Surcharge to fund initiatives that increase access and service levels for individuals who rely on private-for-hire accessible transportation services.
- A 5% increase of all other private for-hire industry permit fees.

### **Presentation: Vision Zero Priorities and Safe Streets for All Grant**

Clay Veka, Vision Zero Coordinated presented on the Vision Zero priorities and the Safe Street for All grant. The presentation slides can be found here:

<https://www.portland.gov/transportation/bbac/documents/bbac-may-2024-vizion-zero-priorities-and-safe-streets-all-grant/download>

Key highlights from this presentation and discussion include:

- Investments and impacts: Over \$200 million on the High Crash Network since 2017, with notable positive impacts. For example, in Southeast Hawthorne, there has been a 59% reduction in to-end speeding (speeds 10 miles per hour or more above the limited), directly improving safety outcomes.
- Crash data and evaluation goals: An explanation of crash data and Vision Zero evaluation goals. For more information, visit the evaluation page: <https://www.portland.gov/transportation/vision-zero/evaluation>.

- Vision Zero action plan update: a brief summary of the Vision Zero Action plan update, outlining commitments for the next year and a half.
- High Crash Network Investments: \$193 million has been invested in the High Crash Network, with 66% of those investments in high equity areas. An overview of recently completed projects, those under construction, and projects expected to start this year was provided.

A BBAC member recommended expanding the area of focus on Beaverton Hillsdale Highway to start at Bertha rather than 30<sup>th</sup>, noting safety improvements have also been made on that stretch.

The BBAC Chair inquired about the metrics for faster buses traveling on SE Hawthorne Blvd., pondering about the impact of the \$200 million investment.

PBOT staff didn't have those details prepared for the presentation but did share them after the meeting. They include:

From the [Hawthorne project evaluation](#).

**Transit travel time and reliability key findings:**

- Transit travel time, delay, and variability mostly stayed the same or decreased along SE Hawthorne Boulevard.
- Median run time for buses stayed about the same throughout the day but was shortened between 45 seconds and a minute and a half during peak periods. Peak delay was shortened 10 to 20 seconds in the Pave & Paint project, representing roughly a 10% reduction.
- Peak delay was shortened almost a full minute in the Multimodal project during the evening peak.
- Variability stayed very similar before and after project implementation, however it increased over 10 percentage points in the multimodal project. This is likely because the 10th percentile runtime was much shorter.

Detailed charts and summaries can be found on pages 6-9 of the evaluation.

Clay also spoke about the Safe Streets for All grant, which funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. In 2023, PBOT was awarded \$20 million for 122<sup>nd</sup> Ave. This year's proposal includes a \$12 million project, with \$9.6 million in federal funds and a \$2.4 million local match. The proposal includes:

- \$10 million – Implementation funds to support Building a Better 82nd Avenue: Systemic safety treatments, including signalized crossings, access management, and signal timing technology to progress drivers at safer speeds.
- \$2 million – Planning funds for high crash corridors: A robust planning process to develop Vision Zero improvements on multiple high crash corridor segments.

The BBAC Chair asked whether the \$2 million dollars for planning and community conversations will result with a plan or just community conversations. PBOT staff clarified that the commitment is to identify the corridors and develop plans informed by community conversations for those selected segments. Other questions included whether Marine Drive is part of the high crash segment considerations as well as the trade-offs between lowering operating speeds for safety and the impact on commuters without alternative transportation.

The timeline for the Safe Streets for All grant applications was due on May 16<sup>th</sup>. If awarded, the project would begin in 2025 and last 4-5 years.

In closing, PBOT staff emphasized the importance of engaging with the State Transportation Package Legislative Listening sessions, especially with the Portland session on June 4<sup>th</sup>.

The meeting adjourned by 5:22pm. The next BBAC meeting is scheduled for Thursday, June 20 at 4pm-5:30pm.