

Portland Planning and Sustainability Commission
Tuesday, April 8, 2014
12:30 – 3:15 p.m.
Meeting Minutes

Commissioners Present: Andre' Baugh, Karen Gray, Don Hanson, Mike Houck, Gary Oxman, Michelle Rudd, Katherine Schultz, Howard Shapiro, Chris Smith
BPS Staff Present: Joe Zehnder, Sandra Wood, Julia Gisler, Julie Ocken
Other Presenters: Terri Williams (Revenue); Mike Liefeld (BDS); Alan Lehto, Steve Kautz (TriMet); Denver Igarita (PBOT); Malu Wilkinson (Metro)

Chair Baugh called the meeting to order at 12:32 p.m. and gave an overview of the agenda.

Items of Interest from Commissioners

Commissioner Houck mentioned that on the way to the meeting he was walking through the Park Blocks and was hearing the Pine Siskins in the trees as a reminder of spring and nature in the city.

Commissioner Smith: The PSC may want to weigh in on the RTP (Regional Transportation Plan) update. For the first time, there will be a specific streetcar category in the RTP. PBOT has been soliciting input for prioritization of projects on the list. The Portland Plan has direction that in the first 5 years to do corridor analysis projects (1 outside Central City), but there were no projects outside the Central City on the current draft list. The way Metro has set up the process, there isn't time to do analysis on a project like this. PBOT staff's preference is to use the TSP (Transportation Systems Plan, part of the Comprehensive Plan) to analyze then submit a list of RTP amendments. We should tell Metro we're disappointed that the RTP won't explicitly reflect the Portland Plan goals.

- *Chair Baugh* noted that this is a process question of Metro about not including an equity lens in the RTP process. The TSP process led by PBOT is a way we can follow the Portland Plan, which will come before the PSC. We could then amend the RTP after the TSP is adopted to get Portland's preferences included at a later date. It's the realization that we have partners that are not yet caught up to have improved processes around including equity as a lens to prioritize projects.
- *Commissioner Gray* added that the PSC heard a presentation about the Metro equity lens. So this is a great time to operationalize what they said they are doing.
- *Commissioner Smith:* Moved that the PSC write a letter to Metro. *Commissioner Houck* seconded. The motion was approved with a unanimous "aye." *Chair Baugh* will work on drafting the letter and will share it with the PSC before sending it.

Commissioner Hanson: The SE Quadrant Plan Advisory Committee is looking especially at the southern triangle area. We're having another conversation in May followed by design charrettes in June. There is also a sub-committee of the group looking at transportation issues in this area to make sure there is a balanced approach to people and freight movement.

Commissioner Schultz: West Quad SAC has 3 meetings left. The group has gone through all West side sections and is now tackling issues that haven't been resolved to build consensus about the SAC's recommendation will be. Building heights in the West End and how to motivate development on surface parking lots, especially on Skidmore lots, are two of the major topics.

Commissioners Gray noted the City Council had a water and sewer rates meeting at Parkrose HS. Staff did a presentation and people were asked to say where they were from, and most were from the west side of the city.

Director's Report

Joe Zehnder

- BPS staff members interviewed six candidates for the Youth position on the PSC. There were two top candidates that Susan and the Mayor's staff will interview within the next week or so. We also have about a dozen candidates for the other opening on the Commission, and we're starting to review those and will try to have both new Commissioners appointed in May.
- Audit Services will release its report on BPS organics programs (yard debris and food scraps) at the end of this week or early next. It recommends that BPS work on increasing food waste collection by businesses and multifamily residents and also continue to work on waste prevention. Both of these recommendations are consistent with established BPS program direction.
- The Housing Bureau has another MULTE (Mixed-Use Limited Tax Exemption) application to submit to our "expanded" Investment Committee in a couple of weeks. Karen and Don were the PSC representatives for last year's work, so today we're looking for 2 PSC members to work with the Housing Bureau this year. The time commitment would be limited to a couple of times a year (unless the program changes in the future) and includes reviewing project write-ups of 4-5 pages -- just one project this round, but could be multiple in future rounds -- and attend the Investment Committee meeting to provide feedback on the project(s). Meetings are always on Thursday mornings at 9:30 at PHB. The upcoming meeting is scheduled for 4/17 and will probably only last about 30 minutes. The next meeting will probably be on or around 8/21.
- Today's RICAP 6 briefing that's first on the agenda is specifically about the short-term rental proposal. We will be having a hearing on the full RICAP 6 proposal at the next PSC meeting on April 22. The PSC officers will meet with staff this Thursday for their regular check-in meeting prior to the hearing. So far all the testimony we've received is about the short-term rental portion, and Julie will be sending testimony we've already received along with other meeting materials to everyone at the end of this week.

Consent Agenda

- Consideration of Minutes from 03/11/14 and 03/19/14 PSC meetings
- [R/W #7511](#): Proposed Vacation of SW Moody Ave north of Ross Island Bridge

Chair Baugh asked for any comments for the consent agenda.

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

The Consent Agenda was approved with an aye vote.

(Y9 – Baugh, Gray, Hanson, Houck, Oxman, Rudd, Schultz, Shapiro, Smith)

RICAP 6: Short-Term Rentals

Briefing: Sandra Wood, Julia Gisler, Mike Liefeld, Terri Williams

Documents:

- [Staff Memo](#)
- [RICAP 6 Proposed Draft](#)
- [Staff Amendment Memo](#)

Presentation:

<http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/6473573/view/>

Today's presentation is to share what we've learned, what the proposal is and have time to ask questions about the short-term rental piece of RICAP 6.

Staff shared a presentation to introduce the proposal, which is slightly changed from what they presented to the PSC in January.

The definition of short-term rental is renting overnight accommodations on less than a 30-day basis. Some of the most common examples are hotels and motels. Short-term rental is a commercial use category subject to building code regulations and transit lodging taxes; as commercial uses you will find these mostly in commercial areas.

Peer-to-peer rentals are a new form of accommodations. In a private home, you can get a roommate, or rent an ADU or rent your whole house on a monthly basis. A majority are in houses where the host lives on-site.

Peer-to-peer listings in Portland has grown about 10 times over in the past three years.

Staff reviewed what other cities are doing.

- NYC and San Francisco have basically banned short-term rentals.
- Resort towns (e.g. Cannon Beach) have a long history of regulating rentals. In Cannon Beach specifically, there is an unlimited number of properties that are allowed to rent up to two times per month as well as 92 unrestricted, but those permits are only good for 5 years. Inspections are part of the permit process.
- Ashland has prohibited rentals in single-dwelling zones because peer-to-peer was undercutting B&Bs and small hotels.
- Austin is one of the first cities to have short-term regulations (began in 2012). They started with 2 types of permits (owner-occupied and vacation rentals). Recently they amended the ordinance to deal with multi-dwelling structures, which includes a percentage cap on the number of units per building.
- The Amsterdam City Council recently created a "private rentals" category, which is very flexible. It allows people to rent a portion of home for unlimited time without inspection or permit, using only a complaint-driven system. The owners do still need to pay taxes.

Short-term rentals are largely within residential zones. Staff provided an overview of the policy about residential zones and what other uses are allowed in them. Short-term rentals are similar to Home Occupations, which require permits, as suggested in the RICAP proposal.

Accessory Short-Term Rental as the new name is more accessible for peer-to-peer activities and includes B&Bs. Staff is still figuring out what to do with vacation rentals, but the proposal is to not allow those. There are two types of short-term rentals: Type A (1-2 bedrooms) and Type B (3-5 bedrooms). Most B&Bs that have been approved through Conditional Use processes are the bigger ones (Type B).

There are 10 provisions included in the RICAP 6 proposal about short-term rentals (summary of Ch 33.207 Accessory Short-Term Rental Regulations, presentation slide 26-38).

Staff originally proposed short-term rentals could be allowed in any unit. Now the proposal is to only allow them in houses, attached houses, duplexes, manufactured homes, ADUs, not in condos or apartments. Those renting out the space need to meet primary residence criteria, but they do not necessarily need to be the owner of the building.

Staff had heard people were concerned about safety of the rooms. In proposed draft said "the operator of an accessory short-term rental can only rent legal bedrooms." It would be difficult

for residents to know if their rooms are legal or not. As noted in today's amendment memo, this language has changed to:

The operator of an accessory short-term rental can only rent bedrooms that BDS has verified:

- Met the building code requirements for sleeping rooms at the time they were created or converted; and
- Have smoke detectors that are interconnected with smoke detectors in adjacent hallways.

Re-inspection is required on renewal of permit (every 2 years). The inspection fee estimate of \$180 includes the inspection charge.

The proposal removes the limit on Private Social gatherings.

Background about the City's Transient Lodging Tax (Occupancy Tax): The overall rate is 11.5% in Multnomah County, plus a 1% tax by the state. 11.5% is collected by the City for City and Multnomah County combined. Everyone who rents a dwelling unit for 30 days or less is required to collect this tax from the guest and pay to City's Revenue Bureau. The City receives about 6% of the 11.5% tax. Due to the growth in peer-to-peer rentals, there is now a private home exception if the use is incidental, defined as 7 days or less over the course of a calendar year, unless you advertise or are a B&B. All other incidents require tax payment and remitting to the City.

Discussion

Commissioner Hanson asked if staff has thought about enforcement. It seems like it would be complaint-driven even if the language is clear.

- There currently isn't a level playing field; short-term rentals are not allowed without a Type II conditional use review. We know they are happening, and when we receive a complaint, we enforce. This tries to get to making this fair.
- BDS enforcement is mostly complaint-driven. With home occupations we have very few complaints, mostly because of neighborhood notice requirement. The notification provides thresholds for what is allowed. With current short-term rentals, the enforcement is difficult to prove. There is a big burden of proof needed by the City to enforce. This short-term proposal is potentially easier to enforce because a permit is required.

The biggest difference in neighborhoods will be parking, which we'll likely hear lots about.

Commissioner Schultz: The current code says that as long as you're related, you can have as many people living there as you want... "who live together in a dwelling unit" plus 5 additional people. Is this the operator's full household plus the potential of 5 additional people?

- The language that's already used for household living is the same language. We are not proposing a change to this. It already allows for 5 non-related persons to live in the house.
- If someone owns a house and has 2 non-related people (e.g. college students renting), then they could only have 3 additional people on a short-term basis.

The language for this application is potentially confusing.

Commissioner Shapiro noted the Mayor talked about Airbnb in the State of the City address.

- Staff has heard feedback from Airbnb on original proposal and expect they will provide testimony to the PSC.

Is there a health inspection for the kitchen facilities?

- B&Bs are regulated by the state and County, and are defined as 2+ bedrooms. 1-2 bedrooms don't typically have kitchens where the host would be cooking for short-term renters.

Commissioner Smith noted he's a fan of the sharing economy, but the City is a bit inconsistent about it. He's happy to see the inspection is now included in the proposal. He also noted a press report that suggested someone could put an RV in the driveway to live in then rent out their house.

- Occupation of an RV outside of an RV park is illegal in residential zones. Also, the City has a duty to make sure they are properly insured, but we don't regulate that. On the revenue side, Airbnb will collect the fees and taxes for their services? Will it include a list of the residences?
- We are working towards that, but it's not finalized. There won't be a list unless the City performs an audit. This will be happening but not at 100% of locations.

Commissioner Rudd went back to the definition of "household." The existing definition references marriage. Is there something in the code or other City provisions that protects same sex couples in this context? Staff will check with the City Attorney about this question.

Why is there a limit on the ability to have multiple home occupation permits and still rent a room? If the existing home occupations don't have external impacts why can't they rent rooms as well (e.g. if someone is working at home, why can we also rent a room)?

- For home occupations, there is a Type A, so you don't need a permit. For Type B (one employee or up to 8 customers per day), short-term rentals are not allowed.

What about international organizations (e.g. couch-surfing or house-swapping)?

- These are not included in the proposal.

Commissioner Oxman commended staff on the proposal. Is the City business license/tax required for short-term rental?

- It depends on gross receipts. If the host is making \$50k or more, then they are required to pay the business tax. If less, they still need to file but they are exempt.

Growth of listings chart: is this for single episode?

- A listing on a website is noted as each individual property. This would be a snapshot in a point of time.

Section 1B on page 57 regarding historical landmarks: was the continuation of B&B language retained for a reason?

- It was not intended. This will be edited by staff.

Commissioner Gray appreciates the process for the short-term rental proposal to allow people to rent in a legal way. Why are Type B fees so much more than Type A?

- Type II Conditional Use is a land use review and requires considerable staff time. It's like a mini legislative process for each request. The fee is what BDS has assessed with Council approval. This is the crux for this proposal to make the short-term rentals easier and less expensive.

When you heard feedback about the proposal, was there data presented from those who had issues (e.g. livability, parking issues)? Are these philosophical questions?

- Most feedback is anecdotal. There isn't a track record in other cities, and Portland is different and is sensitive to our uniqueness.
- *Commissioner Smith* commented about the Planning Commission's approval of ADUs and the impact on neighborhoods. Concerns and reality had little connection.

Why are we not allowing vacation rentals?

- We are being sensitive to the availability of housing stock in the city. We want to preserve units for people who need to live and work in Portland. The research to look at vacation rentals is larger than a RICAP project.

Chair Baugh asked about residential zones: "allow for some non-residential uses but not to sacrifice neighborhood character." NYC and SF doesn't allow in rent-controlled areas even though people could rent rooms to increase their livability. Density of units: there is incredible density with more than one Airbnb sites. Is there an unintended consequence if 50 or more percent are renting out rooms? Does the City take on the risk in terms of loss of property value?

We don't have rent control, but we have low-income neighborhoods. If you take rental rates in some of these areas, if you rent 15-20% of the month, there is a substantial business case to be able to rent a room. How do we not prevent that process from not going forward? Regarding complaints, if a neighbor says no, what happens?

- The proposed process is that the notice is informative: requirements, contacts, who's accountable, to open a dialogue between operator and neighbors. It's not a vote. This has been effective for BDS so far.
- If you're renting a room in a house and you can rent out a room to help cover your costs, that would be fine and is a benefits for the renter. But leases often don't allow this.

Is the entity that receives the permit required to show the permit (e.g. post on the wall)?

- We don't currently have this in the proposal. These types of permits are usually required by and given by the Fire Bureau. We could consider this. It will be available online to see if the address is permitted. Hosts could choose to advertise this.

Future of Transit: TriMet Service Enhancement Plan Initiatives

Briefing: Alan Lehto, Steve Kautz, TriMet

Presentation:

<http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/6473575/view/>

Chair Baugh noted his participation on the TriMet Equity Advisory Committee. This is a great project and move forward for TriMet.

TriMet's work is to connect communities and allow people to get where they need to go, now and in the future. We want to be partners with cities and counties in the region to help guide transit service and growth to where it makes the most sense. This project is a part of how we have that conversation.

Last month TriMet was able to add back service on 13 frequent service lines to 15-minute or better service for weekdays. It's proposed in FY15 budget to add back weekday evenings and the highest ridership times during the weekends. After a mid-year check on the budget, our hope is to be able to add even more service on weekends near the end of the fiscal year to restore frequent service levels seven days a week on all Frequent Service bus lines and MAX by the end of June 2015. (This is contingent on the continuing growth of the economy and the outcome of the current labor contract proposal which we hope to have settled before the end of 2014).

The TriMet annual service plan tried to include three areas: basic system maintenance, optimize and restore, and increasing capacity. As resources rebound, we're focused on the Maintain and Restore aspect for FY15 focused on Capacity, Reliability, and Frequent Service (which also increases frequencies).

Portland-Milwaukie Light Rail line is on schedule and on budget to open in September 2015.

Efforts around the future of transit recognize this is a big region, there are lots of stakeholders to have dialogue with and we need to look at where growth is happening.

TriMet is engaging communities to understand current needs, plans for growth, demographic changes, equity needs, and create a shared long-term vision for transit service to support current and future needs.

Enhancement Plans are being developed in five subareas. The vision for the Westside was completed in 2013 and the Enhancement Plan work continues with year-by-year

implementation. Work is now underway in SW, SE and Eastside; North-Central will be the final area.

Dividing the region into five areas provides identity and focus for outreach and community engagement, and it matches available staff with the scope of active work.

Boundaries do not limit how improvements are considered, and TriMet is maintaining a “network perspective” throughout, thinking about how each area informs and considers other areas.

SE area process includes a bus service plan aligned with PMLR opening in Sept. 2015. They are just starting in to North-Central area.

The process also considers connections with services operated by other transit systems (SMART, Canby, Mollala, Sandy)

Recommendations in the vision for Westside included:

- Importance of need for connections throughout the region.
- Less waiting, faster trips.
- Safe places to wait for transit and to walk to transit.
- Bridging the last mile.
- Community transit - making connections where a fixed route may not make sense (e.g. where there are long distances between stops/areas or if there are few people using the system)

All of these components are things staff is hearing in the other areas as well, but it applies differently on the ground in individual places.

TriMet is currently talking to partners, community agencies, neighborhoods, jurisdictions, going to community meetings where people are. They have done surveys and analysis to get needs/wants/wishes lists.

TriMet staff met with PSC leadership last September and wanted to come back early in the process to share with the full PSC. This has been a positive experience for TriMet in talking to people about how they rely on transit, their needs and wishes.

Discussion

Commissioner Houck noted he sat at Metro’s Climate Smart Communities workshops, where the equity community was well represented. There were similar conversations about TriMet and the need for better connections. This presentation was consistent with those conversations. Questions: I’ve given up on getting my bike on MAX because of the limited availability to put them; is there anything we can do about the lack of bike space?

- Given the length of the trains, we are fairly constrained. Multi-car trains and commuter rail trains in other places provide this, but we can’t do that. We are trying to have better bike storage opportunities, e.g. both east and west of the tunnel, which is a big congestion point.

Commissioner Shapiro wants to be more partnered with TriMet actions so we are talking with the same voice to City Council, Metro, etc. I appreciate that TriMet is coming to talk with the PSC and hopes to continue the conversation.

- TriMet, PBOT and BPS staff have been discussing how we can strengthen the partnerships.

Commissioner Smith noted that one area the PSC has concern/interest in is job access in East Portland. When the East area plans come together, we would like to come together with TriMet staff again. What about conversations with OPAL and their concerns on transfer times and dedication of resources to high-capacity versus frequent transit?

- How can we help each other to better understand needs? That is the main question for this project. The process is more about the transit network rather than specific capital improvement projects.

Commissioner Rudd asked for clarification of the local circulation concept described as a supplement to fixed routes.

Commissioner Oxman appreciates that community transit networks are on the agenda. There are lots of ways to organize community transit systems to move people efficiently.

Commissioner Gray appreciated the comment about OPAL and their Bus Riders Unite project. She also appreciates that Steve meets with the EPAP technical advisory group about transit regularly. Shouldn't the future of transit follow the predicted population and job growth forecasts? E.g. expected growth in East Portland.

- This is exactly what we're looking at: understanding the census, working with City staff to see where changes in demographics and development are going to be happening. City staff is sharing growth forecast scenarios with TriMet.
- There are a number of things pointing to the need to do a dramatic transit growth in the next 20 years. For example, we need to double service to get to the mode share targets. The Westside vision is approximately a doubling of service to keep ahead of population growth, congestion, connecting people to their needs, and keeping ahead of climate change. Though the other Enhancement Plan areas are not far enough along to know yet, we do expect them to have a similar level of significant growth in service.

Chair Baugh thanked the TriMet staff for the presentation to start strengthening the partnership. OPAL has been very engaged with the TriMet committee I'm on. I also appreciate the comment about looking forward and working with City staff to get people who may not yet be riding transit to have the option to.

Commissioner Houck talked about the BRT (bus rapid transit) option. The response I often get is that people won't ride them, even on dedicated lines. A main concern is that "people don't want to ride a bus." How much thought is going into the quality of the ride and vehicles to make a more enjoyable bus experience?

- There is a higher-end experience of a bus in BRT, which we'll hear about in the SW Corridor briefing next (because BRT is one of the two build alternatives in the corridor being studied). This is the "highest and best" for a bus. Powell-Division corridor could be a BRT variation as well. BRT development includes stations rather than stops; trying to reduce delay; and making it a highlight of the visible transit system. The jury is still out on how well BRT does this. As far as the system as a whole, the newest 3100-series buses are a step above the older buses; they're more comfortable, quieter and lower emission. We are also pursuing grants to explore other technologies e.g. for testing electric buses, prospects for CNG.

Commissioner Schultz asked about wireless as a rider amenity.

- It is expensive. It's only currently available on WES because it came as part of the package. It's not a first priority as we're restoring service.
- *Commissioner Rudd* advised that it might be possible to get someone else to pay to provide wifi. Commercial apps where a company pays for wifi service if you download their app are a model that is used (e.g. in airports) that could be looked at.

SW Corridor Plan

Briefing: Denver Iqarta, Malu Wilkinson

Document:

- [Statement on Vote from Tigard Mayor Cook](#)

Presentation:

<http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/6473574/view/>

In 2009 the region went thru process to identify 16 High-Capacity Transit (HCT) Corridors based on a range of criteria. The process prioritized implementation of the most viable corridors for future system expansion, and the Southwest Corridor (SWC) was identified as a near-term regional priority. Powell-Division was another corridor identified for near-term implementation.

Portland's Barbur Concept Plan was initiated in 2011 and is informing the SWC work. The Barbur Plan aims to leverage high-capacity transit investments to achieve a more walkable, vibrant Barbur Boulevard.

Adopted in October 2013, City resolution endorsing the SW Corridor Plan gave direction to continue process with partners:

- Continue City of Portland participation
- Use Barbur Concept Plan to inform HCT refinement
- Form a Community Working Group (this group now meets monthly)
- Refine supportive multimodal projects

Commissioner Hanson asked about how Tigard is somewhat resistant to rapid transit. Do they remain active on the SWC group?

- Yes, and Commissioner Novick asked staff to share his statement about it: the vote was close, and the vote doesn't appear to prohibit Tigard from working on the corridor planning. We would be more comfortable if Tigard had a clarifying vote in which citizens say in effect, "It's OK to study." It appears quite likely that will happen. Half of the mileage of any alignment would be within the Portland city limits. We have quite a stake in this project.

Tigard Mayor Cook and City Council also made a statement, and they feel like they have the backing from citizens of Tigard to continue moving forward. The vote was within around 200 people, so it was quite close, and it was potentially an unclear ballot measure so Tigard will be asking for clarification this fall.

Significant growth is expected in the SWC, which is expected to reach 206,000 people by 2035. This has been a vision-based approach to look at connecting places that the cities thought are most important to connect.

Phase I: The Southwest Corridor Shared Investment Strategy was adopted last year. One of the key recommendations was the service enhancement planning as noted in the TriMet presentation today.

We are now in the refinement phase to look at HCT design options based on the steering committee direction. We are using land use planning to understand opportunities for the different station area options.

A Purpose and Need Statement guides all Federal transportation projects, and the PSC weighed in on this statement for the SWC Plan. The statement will be reopened when (assuming) the project moves forward into the scoping for the Environmental Impact Assessment.

HCT destination options were initially based on:

- ridership potential
- operational efficiency
- plans for increased housing and employment in Tigard and Tualatin

... and were narrowed by/to:

- BRT or LRT from Portland to Tualatin, via Tigard
- Map segments represent over 50 design options
- Focus on most reasonable and feasible options to study further in EIS
- Use good information and public input to guide decision making

This still leaves about 50 design options, but 14 of these were taken off the table at the last steering committee meeting due to critical problems identified through public process or in early design work. Each of the options that were taken off has alternative options that work better.

The Southwest Corridor Steering Committee will be making a recommendation on which HCT design options, complementary multimodal projects and potential station locations should be studied further in an Environmental Impact Statement in June 2014. That work is anticipated to be collaboratively funded by the project partners, and is necessary to move the region forward to working with the Federal Government to partner in the funding of a major transit investment in the Southwest Corridor.

Commissioner Hanson asked about new start funding. What's the line to make it viable?

- BRT needs to have at least 50% alignment in its own dedicated route.

Commissioner Houck is pleased to hear about green projects being included. Are those tied as stormwater run-off mitigation?

- There's a nexus, but that's not the reason we've included it. We are thinking of these as opportunities, but it is a way to start with projects that have already been vetted and decided as priorities.

Metro is looking at GHG reduction. Could the green projects be noted as another angle, that is for carbon sequestration (trees sucking up carbon as a reduction method)?

Commissioner Smith asked about what station areas are under consideration for significance now.

- Looking at all potential places that could benefit from the service. OHSU, Hillsdale, Mult. Village, PCC-Sylvania.
- There is a design option that would look at S Waterfront.

What are the ways to consider reaching OHSU?

- Tunnel options. Tram. Better pedestrian access from Barbur or a Naito station.

Chair Baugh noted he was not a huge fan of the project initially. But he's encouraged that equity is a criteria and noted he's now looking at the EIS to have a very robust Title VI and environmental justice review to address communities that the project needs to connect to. Without that, the project still looks like it's in a transportation plan silo. The connections to the community need to be truly actionable and doable as part of the Portland Plan objectives.

- *Commissioner Shapiro* concurred with the Portland Plan sentiment as a lens and ways for the PSC to provide further input to the project.

Adjourn

Chair Baugh adjourned the meeting 3:31 p.m.