

Portland Clean Energy Community Benefits Fund (PCEF) Grants Committee
January 4th, 2021 - MEETING MINUTES

Committee members present: Amanda Squiemphen-Yazzie, Shanice Clark, Maria Sipin, Robin Wang, Ranfis Villatoro, Michael Edden Hill, Jeffery Moreland, Faith Graham, Megan Horst

PCEF staff present: Sam Baraso, Cady Lister, Janet Hammer, Jaimes Valdez, Angela Previdelli

Decisions: Committee approved change to scoring for projects with a single construction site budget of \$500,000 or greater of PCEF funds.

Public comments: submitted via email and attached at end of this document.

Updates

Sam provided overview of application highlights.

Ranfis provided Reporting Subcommittee update. LINK presentation. Committee member summary of their work on the subcommittees

- Michael – bylaws
- Robin, Faith – grantmaking subcommittee
- Amanda – would work on onboarding subcommittee
- Shanice – guiding principles
- Jeffrey – meetings pre/post COVID

June will be reaching out to Committee members individually to discuss the community engagement plan. Then we will come together as a whole to discuss.

Scoring modification – workforce section for projects with single site \$500K or larger

- Sam reviewed: How we score the workforce section of grant applications with a single site construction budgets of 500K or greater needs to be modified. We had planned a race to the top approach with scores given in quintile. This approach won't work because we didn't receive enough applications with single site budgets this large. Conditions required for Race to the Top scoring approach were not met: need at least five apps to separate into quintiles, only four; need reasonable spread in performance, many responses are close together. Recommend a solution that is a crosswalk between city goals and C2P2.
- Ranfis – Question, concern, appreciation. On the performance in city goals, is that meant to be a submitted response or actual history of performance.
 - Janet – Procurement issued their report. This is what percentage when to whom, what they actually achieved.
- Ranfis – I think I better understand, City's performance. Concern on apprenticeship utilization. If someone were to say 100, that would definitely influence the apprentice journeyship rates. Unintended consequence structuring it this way.
 - Janet – There are BOLI limits that are set, and we wouldn't want people to go above that. There were some that were high, but we got updated information.
 - Cady – The number they submitted does not exceed any of the BOLI limits.
- Ranfis – I appreciate including C2P2's goals. Great addition, likewise with the journey level. Positive. Concern is on the apprenticeship utilization is structured but depends on the trade.

- Michael – This approach for having four grant applications, this seems like a pretty good way to do it. In a year or two I would like to see the numbers of hours worked by diverse subs, journey and apprentice.
 - Janet – Our reporting will capture that to inform how we assess in the future.
- Robin – Going to assume that as staff contemplated how to resolve and considered other options. Are there any problems that you have identified with this approach?
 - Janet – If you have ideas, we are all ears. We weren't going to change the criteria. We have those sideboards. We didn't want to penalize people unnecessarily. How would we define a reasonable mid-point? In my mind, there were not that many other options for how to approach this.
- Robin – Follow-up. If you look at the percent diverse subs. Does that put these applications at an advantage compared to all of the others. In the old system, one would be getting a zero but in this system they are all getting relatively high points.
 - Sam – Hard to say because we don't know how they will score across the other criteria.
 - Cady – For other apps that don't have single site \$500K, the criteria to get partial points is like, you are doing a good job. It is consistent with this methodology. It is a consistent philosophy.
- Ranfis – Good lesson for us moving forward to avoid this dynamic. Don't want to do apples to oranges comparison.
- Faith – Propose that we adopt this criteria as laid out in the table.
 - Jeffrey – I second.
 - Michael – Agree.
 - Shanice – Agree.
 - Robin – Agree.
 - Megan – Agree.
 - Amanda – Agree.
 - Ranfis – Agree.
 - Cady – Faith proposed, Jeffrey seconded. We pass it. Thank you all.

1:02pm

Meeting closed

Public Comment Submitted Via Email:

Anatta Blackmarr <anatta.blackmarr@icloud.com>

Sun 1/3/2021 9:31 PM

Dear PCEF Grant Committee Members,

With transportation being one of the biggest contributors to the climate crisis, options other than the personal car are more crucial than ever for connecting people to their jobs, schools, and other destinations. Variety is key—to meet the needs of a variety of individuals, and different populations situated in different parts of the region.

A timely alternative to driving a car along a highway or across a bridge is a bike/ped ferry system. Portland is the only major metropolitan area on a river that does not have a ferry system. With the advent of electric ferries, the boats have left behind the noise, CO2 emissions, and fuel leaks of ferryboats of the past. With today's emphasis on mode shift and active transportation, bike/ped ferryboats provide a compact alternative to ferryboats built to carry cars. Now is the time to establish a green transportation system that employs the river as its highway—not dependent on roads, bridges, and land-based infrastructure that involve their own carbon footprint to construct and maintain.

Being inexpensive to set up and being adaptable to ridership demand are major advantages of a ferry system. The flexible scheduling, modular routing, low operational cost, and scalable expansion model make it a best practice for a river city.

Renewing the tradition of river travel from earlier eras of the Pacific Northwest, we can again link our communities to each other by way of water travel, as well as link our citizens to nature by way of the river scenery and its wildlife. The ferry system would serve a broad demographic, including families, seniors, people with disabilities, cyclists, and people like me who would not otherwise experience getting out on the river.

I urge you to award funding for a Frog Ferry Pilot Project Proof of Concept operation serving the communities around Cathedral Park and the South Waterfront area and OHSU. Thank you for considering my views.

Sincerely,
Anatta Blackmarr

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Anatta Blackmarr <anatta.blackmarr@icloud.com>

Mon 1/4/2021 11:01 AM

Dear PCEF Grant Committee Members,

As an addendum to my earlier submission to the PCEF Grant Committee, I would like to expand on one aspect of the Frog Ferry river system. Of my friends and acquaintances who live in the Willamette River region, only a small percentage actually spend time on the water.

A few own a boat or paddle board—or enjoy swimming in spots in the river that are suitable—but most people, myself included, only experience the river from the shores or from a bridge. Frog Ferry would open up the experience of being out on the water to everyone. Connecting this way with nature would result in us cherishing the river, and encourage stewardship of one of the most important elements of our region. Making this kind of access to the river available to everyone would be a big step and a gift to our communities.

It's been said that in our region, we are currently a bridge people—but now we can become a river people. The idea makes me happy. I am looking forward to riding the ferry with friends and family, as I have in other parts of the country.

One of my neighbors says, once we get the ferry going, we'll wonder how we ever went without it.

Thank you for considering funding Frog Ferry's pilot project.

Sincerely,
Anatta Blackmarr

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Bee Feules at Comcast <bfeules@comcast.net>

Mon 1/4/2021 11:51 AM

Hi! Just writing to voice my opinion on the possible approval of a proof of concept for Frog Ferry between Cathedral Park and South Waterfront.

I was first quite skeptical of this concept, thinking it would never be very popular, but even before CoVID, I began to realize I was wrong and that this is exactly what we need... and then CoVID made that even more true. We are right now struggling as a city with our capacity for North/South traffic, especially connecting Vancouver, WA to downtown, as you know. The I-5 expansion project and Rose Quarter project, however, have proven rife with problems and seem increasingly unattainable, while Frog Ferry has shown us in the most recent study that they can offer a public transit option that will actually be LESS expensive and MORE effective than typical land-based public transit. The benefits to a tourism-driven economy like ours, especially linking downtown Portland to "Little Portland" in Vancouver are enormous in their potential, once tourism levels return to normal levels. Imagine a means of transport that offers a tourist the opportunity to easily sample the best of not only our own downtown, but the incredibly vibrant downtown and newly built out waterfront in Vancouver, as well as the opportunity for the ride itself to include interpretive elements that make the ride scenic and engaging, fun for the whole family. Finally, now with CoVID, be assured that there are those of us who support this idea who have engaged to help make Frog Ferry the MOST healthy option for transit. The inherent advantage of fresh air flow in a ferry, combined with ideas from the medical and other communities on how to process fresh air and avoid recirculation of viral particles, as well as cleansing those particles from interior spaces will make this the next generation in safe public transit, even yielding concepts that may improve the safety of other, even land-based forms.

I hope you will approve this pilot. A good pilot will yield essential lessons very early, while they are less

costly, before substantial capital commitments and design implementations, while changes can still be made inexpensively. I look forward to your approval and toward continuing to contribute my own efforts to make this a stunning success for our city.

Thank you.

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Stephen Brooks <sbrooks@pilotmr.com>

Mon 1/4/2021 12:04 PM

Bee Feuless

Founder, Greater Portland National Organization for Women

Executive Chair, Community Oversight Advisory Board, City of Portland Settlement Agreement with DoJ, 2015-2017

To the Committee:

My professional background is in community and economic development finance, and strategic planning. I have been interested in the Frog Ferry project for years, and have supported a ferry system for decades.

First, I have volunteered in aspects of Frog Ferry's development. The organization is both professional and committed to excellent execution of their plan.

Second, I think a properly run ferry systems can contribute significantly to a multi-pronged approach to addressing the Metro area's transportation challenges. From a transportation perspective, the greatest value of a ferry system is that it literally gets cars off the road. In addition, the infrastructure costs are a fraction of road-based transportation, both with respect to initial construction and for ongoing maintenance. A ferry system requires much less subsidy, both in absolute terms and as a percentage of its operating costs. And a ferry system, that runs a diesel/electric system will measurably reduced carbon emissions.

In my mind, the question is less a "should we or shouldn't we" issue, and more of a "we should do this, but make sure it's done correctly." From my perspective Frog Ferry has clearly earned the opportunity to prove up the substantial work they have committed to this effort.

Thank you for your time.

Stephen Brooks JD, LL.M.

Pilot Management Resources

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Mooney, Abraham <MooneyA@TriMet.org>

Tue 1/5/2021 4:12 AM

Hello,

Please consider the encouragement of public transit via ferry service in Portland. Though I work for TriMet, in this email I do not represent TriMet.

Personally, I understand the rivers to be underutilized. I live in North Portland and therefore I'm surrounded by water and yet stuck in traffic. Furthermore, ferry service brings transit ridership that "normal" land-based transit service does not. People will take a ferry before they will take a bus or train. The water also provides a connection to the environment and a calm way to start and end your day, unlike any other commuting options.

Thank you for your consideration.

Abe

Abraham Mooney, P.E.

Signals & Train Control

TriMet – Harrison SQ Office