



## CITY OF LAKE OSWEGO Sustainability Advisory Board Minutes

March 21, 2011

### CALL TO ORDER / ROLL CALL

Co-chair Bruce Brown called the Sustainability Advisory Board (SAB) meeting of March 21, 2011, to order at 6:30 p.m. in the Conference Room of the Main Fire Station, 300 B Avenue, Lake Oswego, Oregon.

Members present:	Co-chairs Bruce Brown and Grant Watkinson, Sarah Asby, Gary Bachofner, Matt Briggs, Daniel Gottlieb and Vidya Kale
Members excused/absent:	Dorothy Atwood and Gregory Monahan
Council Liaison:	Sally Moncrieff (not present); Councilor Jeff Gudman was present
Guest:	Craig Stephens
Staff present:	Susan Millhauser, Sustainability Coordinator; David Donaldson, Assistant City Manager; and Alex Deley, AmeriCorps worker

### ANNOUNCEMENTS

The Comprehensive Plan Citizen Advisory Committee Open House was scheduled on March 29. Community Shred Day was on April 30. Co-chair Brown had emailed the Mayor to let him know about a seminar on climate change and migration.

### PUBLIC COMMENT

Craig Stephens suggested a way to save energy and avoid having to expand the water treatment plant could be to take water out of the river at a higher elevation and utilize gravity to move it. During the questioning period he confirmed he had already talked to a water project official about it and the response had been that it would cost too much.

### REGULAR BUSINESS

#### **Lake Oswego to Portland Transit Project (LOPT) – Recommendation to Council**

The Citizen Advisory Committee had recommended the streetcar as the preferred mode of transportation in the Highway 43 corridor. The Board had previously recommended the Council look at projects from a “full life cycle” perspective. They observed the transit analysis only compared cost to benefits for the next 25 years – not the 50 to 100 year lifespan of the facility.

The SAB suggested an “apples to apples” comparison would compare roadway wear and tear from buses with the cost of maintaining the track and rail bed. It would balance the cost of the streetcar with the fact that project would clean up hazardous waste sites that would otherwise need to be cleaned up anyway. Kale had looked at all the reports, but they did not report the carbon footprint of the construction site itself. The group did not agree on whether the carbon footprint of the equipment in the concrete should be counted in the analysis. Some questioned whether the carbon cost of steel smelting should be counted if the steel rails would be made for some other city if the LOPT project did not use them. The Board noted the future cost of gasoline or diesel should be factored in. It could be much higher in the shorter term, but it might not necessarily be higher further into the future. The energy mix in 50 years might be all “green” as a result of the current movement toward green energy. Councilor Gudman confirmed that the report did estimate the energy expenditure to build the streetcar and the amount of gas or diesel it would save until 2035. Briggs observed that the project would recoup its build cost over the long run and the project would result in better quality of life. Watkinson had heard people were concerned about the impact of additional traffic generated by the light rail parking facility. Millhauser advised both the streetcar and enhanced bus options included a park and ride facility. Councilor Gudman related there would be a 300-space facility at the Albertsons’ center and a 100-space facility in Foothills. Brown anticipated that over the longer term neighborhoods proximate to the line would have a dense enough population that many transit users would be able to walk or bike to the streetcar. Whether the streetcar would lead to more affordable housing was unclear. If Foothills was up-zoned, the result might be that lower income people living in Oswego Pointe (which was currently considered lower income housing) would be driven out. But Brown advised that higher density projects, plus some government assistance, would help make housing more affordable. Briggs observed that full cost accounting over the proper lifespan made economic sense. The Board then listed the benefits of a streetcar on the white board using the sustainability triple bottom line of economy, environment, and community to organize. They later added the list to the SAB’s recommendation to the City Council (see Vote, below).

Councilor Gudman explained that some people who voted for the CAC and Steering Committee recommendations were simply voting to continue the process by looking at the preferred alternative in the next phase. For example, Portland Mayor Adams had voted for it, but clarified he was not yet endorsing any particular option, but was voting to allow the process to go forward. Gudman related that the Council was going to hold the hearing on the Locally Preferred Alternative on April 12 and would deliberate and vote on April 19.

#### *Vote*

Watkinson **moved** to recommend that the City Council select the streetcar as the Locally Preferred Alternative for further study, based on the following reasons:

#### Economic

- A full-cost accounting over a 100-year time span favors streetcar. For example, capital investment in streetcar infrastructure will last well beyond 2035, bus alternatives do not

account for ongoing street maintenance or increased cost of fuel, and toxic site cleanup costs are only ascribed to the streetcar alternative.

- Will spur economic development more quickly than the other alternatives, leading to an increase in Lake Oswego's tax base.
- Operates at less cost per boarding ride.
- Contributes more short-term and long-term job creation.
- Greater potential to bring people to the community for theater, dining, and shopping.
- Less congestion on Highway 43 will allow for better vehicle flow, including freight movement / delivery, which is good for businesses.

#### Environment

- Smaller carbon footprint for operations.
- Improves air quality due to decrease in congestion and associated idling on Highway 43.
- Includes toxic sites clean up.
- Less impact to water quality than alternatives from tires, brake linings, leaked fuel.
- Better access for bikes (streetcar has more room for bikes than buses).
- More flexible platform for the future as streetcar is less vulnerable to fluctuations in fuel pricing and oil availability and electricity increasingly will be generated using renewable resources.

#### Community

- Decreased transit time between Lake Oswego and Portland.
- Encourages walking and health (people will walk up to ½ mile to access rail transit).
- Decreased noise in downtown from buses adds to quality of life.
- Best transportation option for aging and disabled populations (easier access).
- Better access between to S. Waterfront and services located there.
- Will allow for more economic diversity and housing options.
- Enhanced local identity.
- Better quality of life and a stronger community.
- The streetcar alternative will provide the best opportunity for improved livability along State Street by off-setting traffic congestion and by extension reducing State Street as a physical barrier to the Foothills District and Willamette River.

Asby **seconded** the motion and discussion followed. Kale reiterated that Enhanced Bus was a “non-option.” The vote was conducted and the motion **passed** by unanimous vote.

#### **Update: Sustainability Action Month (SAM) Planning**

Alex Deley distributed the draft SAM calendar. The calendar would be published on the website and in the May edition of Hello L.O. He planned to ask the local newspapers to highlight the month and publish the calendar as well. He invited SAB members to volunteer to help out at some events. Millhauser was going to email the sign-up sheet. Gottlieb had volunteered to give a presentation on climate change at the Library on May 17. Paul Lyons was going to speak about right size housing and aging in place at the ACC. Briggs was going to open his home for a workshop and a tour. Millhauser planned to add any scheduled Natural Step workshops. Brown planned to contact neighborhood associations to let them know about the

neighborhood sustainability summit. He announced the Electric Vehicle Expo would be held on August 21. Millhauser mentioned that City was arranging a community recycling and clean up day with Allied Waste in June. She related that Allied Waste had expanded the commercial composting program area beyond Lake Grove and would promote it at a chamber networking event. The program was not catching on as quickly as they would like. They were currently picking up food scraps at the ACC and compost from City Hall. The Uplands Neighborhood Association had applied for a neighborhood enhancement grant. It would use the funds to set up a recycling center at Uplands School. The Girl Scouts were holding a sustainability event in May. Deley planned to schedule the next SAM committee meeting in April. Watkinson thanked Deley for his efforts.

#### **Update: Comprehensive Plan Citizen Advisory Committee**

This update was postponed. Millhauser encouraged SAB members to attend the March 29 Open House.

#### **Update: Liaisons**

Gottlieb reported he was going to arrange to speak at a DRC meeting and he had arranged to present at a NRAB meeting. Bachofner reported the PRAB meeting he planned to attend had been canceled, but he had attended part of a Foothills meeting. Brown encouraged all the liaisons to continue to make contact with the groups they had been assigned to.

#### **ADJOURNMENT**

The next meeting was scheduled on April 18, 2011. There being no further business Co-chair Brown adjourned the meeting at 8:30 p.m.

Respectfully submitted,

Susan Millhauser  
Sustainability Coordinator

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