

Portland Planning and Sustainability Commission

Tuesday, May 13, 2014

12:30 p.m.

Meeting Minutes

Commissioners Present: Andre' Baugh, Karen Gray, Mike Houck, Gary Oxman, Michelle Rudd, Howard Shapiro, Chris Smith

Commissioners Absent: Don Hanson, Katherine Schultz

BPS Staff Present: Joe Zehnder, Julie Ocken

Presenters: Metro Councilor Bob Stacey; Commissioner Karen Gray; PDX CAC member Stacey Triplett

Chair Baugh called the meeting to order at 12:33 p.m. and gave an overview of the agenda.

Items of Interest from Commissioners

Chair Baugh confirmed the letter from the PSC will be sent to Metro.

Director's Report

Joe Zehnder

- Susan is at an all staff training that BPS is doing on dismantling racism; half the staff is in the session Monday and today, and the rest of us will attend tomorrow and Thursday. We are looking at institutional racism and ways we approach our work (internal to the bureau and in our community outreach and projects).
- The Mayor's proposed budget came out last week. This year we were trying to stabilize BPS' funding, and we have received all we've asked for in the Mayor's budget including about \$500k in on-going funding. We will also receive money from BDS for RICAP and one-time funds from PDC to complete the Central City work. Some of our positions are grant-funded and are ending, so we are still working on those.
- We sent you all the upcoming fall Comp Plan schedule for briefings and hearings at the PSC. Eric will come to the next PSC meeting to review the schedule.
- There is no PSC meeting on May 27. We will next meet on June 10.

Consent Agenda

- Consideration of Minutes from 04/22/14 PSC meeting

Chair Baugh asked for any comments for the consent agenda.

Commissioner Shapiro moved to approve the Consent Agenda. *Commissioner Smith* seconded.

The Consent Agenda was approved with an aye vote.

(Y7 — Baugh, Gray, Houck, Oxman, Rudd, Shapiro, Smith)

Climate Smart Communities Scenarios Project: Shaping the preferred approach

Briefing: Metro Councilor Bob Stacey

Documents:

- [Climate Smart Communities Brochure](#)
- [Climate Smart Communities Policy Discussion Guide](#)
- [Climate Smart Communities Straw Poll Results](#)

The CSC goals are to reduce greenhouse gas emissions from cars and light trucks to less than half of the levels of 2005. The expectations for Metro and other regions from the State are for people to make shorter driving trips and more active transportation via changes in community design.

There is also expected improvement in fuel efficiency to decrease emissions, which will make the goals from transportation and land use changes less than if we had to go by today's average vehicle emissions. We can achieve the desired changes of decreasing per capita auto travel by about 3 miles per day by focusing on having more jobs and housing in regional centers and in transportation corridors around the region. We also need focused investment in transportation improvements.

Metro is working closely with TriMet and ODOT. They also have their two committees, MPAC (land use planning) and JPACT (MPO body) that have members from Metro, cities and counties to make decisions about allocations.

There was a joint MPAC/JPACT meeting on April 11 to review the options and three scenarios.

As described in the [Climate Smart Communities Policy Discussion Guide](#), the question posed was to "pick the level of support for transportation investments in 6 areas." By 2035...

- How much transit improvement?
- Road technology?
- Funding on travel information (e.g. current status time boards)?
- How much of the active transportation network plan should be grown and developed?
- How much of the planned street network should be built out?
- How should local communities manage parking?

What level of service would we like to have?

- A = Recent Trends. This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.
- B = Adopted Plans. This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current TRP, which relies on increased revenue.
- C = New Plans and Policies. This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

At the April 11 meeting, all 6 areas ranked "B" or better except for technology.

Next we will ask at the staff level to assess what this means for an investment level. On May 30, the committees will reconvene (Commission Novick and Mayor Hales are Portland's representatives). Portland has its own coordinating committee (City Council), and the PSC is its chief advisor. Metro would appreciate the PSC's attention to convey support for funding levels to be more successful for transit, active transportation, and low-cost + high-effective options especially. It will take lots of funding to retrofit roads, but the opportunity to give people transit relies on making streets safer and providing options such as transit and easy and convenient biking options.

Discussion

Commissioner Smith noted he has served on TPACT and MPAC in the past and is not surprised by the poll results, but they are not necessarily the right policy. The piece that makes lots of sense is the technology piece. In talking about the balance between transit and active transportation, there is a continually growing evidence that we get co-benefits in health with active transportation options. I would like to build out entire active transportation plan then

build transit with remaining. Also, parking management is a hot-potato, but we do some things that subsidize parking (including having parking minimums). I would be ok without talking about parking if we got away with subsidizing altogether.

- There is relative hesitation about active transportation due to sometimes long distances between places in the region. Most livable cities have robust transit (frequent and wide-spread) and great active transportation options. We could build out the active transportation network for a fraction of the cost compared to High Capacity Transit costs. We could spend energy trying to reduce facility costs and increase reliance on frequent, interconnected local service that's continuous and interconnected. We need both, and I would support the acceleration of making a complete active network.
- Regarding parking and reducing or eliminating requirements, I support this for mixed-use and commercial development — we should let market decide how much to charge. Encouraging shared parking in private uses and looking at on-street parking for fees are other options.

If we had funding for active transportation like we have for roads, that would alleviate the built-out costs. Is Metro working on a strategy like this for a federal agenda?

- It's not a strategy for Metro at this time. We are supportive of federal titles that create funding opportunities that can be made available and for flexibility of federal funds. We could do more as a community of governments to spend flexible funds on active transportation and save gas taxes to maintain and improve road systems.

Commissioner Houck stated that we was not going to dwell on the fact that Metro has yet to address Climate Adaptation in their work but that he looks forward to seeing how Metro proposes to integrate its climate work with the City of Portland and Multnomah County's Climate Action update and the City-County Climate Preparation Strategy.

He also agreed with *Commissioner Smith* about his comments regarding active transportation. I've not seen an explicit nexus between the adopted Bi-State Regional Trail Plan and active transportation routes in the Climate Smart documents we are reviewing. Was that intentional because these "trails" are thought of as being recreational? As we know trails like Springwater Corridor, Springwater on the Willamette, Fanno Creek are, in fact, dual purpose serving both recreational and commuter objectives. I'd like to see an explicit integration of the Trails Plan with the Active Transportation network.

- The RTP does include many trails. The plan maps and policies will be adopted as part of the updated RTP, which is scheduled to be completed this summer. The active transportation plan will be incorporated via policies and mapping in the RTP. The trails should be part of that map.

There is a lot of new research that demonstrates that significant carbon sequestration can be attained in the urban environment, particularly with the urban forest canopy. When you think changes to the 2040 Plan or other programs will reflect carbon reduction opportunities through sequestration?

- Metro programs do include stewardship of natural resource systems. We will be coming back out to the community to talk about the value of tree canopy, etc to indicate strategies. Metro has a big role to play in waste reduction and disposal systems we use as well.

Commissioner Gray asked about the statement in the document that notes the benefits and burdens of change are distributed equitably. This is a good goal. Can you give an example of how Metro has applied equitable distribution on growth and changing environments? The PSC had a presentation from Metro about the equity lens, which was in early development when we heard about it.

- We have a coordinator for the equity committee. We are in the midst of trying to refine a set of criteria to apply to Metro's own programs and government policies so we can give guidance internally (employment, contract practices), and also to our

regulatory activity to other governments' work. This is a sensitive area between governmental agencies, so we will consult with MPAC and JPACT as we develop the criteria.

In the RTP, how was equity dealt with?

- Four years ago (2010 update), we didn't have the equity policy declaration implemented. This revision in 2014 is the RTP "light." The 2018 will be the point where we need to make sure we have the objectives identified, with concurrence from funders. We will see how well we improved policy language since the last major update, and how well we advance that in 2018 will be the real test.

There is a great opportunity to be really ready for these changes and allow the public to see what Metro is doing would go a long way to show that Metro is really looking at equity.

Chair Baugh looked at the challenges identified in each section, which seem to have an equity overlay. How are you going to address those significant challenges?

- In both of the current HTC projects (Powell-Division and SW Corridor), there is a high level of awareness that displacement, housing costs, etc are things we want to avoid and mitigate for, but that's about as far as we've gotten in the conversations. These objectives require bold policy and regulation, and we probably have a group of leaders who are interested in using policy tools such as inclusionary zoning as an option.

The PSC will write a letter of support about shaping of the preferred approach to send to the Mayor and Commissioner Novick before the May 30 meeting. Metro will assist with a format for the letter.

PDX Community Advisory Committee

Briefing: Karen Gray, PSC; Stacey Triplett, Metro

Documents:

- [PDX CAC Annual Report](#)

Presentation:

<http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/6738108/view/>

Commissioner Gray introduced the topic, which is important since the PSC asked her to be the representative on the PDX CAC. We wanted to come back to the Commission to report on what's being discussed in the committee.

Things *Commissioner Gray* noted she likes about being a member:

- There is a wide variety of people on the PDX CAC representing regional and different interests.
- People are allowed to vet their ideas at each meeting. Everyone gets a chance to say their ideas about the topics at hand.
- The Committee is very transparent; the Port presents their budget, and then they say what they're working on and what's next.
- There are indicators and measures about all the Port directions.
- It helps me to be on the Committee because Parkrose School District takes part of its west boundaries from the airport.
- There are a number of ad hoc groups, including the relatively new Social Equity group.

Stacey is the Vice Chair of the CAC and works at Metro at the sustainability center. The PDX CAC Chair, Mike Sloan, a citizen from the City of Vancouver, was unable to attend today, but he did want to mention that it is valuable to have participation from both sides of the river. Stacey provided background about the Committee (slide 2).

The Committee includes 20 voting members and 10 ex-officio members. The Mission of the CAC is to:

- Support meaningful and collaborative public dialogue and engagement on airport-related planning and development.
- Provide an opportunity for the community to inform the decision-making of jurisdictions/organizations related to the airport.
- Raise public knowledge about the airport and impacted communities.

This is the beginning of the group's third year, and they have talked about many topics in their meetings including updates by the Port's Chief Operating Officer Vince Granato at each meeting about the airport's sustainability, business, and construction and planning projects.

The Port gives updates about emerging issues at and near the airport. Air quality, Colwood Golf Course rezoning, mitigation on Government Island, the long-range forecast for PDX and how the airport is tracking that, the Port's environmental programs as well as review of possible development on airport property. The CAC also has a roundtable, where all the members share information about activities in their organization or community.

The CAC also formed a number of ad hoc committees. The environmental objectives and targets committee reviewed the Port's environmental targets this year, and there was a discussion about how they are created and what other possible targets might be. The social equity team is helping the Port define and address social equity issues. The stormwater master plan group reviewed the Port's stormwater master plan process, joining with a few environmental organizations, and discussed the process and possible outcomes.

The PDX CAC also recommends how to direct funding for Columbia Slough Enhancement and Urban Tree Canopy projects each year. This year, they voted to fund \$30,000 each year for a multi-year Combined Turtle Habitat Enhancement project and \$25,000 for Friends of Trees multi-year tree plantings.

The Social Equity Committee has met three times, with another meeting coming up next month. They are continuing to discuss opportunities to help the Port focus and better define its social equity work. We are helping the Port define social equity and advise on applications of this to airport processes. One project is looking at is a contracting template to make sure MWESB employers get a chance at applying for projects. Employee awareness of racism is another topic. We're talking about going deeper with employees to do work around racial and gender equity. Developing a diverse workforce for all types of jobs at the airport is another objective.

The PDX CAC's organizing principle is sustainability, and they have spent the year learning more about all three legs of that stool and discussing and giving input on those topics. The Port has also given opportunities to see some of the sustainability elements in action, in a sustainability tour.

Committee members value their opportunity on this effort. Thank you also to the PSC for its support and for *Commissioner Gray's* work with the PDX CAC.

In the year ahead, possible discussion topics include:

- Streaked Horned Lark implications at PDX
- PDX Next Terminal Modernization Program
- NE 82nd and Airport Way Interchange Options
- Multnomah County Drainage District levy recertification
- PDX Waste Management Program
- Social Equity
- Planning for multimodal access

- PDX Customer experience
- Urban Tree Canopy and Slough Enhancement Recommendations

Joe Zehnder noted the PSC's work on the Airport Futures and the formation of the PDX CAC. It was thought to be a good idea, but initially it wasn't universally welcomed. It has been a productive and welcome committee with good work being done by the Port and the group.

Commissioner Shapiro commented on the importance of the diversity of the committee and importance of the airport and Port for services for the community. This committee is helping to hold us and the Port to higher standards and is making a good impact.

Commissioner Gray again noted the value of the meetings and being able to have conversations e.g. around accountability are important. Questions haven't easily been answered, and the Port staff have really answered the higher-level accountability questions thoroughly. People on the Committee really attend the meetings and are involved.

Chair Baugh is glad the Committee is having a significant impact. We heard some reticence at the formation of the group, but we're glad it's progressed positively.

Adjourn

Chair Baugh adjourned the meeting 1:41 p.m.

Submitted by Julie Ocken, PSC Coordinator