



PROSPER
PORTLAND

Building an Equitable Economy

Gustavo J. Cruz, Jr.
Chair

Francesca Gambetti
Commissioner

Alisha Moreland-Capua, M.D.
Commissioner

William Myers
Commissioner

Peter Platt
Commissioner

Ted Wheeler
Mayor

Kimberly Branam
Executive Director

This document represents the official meeting record of the November 8, 2017, Prosper Portland Board of Commissioners (Board) meeting held at 222 NW Fifth Ave., Portland, OR 97209. The full video recording of this meeting can be found at:

<https://www.youtube.com/watch?v=lp4ZHZGmwNM>

1. Call to Order and Roll Call

Chair Gustavo Cruz called the meeting to order at approximately 3:04 p.m. Pam Micek, Prosper Portland Board recording secretary, called the Prosper Portland Board roll:

Chair Gustavo Cruz	PRESENT
Commissioner Francesca Gambetti	PRESENT
Commissioner Alisha Moreland-Capua	PRESENT
Commissioner William Myers	PRESENT
Commissioner Peter Platt	PRESENT

2. Commissioner Reports

Commissioner Platt

- Attended a meeting with Prosper Portland Director of Economic Development Bobby Lee and the internal equity coordinator of the Oregon Food Bank

Commissioner Gambetti

- Attended the Causa Fundraiser on October 26

Chair Cruz

- Attended the Northwest District Association Executive Committee meeting on November 6
- Attended the Hispanic Metropolitan Chamber strategic plan meeting on November 7
- Attended monthly check-in meetings with Executive Director Branam and Mayor Ted Wheeler

3. Executive Director Report

- Welcomed Troels Adrian, Prosper Portland's new Business and Industry Manager
- Noted that Prosper Portland's Business and Workforce Equity in Construction page was updated: <https://prosperportland.us/business-and-workforce-equity-in-construction/>
- Announced that Prosper Portland issued a Request for Qualifications for developers for the United States Postal Service site at the Broadway Corridor
- Noted that Prosper Portland Project Coordinator II Alison Wicks would be presenting a report on the agency's Affordable Commercial Tenanting framework at City Council that evening
- Speaking at the My People's Market event on Thursday, November 9

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- Noted that the Prosper Portland offices close on November 10 in honor of Veterans Day
- Announced that Prosper Portland is a sponsor for the “Outside the Frame” film festival scheduled for November 13
- Serving as a Panelist at the Urban Land Institute Northwest “Emerging Trends in Real Estate” event on November 16
- Announced the newly formed Council for Economic and Racial Equity will hold its kick-off meeting on November 16
- Moderating the Oregon Environmental Council’s Business Forum: “Housing, Transportation and Social Equity: “Win-Win-Win” Solutions for Fast-Growing Communities” on November 16
- Noted the next general meeting of the North/Northeast Community Development Initiative Oversight Committee is November 16
- Attending the Native American Youth and Family Center Annual Gala on November 17

4. Public Comment for Items Not on Agenda

Brad Perkins, Cascadia High Speed Rail, LLC, presented the Cascadia High Speed Rail plan and provided a handout detailing the business plan (see Attachment 1).

James Posey thanked the Board for their progress tracking data around minority and women’s participation in the work force especially during the agency and leadership changes.

CONSENT AGENDA

5. Action Item: Resolution 7254 – Authorizing an Amendment to an Intergovernmental Agreement with Portland Parks and Recreation in an Amount not to Exceed \$200,000 to Augment the Gateway Discovery Park Project and to Acknowledge Portland Parks and Recreations’ Additional \$200,000 Contribution to Thomas Cully Park

With this action, the Board authorized the Executive Director to amend an Intergovernmental Agreement with the City of Portland Bureau of Parks and Recreation (PP&R) to provide an additional \$200,000 to the Gateway Discovery Park project and to acknowledge that PP&R will contribute an additional \$200,000 to Thomas Cully Park in northeast Portland’s Cully neighborhood. The additional Prosper Portland resources will add a Portland Loo in Gateway Discovery Park, while the PP&R resources will complete the Native Gathering Gardens in Thomas Cully Park.

Chair Cruz called for a motion to approve Resolution 7254; Commissioner Platt moved and Commissioner Myers seconded the motion.

AYES: Cruz, Gambetti, Moreland-Capua, Myers, Platt
NAYS: None

6. Action Item: Resolution 7255 – Requesting City Council to Issue Short-Term Subordinate Urban Renewal and Redevelopment Bonds for the City’s Urban Renewal Areas and Pledge Revenues from Those Areas to the Bonds

With this action, the Board requested that City Council authorize the issuance of taxable, short-term, subordinate urban renewal and redevelopment bonds through the end of fiscal year 2019-20 and authorized the City Council to pledge tax increment revenues from the relevant urban renewal areas to pay the bonds. The resources from the bonds will provide critical funding to Prosper Portland to deliver on its Strategic Plan goals.

Chair Cruz called for a motion to approve Resolution 7255; Commissioner Platt moved and Commissioner Myers seconded the motion.

AYES: Cruz, Gambetti, Moreland-Capua, Myers, Platt

NAYS: None

REGULAR AGENDA

7. Information Item: Five Year Update on the Neighborhood Prosperity Network

Prosper Portland staff presenting this item:

Dana DeKlyen, Project Manager I

Ms. DeKlyen noted that the Neighborhood Prosperity Network (Network) program is designed to support social equity-based, community economic development at the neighborhood level. She described that Prosper Portland provides grants to support administration, operations, district-wide promotions, technical assistance for organizational development, and physical district improvements (storefront improvements, benches, art installations, lighting, etc.). In addition, Prosper Portland staff provides mentorship and resource connections and acts as thought partners with district managers to help drive community and Network goals forward. Led by a board of community members, each of the eight Network partners plans and implements initiatives and projects that deliver on community-defined economic priorities in the district. Ms. DeKlyen provided a five-year update outlining the Network’s history, goals, accomplishments, lessons learned, and future needs.

Chair Cruz called forward guests to testify.

Mingus Mapps, Historic Parkrose Neighborhood Prosperity Initiative District Manager, described the many projects and improvements made possible by the grant.

Lindsay Jensen, Executive Director, St. Johns Center for Opportunity, detailed a four-pronged approach to, 1) support local businesses through a partnership with Micro Enterprise Services of Oregon, 2) strengthen the local workforce with monthly business meetings, 3) advocate for affordable housing and 4) build power within the neighborhood by hosting “meet the employer” events.

Coya Crespin, Board Member, St. Johns Center for Opportunity, shared about the emotional and physical results of living in poverty and how she benefited as a child from a farmer’s market similar to St. Johns’. She emphasized the need for programs like the Network to continue and expand.

Commissioner Moreland-Capuia asked whether Prosper Portland is providing training opportunities for grant writing. Ms. DeKlyen responded that in addition to another local organization's training, Prosper Portland provided a three-day training on grant writing. Because most members have additional training needs beyond grant writing, it was determined to provide the Network districts with eight thousand dollars each in technical assistance to use as they best see fit to meet their community's needs.

Commissioner Platt asked whether Prosper Portland might offer some type of matching program to help incentivize the current practice of small local business donations within the communities. He also inquired how Prosper Portland could support the volunteerism currently happening in the communities.

8. Information Item: Update on the Hill Block Project

Prosper Portland staff presenting this item:

Lisa Abuaf, Development Manager

Tory Campbell, Entrepreneurship & Community Economic Development Manager

Brian Terrett, Legacy Health

Ms. Abuaf provided an update describing how the Hill Block Project came to fruition and the historical context behind the name of the project.

Mr. Campbell described the extended and collaborative process between Mayor Wheeler's office, Prosper Portland, Legacy Health Systems and the community thus far to shape and direct the work.

Commissioner Moreland-Capuia requested the individual who testified at the August 9, 2017 Board meeting be invited to apply to join the Project Working Group due to his involvement "as part of a Legacy gentrification type of watch group" and his historical knowledge and potential representation of a contingent of population who may be missed.

Commissioner Gambetti complimented the process of forming a committee to form the Project Working Group.

Commissioner Platt requested Mr. Terrett speak about Legacy Health System's (LHS) approach from a trust perspective with the community. Mr. Terrett responded that LHS formed a Community Partnership Committee in 2010, acknowledging LHS's past actions and creating a charter with the group to include them in any decisions made.

9. Action Item: Resolution 7256 – Adopting Changes to the Prosper Portland Equity Policy

Prosper Portland staff and others presenting this item:

Mayra Arreola, Director of Social Equity, Policy & Communications

Sean Murray, Director of Human Resources

Kyra Straussman, Director of Investment & Development

Bobby Lee, Director of Economic Development

With this action, the Board adopted changes to the Equity Policy to retitle and reorganize objectives for clarity and succinctness; rename it the Social Equity Policy; and acknowledge the agency's new name.

Ms. Straussman noted that improving opportunities, particularly around construction and work-force development is where Prosper Portland can have the greatest impact. Most recently, John Cardenas, a current Prosper Portland employee, was hired as the Sr. Construction, Business and Workforce Equity Project Manager.

Mr. Lee provided examples of the Economic Development Department promoting social equity through several different programs, citing the Inclusive Business Resource Network, the Enterprise Zone program, Inclusive Start-Up Fund, and the Neighborhood Prosperity Network.

Mr. Murray explained the Human Resources Department provides internal support for the efforts to recruitment and retain diverse staff, compiles hiring panels, and conducts training and evaluations.

Ms. Arreola noted that the Social Equity, Policy & Communications Department is working with a social equity consultant to assist Prosper Portland in revising its procedures and tools to implement and keep the Social Equity Policy moving forward. She stated that her department will rely on the Council for Economic and Racial Equity to do a lot of the community engagement work to provide checks and balances.

Commissioner Myers asked whether she had looked at conformity of the goals and alignment with the City and Multnomah County. He noted that contractors could potentially be working on different projects with different rules. Ms. Arreola said yes and that they are looking at how to relieve the burden for small contractors.

Commissioner Myers recommended looking at the City's process of attaching one percent to all of their capital improvement projects to fund technical assistance and workforce development which could potentially assist with Prosper Portland's funding issues.

Commissioner Platt asked Mr. Lee whether he had any insight into what the barriers were for obtaining working capital. Mr. Lee responded that customers range from startups to traded sector companies and everything in between. He added that Ms. Straussman was also trying to address better partnerships with local banks as well.

Commissioner Platt asked Mr. Murray whether Prosper Portland was sharing some of what had been learned with other businesses and non-profits. Mr. Murray responded that it was something Prosper Portland could create opportunities to do.

Chair Cruz reiterated Commissioner Platt's emphasis on access to working capital and is interested in hearing more about what we are doing to address the barriers.

Chair Cruz called for a motion to approve Resolution 7256; Commissioner Myers moved and Commissioner Moreland-Capua seconded the motion.

AYES: Cruz, Gambetti, Moreland-Capua, Myers, Platt

NAYS: None

10. Action Item: Resolutions 7257 and 7258 – Authorizing the Terms of Lease Agreements at Alberta Commons and Lents Commons

Prosper Portland staff presenting this item:

Ian McLeod, Real Estate Marketing and Leasing Coordinator

With this action, the Board authorized the Executive Director to execute leases with prospective tenants in Prosper Portland-controlled ground floor commercial space at Alberta Commons and Lents Commons.

Mr. McLeod noted that the approved actions will enable Prosper Portland to expedite the leasing process for prospective tenants at both Lents Commons and Alberta Commons and take a significant step forward in delivering on Strategic Plan goals around prosperity and wealth creation for small and promising businesses including those owned by women, people of color and those from low income neighborhoods.

Chair Cruz and Commissioners Platt, and Gambetti asked various clarifying questions to which Mr. McLeod responded.

Chair Cruz called for a motion to approve Resolution 7257 and 7258; Commissioner Moreland-Capua moved and Commissioner Gambetti seconded the motion.

AYES: Cruz, Gambetti, Moreland-Capua, Myers Platt

NAYS: None

11. Action Item: Resolution 7259 – Adopting Budget Amendment No. 1 for the Fiscal Year Beginning July 1, 2017 and ending June 30, 2018; and Making Appropriations

Prosper Portland staff presenting this item:

Tony Barnes, Budget Officer

With this action, the Board formally amended the current fiscal year 2017-18 Budget.

Mr. Barnes noted that the purpose of the revision was to update the forecast as well as projects and programs in the current fiscal year budget. He added that there will be a second budget revision later in the fiscal year.

Chair Cruz and Commissioner Gambetti each asked a clarifying question to which Mr. Barnes responded.

Chair Cruz called for a motion to approve Resolution 7259; Commissioner Myers moved and Commissioner Gambetti seconded the motion.

AYES: Cruz, Gambetti, Moreland-Capua, Myers Platt

NAYS: None

12. Adjourn

There being no further business, Chair Cruz adjourned the Prosper Portland Board meeting at approximately 5:23 p.m.

Approved by the Prosper Portland Commission on February 14, 2018

A handwritten signature in black ink that reads "Pam Micek". The signature is written in a cursive, flowing style.

Pam Micek, Recording Secretary

EXECUTIVE SUMMARY

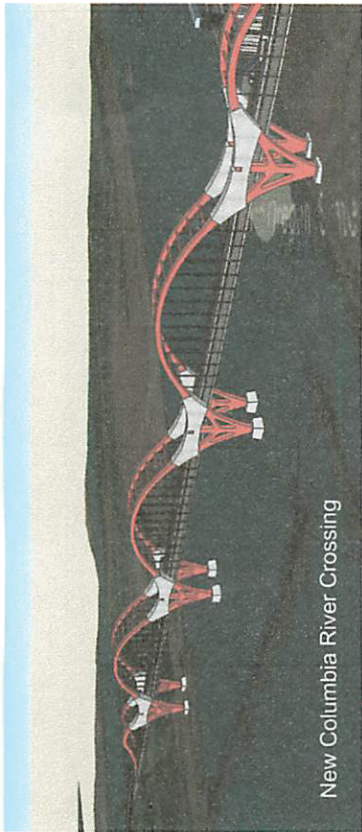
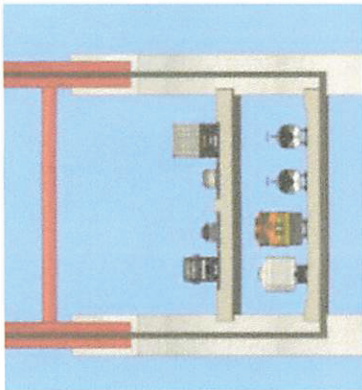


- The Pacific Northwest (PNW) Corridor offers a prime opportunity for implementing a world class High Speed Rail System.
- The central segment of the corridor is Seattle to Portland, which can be extended south from Portland to Eugene, and north from Seattle to Vancouver, BC. All three segments have "independent utility" and are each justifiable in their own right.
- CHSR time between central cities would be half that of driving and a third of that using Amtrak or planes.
- The corridor is designated by the USDOT Federal Railroad Administration (FRA) as a High Speed Rail Corridor and is immediately available for USDOT funding.

Overall, the Cascadia Business Plan Studies shows:

- It is estimated that a HSR system will capture 8 million trips by 2030.
- Since the corridor will experience strong demographic growth, it is anticipated that regional travel will increase by nearly 50 percent by 2050.
- The entire Cascadia Corridor should be developed effectively for \$30 - \$35 billion by paralleling the existing I-5 highway in Oregon and BNSF freight rail corridor in Washington.
- The HSR System will generate a positive operating ratio with an operating profit of over \$200 million per year by 2035.
- The HSR System will have a positive Cost Benefit Ratio, which meets USDOT OMB funding requirements at 3 and 7 percent discount rates.
- The project would generate significant economic development in each of the cities and towns along the corridor.
- The project will be environmentally friendly, significantly reducing air and auto emissions.

REGIONAL TRANSPORTATION PROPOSAL



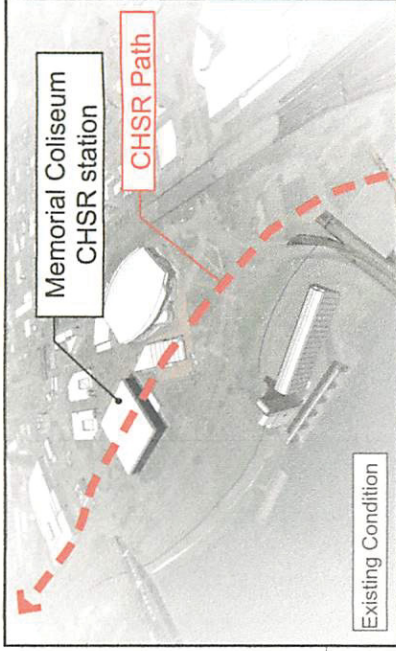
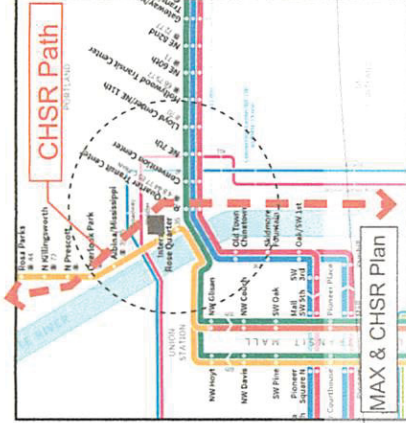
New Columbia River Crossing



CHSR Vancouver, B.C. to Eugene



PROPOSED BUILD OUT AND ROSE QUARTER TRANSPORTATION HUB BY CHSR



City Water Bureau and PPS

Total Area: 33.5 acres

Cascadia HSR

Memorial Coliseum
Proposed CHSR
Station

Kalberer Co.

Total Area: 1 acre

Aegean Corp/Paul Allen

Total Area: 7 acres

Dreyfus Commodities Co.

Total Area: 5 acres

City owned: 33.5 acres
Privately owned: 13 acres

CASCADIA HIGH SPEED RAIL FACTS

Cascadia High Speed Rail, LLC is a private company based in Portland, Oregon. Since 2007, the company has developed a conceptual plan for two rail systems on a double track electrified corridor: Cascadia Inter-City Express (C-ICE) and Cascadia Commuter Express (C-CE). The 460 mile corridor connects communities in the Pacific Northwest between Vancouver B.C., Canada and Eugene, OR. CHSR will deliver the utmost efficiency, comfort, safety, economic growth and reduce carbon emissions. Many corridor options have been researched for the ultimate curvature alignment for speeds over 220 mph. The trains have a capacity of moving over 16,000 passengers per hour. CHSR, LLC will help create a public/private partnership that will supervise and facilitate the process of CHSR development.

HIGH SPEED RAIL IS IMPORTANT

A growing number of countries such as Japan, China, Korea, France, Switzerland, Spain, Italy, Turkey, and Morocco have high speed rail because it makes environmental and economic sense. Since the 1990's, the Cascadia corridor has been identified by the U.S. Department of Transportation as one of the leading high speed rail opportunities. CHSR, LLC has completed a well vetted concept plan and demand model study which was submitted and recorded by the Federal Rail Administration. The following are proven benefits:

- Meeting future growth needs via fast, frequent and reliable rail travel.
- Reducing traffic congestion and greenhouse gas emissions.
- Removing passenger rail service from freight rail corridors to increase capacity for Burlington Northern Santa Fe and Union Pacific Railroads, creating almost limitless capacity on a new double track electrified CHSR corridor.
- Creating jobs and affordable housing via real estate development at the station stops.
- Increasing property and income tax revenue due to increased station hub development.
- Fast fare-based transportation systems, with real estate development potential, will incentivize private investment and ownership.
- Private investment could pay for 30% to 50% of CHSR project costs.
- Connectivity to other transportation systems such as transit, roadway, bikeway and pedestrian corridors.
- Travel to your destination in less than half the time, without stress or delays.
- Increases tourism and recreational opportunities.

ECONOMIC BENEFITS OF CHSR

The area between Eugene, OR and Vancouver, B.C. has a population of 8.5 million people and will continue to attract millions more because of its natural beauty and progressive priorities. The Northwest's 460 mile I-5 corridor has the 30th largest economy in the world. Cascadia High Speed Rail is needed to guarantee greater health and richness for current residents as well as to accommodate the many thousands of people expected to move here in the future. Cascadia HSR will spur the revitalization of cities and towns by encouraging high density, mixed-use real estate development around the station and transportation hubs. CHSR links cities together into integrated regions that will stimulate the economy. Commuters with bikes, as an alternate to cars, will live healthier lifestyles. CHSR is extremely reliable, operates in challenging weather conditions, with its goal to relieve traffic congestion and to save travel time. Operating on schedule, every day without delay, especially during peak travel times is CHSR, LLC's top priority and in the public's best interest.

CHSR ENVIRONMENTAL BENEFITS

We are experiencing unprecedented migration to the Pacific Northwest, resulting in longer, stressful motorized travel that raises pollution levels and diminishes our quality of life. CHSR will be electrically powered via renewal energy sources such as hydro, wind and solar. CHSR is an important component in the regional, national and international fight to reduce pollution and global warming levels. High-Speed Rail means fewer cars on the road and planes in the sky and will provide Oregon residents now and in the future with a clean, sustainable travel mode that will help reinforce improving overall community health and benefit the state for years to come.

CASCADIA HIGH SPEED RAIL WILL BE BUILT

In Oregon, CHSR will primarily be built using the existing public rights-of-way along the I-5 corridor. In Washington state, CHSR will be within or close to the existing BNSF right-of-way.

THE PHASES OF CHSR

An estimated 70,000 residents from SW Washington cross the I-5 Columbia River Bridge to the Portland Metro region every day. Phased rail corridor development will depend on public/private support. The following Phases may not occur according to phased numbers:

PHASE 1. The Cascadia Commuter Express (C-CE) between Portland, OR and Vancouver, WA will take only 6 minutes. This phase requires a new multi-modal bridge across the Columbia River and construction of new transportation hubs at the Rose Quarter, Vancouver's Amtrak Station and the 78th Lakeshore intersection. Phase 1 is estimated to cost \$1.5-\$1.6 billion.

PHASE 2. Connects Portland and Wilsonville in 13 minutes with stops at OMSI, PCC Sylvania, Barber/Taylor's Ferry Park and Ride, Tualatin/Bridgeport Park and Ride, and Wilsonville.

PHASE 3. Connects Wilsonville to Woodburn, Salem, Albany and Eugene in 37 minutes.

PHASE 4. Connects Vancouver, WA to Ridgefield, Woodland, Longview/Kelso, Centralia/Chehalis, Olympia/Lacey, Tacoma/Lakewood, SeaTac Airport and Seattle, WA in 75 minutes.

PHASE 5. Connects Seattle to Vancouver, B.C. with stops in Everett, Mt. Vernon, WA, Bellingham and Surrey in 60 minutes.

CHSR ADVANCED TRANSPORTATION TECHNOLOGY

High speed rail is a proven safe technology that has existed in Japan since 1964 without a fatality or more than one minute delay per year. It is an experience that connects you to town center transportation hubs. The Hyperloop is an unproven form of transportation and will take decades to gain general public acceptance and prove its economic feasibility. The autonomous vehicle will require many more years of testing as it is designed for localized travel in major cities. It will be an isolated individual experience that is not proven to relieve congestion because it is not speed focused.

SPEED AS A COMPETITIVE ADVANTAGE

Speed matters for most Americans, and they value their time. Speed just keeps gaining momentum (as a competitive advantage).

1. Slow costs more. Every minute we can take out of manufacturing time, travel time, stocking time, get-to-market time, and customer response time saves us money and makes us money.
2. Speed is the ultimate "customer turn on." Everyone is short of time. We hate delays, long lines and traffic. We prefer to get our on line purchases expeditiously. We love finding what we want and getting back to work (or play) fast. And we'll pay for speed.
3. Speed is the one advantage that the big competition can't duplicate easily. Most big companies are bureaucratic, dysfunctional, and self-absorbed. They don't listen, they are slow to change, and they kill momentum and initiative. We cannot afford to be stagnated by traditional ways of doing business and prevent the growth of high speed rail.

To be fast means to understand the current trends that warrant the need for high speed rail, then take advantage of the opportunity before it is obvious to everyone. It's important to execute quickly at every level and to anticipate the need for change before the market place decides "you just don't get it." Now is the time to move forward and make the future happen with high speed rail. Cascadia High Speed Rail, LLC believes that the future is now for "Speed Rails" in the Pacific Northwest.

CHSR makes economic and environmental sense, especially in Portland, where the culture is pedestrian bike friendly and uses mass transit. Connecting inner-city transportation systems to efficient inter-city high speed rail station hubs creates new opportunities for economic growth and provides tens of thousands of new jobs and mixed-income housing between Vancouver, B.C. and Eugene, OR

October 16, 2017

Jeff Bezos
Amazon

Re: Amazon Rose Quarter Headquarters and/or Package Delivery via Cascadia High Speed Rail

Our company, Cascadia High Speed Rail, LLC, looks forward to the opportunity to discuss how Amazon could greatly benefit in owning a portion of or leasing the fastest and most dependable product delivery system in the Northwest. Though requiring substantial investment initially, by sharing the use with paying commuters, it could pay for itself within 15-20 years.

High speed rail is a proven people delivery system since 1964 that has increased in popularity and expansion in both developed and undeveloped countries throughout the world. The time is right in America to make it work for both commuters and travelers during the day and lightweight freight movement at night. A new electrified, double track, 460 mile, north/south Cascadia High Speed Rail corridor in the Northwest is capable of moving commuters, long distance travelers and light weight freight at transfer sites nearby. Portland's location is well suited for fast north/south and eastward delivery via the relatively straight and level terrain in both corridors.

Cascadia High Speed Rail, LLC has been working on a conceptually planned corridor between Eugene OR and Vancouver BC for the past ten years. The consulting firm of Transportation Economics Management Systems (TEMS) in Maryland has completed a demand model study between Eugene OR and Seattle WA that was submitted and registered by the Federal Rail Administration in 2016. Ankrom Moisan Architects just completed a concept plan for the Portland Rose Quarter Transportation Hub with the CHSR station in the V. M. Coliseum and phased development potential in the nearby vicinity. Over the years our team has been in contact with government officials in both Oregon and Washington to gain support of our traffic-congestion-relieving, new rail corridor plan that has almost unlimited capacity. Three years ago we talked with Governor Inslee's Economic Development Director, Charles Knudson about the feasibility of CHSR in Washington. As you may know CH2M is now conducting a HSR feasibility study between Seattle, WA and Vancouver, B.C.

In the next year's Legislative sessions in Oregon and Washington, we will be seeking approval of two bills. One bill is to set up a joint powers committee to work with a private/public partnership to secure, engineer and develop the CHSR corridor. The other bill will secure one half of the necessary Environmental Impact Statement study funds between Eugene OR and Seattle WA or Vancouver BC. The other half of the needed EIS study funds will come from private interests. Amazon may wish to gain the inside track on this exciting investment opportunity that can move people and product faster with greater operational control.

Our team looks forward to discussing the potential for this paradigm shift in people and product delivery? Note: As an Oregon licensed real estate broker, I do not represent Rose Quarter area property owners.

Brad Perkins, CEO
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