

Portland, Oregon

FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Ellen Vanderslice	2. Telephone No. 503-823-4638	3. Bureau/Office/Dept. Transportation
4a. To be filed (date): Wednesday, April 18, 2012 9:30 am Time Certain	4b. Calendar (Check One) Regular Consent 4/5ths <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	5. Date Submitted to Commissioner's office and FPD Budget Analyst: April 6, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed	6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title:

Adopt the East Portland in Motion Five-Year Implementation Strategy for Active Transportation Final Report. (Resolution)

2) Purpose of the Proposed Legislation:

To adopt the final report on the East Portland in Motion Five-Year Implementation Strategy for Active Transportation, and direct PBOT to continue implementing the projects recommended in the report.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | | | |
|--|------------------------------------|------------------------------------|--|
| <input type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input checked="" type="checkbox"/> East |
| <input type="checkbox"/> Central City | | | |
| <input type="checkbox"/> Internal City Government Services | | | |

FINANCIAL IMPACT**4) Revenue:** Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

No.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the level of confidence.)

All projects in the report are included in the CIP and are funded from a variety of sources, including HB 2001, Regional Flexible Funds, and ODOT Flexible Funds. With a handful of

exceptions for projects that have reached the engineering phase, the estimates shown in the implementation matrix are at a low level of confidence.

6) Staffing Requirements:

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?** *(If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)*
No.
- **Will positions be created or eliminated in future years as a result of this legislation?**
No.

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

- YES: Please proceed to Question #9.
 NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

The project team worked closely with the community to develop the East Portland in Motion (EPIM) strategy for implementing active transportation projects, with a view to increasing opportunities for East Portland households to access active transportation for everyday travel. Continued implementation of the active transportation network as recommended in the strategy will support healthy, connected communities as called for in the Portland Plan goal and objectives.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

Compared to the rest of Portland, East Portland is more ethnically and racially diverse, less affluent, and has a greater proportion of both children and elders. One quarter of East Portland households speaks a primary language other than English, and some immigrant populations in East Portland come from cultures where it is unusual – perhaps even unsafe – to choose to engage directly with government. The challenge we faced was how to communicate effectively across cultures and reach out to people who aren't going to respond to conventional public involvement efforts. To meet this challenge, we adopted a community involvement philosophy that we would go to people where they were, rather than ask them to come to us. We extended this into a variety of activities. Rather than schedule one big open house for East Portland in Motion, we developed a "rolling road show" that could be rolled out at any event, and took it out to more than a dozen community events, farmers markets, and workshops or open houses for other projects.

We enlisted the East Portland Land Use and Transportation Committee and the East Portland Action Plan Bicycle Subcommittee to serve as ad hoc advisors to the process of developing the implementation strategy. The passionate community volunteers who make up these bodies contributed hundreds of person-hours to our efforts.

Recognizing that people are most likely to respond to personal contact from people they trust, we looked for allies and affinities through our partners. In partnership with the Portland State University Master of Urban and Regional Planning (MURP) program, we conducted seven group

interviews with a variety of communities who don't typically show up at City-sponsored transportation events, including Somali mothers, Russian and Ukrainian immigrants, Spanish-speaking parents in a Safe Routes to Schools program at an elementary school, homeless families at a warming shelter, elders from different cultures at the community center, Burmese refugees, and an after-school program for immigrant youth. PBOT provided culturally appropriate food, childcare (as appropriate), and interpreters, and the PSU students designed and conducted the interviews and reported on their results.

Numerous agencies, organizations and groups were responsive and helpful with advice and connections throughout the development of the EPIM implementation strategy, including the Portland State University Master of Urban and Regional Planning Program and the students of the Methods I and II classes; the Portland State University Geography Department, the Willamette Pedestrian Coalition, and the students of the 'PSU GIS Jam'; the Equity in Active Transportation (EAT) Committee headed by the Community Cycling Center; the Immigrant and Refugee Community Organization (IRCO); OPAL Bus Riders Unite; Human Solutions; the Gateway Area Business Association; the East Portland Exposition (EPO XPO), the Bureau of Planning and Sustainability, the Bureau of Environmental Services, Portland Water Bureau, Portland Parks & Recreation, the Oregon Department of Transportation, the Port of Portland, TriMet, and Metro.

c) How did public involvement shape the outcome of this Council item?

Community involvement in the assessment of community needs was integral to shaping the EPIM strategy.

d) Who designed and implemented the public involvement related to this Council item?

The community involvement strategy for EPIM was developed by the project team.

e) Primary contact for more information on this public involvement process (name, title, phone, email):

Ellen Vanderslice, project manager, 503-823-4638, ellen.vanderslice@portlandoregon.gov

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

Yes, continued community involvement is anticipated as each of the recommended projects and programs is developed and implemented, and the East Portland Land Use and Transportation Committee and East Portland Action Plan Bicycle have professed a willingness to continue to work with the City and partners to build community consensus.

KK 3-30-12

BUREAU DIRECTOR


TOM MILLER, Bureau of Transportation