

Portland Planning and Sustainability Commission

Tuesday, January 25, 2011

6-9pm

Meeting Minutes

Commissioners Present: Andre' Baugh (arrived 6:15pm), Don Hanson, Karen Gray, Mike Houck, Gary Oxman, Michelle Rudd, Howard Shapiro, Jill Sherman, Chris Smith, Irma Valdez

Commissioners Absent: Lai-Lani Ovalles

BPS Staff Present: Joe Zehnder, Chief Planner; Julie Ocken, PSC Coordinator

Other Staff Present: Patrick Sweeney, PBOT; Jamie Snook, Metro; Doug Obletz, SOJ; Joe Recker, TriMet; Mark Wilson, Portland Parks & Recreation

Chair Hanson called the meeting to order at 6:05pm and provided an overview of the agenda.

Consideration of Minutes

01/11/11

Chair Hanson asked for any comments or edits by Commission members. *Commissioner Houck* moved to approve. The motion was seconded and passed unanimously with an Aye vote. (Y8 – Gray, Houck, Oxman, Rudd, Shapiro, Sherman, Smith, Valdez)

Items of Interest from Commissioners

Commissioner Rudd led a discussion for the PSC to provide input to the Local Energy Assurance Plan (LEAP) project. The Commissioners were asked to specifically think about five questions:

- If an emergency situation occurs and we do not have the usual amount and type of energy available, what steps would your organization need to take first?
- What do we need to do to continue to have an energy source that keeps government response agencies functioning, hospitals working and citizens safe?
- What steps would you include for developing a strategic investment plan for items identified – such as maintaining existing infrastructure, updating existing infrastructure, and purchasing or building new infrastructure – in the Portland LEAP?
- What is the role of alternative energy in energy assurance? Does it reduce the impact of a disaster? If so, how and to what extent?
- How do we finance alternative energy systems? Do we need incentives? How do we get money to organizations who are interested in hardening their systems and/or are making them more resilient?

The commission discussed the priority recipients of energy in an emergency:

- *Commissioner Oxman* noted it is difficult to pre-list energy recipients prior to the event itself. In a short-term situation, priorities should be aligned with the present needs – food, water, and shelter – then into medical treatment. But a cyber attack might warrant different priorities.
- *Commissioner Smith* also added communications should be a priority – cell phone networks especially.

Commissioners can follow up with *Commissioner Rudd* with further input to the LEAP project work.

Commissioner Houck highlighted an upcoming Willamette River Symposium as part of the Portland Plan, which will take place on February 4th, 9am-12pm.

Commissioner Shapiro – The CIC for the Portland Plan met last week. The last Portland Plan workshop series starts in March, and the CIC wants to be sure to have widest outreach to communities throughout Portland. The CIC was also briefed by staff about the conjunction of the Portland Plan and the Comprehensive Plan process

Chair Hanson noted the West Hayden Island committee meeting last week to work on concept plan and what follow-up plan will be.

Cradle to Career Framework (C2C)

Action: Briefing

Karen Gray, Parkrose SD and PSC; Nate Waas Shull, Director of Community Engagement - PSF

Documents Provided:

- C2C draft report

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=335636>

Commissioner Gray provided background about the project. The local Leaders' Roundtable was a long-standing group of leaders in Multnomah County who got together to talk about issues, and much of it is about education. The group visited Cincinnati, OH, and learned about the Strive Model, a collaboration between colleges/universities in N Kentucky and Ohio with leaders of the business and k-12 education. C2C is one of several national adaptation programs to the Strive Model. They are using the idea as a model for collaborating and leveraging resources in Portland too. Cradle to Career is about leveraging our work and looking at as a community. The Leaders Roundtable and the Education Cabinet of Portland and Multnomah County have chosen to fold their shared efforts into a single, consolidated Cradle to Career framework to be led by the Portland Schools Foundation.

Nate Waas Shull: C2C is about thinking in a more integrated way. It includes tracking community indicators from pre-natal healthcare, to childcare then early learning through (completion) of post-secondary. Over its history PSF has advocated for and raised funds on behalf of Portland Public School district (PPS), but over recent years has expanded its mission to include East Portland school districts as well. Cradle to Career is a part of that.

The obstacles facing children today include: rolling reforms and shifting agendas; racial, income and geographic disparities; and unstable resources.

School districts measure poverty in a few ways, but the most typical is via recipients of free and reduced lunch as a percentage of student population. Parkrose is the highest in Multnomah County (69%) and David Douglas (78.3%) is second. As the ethnicity of the region has changed, free and reduced lunch statistics have increased from 50% to as high as 94% in some schools. The family financial threshold for free and reduced lunch is about \$18,000.

C2C is the "glue" between the puzzle pieces to connect stakeholders with how students do academically. It's not a program – rather, it is described as a civic infrastructure, supported by PSF, to organize the community to implement strategies.

C2C is based on four pillars: Partnership Development; Evidence Based Decision Making; Collaboration & Capacity Building; Investment & Sustainability.

PSU has developed a first version of a Baseline Report – given to PSC members; it is available online at <http://cradletocareer.files.wordpress.com/2010/10/community-report-nov-4.pdf>.

Currently C2C is building a Governance Council of top- level cross-sector leaders with the Mayor and County Chair well onboard.

Commissioner Valdez recommended talking with a Mult Co judge to be included on the council.

Commissioner Shapiro re: Goal 4 – I know that before career comes college... but times and conditions have changed that. Have you looked at other options besides college?

- *Commissioner Gray* – that has been a concern brought up along the conversation. The last goal is to enter a career. We recognize academies that provide technical training, etc are important as well as 4-year colleges.
- *Commissioner Valdez* – you have to be careful about targeting demographic populations... there is a fine line between offering options and "placing" people.

- *Commissioner Houck* commented on *Commissioner Valdez's* comment about expectations of oneself.
- *Commissioner Gray* – Exactly; this is about giving kids options. Not prescribing which kids go where.
- Nate: all of our students should be college-ready coming out of high school. That means they have the necessary skills, not necessarily that they will go to college.

Commissioner Baugh – out of the Portland Plan, what would be needed to help advance C2C? As the Portland Plan advances, you might want to look at space and neighborhood links/transportation.

- *Commissioner Gray* – superintendents have been brought into the Portland Plan and have worked with staff. We looked at childhood education – what can be done to facilitate graduation and post-secondary opportunities. In the Portland Plan objectives, the language is very similar (intentionally). Housing, transportation, healthy neighborhoods lead to kids having enough to eat so they can go to school to learn.

Joe Zehnder: we are preparing the education strategy draft for the March Portland Plan discussions. We are featuring C2C as part of the strategy, and we want to be sure to have the correct message, effectively.

There are Five Key Goals in the C2C: Students will...

- Be prepared for school
- Be supported inside and outside of school
- Succeed academically
- Enroll in postsecondary education or training
- Graduate and enter a career

The model is binary but it intersects – it's not just looking at test scores or grades; those marks are accompanied by social measures (such as access to healthcare; access to after-school programs; connection to caring adults).

Chair Hanson ask about the Head Start program.

- Head-Start is about early childhood readiness... more along the lines of social skills for kids pre-k.

Currently C2C is:

- Developing Governance Council of top- level cross-sector leaders
- Building sustainable funding
- Refining indicators

The Key Next Steps for C2C are:

- Prioritize key transformation strategies and partnerships to drive on-the ground reform
- Formally integrate a series of networks in the community to advance strategies

Commissioner Smith: are you coordinating with the Greater Portland Vancouver Indicators Project?

- Nate: yes, we are fully aligned and integrated, and the report has input from members of the greater indicators project.

Lake Oswego to Portland Transit Project

Action: Hearing

Patrick Sweeney, PBOT; Jamie Snook, Metro; Doug Oblatz, SOJ; Joe Recker, TriMet

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=335637>

Commissioner Baugh and *Commissioner Rudd* recused themselves from this hearing.

Chair Hanson provided an overview of the purpose of tonight's hearing

- The purpose of the public hearing is for community members to provide comments to the Portland Planning and Sustainability Commission about the Lake Oswego to Portland Transit Project (LOPT) Draft Environmental Impact Statement (DEIS).
- The DEIS examines a No-Build Alternative, the Enhanced Bus Alternative, and a Streetcar Alternative.
- This public hearing is a forum for the members of the Portland PSC to listen and learn about the project from a variety of perspectives.
- Comments made to this Commission are for the benefit of the PSC members only.
- Comments intended for the project public record should be directed to Metro, the project sponsor (see white half-sheets of paper on back table). The official public comment period for the LOPT DEIS closes January 31st.
- Based on testimony, DEIS review and discussion, the PSC will send a letter with the Commission's input to Steering Committee member Mayor Sam Adams before the Project Steering Committee vote on a Locally preferred Alternative (LPA) on February 18th.
- On February 22nd, the LOPT project will again be on the PSC agenda as a work session. The purpose of the discussion on February 22nd will be to form a recommendation on the Steering Committee LPA for the Portland City Council.
- The March 9th Portland City Council action will be on the Steering Committee LPA recommendation. Testimony will not be heard at the February 22nd PSC meeting. Community members are welcome to testify at the March 9th City Council meeting at 9:30am in City Hall.

The project staff provided an overview via the PowerPoint presentation. Of note is that there are eight public agencies involved in project.

Overarching goals for the project:

- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Vibrant, walkable communities
- Minimal contributions to global warming
- Clean air, clean water and healthy ecosystems
- Benefits and burdens of growth shared throughout the region

Project purpose:

- Optimize the regional transit system by improving transit within the Hwy. 43 corridor
- Develop transit that:
 - Supports land use goals
 - Maximizes regional resources
 - Is environmentally sensitive
 - Is fiscally responsible
 - Garners public support
 - Maximizes economic development potential

Project needs to address population and employment growth

- Historic and projected traffic congestion
- Increasing transit travel times and deteriorating reliability
- Increasing transit operating expenses
- Topographic, geographic and built environment constraints
- Local and regional land use and development plans, goals and objectives

The DEIS looks at three alternatives:

- No-build alternative – this alternative would not meet the future demand of 8,590 projections for 2035

- Enhanced bus alternative
- Streetcar alternative which includes multiple phasing and design options

The DEIS is presented to develop alternatives to avoid known impacts. During preliminary engineering, the project will develop mitigation strategies where necessary and will improve current conditions as opportunities exist.

During peak travel times, the streetcar would be fastest option. In 2035 between Lake Oswego and PSU, the streetcar would save 9-13 minutes of total travel time over the No Build and would be 6-10 minutes faster than the Enhanced Bus.

- Streetcar construction would cost \$380 to \$458 million in YOE Dollars
- Project would only move forward with a federal match, likely at 60%
- The Willamette Shore Line R-O-W would be part of the local contribution
- That would require \$57M to \$83M million in local, regional and state fund contributions to build a streetcar line, while enhanced bus would require \$20.4M
- The streetcar also would save \$1.54M annually in operating costs over the Enhanced Bus alternative

Key trade-offs

- ODOT determined widening Hwy. 43 was infeasible
- High capacity transit provides a transportation option in the heavily congested Highway 43 corridor
- As a high capacity transit option, streetcar would:
 - provide the fastest service for riders
 - be the cheapest to operate and provide more reliable service because it will mostly operate on exclusive right of way outside of the Hwy 43 congestion
- Streetcar reliability and greater rider capacity = more riders
- Key tradeoff: One-time capital costs vs. lower ongoing operating expenses and quality of service
- Streetcar helps to maximize the region's scarce transit operating dollars

Chair Hanson – the Federal match is a major factor. Does this exist for bus service upgrade, or just streetcar?

- Joe Recker: Yes, it is possible to apply for these.

Right of way (ROW) value: does that continue to appreciate over time?

- ROW was purchased in 1988, and is not based on real estate value. The current appraisal (from 2008) drives the current number, and staff won't appraise until full-funding grant agreement 2013-14. In the near term, we don't want to be exuberant about the ROW value.

Commissioner Shapiro: On the current Union Pacific line, do trains operate on the Willamette Shoreline now? Yes – these are excursion train only. We want to maintain use of that ROW (TriMet maintains it).

Commissioner Houck – We heard last time that the regional trail plan work won't preclude the trail plan.

- Jaime confirmed.

Commissioner Oxman – is it a one-time investment or will initial capital be financed over time?

- Doug: Over relatively short period since Federal funds won't be giving all at one time. The local match is more important to drive to make sure that funding is available for the Federal match.

Commissioner Shapiro: how many homes have trolley running through their property?

- About 6

Commissioner Smith: what about the enhanced bus? As Hwy 43 gets more congested, and we put more busses out on the road, they will be fighting congestion.

- Joe: yes, but we would be removing bus stops and increasing reliability of service.

Commissioner Houck – what is the impact of Sellwood Bridge project in conjunction with the LOPT, and what are potential impacts and mitigation options?

- Mark Wilson, Portland P&R – manages natural areas and trails for the city. There are a number of parks impacted. Reduction of riparian tree cover and management issues will be key to address. It is a trade-off, and it will have to be balanced. But there are limited opportunities for enhancement since properties are very narrow, especially in Powers Marine Park.

Commissioner Smith reminded the Commission that he is a member of the Portland Streetcar Inc board.

Testimony

Bev Booken, John Landing Owners Association and LOPT Citizens Advisory Committee – supports the project, as do neighbors in John's Landing. The pull-out alignment is preferred by the majority of these stakeholders. The general support of the regional extension of the streetcar comes with the proviso that the community has continued opportunity to have input in the shaping of its design and implementation. Strongly oppose shoreline option throughout district.

Commissioner Houck – how firm is the offer to utilize the existing ROW for a trail option? If it's not used for streetcar, will it continue to be publicly owned?

- This is an idea for an alternative use – and we would not object to it becoming a bike/pedestrian path, but there are a variety of issues... from a practical standpoint, we're not able to commit.

Tom Moisan, partner, Ankrom Moisan and LOPT Citizens Advisory Committee – the streetcar would make us (Ankrom Moisan Architects) more connected to downtown, and my employees would feel better about taking transit downtown. Streetcar is quality transportation, and we support the in-street option.

Commissioner Smith – are you opposed to using Willamette Shoreline ROW?

- It will go by our office on this line, but the in-street option north of our office is well preferred overall.

Ken Love, President South Portland Neighborhood Association and CAC member – supports Macadam in-street alignment. The Macadam in-street option should provide for wider sidewalks, bicycle access and circulation improvement that should come with streetcar corridor enhancement.

Verne Rifer, CAC member and commercial real estate developer – Johns Landing has been viewed as a source of jobs and housing because of its location. But it didn't happen at all in the last boom. So the streetcar option can assist in further development of this area and improve density in Johns Landing. There is a current lack of service-oriented uses in South Waterfront, so connecting Johns Landing commercial area along Macadam to South Waterfront would help.

William Danneman, South Portland Neighborhood Association Transportation Chair – reiterated the neighborhood association's support of in-street alignment of the streetcar.

Mertie Muller, lower Dunthorpe resident – Now is the time to get the streetcar from Portland to Lake Oswego and take it all the way down through the state. One note of caution is not to put the tracks in Riverwood Rd since it's steep and narrow, congested.

Doug Klotz – support for in-street streetcar option – the extra lane, making a wider corridor, would not enhance the street.

Leonard Bergstein – representing his clients, a coalition of businesses and individuals in Clackamas County and Lake Oswego. He voiced opposition to the streetcar because the proposal in the DEIS costs too much and delivers too little in congestion relief or ridership benefits. There is no guarantee of Federal funds, and there is not a credible funding plan for the local, regional and state match for funding. There is also a risk to the financial ability of TriMet to deliver the region's existing transit priorities if the streetcar option is chosen.

Commissioner Smith – regarding TriMet's ability to operate the streetcar – it appears that this actually saves TriMet funds (to operate streetcar rather than bus in this corridor), so it would have more funding for other areas (versus the enhanced bus option).

- Leonard – the numbers in the DEIS show about \$1.25M annually more to operate the streetcar than enhanced bus.

Commissioner Shapiro asked to confirm the testimony (in favor of the project or not).

- Leonard – There is not a credible case for the streetcar in the DEIS. It might make sense to do some of the linkages, and perhaps an enhanced bus would get people out of their cars to South Waterfront. This document does not make a credible case for the project at its cost.

Owen Ronchelli, Chair of the Streetcar Citizen Advisory Committee – streetcar expansion is critical for the rail network. It will reinforce the concept of the 20-minute neighborhood. The streetcar could be a catalyst for further development, making these areas an extension of downtown. This committee is a broad-based citizen group, appointed by Mayor Sam Adams. It has been in existence for 14 years, and Owen is the new Chair (recently taken over from *Commissioner Smith*).

Final Comments from Staff

Doug – the step-by-step process. A note about the DEIS is that it is not the finance plan, but an initial look to meet requirements for the DEIS. We know this is an iterative process, and the finance plan is a critical next step for the project. We want to catalogue the key issues to be looked at during the next phase. Finances and environmental impacts are certainly things we will include in those next steps.

Commissioner Smith returned to the question about any concern about TriMet operating funds to operate the line.

- Joe – TriMet has been approved an increase in payroll tax revenue of .1%. This will be used to increase service in areas that have a regional priority.
- Doug – there is a question of when the streetcar would start operating. DEIS says 2017, and TriMet projections would fit better into a 2018 or 2019 start. We might have to find an interim funding mechanism should this go forward, but this is similar to the WES project and Portland Streetcar.

Commissioner Houck – my questions about environmental impacts are not putting a negative hit, but we want to be sure staff-to-staff communication occurs sooner rather than later.

Additional Testimony

- South Portland Neighborhood Association letter of support
- Portland Bicycle Advisory Committee letter of support
- Portland Pedestrian Advisory Committee letter of support
- Len Bergstein including comments from Lauren Hughes (Lake Oswego)

Staff provided one scheduling update – the Steering Committee LPA recommendation meeting is still being scheduled, so that might push out the February 22nd PSC work session meeting. March 9th is time certain for the Portland City Council hearing.

Chair Hanson closed the public testimony.

PSC members discussed their letter to the Mayor:

- Streetcar clearly supports Portland's development goals
- Macadam in-street option gives maximum options for ROW
- Environmental impacts are important and need to be mitigated
- Trail alignments, access to parks are also a piece to be addressed
- Need to clarify funding for the work, with the understanding it will evolve over the course of the next part of the project
- Change is positive for the area, but there is the concern about the reality of the funding

Director's Report

Joe Zehnder

- Central City 2035 River Symposiums are scheduled for February 4th and 5th. Invited are a group of key river stakeholders to participate (including Mike Houck). The main task will be to review the River Concept for the central reach that the Planning Commission held a hearing on in early 2006. PSC members are invited to participate.
- The BEST Awards is on April 19th. This annual breakfast awards and recognizes businesses in the area who have demonstrated excellence in business practices that promote social equity, economic growth and environmental benefits. The BEST team is seeking one PSC member to be on the judging panel.
- Tour of Port facilities and elections for PSC officers will take place at the next PSC meeting on February 8th. Commissioners will receive details about this meeting via e-mail later this week. Public who receive agendas via mail or e-mail will receive information about access/parking/location in the agenda that will be sent later this week as well.
- The BPS strategic plan for 2011-13 is completed. Commissioners can expect to receive a copy of the report via e-mail shortly.

Chair Hanson adjourned the meeting at 9:03pm.