



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **27TH DAY OF JULY, 2016** AT 9:30 A.M.

THOSE PRESENT WERE: Commissioner Saltzman, Presiding; Commissioners Fish, Fritz and Novick, 4.

Commissioner Novick arrived at 9:44 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Senior Deputy City Attorney; and Jason King and Mike Cohen, Sergeants at Arms.

Item Nos. 865 and 871 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

| | | Disposition: |
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| COMMUNICATIONS | | |
| 854 | Request of Brian Quinn to address Council regarding saving Portland historic sidewalk stamps – parking issues in close in SE (Communication) | PLACED ON FILE |
| 855 | Request of Norm Santana to address Council regarding City Council meetings be held on either weekends or a weekday evening (Communication) | PLACED ON FILE |
| 856 | Request of Mary Eng to address Council regarding the Americans with Disabilities Act and the Disability Treaties worldwide (Communication) | PLACED ON FILE |
| 857 | Request of Craig A. Rogers to address Council regarding transparent and accountable (Communication) | PLACED ON FILE |
| 858 | Request of Pedro Ferbel-Azcarate and Julver Perez to address Council regarding police accountability and community relationship (Communication) | PLACED ON FILE |
| TIMES CERTAIN | | |
| 859 | TIME CERTAIN: 9:45 AM – Accept the Quarterly Technology Oversight Committee Report from the Chief Administrative Officer (Report introduced by Mayor Hales) 30 minutes requested Motion to accept report: Moved by Fish and seconded by Fritz. (Y-4) | ACCEPTED |

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| <p>860</p> | <p>TIME CERTAIN: 10:15 AM – Accept the Initial Guaranteed Maximum Price of \$140,000,000 from Balfour Beatty Construction, LLC dba Howard S. Wright for the design and construction of the Portland Building Reconstruction Project Progressive Design-Build Relocate Services (Procurement Report introduced by Mayor Hales; RFP No. 00000260) 45 minutes requested for items 860-862</p> <p>Motion to accept report: Moved by Fish and seconded by Novick. (Y-4)</p> | <p>ACCEPTED</p> |
| <p>861</p> | <p>Direct the Office of Management and Finance to implement the Community Opportunities and Enhancements Plan for the Portland Building Reconstruction project and to allocate \$1 million of the project budget for these purposes (Resolution introduced by Mayor Hales) (Y-4)</p> | <p>37223</p> |
| <p>862</p> | <p>Authorize revenue bonds for the reconstruction of the Portland Building (Ordinance introduced by Mayor Hales)</p> | <p>PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |
| <p>CONSENT AGENDA – NO DISCUSSION</p> | | |
| <p>Mayor Charlie Hales</p> | | |
| <p>863</p> | <p>Nominate Ray Leary to the Metropolitan Exposition and Recreation Commission to fill a City of Portland position (Resolution) (Y-4)</p> | <p>37222</p> |
| <p>*864</p> | <p>Amend grant agreement with Worksystems, Inc. to add \$15,120 for additional internship hours for the Black Male Achievement summer program FY 2016-2017 for a not to exceed grant amount of \$499,120 (Ordinance; amend Contract No. 32001327) (Y-4)</p> | <p>187906</p> |
| <p>Office of Management and Finance</p> | | |
| <p>*865</p> | <p>Authorize a contract with SAP Public Services, Inc. in the amount of \$3,484,100 to provide ongoing licenses and maintenance services for the City's enterprise business system (Ordinance) (Y-4)</p> | <p>187909</p> |
| <p>*866</p> | <p>Create a new Nonrepresented classification of Assistant Water Utility Director, which is exempt from the classified service, and establish a compensation rate for this classification (Ordinance) (Y-4)</p> | <p>187907</p> |
| <p>867</p> | <p>Establish an interim compensation rate for the revised Parking Pay Station Technician, Lead classification (Ordinance)</p> | <p>PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |
| <p>Commissioner Steve Novick Bureau of Transportation</p> | | |
| <p>868</p> | <p>Authorize an Intergovernmental Agreement with Trimet and Oregon Department of Transportation to contribute match amount \$105,781 to fund the Barbur/OR-99W Corridor Safety & Access to Transit Project (Ordinance)</p> | <p>PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |

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| 869 | Amend grant agreement with Portland Business Alliance for \$30,000 to continue the Downtown Retail Strategy implementation (Ordinance; amend Contract No. 32000521) | PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM |
| 870 | Authorize a grant agreement with Clackamas Community College in the amount of \$12,000 for the production of a pedestrian safety Public Service Announcement in partnership with Representative Jeff Reardon, Clackamas Community College and Clackamas County (Second Reading Agenda 842) (Y-4) | 187908 |
| Commissioner Nick Fish Bureau of Environmental Services | | |
| 871 | Amend City Code to clarify sewer billing authority and criteria (Ordinance; amend Code Chapter 17.36) | PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM |
| REGULAR AGENDA | | |
| Mayor Charlie Hales | | |
| 872 | Proclaim 2016 to be National Park Service Centennial in Portland (Proclamation introduced by Mayor Hales) | PLACED ON FILE |
| Bureau of Police | | |
| *873 | Authorize an Intergovernmental Agreement with Metro for Regional Illegal Dumping Patrol services (Previous Agenda 844) 10 minutes requested (Y-4) | 187910 |
| Office of Management and Finance | | |
| 874 | Accept bid of Brown Contracting, Inc. for the NE Prescott St: I-205 to NE 102 nd Ave, SE 86 th Ct and SE Steele St LID for \$1,363,171 (Procurement Report – Bid No. 00000283; C-10051) Motion to accept report: Moved by Fish and seconded by Fritz. (Y-4) | ACCEPTED PREPARE CONTRACT |
| 875 | Accept bid of Wildish Paving Co. for the NE 122 nd Avenue–I-84 Ramps to NE Skidmore St–project for \$1,351,314 (Procurement Report – Bid No. 00000315) Motion to accept report: Moved by Fritz and seconded by Novick. (Y-4) | ACCEPTED PREPARE CONTRACT |
| *876 | Authorize contingent loan agreement with Home Forward for Lovejoy Station Apartments (Ordinance) | REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION |
| Commissioner Dan Saltzman Portland Housing Bureau | | |

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| <p>*877</p> | <p>Authorize an Intergovernmental Agreement with Multnomah County to provide \$96,999 in grant resources for a feasibility analysis on potential Pay for Success funding models to support the connection between affordable housing interventions and improved health outcomes for low-income households (Ordinance) (Y-4)</p> | <p>187911</p> |
| <p style="text-align: center;">Commissioner Steve Novick Bureau of Transportation</p> | | |
| <p>*878</p> | <p>Adopt interim rules governing Ankeny Alley and Plaza during demonstration period to inform future citywide public spaces rules (Ordinance) 10 minutes requested (Y-4)</p> | <p>187912</p> |
| <p>*879</p> | <p>Authorize a contract with Nelson\Nygaard Consulting Associates, Inc. for the development of a Livable Streets Strategy in the amount of \$149,158 (Ordinance; Contract No. 30005341) (Y-4)</p> | <p>187913</p> |
| <p style="text-align: center;">Commissioner Nick Fish Bureau of Environmental Services</p> | | |
| <p>880</p> | <p>Authorize a contract with the lowest responsive bidder for the construction of the SW Terwilliger Sanitary Sewer Extension Project No. E10413 for \$3,800,000 (Ordinance)</p> | <p style="text-align: center;">PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |
| <p>881</p> | <p>Authorize Intergovernmental Agreement with Clackamas County in the amount of \$54,000 for services related to the construction of the SW Terwilliger Blvd Sanitary Sewer Extension Project No. E10413 (Ordinance)</p> | <p style="text-align: center;">PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |
| <p>882</p> | <p>Authorize an Intergovernmental Agreement with the City of Lake Oswego for reimbursement in the amount of \$78,800 for the construction of sewer facilities as part of the SW Terwilliger Blvd Sanitary Sewer Extension Project No. E10413 (Ordinance)</p> | <p style="text-align: center;">PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |
| <p>883</p> | <p>Authorize a permit with Multnomah County for construction of the SW Terwilliger Blvd Sanitary Sewer Extension Project No. E10413 for \$2,500 (Ordinance)</p> | <p style="text-align: center;">PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |
| <p>884</p> | <p>Authorize a contract with the lowest responsive bidder for the construction of the Humboldt Sewer Rehabilitation Project No. E10564 for \$4,980,000 (Ordinance) 15 minutes requested</p> | <p style="text-align: center;">PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM</p> |
| <p>885</p> | <p>Authorize the Bureau of Environmental Services to acquire certain permanent property rights necessary for construction of the Fanno Basin Pressure Line System Upgrade Project No. E10599 through the exercise of the City's Eminent Domain Authority (Second Reading Agenda 851) (Y-4)</p> | <p>187914</p> |
| <p style="text-align: center;">Water Bureau</p> | | |

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886

Accept contracts with CH2M Hill, Inc. and SSC Construction, Inc. for the design, construction and construction support services for the Powell Butte Reservoir No. 2, Phase 2 Project as complete, release retainage and authorize final payment (Report; Contract Nos. 30000828 and 30002100) 15 minutes requested

Motion to accept report: Moved by Fritz and seconded by Novick.
(Y-4)

ACCEPTED

At 12:17 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **27TH DAY OF JULY, 2016** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz, Novick and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Heidi Brown, Deputy City Attorney; and John Paolazzi and Mike Cohen, Sergeants at Arms.

| | | Disposition: |
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| 887 | TIME CERTAIN: 2:00 PM – Adopt the Powell-Division Transit & Development Project Local Action Plan (Resolution introduced by Mayor Hales) 1 hour requested (Y-5) | 37224 |
| 888 | TIME CERTAIN: 3:00 PM – Amend Towing Code to allow immobilization of vehicles to give owners an opportunity to pay outstanding parking fines before a tow (Ordinance introduced by Commissioner Novick; amend Code Chapter 16.30) 15 minutes requested | PASSED TO SECOND READING AUGUST 3, 2016 9:30 AM |

At 4:19 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **28TH DAY OF JULY, 2016** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish and Fritz, 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Harry Auerbach, Chief Deputy City Attorney and Mike Cohen and Jason King, Sergeants at Arms.

| | | Disposition: |
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| 889 | TIME CERTAIN: 2:00 PM – Year one report on the \$68,000,000 Parks 2014 general obligation bond (Report introduced by Commissioner Fritz) 20 minutes requested Motion to accept report: Moved by Fish and seconded by Fritz. (Y-3) | ACCEPTED |

At 2:23 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

JULY 27, 2016 9:30AM

Saltzman: Please call the roll.

Saltzman: Here **Novick:** **Fritz:** Here **Fish:** Here **Hales:**

Saltzman: Ok, I am going to read a few comments about our conduct of our meetings here today. The purpose of council meetings is the orderly consideration of the public's business. Preservation of order and decorum is necessary. For due consideration of matters before the council. The public is welcome to attend the council meetings, during the meeting, there will be time limited opportunities for public comment on various agenda items, and although citizens can sign up for the communications, public testimony on a council calendar item must address the matter being considered. If you come up to testify, please state your name for the record. We do not need your address. If you are a lobbyist, please disclose that information at the start of your testimony. If you are here representing an organization, I ask you please disclose that, as well. Unless otherwise informed, each community member will have three minutes to speak in front of council. At 2.5 minutes you will hear a beach and the lights will flash. At three minutes, you will hear four beeps and that will be the time for the next person to speak. I ask you respect the time limit So there is time to hear from each person who signed up to speak. If you have any handouts please give those to our council clerk and she will distribute them to us. Please testify only to the matter at hand. Council rules seek to preserve the public order and ensure council deliberations proficiently and all who want to participate get to be heard. Conduct that disrupts the meeting, for example, shouting during people's presentations or interrupting testimony or council deliberations will not be allowed. Please show your support or displeasure with your hands. ie, wave, thumbs up, thumbs down. This is a warning that anyone disrupting this proceeding may be escorted from the council chambers and excluded from the city hall. Ok, so that is the rules and we'll start with council communications.

Item 854.

Saltzman: Good morning, you have three minutes, the time is right in front of you.

Brian Quinn: I am Brian Quinn. This is my third time here. I've talked about sidewalk stamps, and I think that it's a unique piece of Portland that needs to be saved. That's not why I'm here today exactly. I recently broke up a scuffle out in front of my house over a parking spot, and I feel like I need to say something for my own mental health. I am having a hard time getting over it. The growth, I think it's irresponsible that we continue to build these -- I think that they are calling the vertical strip malls with no parking. People need a place to park, and they are coming out into the neighborhoods, and they are irritating, and they irritate my neighbor to the point that they got into it. I just don't want to see parking rage make road rage look like a civil conversation. I was happy to see in 2009 and 2010 and 2011, construction, but I had no idea that we were going to create Portadelphia. I don't think that we have the infrastructure in place to have this many people and not do something about it. Green is my favorite color. I am all about just white boxes, but I don't think that that's going to help in the long run. I have got 2000 people a month coming here, and they have cars on the west coast, and people have cars. Some people have two cars.

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So if we could figure out a way to maybe have these developers pay, maybe pay more for not having to build us a parking structure. They have got to be saving a million dollars of a building or two. Belmont, division, and Hawthorne. If you dug up the asphalt, there is tracks underneath there where the trolleys used to run, and I think that I would bet that stuff still is in good order. It's been covered over, so if you could look at bringing the trolleys back. I think that that would help. And I think that we need to start talking about the revenue. I know that that's not something that people want to hear any more. But got to end these tax cuts for people that don't really need them, in my opinion. So anyway, old story probably, but when it got physical I figured I needed to say something.

Saltzman: Thank you very much. Read item 855.

Item 855.

Saltzman: Mr. Santana, are you here? Maybe he'll show up in a few minutes but let's read 856.

Item 856.

Saltzman: Good morning, miss Eng.

Mary Eng: Hello council.

Saltzman: Just give us your name and you have three minutes.

Eng: Thank you, Mr. Saltzman. My name is Mary Eng and I want to present my American passport. This is the United States of America. This is a new one. I think that there is a picture of me there with short hair. I thank you very much for being here today. I would like to also present the United States department of state memo on the international disabilities treaty opening the world to travel. It's fabulous to have an ada, but when disabled people travel abroad they need to have access to accessibility, devices, and inclusivity that we take as a norm in the United States of America. So let's make that happen and inspire change worldwide. And then I have got a department of justice memo from Benita Gupta yesterday. She printed this about the Americans with disability act litigation to get states into compliance, like for instance, the abuse of the disabled people in the state of Oregon, working for poverty wages. 1.70 Per hour. Bringing them up to livable wage, so this is just really exciting. And there is a voting accessible, but I just happen to run into pork chop yesterday, and he said he would be my bodyguard in case you planted a weapon on me or threatened to plant a corkscrew on me, which I don't drink at 9:30 a.m. I don't know whatever got into john that he would allege that, and brutalize me and cover me with bruises even though he knows I have post-traumatic stress disorder. I come here with trepidation but I'm not scared today or shaking as much as I was the other day. And the bruises are healing. The neck injury from Benjamin Pickering is healing, although it bothered me tremendously this morning when I woke up. Pork chop said that he would speak. Would you permit his access to give some 60 seconds?

Saltzman: 60 seconds, yes. Ok.

Porkchop: I am here about the disabled actions of this. I am upset about what's going on with bud Clark, the heroin junky house that you know that we've been in your office about that. Now we got spring water trail out there that you guys are going to go and mess up. And I will let you know that the Hawthorne bus is out here working. There is other solutions, instead of running people like cattle and pigs around town, let's keep them where they are at. Let's work on the solution and not move them like cattle. I am here, I am pissed. I have lost my apartment because of drugs, and I am a recovered drug addict. I got 10 years clean and sober and I didn't relapse in there. I am out here, and I am dying. I built the Hawthorne bus because that's a solution.

Saltzman: Ok, thank you both. Could you please read 857?

Item 857.

Saltzman: Good morning, Mister Rogers. You have three minutes.

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Craig Rogers: I am Craig Rogers. If you drive down Broadway, and you approach Portland state, there is a walkway over it, and up there across in big letters, it says let knowledge serve the city. Well, to have knowledge you need information, and I think that in a lot of ways, things are not transparent or accountable down here, and I think in that there needs to be a point that things are made transparent and accountable to the citizens. I think that sometimes members of council forget who sent them to the dance, and it's important for us to know, perhaps somebody has a priority of developers. So I think that, actually, over the last four years, it should say animals are equal, but some animals are more equal than other animals. Where I live at on this hillside across from east Portland community center, there is this pop-up neighborhood now that is getting more dense. Just since Sunday, we had police involved. We have had some very attentive park rangers, to help resolve the issue. And I realized what we're doing, we're criminalizing the homeless. I have a friend that lives in the same block as ted Kulongoski in a beautiful craftsmen. She said if I was homeless I would be doing drugs too, so I think we need to look at Wapato. What's the deal with Wapato? It sits there not being used and these people homeless need stability more than anything else, they need stability. They are not going to get it if they are out there living on the street. So it's very expensive to be poor. So I think that they need to be housed at Wapato, and people need to come up to the plate and make a difference in that. And I think that you need to think about something, too, there is a legal term called the prudent person standard. That needs to be invoked more and more down here, and when members of the city council take the oath of office, I want them to say this -- do no harm: [applause] I think what we have got going on, and when I made an appointment to speak here I asked when the full council would be present, and regrettably our mayor is not present. But I wanted to say this to him, that what we have here is a case of the emperor has no clothes. I request that Charlie hales resign.

Saltzman: Thank you, Mister Rogers. Could you read item 858, please?

Item 858.

Saltzman: Good morning.

*****: Good morning.

Saltzman: If you could just give us your names and then you have three minutes between the two of you.

*****: Ok.

Pedro Ferbel-Azcarate: Pedro ferbel-azcarate.

Julver Perez: I am julver Perez.

Ferbel-Azcarate: I am teaching at Portland state university. I teach in the black studies' department, and I also teach civic engagement cap stone classes. And Julver is a student in the class. We had conversations about police accountability and racial profiling. And strategies around that, and one thing that we can do is come to our city council. I am also disappointed that the mayor is not here because he's in charge of our police. So that is a disappointment, but I've been in Portland since the mid-1990s. Since I got here, we have had a whole series of names and challenges from Jose Mejia Poot, Kendra James, James Perez, and Aaron Campbell, and keaton Otis, and we're not unlike other cities, baton rouge, St. Paul, and Baltimore, and I would love to live in a city where I could imagine that I don't have to continue this list and read in the news or watch another video, so I would press for prioritizing the police accountability. Racial profiling. Use of deadly force. Shoot to kill training. We really need to rethink these things. Mental health crisis training. This should be a city priority. Thank you.

Perez: Again, I am Julver Perez. 2016 Portland state university graduate with a bachelor's of arts and communication studies and media effects. Most importantly I've been a resident here in Portland for the past ten years. Portland raised me to be the man that I am

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here sitting today. As a Hispanic and Mexican American I have witnessed and felt like many other minorities, the disappointment and the unjustified stereotypes from some of our local police officers and officials. I have also experienced a decisive and hostile environment, our current political climate and rhetoric has created, and I am here to challenge not only the accountability of the police, but us as a community, local politicians and leaders to take a more critical and responsible approach and not let the stereotypes hinder our thought process when we are interacting with each other. It's time to create a stronger relationship between our local authority figures and the community as a whole. It starts with the effective Communication. Even more so I am here to challenge the stereotypes and not only us as minorities experience on a daily, but stereotypes that police officers also face. We all fall under the common ground that we all want to live well and comfortable in our home, in our city.

Saltzman: Thank you very much, both of you. Thank you.

Fritz: My understanding the mayor was planning to be here, and was unavoidably unable to be here.

Saltzman: Before we move to the consent calendar I wanted to recognize commissioner Fish who will recognize the guest that we have this morning.

Fish: Thank you, Mr. President. I have the great honor of being the commissioner in charge of the bureau of environmental services. Each summer we welcome a distinguished group of interns who spend the summer with us learning about our work, and we hope that among those interns are people that someday think of a career with the city of Portland, particularly, in my bureau. We are very grateful that they have chosen to spend the summer with us, and I would like to ask -- I would like to acknowledge them, and when I call your name I would ask you to stand and we will ask to suspend the rules so we can acknowledge you in the Portland way. Devonte admentin, Raelene Kaiser. Jose Moreno. Nathan Morton. Jessica Rodriguez. Ellie Santo. Maggi Campbell could not join us. Folks this is the future of our community. Let's give them a round of applause for their service. [applause] thank you all for joining us today.

Saltzman: Thank you. Ok so Karla, do we do the consent calendar or time certain?

Moore-Love: Consent first.

Saltzman: So we'll move to the consent calendar. I know that there's been a request to pull item 865 and 871 to regular agenda. Are there any items anybody wishes to remove from the consent agenda? Ok, please call the roll on the consent agenda.

Novick: Aye. **Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye

Saltzman: Aye. Ok we'll move to the first time certain, item 859.

Item 859.

Jen Clodius, Office of Management and Finance: Good morning, mayor -- good morning commissioners and absent mayor, I am Jen Clodius

Saltzman: Could you move closer to the mic, jen?

Clodius: I am jen Clodius. Senior manage analyst with the office of finance and management and the staff person for the technology oversight committee. With me today are jeff Baer, the director of the bureau of technology services and Dyanna Garcia, the commissioner Fritz's representative on the toc. As you know the toc is made up of five community members appointed by each of you. The others are wilf winfield, mayor haless' representative, I'm sorry, wilf pinfold and ken neubauer for commissioner Fish and Joshua Mitchell for commissioner novick and mike lynch for commissioner Saltzman. We are here to present the technology oversight committee's quarterly report for April through June of 2016. We will project the dashboard project, Dyanna will describe what has occurred over those three months. And Jeff will provide the update on what has been going on since this report. We will switch. Ok.

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Dyanna Garcia, Technology Oversight Committee: So we have only one project to speak about today. It's the information technology advancement project. The bureau of development services so this develops a paperless permit and case management process to allow, and allows complete online access to permitting and case review services. The project deliverables include digitalization and online access of historical permits and property information, and implementation of an updated permit and case review information management system. Online case review services, and mobile online access for field staff and implementation of an automated queuing system. The status -- the toc continues to have concerns about project duration and budget scope and performance. This is project the major accomplishments this quarter is project docs was expecting to live in mid-June or early July. User and admin training is underway, which is good to see. And then the next quarter is the project expects to work with n-four, the best work is done and the project will reexamine the scope of the work that needs to be completed still. So the concerns, toc requests to find a way to break the project into smaller modules, so can we deliver more measurable chunks in the spaced out time frame. Request a time line for the next three months at work. So, and then what functionality the customer portal, from the municipality who has implemented this technology, and we want to see a demo of that so we could see how other cities are using the similar technologies.

Jeff Baer, Bureau of Technology Services: Jeff with the bureau of technology services and just a quick update on some of the other activities that's been going on since our toc report has been submitted. We are in the process of bringing in a third party consultant to do a project assessment to really look at the governance model. Are there ways that we can position the city to make sure that we have a successful go forward strategy from this point forward, and also taking into account the concerns that you have seen through the toc about can we present this in more of a modularized approach and implementation. And to see if we can do that in a much more structured fashion so that we can get some winds along the way so we can get to a point where we do the full implementation of the project. I think that another few things that are very instrumental, in understanding of the project documents, is being pushed by some very large projects. That's another example of how to break off a component piece of this, and it is something that we can do in terms of having something in place. I know that the bds director, scarlet and I along with commissioner Saltzman and his staff to really look at how can we reformulate this at this point in time since they are no longer part of the project team, and understanding what's, what work has been done to date, and how do we use that to go forward.

Saltzman: Thank you very much. Questions?

Fritz: What kind of a deal did you reach with sierra in terms of switching over and what is the plan for moving forward in.

Saltzman: The c.r. Contract expired in June, and we both -- both sides, basically, decided not to continue forward, and we did settle with sierra, modest amount, to compensate them for some extra travel and things like that. And as Jeff said we are looking at reformulating the project, and figuring a strategy for going forward.

Fritz: Do you have an idea of when that strategy will be ready?

Saltzman: I am hopeful that we can have a strategy in the next 30 to 60 days to go forward.

Fritz: And presumably that will mean contracting with someone else to finish the project? Another company?

Saltzman: Presumably that's what it will mean.

Fritz: It has been enormously complicated.

Saltzman: Yes. And we also plan to bring on somebody for a quick assessment. To do a quick 30 assessment of where we are.

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Fritz: Thank you.

Clodius: During the time of this report covers there was one project completed.

Garcia: Yes. So the first computer-aided dispatch system, which operates the city of Portland's bureau of emergency communications, so very important piece of technology and used public safety agencies, to connect to the community and emergency responders. This was an upgrade project, and it was completed successfully. I think that we were very happy to see how smoothly the upgrade went for the project. I believe that we will get our 90-day post-implementation update here in August on the decommissioning activities of all the legacy platforms that they had, as well.

Baer: I think this is a great example of a technology project that goes very well and smooth. A collaborative effort between the bureau of emergency communications so working with the staff has been extremely helpful, and in conjunction with our folks on the technology side, and for a hardware refresh on a mission critical public safety component which we had a fairly narrow window to operate and get this up and running, and we hit that, so a good example of the success story under the technology project.

Saltzman: Questions? Further projects?

Baer: We do have a few more projects that we expect to come under toc's oversight. One is in conjunction with the Portland building reconstruction Project, the data center move out and relocating that project. We are very close to releasing the rfp for that work and hiring the firm that will do that. That will be coming up underneath the toc's portfolio soon. Another one that we are working on is another modular -- or module for the sap, enterprise asset management. Also some of the other projects that we have reviewed or the toc has at least reviewed but are not necessarily under the official purview but the cloud implementation for the water billing system and the telephone switch replacement project, so it's not that they would have a, an official toc portfolio, but we wanted to check in periodically to see how the progress is going.

Saltzman: Ok. Good idea. Good idea.

Garcia: Going very well so far from the updates that we received.

Saltzman: Further questions?

Fish: On the water bureau piece, we are hopeful. I don't want to jinx it but we are hopeful that we will have auto pay in August. And then this fall we'll be making some announcements, which I think are, our customers are going to cheer in terms of the new range of options that they will have with the system.

Garcia: Ok.

Saltzman: Thank you very much. I will entertain a motion to accept the report.

Fish: So moved.

Fritz: Second.

I didn't have sign-up sheet.

Saltzman: I am sorry. Does anybody wish to testify on this report? Seeing none, ok. Karla please call the roll.

Novick: Here -- or aye.

Fritz: Congratulations to commissioner Novick and particularly director Lisa Turley and her team at the bureau -- I am just back from vacation and a little jet lagged. I got back yesterday, emergency communications. When I was in charge of the bureau, we put in the Versitem computer, it was on budget and worked and similarly, had the latest project so as Lisa Turley looks forward to retiring, I think that we want to express our gratitude as well as your team, regarding the Itap project, issue I know how hard the bureau of development services has worked, and your team couldn't have done anything else to help it work along. Both commissioner Saltzman and I have done major reviews of that project, and I support your decision to get a different contractor. I think that that was definitely the

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problem, so thank you to you and your staff. I know that you are just as disappointed as we are that we haven't delivered so far, but we'll try again. Thank you, commissioner Saltzman. Aye.

Fish: I want to especially thank the citizen members of the technology oversight committee for their good work. I can't think of a committee assignment that we make at the city level more important than the work of this committee. We've been well served by the citizen volunteers so thank you very much. Aye.

Saltzman: I would like to echo those comments and I want to thank Miss Garcia for being here today to represent the technology oversight committee. Thank you for omf, for all the staff support that you are providing, and I think the decision to bring in other projects for review, even though they may not formally fall under the scope of the review of the technology oversight committee, I think, is a sound decision. So I appreciate that. Aye. Ok. The report is adopted and we'll move to our next time certain item 860.

Fish: We're a little ahead of time. Can we do the consent item?

Saltzman: Yes, the consent items.

Fish: I think you said 865 or 871.

Item 865.

Saltzman: Good morning.

Celia Heron, Office of Management and Finance: Good morning. I am Celia heron with the office of management and finance. We thought it was going to be there later. We will speak to the issue. This is fairly standard kind of contract for ongoing maintenance. The contract is expiring with a five-year contract, and we had a five-year extension. The city code allows us to enter into a sole source and non-competitive due to the Nature of the -- there is only one vendor who can provide this information to support, and it's an information technology licensing.

Fritz: Sap is the name of the company, right?

Heron: Sap Public services is the name of the company. Yes.

Fritz: Just in layman terms, what does this project -- what does the service that they provide mean?

Heron: Well, among other things it is the ongoing licensing and any upgrades to sap.

Fritz: What do they do?

Heron: It provides the city with the payroll and personnel systems, and finance, budget, and accounts receivable, basically, all the infrastructure systems that the city needs in order to run as an organization.

Fritz: Presumably it was pulled because of the size of the contract?

Heron: Yes, ma'am.

Fritz: Thank you.

Saltzman: For annual renewal of the license or multi-year?

Heron: It's a five-year contract. So it's ongoing.

Saltzman: Ok.

Heron: And again we don't have to belabor the point but there was questions raised by your staff about the sap generally going forward, and it is moving towards a cloud-based system rather than a non-premises system which means the burden of maintaining the system falls away and so the contract allows us to transition. They completely anticipate that as the technology changes, from the business model changes, our Contract will support that.

Saltzman: Is there anybody that wishes to testify on this item? Seeing none it's an emergency item so Karla call the roll.

Novick: Aye

Fritz: Thank you, aye.

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Fish: Aye.

Saltzman: Aye, thank you. Ok, let's move to the next item. Next item 871.

Item 871.

Fish: Mr. President this was pulled by Janice Thompson. Are you here? So I think that she is on route. Since we are ahead of schedule, why don't we move to 872, and then if you would not mind when she gets here bringing it back.

Saltzman: We will wait until Janice arrives and then return to that item, and we'll move to our regular agenda item 872.

Item 872.

Saltzman: Commissioner Fritz.

Fritz: Thank you. Mayor Hales asked me to read the proclamation which states, whereas national parks provide unique opportunities to connect to the world around us, and families around our city and state enjoy the splendor of the outdoors. And whereas the national parks centennial will kick off a second century of stewardship of America's national parks and engaging the communities through recreation, conservation, and historic preservation programs. And whereas closeness to nature, outdoor recreation and wildlife is a crucial component of the life for many Portlanders. And whereas it's important that we ensure that our national, state, and local parks, public lands, and public waters remain relevant to all Americans in the next century. Now therefore Charlie Hales, the mayor of the city of Portland, Oregon, the city of rose, does hereby proclaim 2016 to be the national parks service centennial in Portland and encourages all the residents to take advantage of our city's natural wonders and find their park. That's signed by mayor Hales, and I will note that we have over 200 parks facilities in Portland, so it would be fun to see who can go and visit them all. And I am also told that film-maker Ken Burns called our park system America's best idea, which is quite a tribute.

Saltzman: Thank you for reading that proclamation.

Fish: Commissioner Fritz I accept your challenge. The fire commissioner visited every fire station on a Sunday, I think we can hit all 200 parks with the appropriate escort.

Fritz: I have had the concept of next summer doing kind of a passport thing where could go and get stamps and such. People are welcome to visit the concerts. The parks with concerts and the movies. We have the summer free for all in full swing, and it's delightful to go to a park you've never been to and hang out with people you have never met and find out about the wonders there.

Fish: Can we volunteer to help you with that. I met with venture Portland and 82nd avenue business district issued a passport, and they listed the addresses and when you -- if you hit enough of the restaurants you go into a raffle and there is really great prizes, and I think that it's a great idea. And we would love to work with you on that.

Saltzman: We have time to take up 872.

Fritz: That was 872.

Saltzman: Excuse me, 873. Excuse me.

Item 873.

Saltzman: Do we have somebody from -- Lieutenant Eric Schober here? I guess not. Oh, there he is. Did you want to make a presentation on this?

*****: [inaudible]

Saltzman: Ok. Ok. Well, great.

Fritz: Which one was he here for?

Saltzman: Are you here for another item?

*****: [inaudible]

Saltzman: The police secondary employment. Ok.

Fritz: Which one is that? Let's get it done. Karla, can you figure that one out?

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Moore-Love: A consent item.

Fish: Since we have about five minutes to kill here, Commissioner Fritz could you give us the highlights on your vacation?

Fritz: Thank you. I would be happy to. I was in England for 20 days with my mother and my family, and amazed at the natural beauty of the national parks of Great Britain. Great Britain the island is about the same size as the state of Oregon and has over 60 million people there, whereas we have about four or five. It's astonishing how much open space natural beauty there is with the compact and very walkable, livable developments in the villages and towns and then vast acreage of open space and parks. Had a fantastic time.

Fish: One thing that is interesting given the fallout from the Brexit vote, if it was held again would it have a different outcome based on what you were hearing and reading?

Fritz: Everybody I know is just so distraught about that. It's awful. I am not sure, my brother, who is an elected official, he says that he would -- he, obviously, all of my family and everybody sensible voted not to leave, but he says if they held the vote again he would vote to leave because Britain can't be seen like it can't make up its mind, the government led by Theresa May, who is the second woman prime minister in the United Kingdom, and she has appointed several of the Brexit supporters to be key people in her cabinet. Basically, saying that you voted to leave you need to figure out how to do it. But it's really awful, and especially for young people, for immigration, for migration, for people working and finding employment and there is a lot of concern, and frankly, nobody thought it was going to happen so I think that that's an example of why we need to be vigilant here in this country. We have, perhaps, one of the most important presidential elections in our history coming up, and let's make sure we don't take it for granted that our preferred candidate win and that we get actual information out, and that was something that happened after the Brexit vote.

Saltzman: Thank you very much.

Fritz: Thank you.

Saltzman: So we're a few minutes early but I see Fred Miller is here, are you ready to go for this?

Fish: I move to take up 860.

Saltzman: If you could read 860 and 861 and 862 together.

Item 860.

Item 861.

Item 862.

Saltzman: We will turn it over to Fred Miller, the bureau director in charge of the office of management and finance.

Fred Miller, Director, Office of Management and Finance: Thank you. And I think that we have a 45 minutes to do some things that should be relatively easy but we will have some information. This is a different meeting. It is relaxed, Commissioner Fritz and the intimidation of dealing with the president of the council. We'll try to get our wits together. Thank you. I am really happy with where this project is. It's a complicated project. Lots of things were done and a good team working on it, who knows what they are doing, and takes one of the first things you approve seriously, and we're going to do this for no more than 195 million and finish it by the end of 2020, and everyone working on the project knows that. So, today we have a chance to move this along, but I want to remind you where we've been and headed for the rest of the year. And then get to the hopeful approval of three items. The county in October and January, you directed us to bring the building in at 195 by 2020. We set aside 1% for the community enhancements, and said that we would bring back a recommendation on how it should be spent. You will get that today. You gave us approval to hire the CPM as the owner's rep, that provides the quality

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assurance, public outreach, and assistance in terms of the reaching our dbbe and wdbbe goals. And you allowed us to go ahead and make a selection of a consultant for the design build reconstruction contract, and today we're going to ask for approval because we have selected someone. And you will hear from them later. At the last meeting, or in January, you suggested or directed, one or the other but we did create a community oversight committee or one of you has appointed one person on it, and the same sort of model as we have for the toc. You are going to get reports on this related to dollars, schedule, scope, sustainability, and dbbe, mbe progress, and it will be formalized and you will Get that through the citizen oversight committee. You know the three items today. I will mention the things coming up between now and the end of the year to give you context. We to get our project team onboard after your approval today that it will be co-located along with our staff and the owner's rep and the architect and the contractor, and making decisions in a process that Kristin will describe. By the end of October we should have the information available on whether or not we have to move all of the employees out of the building during the reconstruction. There are advocates in doing it either way, leave some in the building and some say move out. We're going to have that analyzed and know the costs and benefits of doing that. We're going to be, to have the community oversight committee up and running providing reports, and by the end of the year we'll have a target price for the building. It is going to be less than 195. So all of this is moving, today is important to get the three decisions that we talked about. To keep it on track. Again I feel very good about where it is. I think that you will after you hear the presentations. So Christine is up. That's usually the exciting part.

Fish: Can I ask you a question before we get started? Have you been formally or informally briefing the mayor-elect? This is uniquely an issue that's going to continue beyond this year, so --

Miller: Not since last Friday. Yes. That was one of the things that we talked about, and frankly he wants to be comfortable with the numbers, which he will be. In -- they had is the transition team, everything that we have got is on the web, and accessible, and we got that to the mayor's elect. The transition directors read it, and I think that they are going to be comfortable with the numbers on this selection but my comment was that I think that, and this is really an additional point, I think that the real goal from his point of view is that we are trying to do everything right from a technology point of view, seeing what we can do about remote work and get the building procured and looking four years ahead on technology, and we're trying to get a regional approach to this whole idea of community benefits, which all the other regional partners are interested in and he likes that idea a lot. So I think that I am going to feel good about where he is but in that conversation I felt good.

Christine Moody, Procurement Services: Christine moody, procurement services. As Fred stated in January council authorized the exemption for the use of a progressive design built relocate solicitation process. For the renovation of the Portland building. On February 12 the project overview and contracting meeting was held, prior to the release of the rfp at the Oregon Association of minority entrepreneurs. The city provided an overview of the project, and the equity objectives, as well as solicited feedback from the contracting community with -- that was then used to refine the scope of the rfp. Because of the nature of the progressive design process the rfp established aspirational goals for the pte services at 20% dmwesb. 22% for construction services. We asked contracting teams to submit is a project-specific pte, dmwesb plan, a construction services equity inclusion and diversity plan, and identify is a project diversity manager, and city involvement in the selection of all pte sub-consultants, and design team mentor protégé services and added up to 20 additional evaluation points for exceeding the pte and construction services goals that

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were established by the city. The rfp was issued on April 1st and on May 13th three responses were received. They were evaluated by a five-member selection committee, which included representatives from the facility services, Portland parks, Multnomah County and the minority evaluator program. The representatives from technology services, planning and sustainability, and office of equity, and human rights, and the city attorney participated as technical advisors to the committee. Howard s. Wright and DLR Group were selected as a high scoring proposal.

Kristin Wells, Facilities Services: I am going to talk a bit about the progressive design build approach, and --

Saltzman: Can you give us your name?

Wells: Kristin wells. Facilities services. So back in October, we came forward with you and you set the price at maximum 195 million, and to be completed no later than 2020. In order to achieve that, the thing that is in flux is scope and in order to maximize our scope the approach that we have taken is an integrated approach, and the exact contracting type is progressive design build relocate. With this contract we as the owner are entering into one contract with our selected team, Howard s. Wright, and DLR Group they will be handling the design, the construction side of things and the relocation aspects of the project. The reason behind that is that we will be following a target value design process, rather than the traditional design process that you design, you price and then you have to cut back. With a target value design process we will be insuring that we stay on budget by having a continual pricing to the design approach. So the contractor, the architect and the owner will be sitting in meetings on a regular basis. We will be working together to ensure that the design and the budget align every step of the way. That also gets us to being able to complete sooner and being able to have the target budget and the cost certainty earlier in the project, so as Fred mentioned by the end of the year we will know what our target budget is and the scope that aligns with that chosen target budget. The breakdown of the overall project, we have 195 million, and we came to you in January with a similar type of pie chart that broke down the allocation of costs. Since then a few things have changed. Based on our owner's representatives recommendations and the market study that we conducted. We moved lease cost into the owner's portion of the pie. We added some of the technology that we were going to potentially do into the design build relocate contract, and so that's why the numbers are slightly different than what you saw back in January, and the overall pie and the overall items under each of those pieces remains the same. We went out to the market and we did the rfp, and we are entering into a contract with Howard s. Wright and DLR Group for a maximum of \$140 million for their portion of the contract. Through the target, the target budget process and the first phase that we'll be doing between now and the end of the year, we will be defining exactly what is within each of those pieces, but the general breakdown is that 82% of that is construction costs, and 8% to 10% is design costs. 9% to 11% is the pieces that will come out of the relocation. While we are defining the scope in more detail we do know some Basic parameters of the project that we have to meet. We have to eliminate the water intrusion. We have to -- we will be meeting all the equity goals, and our sustainability goals, and we will be completing the relocation and the temporary moves to support the project whether that's staying in the building or moving out of the building. We will be improving the technology to bring it up to the current standards and be able to work for the city and into the future. And we'll be upgrading the accessibility of the building and replacing our building systems, the mechanical, the electrical, the plumbing systems, and upgrading our seismic stability of the building and improving the workplace overall.

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Fritz: We might need to add to that list to maintain the historic criteria to make sure that we keep remembering that. I know you do anyway and you will have to through the application process.

Well: We already have a date with the landmarks' commission so that is in the forefront. And with that I will turn it over to Howard s. Wright and the DLR group to tell you about their experience and our equity approach.

Todd Miller: Thank you, Kristin. I'm Todd miller with Howard s. Wright. On behalf of DLR group our design partner we're really excited to be considered as the design build team for the project. We bring a good bit of Experience and wanted to highlight two projects that are very similar in nature but with different variables. One is the Edith green project across the park. That was a collaborative delivery project. It leveraged the benefits of the collaborative process. This project is very unique, and it has a variety of puzzle pieces to it that need to be put together to come out with the best value solution in -- and this is a great project that represents our ability to do that. We did in this project do significant structural improvements. We ultimately opted as a collective team to relocation 26 agencies out of the building and phase through the construction bring them back in. It was successful. It exceeded our social equity goals. Another project to share with you, the Henry Jackson federal building up in Seattle. A design built project with the DLR group and Howard s. Wright. We did a seismic improvement to that building. A 40-story building, through the team assessment of that, we determined that we were able to keep all employees in the building with minimal impact so one of the items first out of the gate for our team is to do a deep dive assessment as to what our structural options are given the scope of the project and determine what is the optimal best value in cost but also assess the impacts to the employees in the building to Come up with the right solution. So I think that we have got the right team. We have got a fantastic set of behaviors, which is very important for a collaborative design built process. I would agree with Fred that the way that the team is coming together, this will be an exciting project that can meet and exceed all the goals. With that I will turn it over to Rhonda to talk about our equity approach.

Rhonda Edmonson: Good morning, I am Rhonda Edmonson with Howard s. Wright and I will be the diversity manager on the project. I just want to start out by commending the city. I think that the city has the opportunity with this project to set new standards for small business, mwsb inclusion on this project. I was really impressed when the city split the goals out so that there was a professional services goal and a construction goal because often on these large projects the design is done before the mwsb design community knew it existed. I was excited to see this. As Christine mentioned the city set a 20% dmwsb goal on the project. Another thing unique is that is split out with 8% minority and 8% women and 4% emerging small business. Then Howard s. Wright committed to additional 21%, so that is our professional services goal, and we are well on our way. So far for phase 1, in the last couple of weeks we went through a process where issued out the number of firms and we received four mbe responses, 10 wbe response and is four emerging small business responses. We interviewed all of those firms, and then we selected three mbe, seven wbe and one's merging small business, so right now for phase 1 we are at 20.3% participation, and once we round out the team we're projecting that we'll be more in the 25 to 26% range, so that's, that's a good start on this project. The construction phase will start later. Our goals are the city set goal was 20%. 22% participation. We committed to an additional 3%, so we are shooting for 25%, and you can see the breakout where -- and it's heavy for the minority owned businesses. Our construction phase starts a little bit later, but this fall we will be selecting mep mechanical and electrical trade partners, and so our plan is to follow a process similar to what we did for the technical services in the selection, and imbed those trade partners within our team.

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I didn't mention that on the professional services but that embedding the equity partners is part of the team is really critical because they will be in that big room working with all of the other firms, and so they will gain the skills and the knowledge and be very critical to the delivery of this project. The rest of the construction we're planning on early and frequent community outreach because we want to make sure that the equity contractors are informed about the project, are knowledgeable about the project, and that they are excited, so that they are saving time on their schedules to work on the project. We will do an analysis of the availability of the small businesses, and their capacity so that we can build our bid packages to match that availability and capacity and we will tailor our solicitation to maximize the participation, and then we'll focus on the job mentoring and coaching to ensure success of the small business firms. And then workforce training is another critical part of the job so we will shoot to achieve all of the apprentice and the split-out of the minority and female apprentices and the minority and female journey workers on the project. Again we will do this early with the pre-apprentice and the apprentice training programs such as the Oregon trades women and constructing hope and Portland youth builders and we will monitor how we're doing on a monthly basis because that's critical to knowing exactly where we are so that we can make adjustments and on Edith green it was helpful because we were able to identify which trades had -- didn't have the workers and we could work with those trades to try to build the minority and women workers in those trades. And then we're really excited to fully engage with the school enrichment program efforts that the city is planning, and we have got a lot of experience working with the young people through the Portland workforce alliance, the ace mentor program and the construction camp process or program that's been going on in the city for probably 12 years now. We're excited to be doing this project for you. Thank you.

Saltzman: Thank you very much. Any questions for this item or we're ready to move onto - - we're ready to go? Ok. Go ahead.

Miller: Thank you. Onto the 1%. Do we have Dante? We spent lots of time developing our approach to the 1%, and Dante, we are very pleased, stepped in to provide the leadership on the additional meetings with the community and working with a variety of interested parties to come up with a final recommendation for you. So I think what we'll do is have him talk about the process, and Jamie talk about the substance, without going into great detail, and what we are proposing to accomplish.

Dante James, Director, Office of Equity and Human Rights: Good morning. Dante James. Welcome. I guess that I can give you the short version. There was a community process that was engaged in -- under the direction of omf to start with to get the feedback and ideas and thoughts and questions and concerns from the community members on what this 1% should be, what it should look like and how it should be. Divvy it up. And receive lots of feedback, and then a document was put together in that regard. The ecpc was also a part of this conversation, the equitable contracting and purchasing commission, which recently has come under the auspices of oehr. There were, honestly, after the first iteration of it, still concerns, and we kind of pulled back, and allowed me to engage with the cpc really for the first time and try to address and reach a consensus on what this should be and what the 1% should be. They had originally taken a vote on it, and offered a recommendation on it, but honestly it was not a concise decision on their part in terms of quantitatively how to make this -- how to shape this. So based upon the questioning and some of the confusion and some of the concerns about how it was drafted originally we went back and I met with -- we had a ecpc meeting. I had also talked to some folks in the community. People were there at the meeting. And further clarified what the a cpc's recommendation was, which was to heavily emphasize the workforce development in lieu of the contracting because their position was there are quite a few programs that support

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and address the contractors and the contracting firms, and there is a greater need in terms of the workforce development apprenticeship programs and things like that. The culmination was their recommendation, that it would be weighed 99%, and also the removal of the administration costs that were original in the documents, removal of funding for the vendors in the building that was in the document, and to remove those -- that piece of -- any funding for that, from the 1%. So after then that decision and recommendation by them went back to some other community members, and in speaking with omf and the other recommendations that had come from other community members, the final documents, what you see, which is currently \$750,000 for the workforce development. \$200,000 for the contracting. And \$50,000 component that is set aside for the conversation and the approach to creating a regional approach and template to doing this work. So depending upon the utilization of that funding, it will return, if it's not all utilized within a certain period of time that will return to the \$750,000 for workforce development, so essentially it's an 80-20 document weighted workforce through contracting. That's the short version of how we got where we are.

Jamie Waltz, Facilities Services: Jamie waltz, omf facility services division. To reiterate what Dante said the goal of this plan is to help support a workforce that will be available and able to work on future city or region-wide projects. These individuals and groups may not be working on the Portland building, just because of the time it might take to build them up through the process but it's about providing The training and opportunity for the groups and individuals now so that we set them up for success in the future. With the 1% funds, it was 1% for the community opportunities and enhancements, and we set that at a million dollars. At this point with some of the target budgets still in flux we knew our construction costs were 800 to a million dollars, so to set the certainty for this plan, we set the 1 million price to be allocated across the three different categories that Dante stated. So quickly to review, we have \$750,000 going towards the workforce diversity, how do we retain the minority women and the disadvantaged business enterprises into the workforce? And we have \$200,000 support for minority women and disadvantaged business enterprises, and a little less here because they already have services to support them, but looking at how we can provide the technical assistance to help them be successful on bidding on the projects and also once they have been awarded contracts to keep them and grow their capacities so that they can do more work. And then again the \$50,000 for what we're calling the continuity of opportunity, metro is providing some leadership looking forward to how can we create a common conversation amongst the region given we're going to have a lot of future construction projects with really lofty goals for minority and women contracting and so how do we work together with them to set ourselves up for future success? So we will be monitoring the progress and reaching our goals, and we will be setting clear metrics on how we will be allocating the money and making sure that our -- the money is utilized as we intended, and our Portland building community oversight committee will be providing the oversight on this plan.

Fish: Can I ask a question to either you, Fred or you, Dante. It has to do with the sort of philosophy of workforce development and insuring that we don't do a series of what I will call serial one-offs where we make these investments and satisfied with the outcomes by that project but not necessarily track the future benefits. Obviously because of the nature of these projects and the fact that we do them episodically, we're different than see the ibew partnership or the other established partnerships in the community where they -- the relationship continues across the public and private contracting. My question is since our ultimate goal is to create long-term change and opportunity, how do we ensure that our workforce development investments benefit people beyond the duration of this contract?

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Miller: This is a reference that I made into the continuity of the opportunity. Every public entity in this region would like to do the same thing. If we have not just the Washington park reservoir, Portland building, specific Projects, we also had a convention center hotel, a county courthouse, and a port terminal improvement, and all going to the same thing, there really would be a continuity where someone would be trained as a tradeswoman and not just finish this project and be done but go to other projects, as well. So I think that the answer is to get away from the project by project and do a more regional approach. We're working on that.

James: The way that, and the criteria by which --

Fish: If you put the mic closer.

James: The ways that the criteria will be -- really the allocation of the money will be determined to, would be to evaluate the process by which they are looking at creating a long-term workforce that moves through, so it's not going to be allocated specifically for the one-off as you say but how are, how are -- whoever receives the money is going to be looking at the long-term approach to the workforce.

Fish: Thank you.

Saltzman: Do you want to present item 862?

Fritz: I had a question. I am sure I know the answer but I am pleased to see that the existing vendors on the first floor are going to be taken care of with the main project budget rather than out of this 1%, for the folks at home could you tell them what is being done for that?

Miller: That's exactly what I wanted to say. I wanted to mention the vendors since Jamie made a reference. We looked at the precedence, what others do, and we ended up saying the following. We are providing rent forgiveness, collecting no rent starting July 1. And while they are in, remaining in the building, and recall that they have month to month leases, so theoretically you don't have to do much but we do want to do something, so we're saying rent forgiveness, and we're giving at least one year notice on when, when we make the decision, if everyone is out of the building. And we'll get, give one year notice and provide relocation assistance because that part of our contract is to have relocation of our city employees, and we'll provide right of first refusal, if the design envisions the same sort of cafeteria operation and whatever, and give them first chance at it. So that, that was our package, and I sent you all a memo in May on that saying that we thought that this was a fair treatment.

Fritz: Thank you for doing that, may I have my -- yes, please have vendors on the ground floor because I don't have time to go anywhere else.

Miller: Ok. Ok. So that's -- this portion and now we turn to the money. Ken Rust and Aric Johansen knew about that.

Ken Rust, Office of Management and Finance: I am ken rust, the city's chief financial officer, and the director of the bureau of revenue and financial services. The Portland building project has had a finance team led by myself and working on a variety of funding plan options and a financing plan that will support the project. With some of the work that we are doing, you is the development of a blended rate lease model that will support this project in all the offers space when we move back into the building beginning in the fiscal year 2021. I want to acknowledge the hard work that Aaron beck has provided me and the rest of the team, and lots of different numbers that we've been running and he will continue to do that. He's really the person behind me that makes everything work and I appreciate his support on the project. We have worked hard to accommodate the desire of the water, the bureaus of water and bes to be owners in the reconstructed Portland building, and so we have developed an ownership option that will allow them to finance that space, that provides a benefit to them in the way that their model works in terms of the impacts on the

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rates and charges, so our funding plan includes that, as well. During the course of all of the work we have had regular reviews with the city budget office, and we viewed our plans with them and made sure that we were seeing things correctly and used their input in fine tuning the plan. The ordinance in front of you this morning, 862, is the ordinance that authorizes the financing for the project. I would like to have Eric Johansen and the debt manager walk you through the specifics of the financing ordinance.

Eric Johansen: This is a non-emergency ordinance and it authorizes the issuance of up to 195 million of the bonds to fund the financing for the Portland building reconstruction. Our current financing plan for the project includes two phases. First the interim financing phase that will begin later on this fiscal year, and run through the project completion and estimated in 2020. At that point in time we will be issuing long-term takeout financing to repay the lines of credit and debt service will be, will begin in fiscal 2021. And one thing that is a bit different about this one, we are authorizing 195 million but it will probably be done in three parts. The -- the first part, the largest part will be for everybody other than water and bes. And then water and bes will respectively be selling revenue bonds for their respective purchase price of the building. It's hard right now to know what the annual debt service will be all in for the project because we don't know what rates will be in five years. We have done some conservative estimating and we think it's going to be roughly arounds 15 million for all three components, but that will depend on the interest rates. In 2020, and other, other factors including -- the rates on the lines of credit. But that's where the finance plan stands now. I am happy to take any questions.

Saltzman: Questions? Ok. Thank you.

Fish: I have one question, Dan. You are trying to do some forecasting of rates in five years out. With the utilities we do five-year forecasts and we build in conservative assumptions. The truth is that the interest rates that we use in our five-year forecast generally are above where the market lands. And we've been historically at a low level. Provided the utilities like the water bureau maintains a aaa credit rating and unless there is some unforeseen event do you anticipate a continued favorable rate environment?

Johansen: I do. We are subject to bigger things going on in the world right now. Our estimate at 5% right now is about 2.5 percentage points higher than what I think that we would do today so that's how conservative that we are, and I think it's consistent than what the bureaus have put into their financial forecasts.

Fish: I am glad you mentioned that. At budget time we sometimes get asked why are the forecast rates for the utilities typically, with water, above where we end up landing, and the answer is we built in conservative placeholder numbers around this. We can't anticipate global events and market conditions. And then when we find the interest rates continue to be historically low, we're able to bring those forecasts down, which is why this year the combined rate increase is just above 4%, which would not be Possible with interest rates, if they double. Thank you.

Saltzman: Thank you, and we'll take -- did you have --

Miller: Those were the three times and with your approval we will continue to move.

Saltzman: Let's see if anyone wants to testify on these three items. Everybody signed up to testify?

Moore-Love: I have five people signed up. The first three are shedrick Wilkins, mike Jennings, and Mary eng. She may have left.

Saltzman: I don't see Mary here.

Moore-Love: We'll go with Charles Johnson.

Saltzman: Ok. Come on up.

Shedrick Wilkins: I am shedrick Wilkins, and I am interested in this term called reconstruction. In the last six years, talking about the Portland city council I have learned

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the terminology like destruction, and reconstruction, and I would say in a ballpark, if you reconstruct a building, it's probably 10% of the cost of building it in the first place, and for people here, with the environment, another 10%, you could put solar cells and hot water solar heaters on top. So that's one fifth of the building, an entirely new building. And I live on Naito drive bill Naito, the family started rebuilding the buildings that were bombed by us in World War II and came over here and did the same thing with the brick buildings. Brick buildings are -- can be reinforced with steel and concrete cracks. The bricks are better. And you put steel frames on them. And a lot of buildings in Chinatown have steel framing on bricks. I think if you are interested in solar energy, it's best to do these things. I thought they were putting solar panels on top. But I was intrigued about that. Five or four-story buildings in east Multnomah County might be better. On a side topic, about this meeting, I have decided maybe that I will run for the Mount Hood community college school board, or some jerk out there. So I might run for office and which I would like to promote the skills of the reconstruction, which doesn't require the university degree to be a professional architect. One can just use the community college skills to mount things and basically reconstruction will be more of a repair job on a building which our skills are taught at the community college and, of course, you have the university grads say it's safe.

Saltzman: Thank you. Mr. Johnson.

Charles Johnson: Good morning, commissioners. For the record I am Charles Johnson. While this overall number is, I think, a bit -- caused apprehension among the city residents and the taxpayers, I think that you have constructed the plan that -- what has been discussed is insuring your re-election. The main difference between this project and the Edith green Building is that you all are right here, and 2020 will be an election year, so I hope that the promises from Howard s. Wright can be fulfilled and I think that you have done a good job with the due diligence. I was pleased after we got through the -- the more dry stuff, that the gentleman came here and made it clear that they have expressed -- experienced success doing the project across the -- on the other side of the plaza, which was the situation where they moved everyone out, and that when they worked on the 40-story building in Seattle, that they were able to keep almost everyone in place. So I know it's going to be a bit of an interesting and stressful uncertainty for the bureau employees over there. The other thing that I hope that the citizens and also yourselves will do, this kind of viva via liberismo, the liberalism of saying that we're taking the city building and paying for it through the rate generating agencies, so if there is a repurposing of the place that houses the water and environmental services, whatever new agencies might be there, we'll have to pay the agencies that rebuilt the building. Nobody seems to really know -- it's a public policy that's in favor right now, and I am not sure it's the best policy. Not the one that built this building. Good luck and thanks for your work on this project.

Saltzman: Thank you. Was there anybody else who wishes to testify on either of these three items?

Moore-Love: John oh. Had signed up but he may have left.

Saltzman: I will entertain a motion to accept --

Fish: Second.

Saltzman: Oh, he is here. Ok. Welcome. If you could just give us your name and you have three minutes.

John Oh: I am john oh. I am the owner of the cafe Portlandia, and I am the -- one of the three Portland building vendors who have provided the city employees for over 20 years collectively. The reconstruction of the Portland building impacts our businesses and our food. We are no longer in Position to be able to sell our businesses. There are no buyers because of the pending construction at this location. This reduces the value to nothing. We understand that there are provisions for us. We have been told that these include a

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minimum of one year's notice of the need to vacate. Leaving our rent for the last year of tenancy providing us the relocation support, and including us in the brokerage services for the Portland building and giving us the right of first refusal upon the city's return to the reconstructed building. While we appreciate these conditions, this does not cover the businesses or our futures. We have families that we support, and we -- and we rely on our income. Moving our businesses, while possible, is costly for moving equipment and establishing a new clientele. It takes about three years to establish new clientele, and that loss to revenue cannot be recovered. In order to compensate for the impacts of the businesses, we are asking that you consider purchasing our businesses from us. Another alternative is to provide us with monetary compensation to cover the cost of moving, marketing, and establishing new businesses in new locations. Chang sim the owner of bc2 requests 150,000 in compensation, and the owner of the Galloway requests 100,000 in compensation. For café Portlandia my situation is no different. As I have the kitchen equipment it is not easily relocated, due to the size and the weight. The cost to move and set up a new restaurant and return to the building, once construction is approximately 250,000. I request funding to cover this expense. Also request that the return to the Portland building, that my operation, which means that it is in running condition, and I could start right away. Please consider supporting us either through the 1% fund or through the city's over the budget process. So that we -- so that the impact of our involuntary displacement can be mitigated. Thank you for listening.

Saltzman: Thank you.

Fritz: Thank you for coming in to testify and I will continue to ask about what's being done for your business and the other businesses, and I can assure you that if you do relocate that I will be there to tell everybody what a great service that you provide and what delicious food you give. So thank you and we'll continue to work with you.

Oh: Thank you very much.

Saltzman: Ok, motion to accept the procurement report.

Fish: So moved.

Saltzman: A second?

Novick: Second.

Saltzman: Moved and seconded. Call the roll, Karla.

Novick: I really appreciate the discussion which commissioner Fish touched off on, and her team is ready for about having is a regional and multi-project approach over the next several years with the workforce development, and I trust that we are in communication with the county and that's really encouraging. So I wanted to highlight that. Aye.

Fritz: I appreciate Fred and your staff and this presentation. It was very clear and having Howard s. Wright talk to us about your part in it, and also having seen the great success of the Edith green building, I am very hopeful and confident that this will be done well. Aye.

Fish: Yeah. I want to thank Fred for the bulldog approach to moving this project forward. This presentation is clear and concise, and there is a logic to moving forward, but there's been a lot of work behind the scenes. And there is a lot of moving pieces, and frankly I am pleasantly surprised we're at this point. Dante I want to thank you for your partnership and your role in this and your testimony, and Fred to your team and Christine and everyone. And I want to just piggy-back off of something that one of my colleagues said earlier. These council discussions end up being pretty dry, and we talk about -- we use acronyms and targets and we talk about things within a legal framework, and let's be very clear what the counselor is committed to, to using a portion of the cost of rehabilitating this building to create a meaningful opportunity for people that have been left behind in the construction trades. And we're not satisfied with saying that for the duration of this contract you are going to get a chance to develop your skills. We want to see that person continue up the

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ladder of opportunity. And I love the idea of thinking holistically throughout all of the contracts that we do at the city and regionally. The person that gains the skill set on this project ought to go to a water bureau project, or a parks project, or frankly, a regional project with that skill and continue to advance forward with the goal of becoming self-sufficient, and productive. So that's what we're talking about. The language is dry but the values behind it is about opportunity. So thank you all for your good work. Aye.

Saltzman: I appreciate all the work that everybody has done and I appreciate the continued, expressed commitment to bring this project in that less than 195 million. And I appreciate Howard s. Wright and DLR for increasing the minority and women and emerging small business goal that the city had by a few percentage points, that's trending in the right direction and I really appreciate the working out the goals in terms of the professional, technical services versus construction. I think it's great that you are doing that and we're looking at it with those eyes on. It's a whole different world how you deal with the professional, technical services is, and it's a whole different world how you dealt with the construction contracts. And it takes sophistication to achieve our goals in that. So thank you, and pleased to vote aye. So the report is accepted. And now we move onto the resolution, which is 861. Please call the roll.

Novick: Aye.

Fritz: Again thanks to Fred miller and also Jamie Waltz and Kristin wells of the building team, and Christine moody of procurement, and especially to Dante James and the office of equity and human rights. I commend mayor haes for having moved the contracting and procurement commission to the Office of equity and human rights along with Brant ang and I really am hopeful that we, for the seven years, seven plus years I've been on the council we've been trying to figure out a system to--- with community involvement with community agreement and consensus to figure out how we can get more of the communities money going into more community businesses. So this is another great step forward and I appreciate it. Aye.

Fish: Aye

Saltzman: Well I appreciate director James getting involved in this and bringing it home to us. I think it's a good sound landing and a good commitment on our part Aye. Ok the resolution is adopted and 862 moves to a second reading next week. So let's return to our regular agenda which is we left off on item 873.

Item 873.

Saltzman: Good Morning

Nicole Grant, Mayors Office: Good morning, my name is Nicole Grant I am a public safety analyst with the mayor's office. This iga would be a contract with metro to remove solid waste at camping sites established by homeless people on public property. Since 93' metro has worked closely with other local government agencies and law enforcement to investigate and remove illegal dumps. Why is this necessary? There's a high health risk from rats, insects and other vermin also high risk of physical injury from dangerous protruding nails, sharp edges, needles possible harmful chemical and other hazardous materials. So Metro has contracted with Multnomah county sheriff's office and the Oregon department of corrections to obtain services of inmate work crews from inverness jail who rapid response, a bio clean company would remove hazardous chemicals from the sites. They will post notices prior to any cleanup operation and there's no cost to the city. These services are covered by fines from metro's petrol investigation which covers the cost of cleanup and properly managing waste.

Saltzman: Thank you. Any questions?

Fritz: Thank you. Very succinct and thorough presentation. Whenever we have had inmate workmen work crews, I have expressed concern about it basically being prison labor and

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that do you know if there's any kind of a program through the sheriff's office or elsewhere to maybe turn this into job training? I know we have other contracts for non-inmate work crews to do the other cleanups so is it possible that we could have an element of training as part of this? It's not just punishment but job training?

Grant: I'm not aware of any current program and I don't know if there's a plan on the part of the sheriff's office or the department of corrections to implement that. I can certainly have the Portland police bureau follow up with Multnomah County to see if that could be done.

Fritz: If you could, please, so when the next intergovernmental agreement comes up with an inmate work project, we do that with parks as well and it's troubling to me that we don't necessarily include that component.

Grant: Thank you.

Fish: I'm glad Commissioner Fritz raised that. My understanding is that the inmates who do this work are presented with a choice of doing work within the facility or outside the facility. They are required by law to provide service. The question that we grapple with as a council, though, is since we're going to get the benefit of that service, how might we long term capture that value in a more meaningful way and since commissioner Fritz mentioned parks and we have other bureaus involved we have talked around this in the past could someone who has faithfully concluded their time and provided exemplary service, could that person be considered for entry level employment in the city in bureaus where they have worked? We haven't quite connected those dots. But particularly with the work we have done on ban the box I think we should be a model employer that says if your resume says you spent the last couple of years working on these projects and you have an exemplary work record and you have the skills why shouldn't you be considered for entry level position with the city, which is what we focus on when they have done their time. Commissioner Fritz, I hope that's an issue we can tackle post ban the box. I think it's a natural next step.

Fritz: That may be a project the mayor's office can look into in the remainder of his term to bring something that says we're going to do that. Yes, I agree.

Fish: How many times have you come before us?

Grant: This is my first time. Very nervous.

Fish: Well done. Hope to see more of you.

Grant: Thank you.

Saltzman: Does anyone wish testify on 873?

Fish: Dan has this things about the park service proclamation.

Saltzman: Keep coming back to it. Give us your name.

Shedrick Wilkins: I'm Shedrick Wilkins. I disagree with Mary Eng about things and other homeless persons I think these homeless camps need to stop. There's a lot of littering and stuff like that.

Fritz: This is about dumping from -- it's not personal property.

Wilkins: Oh, I'm sorry. Do you want me to stop talking? Is it inappropriate?

Fritz: If you want to testify on illegal dumping and the cleanup, that's what this ordinance is about.

Wilkins: I encourage this. I'm going to go over to 122nd and glisan to check out this homeless building that's being made where people can go there instead of sleeping outdoors. Here's what I'm saying. Near there is the state recycling center. There's a bounty on cans and bottles to keep them from being dumped in the woods. That's why the Oregon bottle law was started in the first place. It's a very good thing because as people conjugate there to get their bounty they are near the place they can stay. I'm going there right now. I want to see -- I think it was a safeway store.

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Fritz: Mr. Wilkins, it's about dumping of household goods, not about that.

Wilkins: You're solving the problem. And people who want to sleep outdoors and litter are not solving the problem.

Fritz: Thank you.

Charles Johnson: Thank you, commissioners. I hope that -- the first presenter explained, the project that's covered by fees fines assessed against people who dump. I do hope as we come up on the beginning of this spring water corridor program that there will be some transparency and accountability to make sure that we know -- if somebody comes in along i-84, you can see that Oregon is not living up to its best expectations. All you have to do is watch the embankment along there and see refuse. And it's a situation where we don't know the source of that litter and trash and I think homeless people may get scapegoated, so I hope that as this progress -- project goes through and is managed that we'll learn to be diligent and find out what is stuff left by homeless people who have no trash service, but is stuff that other people who have homes but aren't willing to pay for trash service have put in places where we maybe attribute that to the wrong people. Thank you.

Saltzman: Thank you. This is an emergency item. Please call the roll. I'm sorry, we're missing a commissioner. Let's take up 871, pulled from our consent agenda.

Item 871.

Fish: Thank you, Mr. President. We invite Jonas Biery and Janice Thompson forward. This item has been pulled at the request of Janice Thompson, who as we know is a representative of the citizen's utility board of Oregon that provides oversight to our two public utilities. What I would like to suggest, Jonas, if you could describe what's before us. Janice, if you could share your concerns and if it is your desire, I would be pleased to consider taking it back to my office if there's further work to be done.

Jonas Biery, Bureau of Environmental Services: Thank you, commissioner. Jonas Biery, business services manager for the bureau of environmental services. This agenda item presents two sets of minor clarifying amendments to chapter 17.36 related specifically to sewer billing. These changes are intended to improve transparency and consistent application in billing related circumstances. The first set of changes which is the subsections .205 and .050 clarify areas specific to storm water areas for impervious area. These better clarify the properties that are publicly available and regulated by a governing agency excluded from these charges. Examples would include parks, public schools, public rights of way. The second change which is to subsection .090 accommodates -- recognizes current business practice and accommodate fair customer service by providing reimbursement to ratepayers who have acquired charges bill or who were billed erroneously under the assumption of code authority for water building but city attorney's office recently advised and we concur the code could be improved by calling out authority specific to sewer charges. Just a little more detail on those two reimbursement circumstances, much for sewer scoping bes occasionally requires a property owner perform a sewer scope as a result of mapping data indicating a party sewer that may not have a conforming sewer. Cost is typically \$150 or less. We see 10 to 15 a year and when the scoping occurs we have the ability to reimburse the property owner for that fee. Second, when we receive requests from reimbursement for ratepayers from property owners who have been diligently paying their bills and for various reasons identify there was no connection so they have been paying the bill, not receiving connected service. Typically that's due to records errors on the side of either the documents associated with the property title and in conjunction with maybe erroneous documents on bes records. Again, 10 to 15, a dozen of these we discover a year, very significantly we have been seeing more as more properties are being sold. Currently code allows for reimbursement up to three years under certain conditions. Property ownership, evidence of connection, et

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cetera, evidence of bill being today. This would clarify that the director can authorize reimbursement amounts in those circumstances beyond three years up to an additional \$500. Amounts requested above those three years plus \$500 would still have an option to be brought to council and council could authorize reimbursements above those amounts. We do anticipate having one of those coming to council if we proceed on this path later this summer. We can talk more about that at that time if you wish. To summarize quickly, our intent is these are truly administrative changes to reflect current best business practices, to clarify options at the bureau or at the bureau director's discretion to provide reasonable and fair reimbursement to ratepayers under those specific circumstances.

Fish: Janice, welcome. You have been digging into this. You want to frame some concerns?

Janice Thompson: So Janice Thompson of cub. I requested to pull the agenda. I have some specific questions but only about the second change that he's discussing, not the impervious discussions. Most of those questions have been resolved. As a courtesy I let your office and Jonas know. There's a few other clarifying things maybe your office and Jonas and I can do a little fine tuning yet but primarily or just as importantly I requested a chance to identify a bigger picture of concern related to various bes bureaus and achieving the appropriate balance between the interests of the system and ratepayers and the interests of individual customers in terms of having meaningful appeal rights with adequate mechanisms in place for bes to address consumer complaints and objections to administrative appeals. You saw this was all over a year ago, the auditors brought a proposal to you related to how -- ending the practice of customers needing to bill -- needing to pay for taking their disputes related to a bureau administrative decision to the hearings officer. Rex burkholder testified at that time that he kind of, you know, went through the fight he had with bes to establish that right. What was striking to me is that help didn't follow through with that hard fought appeal right because on the advice of his lawyer he looked at the rule and said I'm going to lose, so it raised the question of are there some unduly stacked in the favor of bes dynamics. This also came up in the context of some calls I got related to some complaints that customers brought to the bes, went through kind of they have their own internal administrative review process. So I'm pleased to report that in early 2015, when I circle back to this all that's coming up, talked to bes, they had already identified and had gotten started on an internal review of those proceedings. So that's been moving along. A little more slowly than I had hoped but moving along. That I think will deal with the first tier problem like there needs to be clear timelines, clear procedures for the customer that requests these proceedings. Once that's done I had planned to do this review more in terms of, you say an appeal is necessary but as I read this there's no way the customer is going to win this appeal. Then I think that speaks to a philosophical difference that might be appropriate between the water bureau and bes in terms of discretion on resolving these kinds of issues for example the water bureaus there are proceedings in conjunction with the bes participation focusing on billing pursuits. Their code language is quite broad. So bes has taken the approach of well we're going to identify certain spots where we see something we want, this -- we want this authority, you make a financial adjustment or what not, and those two approaches might be valid, but I think the bes approach is setting the stage for some of these can't win for losing, can't fight city hall kinds of comments that seem to surface more related to bes. I'm sure they surface city-wide. You know, this is a process that is complicated, takes a lot of time. It's not coming back next week. I want you to know of that kind of preparatory work. I would at the perfect time circle in and keep the hub posted about all this and what not as well but I wanted to highlight that this may well make sense given the approach bes is taking. But down the line this provision might I might suggest revisiting in the context of

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let's take a look at this approach more generally.

Fish: Can I make a suggestion? One of the benefits of having both utilities under a single commissioner is we get to look at utilities holistically. So it isn't the best approach and the water bureau approach under different leaders. We look at them as what's the best approach for public utilities. Sounds to me, I was reviewing my notes, that you're in concurrence with about two-thirds of what's in this particular ordinance and on the question you've raised which I'll use my words, even though we have reduced the barriers to filing an appeal is the deck stacked against the ratepayer. You've raised that question and a question about should be more like water in terms of the kinds of discretion that we give the director. Are you comfortable with us moving forward, adopting this then committing to addressing your question, or do you think we should hold up the train and address your question before adopting the noncontroversial parts of this?

Thompson: First, I mean, I do have one little clarifying question. I think that can -- you want to take action today. I get it.

Saltzman: It goes to second reading.

Fish: You have framed a concern. It has the full attention of the bureau and my office. Are you comfortable with the city adopting this recognizing that you think we may not have gone far enough and we'll revisit that or do you want to hold up the train for that discussion?

Thompson: No. I don't want to hold up the train. I was trying to be clear, it's a train that's been in provide for a while. A train that appropriately is a slow moving train and needs more due diligence. Having initial questions about the details of this particular provision, more how it highlights this difference which I want to stress it may be appropriate between the two bureaus. I think there are -- I totally agree about the advantages of having one commissioner under both bureaus. I think having one commissioner charge sets the stage better for let's take a step back and learn from each other --

Fish: My understanding is that following the council action on the auditor's recommendation that we waive the fees on the appeal there has not been a huge spike in appeals. Nonetheless I think we should look at what has gone through the system, we certainly don't want to be in a position saying you have a right to a hearing but the hearing offers no meaningful relief. I am committed to comparing the authority with the water bureau and addressing that question.

Thompson: Yeah. One other quick fyi about the water bureau, circling back to your question, the water bureau there's also an auditor's report on the way it's a little more water bureau focused. I think one dynamic under the water bureau model of more broad discretion are those discretionary -- sometimes I hear situations that makes it seem like you have the discretion to do this, do it. Which is understandable when you have the discretion you want to be careful about using it. But is it too careful? Another piece of the puzzle, this auditor's report could help shed light on that model, taking a look at an analysis of both sides, both models could inform conversations. That's again why --

Saltzman: We have to move on.

Thompson: Nothing is going to come back immediately. Nevertheless in terms of moving forward on this, my wanting to highlight this point was that I didn't want down the line for this revision to end up being part of a possible set of recommended changes only to be asked why didn't you bring this up earlier. I'm bringing it up now more as a placeholder and identification this longer train is under way.

Saltzman: Thank you. Anyone else wish to testify on 871? We'll go to second reading. Let's move to 874.

Grant: I think we still need to vote on 873. We were missing our fourth --

Saltzman: Correct. Roll call on 873.

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Item 873.

Novick: My apologies for delaying the vote. Aye.

Fritz: Aye. **Fish:** Aye.

Saltzman: Aye. Now we can move to 874.

Item 874.

Christine Moody, Procurement Services: Good morning, council. Christine moody, procurement services. You have a procurement report recommending the procurement to brown contracting the engineer's estimate on this project was 1,571, 846.89. On May 24, 2016, six bids were received and brown contracting is the low bidder at 1,363,170.70. That's 13.28% underestimate. The city subcontractor equity program establishes a goal of 20% of hard construction costs for disadvantaged minority women and emerging small businesses. Brown contracting identified three divisions of work for potential dmwesb subcontracting opportunities. Dbe participation is at 20.85% or \$284,166, with work being performed in concrete, flagging and signs. I'll turn this back over to council for any questions and a representative from pbot is here if you have questions about the project.

Saltzman: Questions? Thank you. Anybody wish to testify on item 874? Seeing none I'll entertain a motion to accept the procurement report.

Fish: So moved

Fritz: Second.

Saltzman: Moved and seconded. Please call the roll.

Novick: This want to note that this project addresses several areas in east Portland where there are unsafe pedestrian ranging from missing curb ramps to difficult and unsafe crossing locations to busy streets. Pbot will be completing a missing section of sidewalk along Prescott from 205 to 102. So very pleased to vote aye.

Fritz: Thank you. Aye.

Fish: Aye.

Saltzman: Aye. Report is adopted. 875.

Item 875.

Saltzman: Ms. Moody.

Moody: You have the procurement report recommending contract award to wildish paving company the engineers estimated cost was 1,720,000. On June 2, 2016, three bids were received and wildish paving is the low bidder at 1,351,313.50. That's 21% under the engineer's estimate. The city subcontractor equity program establishes an aspirational goal of 20% of the hard construction costs for disadvantaged, minority, women and emerging small businesses. Wildish identified 11 divisions of work for opportunity. Dwesb Participation on this project is at 12.34% or 166,782.50. With work being performed in saw cutting, concrete, fiber supplies, flagging, signs and supplies. I will turn this back to council if you have any questions.

Saltzman: Any questions?

Fritz: What's the difference between flagging and traffic control?

Moody: I don't know. They are kind of similar, but on this one it's just flagging.

Fritz: I was just interested that they are going to be self-performing traffic control. That's an area where we often have especially women owned businesses, this is different from flagging.

Moody: It was supposed to be a representative from the contractor here. Let me see.

Saltzman: I see. Are you the representative for the contractor? Come on up.

Fritz: It's disappointing to not get to the 20% level. So I'm just wondering why you chose not to do that.

Saltzman: Give us your name.

Dan Payne: Dan Payne, Wildish project superintendent. The first off the question was

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flagging and traffic control. Obviously flaggers are flaggers. We understand that. Traffic control is setting up your lane closures and the devices per your standards to make sure that we don't have any accidents and stuff out there to minimize -- maximize public safety. Typically that's something we hold on ourselves. Some companies can do that but in this particular case their quotes were quite a bit higher than what would have allowed us to get the project, so there are some things to consider. We did consider them for traffic control but they weren't competitive.

Fritz: I understand that point. Maybe this is a question Ms. Moody could answer. You got the project because the bid was low. But we didn't meet our 20% aspirational goal. So yes, if the traffic control was more expensive, in some ways you're getting the bid because you haven't met the goal that we set.

Moody: That's correct. I mean, this is -- commissioner, this is a situation where we have low bids and obviously contractors are trying to be the lowest bid. Sometimes they have to make those decisions on what areas they are going to sub out and what areas not.

Fritz: Would we be allowed to add some criteria that give demerits perhaps I don't know how it would be if you haven't met the goal, and that makes you get the low bid, maybe the second lowest bid had a higher proportion of minority and women own businesses.

Moody: By state statute we're not going to be able to do that. So with our subcontractor equity program what we have tried to do is make it an incentive program. When you meet the goal you have less paperwork to submit to us. We move forward with that. On this particular one, since they didn't meet the goal, we asked for a lot of backup paperwork and that was supplied by wildish to us. That's where we're stuck and where you see the differences between the low bid and when we do alternative contracts like a cmgc, where we're able to negotiate that with the contractor.

Payne: Good faith effort program.

Fritz: I appreciate that. I notice you're from Eugene. I appreciate your effort to come here to talk with us today. What is your company doing to diversify the work force within your company?

Payne: Well, as a matter of fact, three tcs officers I have are female and minority. We brought them in from The Dalles, Oregon, from Eugene and from here in the Portland area. That's what we continue to train and bring on. We also do that through the apprenticeship programs and bring those folks on. It's a good opportunity to get them on board, find out how they are doing, see if they are dependable and they have the right attitude and ability to work in traffic. That's how we -- one of the ways we do it. We work through the unions and their apprenticeship programs. We work through the unions to make sure that we're working with minorities and stuff like that. Then we also have special through the good faith efforts and stuff like that we work with the different subcontractors and stuff like that and try to get them on board, let them know about this work ahead of time.

Fritz: Thank you. Presumably, Christine, we could give some bonus points or something for if a company is not a minority or women, disadvantaged owned but has a diverse work force could that be counted in the percentages?

Moody: The percentages for meeting the goal?

Fritz: Right. If the company has done a good job of diversifying its own work force but is not owned by any of the categories, it seems like we should give some credit for that too.

Moody: I will look into that, commissioner.

Fritz: Thank you. Thank you again for being here.

Saltzman: Thank you both. Anyone wish to testify on 875? Seeing none I'll entertain a motion to accept the report.

Fritz: So moved.

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Novick: Second.

Saltzman: Please call the roll.

Novick: Aye.

Fritz: Thank you. Aye.

Fish: Aye. **Saltzman:** Aye.

Saltzman: The report is adopted. 876.

Item 876.

Saltzman: Without objection this will be referred back to the mayor's office. Ok and 877.

Item 877.

Saltzman: Earlier this year the Portland housing bureau applied for and was awarded a grant from the University of Utah to conduct a feasibility study on pay for success models. A funding to support housing interventions that provide long term health benefits for low income communities. Portland housing bureau and the Multnomah County health department are frequent partners on programs that address housing and health outcomes and this intergovernmental agreement authorizes that partnership using the grant funding to conduct the analysis. This is an emergency ordinance. I'll see if there are any questions.

Fritz: Why isn't it just 97,000 rather than 96,999?

Saltzman: I have no idea. Probably some division among different grantees.

Fritz: Thank you.

Saltzman: Does anyone wish to testify on 877? It's an emergency ordinance. Please call the roll.

Novick: Aye. **Fritz:** Aye. **Fish:** Aye.

Saltzman: Aye the intergovernmental agreement is adopted. Item 878.

Item 878.

Novick: Colleagues, this provides pbot with the necessary tools to enforce rules associated with the newly expanded pedestrian area in front of voodoo donuts. When it's coming before council with the interim rules we further refine through the liberal speech process. Item 879 with a new consultant. The interim rules are the exact same as rules that govern Portland parks. Pbot expects to bring permanent rules after the strategy is completed. Now turn it over to staff.

Rich Eisenhauer, Portland Bureau of Transportation: Good morning. I'm Rich Eisenhauer with the Portland bureau of transportation. Today we're bringing two items in front of you. The first is to authorize our contract with Nelson Any Guard to begin work on a liberal street strategy that will guide the city on how we design and implement --

Saltzman: Karla could you read 879 so it's on the table?

Item 879.

Eisenhauer: The strategy will guide the city as we design and implement place making in the public right of way. Sarah will talk about that in a minute. The second item is interim rules for the Ankeny plaza and alley. Ankeny plaza and alley is between 2nd and 3rd avenues. In 2001 city council adopted ordinances to close it to create this new, unique public space. Pbot has recently reconfigured 3rd avenue to create the new plaza as located between Burnside and Ash. It's an example of innovative community use of the public right of way. It's creating public space out of under-utilized roadway. The alley and plaza it's comparable to the size of Director Park, about 20,000 square feet in area. As pbot creates more public space like this there's a need to provide consistent rules on how the city manages over all of its public spaces. Today we're asking council to adopt interim rules on governing the plaza and alley based on existing rules in Portland parks. It's not uncommon for city council to use park rules in the public right of way. Examples are the sidewalks around Pioneer Courthouse Square -- like Commissioner Novick said these rules are interim. They will be used to inform our overall liberal streets strategy that we will bring

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back to council next year.

Sarah Figliozi, Portland Bureau of Transportation: Thank you. I'm Sarah Figliozi with the bureau of transportation. Just to give a bit of a background in terms of the livable street strategy, with authorization of this contract we would begin this work. We're looking at about a year long process. The goal of the strategy is to open and expand place making in the city. Opening our streets just a source of the largest form of public space in the city at 20%. Opening our streets for Portlanders so that they have space to sit, to play, to interact. To just be. To be able to create unique spaces throughout the city. It may take the form of block parties, street seats, demonstration projects like we have seen with better Naito or reclaiming part of 3rd avenue for Ankeny plaza. The second goal of the strategy is to create guidance for the bureau in terms of how we design and manage these spaces in the city. Specifically looking at what our design guidelines, our enforcement actions, what are the rules for cleaning, maintenance, for liability requirements, what are the traffic control requirements and so forth so big chunk of the work is nuts and bolts of the permitting process. Finally, the third goal is how we make the permits more accessible to the public so that the community groups can find the processes that there's consistency, that there is transparency, and that the permitting process is something they can access and create their own unique spaces in their neighborhoods. There would be accompanying online community tool kits and we want to bring this back to you may and June for your approval. Thank you.

Fish: I have a question. I'm looking at the ordinance for the consultant and my sense is that the issues raised by livable streets as they apply to streets and parking spaces is different than the issues with plazas and alleys. In my own experience working with commissioner novick, for example, on the improvements along division, is that there's a delicate balance between sort of promoting a laudable goal of this program and also ensuring, for example, business districts function. So we heard, for example, comments like we're delighted to have these bio swells but do they have to be so big and take up two parking spaces and why in a particular location and on and on. The first question I had is when you form the stakeholder group is it your intent to include venture Portland?

Figliozi: Absolutely.

Fish: Second, I just as a commissioner want to make sure that as we deal with the delicate issues of streets and parking spaces, which is a big flash point and frankly increasingly difficult to get from point a to point b on our streets. I have a personal different standards I apply to alleys and plaza -- plazas, in some spaces you're activating orphan spaces. The challenge is we have competing demands. I want to just put that on the record of concern that we look at them systematically differently. Frankly while I now live in a rental apartment and ditch the car, when I'm in a car trying to get from point a to point b, there are huge consequences when we take a lane out of Naito or close streets. Effectively it means you can't get from here to there. In my job there are times I have to travel by car. It's just a necessity. I want to know about the tradeoffs than I would around plazas and alleys where I think there are some big opportunities like what you're doing in Ankeny, creating meaningful public stations that are essentially orphaned or don't serve a compelling transportation need. I want to put that on the record and I'm grateful you include venture Portland, which will give you the voice of 50 neighborhood districts always struggling with that balance between getting customers in and out of the district, also wanting it to be a safe, welcoming place.

Figliozi: Thank you. It's something we'll have to look at. It's also something we have included in the scope with the consultant that we actually look at draft policy statements that will provide guidance how to balance place making and community uses with other uses of the right of way. Absolutely balancing all the different needs.

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Fritz: The title of the ordinance talks about Ankeny alley and plaza but is that for all public plazas?

Eisenhauer: Right now it's being adopted just for the Ankeny alley and plaza with the possibility of -- I mean it's unique but we do have other public plaza spaces in the city that these rules could be adopted in the future.

Fritz: Would those come back to council?

Eisenhauer: Yes.

Fritz: I concur with commissioner Fish that if it's not just about Ankeny plaza there need to be a much more inclusive public process. You say these are based on parks rules. It's well known that people are allowed to be in public -- public parks whether they are buying anything or not. Do we need something in these rules that explicitly says people not patronizing adjacent businesses are allowed in this space?

Eisenhauer: We could. The space is still public right of way so other rules apply. The rules just really -- I guess are tools to enforce certain behaviors. It's still public right of way. Other things still apply in these areas.

Fritz: I remember we were thinking about the pilot project there was concern people need to be able to use the sidewalk and not all of the public space be privatized. Where are we at on that with Ankeny plaza?

Eisenhauer: We're reshuffling the alley, making areas wider, creating more public space than what was currently in the enclosure.

Fritz: Will that come back to council?

Eisenhauer: Not necessarily the design of it.

Fritz: I would like to get a briefing on that because I'm concerned about public spaces being taken over for private gain.

Eisenhauer: They will be permitted under existing programs like our sidewalk cafe program.

Fritz: But in this case we're basically giving up the public street over to the sidewalk cafe, which is different from a part of the sidewalk.

Eisenhauer: Yes, in some cases.

Fritz: Yes. So again, noting that based on park rules, I haven't looked at the park rules recently, but this prohibits lying on the benches. I don't know that we have a park rule that says you can't lie down. We'll have to look into it.

Eisenhauer: They were directly copied out of park rules. We deleted some rules that would not apply but we didn't change any wording or add anything additional.

Fritz: Again if the businesses are closed but it's still within the time that it's open, park rules says midnight to 5:00a.m. People are not allowed to be there, but if someone was to get there at 5:30 a.m. And wanted to lie down on one of the benches would they be allowed to do so?

Eisenhauer: Specifically to the rules, then not. [speaking simultaneously]

Fritz: Parks will say no smoking.

Eisenhauer: There's no smoking here as well.

Fritz: Can you point that out to me?

Saltzman: Further questions?

Fritz: It says tobacco but includes marijuana. Do we need to say use tobacco or marijuana in any form?

Eisenhauer: I believe marijuana is not used under other state laws are prohibited.

Fritz: You're not supposed to use it in public places.

Novick: Marijuana is the last thing listed.

Fritz: I know, but it doesn't say -- smoking bit applies to marijuana but it just says tobacco in any form.

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Eisenhauer: We also look at maybe the parks rules so we are consistent.

Fish: To the commissioner charge of the parks bureau my sense is that this can be resolved for now through legislative intent. If you state clearly your legislative intent. I believe your legislative intent is cover existing prohibition of marijuana but also existing park rules with tobacco of any kind. That is your understanding?

Eisenhauer: Yes. [speaking simultaneously]

Fritz: That's a good suggestion. Thank you.

Eisenhauer: The goal is to create consistent ways to manage all public spaces including parks and public rights of way.

Fritz: If we changed it -- I'm going to look at the prohibition of lying on benches since we clearly don't enforce that. If you change it for parks it changes here too.

Eisenhauer: That's the goal here to be consistent.

Fritz: Thank you.

Novick: I have a technical questions what the heck are creteks? It's a list of things that are prohibited. Vaporizers, cretekes, pipes and marijuana. Never heard of that before.

Fritz: I'm glad year prohibiting that.

Eisenhauer: We may not recognize it. [laughter]

Saltzman: Any other questions? Thank you very much. We'll see if anyone wants to testify on items 878 or 879.

Fritz: Thank you.

Eisenhauer: Thank you very much.

Saltzman: I don't see anyone wishing to testify. These are emergency ordinances. Please call the roll.

Novick: In May and early June I spent some time in Barcelona and one of the things most impressed me about that city is the number of pedestrian plazas and pedestrian only alleys. I think where it's appropriate to take back the streets from cars and have people there it's something that I applaud. I should note that I want Portland to be a city where to quote Martha and the vandellas, not only in summer but throughout the year the time is right for dancing in the streets. Aye.

Fritz: I hope someday you'll come to my hometown of Leeds in Yorkshire, England. The entire downtown is pedestrians with just buses. It's very clear that that's public space. The sidewalk cafes are definitely secondary to the use of the public right of way. I appreciate you are going to give me a briefing on the plaza. I think it established as a pilot project. At some point we need to decide is it going to continue or is it not going to continue. I appreciate the answers to my questions. Aye.

Fish: Since Steve mentioned Barcelona I'll mention Cordova, which is a smaller city, very historic city, has an historic core, and they too have restricted driving in the historic area, which is also a sensitive and fragile buildings and other kinds of things. What I think they have also done that's quite extraordinary is that they have maximized access to the historic areas by managing circulation and there's a ton of parking underneath existing parks adjacent to the historic area. My take away from that is it's a wonderful thing to create livable streets provided you have a holistic approach of how you get there and also what the options are both public and private for getting there and when they are all connected they create beautiful place making. So I applaud the effort. Aye.

Saltzman: Pleased to support these rules. I think by all accounts the alley and plaza has been a tremendous success. Aye. The ordinance is adopted. Call the roll on 879.

Novick: Aye. **Fritz:** Aye.

Fish: Thank you for including our neighborhood business districts. I think it will have a unique perspective on the balancing act you'll be undertaking. Aye.

Saltzman: I appreciate one of the tasks in this consulting job is the secret lives of livable

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street permits. Something commissioner novick must have come up with. Aye. The ordinance is adopted. We'll move on to 880, 881, 882 and 883. If you could read those together, please.

Item 880.

Item 881.

Item 882.

Item 883.

Fish: Scott Gibson is here to walk us through these items. 880 authorize a contract to construct the southwest Terwilliger sewer project. The new sewer would allow us to retire a failing sewage pump station. The southwest Terwilliger boulevard sewer will serve residents of Portland and Lake Oswego as well as unincorporated Multnomah county and Clackamas County. 881, 882 and 883 authorize intergovernmental agreements to reimburse Clackamas County, Multnomah County and the city of Lake Oswego for costs related to sewer construction.

Scott Gibson, Bureau of Environmental Services: Thank you, Mr. Commissioner. I'm Scott Gibson with the bureau of environmental services. I have a short slide show ongoing the project itself then I'm here to answer questions. The goals are to decommission the palace court pump station, privately owned station that has had a poor performance history and is difficult to maintain, is at the ends of its service life. Will provide gravity sewer within the city's urban service area. It will also reduce flows to the Willamette interceptor and Tryon pump station and to provide opportunities to serve some unsewered areas within Multnomah and Clackamas County. In the map you can see generally where the sewer alignment is, highlight in yellow hatching. It moves down towards the lower section of terwilliger. It's inside southwest Portland between north on Terwilliger Boulevard between Northgate Avenue and highway 83. There are multiple jurisdictions including city of Portland that all have stake in this area. Also we're planning to replace a culvert on Boone's ferry road with a bridge. We're timing this work and the traffic impacts of this current project with future projects to make sure we keep circulation traffic around the area. We do have a hard closure planned to allow crews to move as fast as they can through the construction. That means traffic will be closed on that section of southwest terwilliger. Residents are concerned about local traffic so we have accommodations to make sure they can get in and out of their residences. We also have a very difficult permit which is mantle construction, highway 43, where the product terminates and the new sewer ties into our existing infrastructure. Permitting we have utility permits from multiple jurisdictions, noise variances within those jurisdictions. Odot -- Clackamas county and odot have authority for traffic handling then we're asking for pbot to reduce the speed around the construction zone for safety of our crews. The construction costs 3.8 million. Our intent is to advertise in august, have the contractor start in November and wrap up construction in April of 2017. With that I'm here to answer any questions.

Saltzman: You said construction starts in august?

Gibson: Advertised in august. Award in November. So construction should start around November.

Saltzman: Any other questions? Okay. Did you cover all four of those ordinances?

Gibson: I believe I did. Any questions?

Saltzman: Okay, we'll see if anyone wants to testify. Anyone wish to testify on 880, 881, 882, and 883? Seeing no one these are all first readings. So they will move to a second reading next week.

Fish: We regret the inconvenience on three members of council but the mayor has authorized me to announce we'll be giving you 15 minute grace periods for Wednesday council meetings. [audio not understandable]

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Saltzman: Thank you.

Gibson: I have the next one as well.

Saltzman: 884.

Item 884.

Fish: More of one third of Portland's 2500 miles of sewer pipes are 80 years or older. The Humboldt project is part of the large scale sewer repair program to repair or replace the most severely deteriorated sewers in the city system and here to present is our good friend Scott Gibson. Welcome.

Gibson: Thank you, Mr. Commissioner. Good morning. I'm here to ask for permission for authority to award a contract on the Humboldt sewer restoration project. With me is Erik Durshpek. I like to bring one of the key team players. Eric is our construction manager, he will administer the construction contract. We'll see the quality and deal with utilities in the public as part of his job going forward. His part will start right now. As a review, I would like to show you an overview of our large scale sewer rehabilitation program. Each of the purple areas are areas we have or are intending to get to as far as rehabilitation. The area in green you can see Humboldt is outlined in green. That will give you an idea where we're located. As the commissioner mentioned this is extremely old pipe. I have two slides that will show you some of the worst we found there. Cracks, major holes, root infestation. Then one thing I did want to add was to show you a slide indicating how the engineers are assessing which pipes should be repaired and shall should not be repaired. In addition to showing you extremely poor pipe I wanted to show you some of what we're saving to stretch out the dollars. On the left the theme of the pipes in the project and pipes that are out. On the left pipes with multiple fractures and highly deteriorated channel sections, large holes with root intrusions and on the right side you'll see stuff that we did not include in the rehabilitation that we expect can last 10, 20, 30, 40 more years before it deteriorates to the point where it needs to be replaced. You can see minor cracks on the right side and small cracks along the pipe alignment that don't indicate pipe failure as well as roots which we can maintain through preventive maintenance program. This was my 11th presentation of the program. I thought I would show you something a little bit different. So to talk about the project I have Erik. He can run you through what the construction will be like.

Erik Durshpek, Bureau of Environmental Services: Hi my name is Eric Durshpek. We'll go through some of these slides. This slide provides some statistics that can give you a flavor for the project size and complexity. As with other neighborhood sewer projects a broad suite of rehabilitation tools will be used to reconstruct and restore failed pipes. Work will occur near schools for the k-through-12 schools listed here. We have included special provisions for the timing of the work to happen outside of school hours. Several pipes will be repaired on or near pcc campus over the course of design we work closely with administrative staff and pcc to work and try to closely understand some of the sensitive areas near pcc, and which pipes they would prefer be done during the summer and also we pushed when we talked to them we pushed the construction of our project to work with them with the project they had going on called the pcc bond construction. So that was one of the things we did. We worked out with them. The project does include night work which is primarily to accommodate the cured in place aligning process which will be used to repair many of the pipes. This is a noninvasive trenchless technology that typically takes one to four days depending on the size of the pipe. Air inflates the liner, hot water steam cures the liner meaning it gradually hardens from -- makes a ridged form, sealing the cracks and recess storing the pipe to near new condition. In noise variance was secured for several locations where the extended cure time is anticipated and this is a function of size of the pipe and the length that requires this curing process to take longer length of time. Public outreach, we had public involvement, staff engaging a variety of stakeholders

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that helped the project team address unique issues for the neighborhood including work in alleyways, timing of construction around pcc, special provisions for work adjacent to sensitive areas such as state of Oregon facility on north Webster and the north -- the moore street salvation army located on north moore. Neighborhood association meetings were where we engaged the community and did presentations at the Albina safe meeting and tables are provided at events that were hosted in Peninsula Park an additional note, on cured in place pipelining there's a chemical odor in place during the curing process from chemical styrene. That is in the resin liner but not at high enough levels to be harmful to humans or pets. I believe last time Commissioner Fritz had a concern or question that came up whether styrene was harmful to animals. So the basic message is styrene has not been shown to be an issue to humans or animals and we have explored a variety of sources including we can email commissioner Fritz more detailed information following the city council meeting if you're interested.

Fritz: I really appreciate when you remember what I said last time and answer my question before I ask it again. As long as you've reviewed it you don't need to send it to me. Thank you. Presumably if anyone in the public wants to see it they can contact you.

Fish: I just want to anticipate a concern. My colleagues may have. When I looked at the slide my first reaction was are we now running sewer lines above ground and just an arch going across the park. The answer is this is the liner that's been laid out which then is fed through the manhole and goes inside the existing pipe. This is just the process but we're not proposing above ground sewers. [laughter]

Durshpek: If approved we anticipate it will so sometime in October we hope to begin construction.

Gibson: We have seen some volatility in pricing recently. I think we're at a transition point in the construction market so we're using a high level of confidence although we have exceeded that recently. We're not sure what's going on in the market. So with that if there are any questions --

Saltzman: Questions? Let's see if anyone wishes to testify.

Moore-Love: Veronica wishes to speak.

Fritz: That's a lovely photograph.

Saltzman: You can have a seat. Thank you.

Veronica Bernier: Good afternoon. I see the mayor is not here. We hope he had a good trip. I always love seeing the mayor.

Saltzman: Give us your name?

Bernier: Veronica bernier from psu public safety imp a retired lvn who's field was pdicu and community health, things like that. Good morning, commissioner Fish, good morning Dan Saltzman, one of my favorites. Good morning, amanda Fritz. You're looking well. Steve novick, of course. He's a Bulldog. That's just a figure of speech. He's always ready to pick up the struggle to this I would like to say that I understand what primary and tertiary treatment of sewage has to do with a lot of things and in sewage pipe we understand how it has to be clean going in. This is kind of a large project and will impact the neighborhoods in a very, very grand manner. If there's night placement of sewage pipe work in the area that will come into play in the community and I would want to see the police department and the county health department stay abreast of this issue. I do know that there are people in the community that watchdog work and I think that's very important. I do remember living in the country one time when they put in pipes in our community and we were living in the back 40 in peta luma. When they put in the pipes it disrupted all the cows, chickens and everything else. We had a good outcome. It was below ground and the pipes did work. I think a little bit of disruption is okay as long as the ends goal is met. I also wanted to include the churches. Holy redeemer is obviously catholic and nearby schools to

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support them. Especially during the summer its good if the pope himself notices that the church is in support. That comes in dollar amounts in the collections on Sunday. The whole world isn't catholic, we knew that already, however if we can reach into the community where the new pipes are going and support the local churches and schools in dollars amount like not charitable contribution however but just community health support that means being there and looking at them saying, what can we do to help too? Any time you have raw sewage or replacement of pipes you have shift in terrain. Keep up the good work. Look forward to seeing the mayor in the pickles game.

Saltzman: Thank you. This item moves to second reading. Now we'll move to 885.

Item 885.

Saltzman: Second reading. Vote only. Please call the roll.

Novick: I just like to comment on the concept commissioner Fish broached earlier. Something called info group has rated Seattle more hipster than Portland. They are number one, we're number two. It occurs to me above ground sewers may be just the innovative postmodern idea that vaults us to the top. Aye.

Fritz: I wasn't here for the first reading. I vote aye.

Fish: Steve, we would be happy to take a look at it. I suggest we do a pilot in Multnomah village. Aye.

Saltzman: Aye. The ordinance is adopted. Our final item is 886.

Item 886.

Saltzman: Commissioner Fish?

Fish: Thank you, Mr. President. We're pleased Teresa Elliott our chief engineer is here to walk us through this matter. The completion of the new Powell butte reservoir is another milestone in meeting our It2 obligations and strengthening seismic resilience of our water system. Let me just note for the record that water we're drinking at city hall is water that for most of the year when we're not using Columbia well water is water that has run through our two buried reservoirs on the east side. This is a large and complex project but it's just one among a number of crucial investments we have made to make sure we are ready for the big one. At the end of September we will receive the final report on the Kelly butte reservoir. On Portland's west side we'll be breaking ground on the Washington park reservoir project on September 12. Colleagues, you'll all be receiving an invitation but just as we gather as a council as a whole to cut the ribbon at the interstate building I'm hope you can all join us September 12th as we break ground on the Washington park reservoir project. These new reservoirs usher us into a new era of resilience, upgrading our water system to meet new challenges. It has taken an incredible amount of work to get us to this point and will take us a lot more to finish the job. But we could not be in more capable hands than those of Teresa Elliott. Welcome. I'm turn the floor over to you.

Teresa Elliot, Portland Water Bureau: Thank you, commissioner Fish. Good morning, Mr. President, commissioners, for the record I'm Teresa Elliott, chief engineer of Portland water bureau. I have two contracts before you today to approve and accept the work associated with the construction of the Powell butte reservoir 2 project as complete. This report includes the design and engineering services contract with ch2 mhill and construction services contract with sfc construction. The Powell butte project was constructed in two phases starting in 2009 as one of the city's local economic stimulus projects. Phase 1 we completed in 2011 and it included the site preparation and preliminary excavation of the reservoir site. Phase 2 design started in 2010 and construction started in fall of 2011. In addition to the construction of the reservoir and associated piping the Powell butte conditional use master plan required some construction of a bunch of other facilities either concurrently or before the reservoir construction. This included portions of the conduit 5 piping that we were going to build, maintenance and

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storage facility, caretaker house and interpretive center, ada-accessible restrooms, parking, trail and extensive environmental and storm water mitigation measures. The bureau project estimate in 2010 for phase 2 was just under \$130 million. The total project has now been delivered at \$116 million, 14 million under budget, or 11% under budget. We had 13 change orders, mostly administrative in nature, that added just under 5% to sfc's construction contract. On phase 2 alone we had 183 firms or contractors working on the project. Of those, 106 were mwesb firms. 174 were in construction and nine were in the design contract. Of the total number of people working on the project, 98 were of the subcontracts understand sec construction were mwesb firms, nine with mch. We met goals for participation 39% for ch, and 23% for the construction contract. In addition we had 27 permits. Commissioner Fish mentioned that we had an extensive work on this project. With 27 permits we basically involved almost every bureau in the city and a number of outside agencies including deq, dsl, Oregon department of transportation, the city of Gresham, Rockwood water and the corps of engineers. The project is now complete and I ask council to accept the work as complete, authorize our final payment and release all retainage so we can close these two contracts. I'm available for question questions.

Saltzman: Is there anyone who wishes to testify? Seeing none, I guess we'll entertain a motion.

Fritz: So moved.

Novick: Second.

Saltzman: Please call the role.

Novick: I anticipate Commissioner Fritz has made this before but in a week of glass shattering it's nice to know our chief engineer is in fact a woman. Thanks for your work. Aye.

Fritz: Indeed this has to give you great satisfaction to see this through from beginning to ends. Commissioner Fish, thank you for bringing it home after commissioner Leonard started the project, which as you said will make us safer and ensure our water supply for many years to come. It is wonderful to see the overachievement on the women and minority small businesses. Good job. Thank you for showing the way. Aye.

Fish: Teresa Elliott, thank you for your good work. Thanks to your team and all the professionals who have worked so hard to bring us to this day. You must in part feel like its ground hog day. We're celebrating this milestone and beginning a project which in many respects is more complicated on the other side of the river. On Monday, September 12 we'll be having a groundbreaking. You'll be getting invitations. I hope you can all join us. We are poised with the future everyone investments in Washington park and with a fortified connection under the Willamette river to be taking the kinds of steps which will ensure that there's uninterrupted supply of safe, clean, reliable water for west side customers now and in the future. Thanks for your good work and for hitting the numbers. Aye.

Saltzman: Thank you, commissioner Fish and Miss Elliott, for completing this very important project for a safe, secure, resilient water supply. Aye.

Saltzman: Okay, the report is adopted and we're recessed until 2:00.

At 12:17 p.m. council recessed.

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Key: *** means unidentified speaker.**

JULY 27, 2016 2:00 PM

Saltzman: Do we need to do the roll? Please call the roll.

[roll call]

Hales: Good afternoon, everyone and thank you, council for covering this morning and welcome back.

Fritz: Welcome back to you, too.

Hales: We have a single item, item 889. Two items. 887 and 888. Sorry. Let me get synchronized. 887 and 888. Would you read 887?

Item 887.

Hales: Good afternoon, gentlemen, and welcome. Going to start Joe?

Joe Zehnder, Bureau of planning and Sustainability: Yes, I will. Good afternoon, mayor and city council. I'm chief planner for bureau planning and sustainability. And today, Karla, if you could flip us on, we're here to present the Portland local action plan. Community development and transportation improvement action plan that's a piece of the Portland division high capacity transit project. That project, that bigger overarching transit project is a partnership of the metro and trimet, cities of Gresham, cities of Portland and it's to improve transit in a corridor where there's a lot of transit dependent households and a large, large amount of transit use. It's to improve access. The places it links are centers of employment and education and services and the main piece we're talking about today is to support equitable community development. So the way the presentation is going today is we're going to start with metro councilor bob Stacey to introduce sort of metro's point of view and metro's overall leader of this phase of the project. And bob is co-chair of the steering committee. After that, I'll be joined by Kurt Creager and Kate dean and we'll present the particulars of the plan. After that, we're ready for q&a and there's also some invited testimony.

Hales: Great, thank you. Councilor Stacey?

Bob Stacey: Welcome, Mr. Mayor. First of all, I want to reassure commissioner Fish what I told him before the proceedings began, metro and the city are partners in this project. We're not the leaders. We're ascended above the city of Portland in some way. I sincerely believe that. The gravity of my remarks today will be that the Powell division project or the division corridor as we're now focusing on increasingly is a very important transportation investment. But in terms of the excitement and possibility and importance of the planning effort overall, this would be a much less significant project if it weren't for the significant leadership being shown by the city of Portland in the Portland action plan. I want to first acknowledge that in addition to commissioner novick and me, there are other members of the steering committee on the corridor project here today. My colleague councilor Shirley Craddick, district one metro councilor, who actually represents significantly more of the project corridor than I do including 2 1/2 miles inside the city limits of Portland. This is a long and important corridor for transportation generally and for transit in particular. In addition, we have two citizen members of the steering committee. kem marks who represents east Portland neighborhoods in the east Portland action plan and Vivian Satterfield who I believe is representing the jade district and opal to varying degrees but representing the community which is the important point. Unlike past transit projects and

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community building projects in this region, it is a unique partnership of the regional agencies, trimet, metro, odot. The cities of Portland and Gresham and community representatives selected to ensure that the views of neighborhoods of minorities and community members throughout the corridor would be reflected in the decision-making process that leads to a decision on transit and on the other elements. That partnership has been very pivotal in the development of this corridor including about two years ago, citizen members of the steering committee bringing forward a key issue that was on the radar screen but wasn't incorporated into the work program of metro or I'll dare say to some extent the city of Portland. Concern about this placement of businesses and low income households whenever significant public improvements are made in an area, particularly improvements that provide additional access to jobs and other amenities. That's in many people's minds, an unalloyed good. We're providing more access to people, to jobs and daily needs. At the same time, if we're making this area more desirable for investment, we have the prospect of pushing out existing businesses and households. It was community members that brought that forward. Metro, thanks to my colleague Sam chase and the council, has moved in the direction of developing its own strategies by what we call equitable housing and I believe the city of Portland is among other cities applying for \$500,000 pot of resources to do housing planning in response to some of the new tools that the city has already picked up and started using in other communities in the region can use like the construction excise tax, like the exclusionary zoning approach. But those ideas started with the citizen members who said we need strategies and the city of Portland stepped forward in the form of Joe and the bureau and pbot and the p.d.c. and housing to put together strategies that make sense for this corridor and that are outlined in the Portland action plan. So yes, the division corridor will be a transportation lifeline that will connect this whole southeast area much better with more frequent service, with better buses that are longer but not wider on interdivision, just the same width. That will be able to move more people on each trip, that will reduce the number of passed by passengers in the division and make the speed of the movement through the entire corridor better for east Portland and Gresham residents. And it will deal with the capacity issues and the need for more transit service in that area. But fundamentally, it's making real progress in areas that the city and the region need to progress toward. Toward ensuring there are places where people can live as areas become more prosperous. That the supply of affordable housing and the opportunities to stay in a community rather than be displaced from it are increased as we make strategic public investments. So my hat is off to the city. I know you'll continue to be engaged in the planning process and ultimately the implementation of bus rapid transit line in southeast Portland but you'll be leading the way in terms of making this project ever more valuable to the region as a whole. Thank you.

Hales: Thank you. Questions for councilor Stacey or for Joe? Great. Thank you both. We're going to hear from, I think, councilor Craddick and from the housing bureau and also from our steering committee members who are here.

Zehnder: Right, the next phase of this will have unless the councilor Craddick wants to address you all, it will be Kurt Creager and Kate dean will join me and we'll go through the particulars of the plan. Let's do that.

Hales: councilor Craddick has the prerogative whenever she wants to jump up and say wait a minute, you forgot this.

Zehnder: So part of the plan that we're focusing on today is the part related to housing development, affordable housing development and economic development, community economic development and the overview of the pieces of the plan or the actions that are included in this plan are shown on this side. On the housing side of this strategy. The overall point is to get more and to get better, affordable housing in the corridor. And as

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councilor Stacey pointed out, when we did the displacement or gentrification risk analysis a few years ago as part of the comprehensive plan, the south side of Powell and all of division popped out as a high risk area given the characteristics of income and renters and the other characteristics there. So even before there was a high capacity transit project, we knew this was a part of the city where we needed to pay attention to that issue. So in vis a vie of housing, we've got three overall actions. One is to increase the supply and just for context, too, we wrote this. We were asked to write the local action plan as if a five year plan. So this is looking out the things that we think we can get accomplished by 2022. Add 300 affordable units in the corridor. The 300 number is not necessarily reflected of the overall need of affordable housing in the city or in this corridor. However, part of what we needed to do is to make this in proportion to the size of the transit project and the sense of what we have of what the impact would be. We thought that was a more reasonable way to sort of set this particular goal. Other goals are set citywide that you've already heard in the comprehensive plan and other work that housing has brought forward. So the goal is 300 units. Coupled with that, we have a project that we're going to get under way at b.p.s. about creating better multi dwelling standards. So you know the apartment buildings, especially that you see out east in east Portland on some of the lots and their design need to be improved to benefit the households who live in those units more and we're moving to evaluate and improve those standards so overall, we hope that the multi dwelling, the apartment buildings out in east Portland and elsewhere in the city will be better designed and will carry over into the affordable housing units as well. Market rate and affordable. Finally, on the housing part of the strategy, it's -- and this came clearly through the messages given us by the steering committee and the advocacy groups in east Portland was there was a need for stronger tenant protections. Having good units. Having more units is one thing but protecting the rights of those in those units is another. And so the point of this action is just too really continue the work that the housing bureau and others have already started in that regard. On the economic development side, and the main -- the overall message or the point of this piece of the strategy is we want to make sure that the businesses and the households that are currently in this corridor are able to take advantage of the benefits that come from introducing better transit. We know that the households are going to benefit from the transit because it will perform better and they already are heavy transit users. If there's displacement of either the business -- as there is displacement of the businesses and/or residents, that benefit to those folks becomes more threatened. So in the economic development side, we're really focused on business retention and getting businesses in the position to take advantage of growth and also work force opportunity for households and residents in the corridor. The tools that you see listed here, business retention, connect work force navigation, sort of development assistance is what help development means. Classic sort of real estate work. And having this be a community driven planning and action effort are really tools from the p.d.c.'s approach that they've been using in the neighborhood prosperity initiative areas, the n.p.i. Areas. So part of this is bringing it to scale using that tool kit that we have been developing or the p.d.c. Has been developing with the community and trying to bring it to scale to affect businesses outside of the n.p.i.s in the corridor. So that's the overall actions. Funding is the next piece of this to see it through so we've estimated the amount of money it takes for the 300 units and the other pieces of action. And to bring -- increase the access or ability to deliver those business services and work force services in the corridor, and the estimates came out to be \$33 million for the housing piece. \$6 million for the economic development activities. The housing work is primarily implemented by housing bureau. The economic development work is implemented by p.d.c. And their community partners.

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Fritz: Do we have the agreements of the neighborhood prosperity initiative that they're going to dedicate a million dollars of their money?

Zehnder: Kate is here to address that part of the overall -- what this really represents. So we wanted to show, also, with the adoptions that are planned, what resources do we have to get together to get going? On the housing side and Kurt will address this in more detail, when we prepared the plan, we thought we had about that amount of money. This is \$7 million that we would have access and a half million dollars we'd have access to. There's still a \$26 million gap to get to the finish line and Kurt can address our ideas about getting to that. And you'll notice that in here is some money from central east side that's already sort of dedicated to housing so we're counting that as part of this. Housing bureau money that they can reprogram or can be focused over there in current sort of programs. And then metro in their community planning and development grant is actually helping with this effort and we're taking that money and it's not so much planning this time. It's we're actually trying to go out and do these actions and get started. On the economic development side, there's the tiff money that's in the n.p.i.s that Kate can talk about, the activities that only can be spent within the n.p.i. Geography but its similar activities. Once again, there's some metro money from the community planning and development grant. And there's some general fund that is allocated to p.d.c. For this kind of work. Still to be funded on the economic development side is \$4.3 million. So if we're going to follow through, we need the next sort of parts of the presentation show how we get from the start funding that we have to be able to deliver the actions. To talk about this and to talk about, you know, more fully what opportunities that we see in the corridor, I'd like to turn it over first to Kurt and then to Kate.

Kurt Creager, Director, Portland Housing Bureau: Very good. Mr. Mayor, members of council, it gives me great pleasure to come to you today and not ask for new resources. In taking stock of this plan, I think it's worth mentioning that Matthew Tschabold and Carl Dinkelspiel from the housing bureau were part of the initial conceptualization of the fiscal note and the number. And between the time that number was developed and the time that we've come to you, frankly, we've been able to put a lot of tools in place. The securitization of the transit tax into some bonds gives us resources outside of urban renewal areas to make purchase offers on property. We are actively pursuing sites in this corridor and have made some issued letters of intent to acquire some properties. We're not prepared yet to disclose what they are but they are in this particular study area. Moreover, with the action you've taken to implement a construction excise tax, august 1st, we'll start to accumulate not just the offset funding but additional resources that can be used in this particular area. As mentioned, we have existing tax increment within the construct of the urban renewal areas. And you appropriated some \$500,000 for a rental rehab program. That's really an initial start on the robust rehab rental program. As you recall, the request was for \$1.5 million. Assuming we're able to launch that program will come back in the normal budget process for a full funding. That was consistent with the east Portland action program's goals. So I'm thinking, frankly, that we have the tools at our disposal for us to fill this gap in the next five years. The real estate is always opportunity driven and we need to focus our resources and our attention on this area to make sure that we avail ourselves of those opportunities. But I wanted to let you know that I think we have the tools necessary to meet this goal.

Fritz: You won't be coming back to ask for additional resources.

Creager: I don't expect to. The council, of course, will have to approve any acquisition of real estate in due time and we'll come in each instance for that. The resources that we would normally have available at our disposal in the next five years should allow us to fulfill this goal.

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Fritz: The chart that we just saw, nearly \$27 million of unmet need, unmet -- that has not been specified. How come we don't have that broken down into where you think that money's going to come from?

Creager: Well, the -- you know, our annual budget is \$153 million as approved by council. And, of course, we're a citywide bureau serving lots of different areas. This area is a large geographic area and as we calibrate our resources, we obviously are working within the eight open urban renewal areas. This corridor includes two of those eight. Lance and gateway which is helpful. But moreover, it is large enough that we think we can find opportunities within this area in the next five years to place 300 affordable housing units in the area. We don't budget specifically by allocating resources because it is so driven by opportunities where I can tell you is that we are really at the present time only shopping for real estate in the interstate renewal area and in this corridor. If the tiger city council votes affirmatively to support the southwest corridor, we'll redouble our efforts in the southwest corridor as well.

Fritz: I would still like to see more of a framework for which buckets you are looking to get that nearly \$27 million from.

Creager: I think it's a planning tool. I'm perfectly supportive of that. What we can't do is budget in that manner because we don't want to leave money on the table. We need to deploy our resources in a timely manner and make sure that we meet our goals. But I don't have a problem with giving you a road map as to how we would deploy those resources.

Fritz: I'd like a framework for if you think -- and, of course, not project by project. But how much of the construction excise tax do you think will be dedicated to this area, how much of the other resources that you mentioned will be, you know, what are the buckets and where are they coming from? Thank you.

Creager: Be happy to.

Fish: Let me follow up on that, if I could. Is your goal to have 300 new units of affordable housing or is preservation part of your strategy?

Creager: Well, this plan calls for 300 new units. We plan on in addition stabilizing the current stock to the greatest extent possible.

Fish: When you talked about 300 affordable units, if you were successful tomorrow in achieving that goal, what would be the income distributions?

Creager: Well, I think it's going to be 100% below 60% of a.m.i. 100% would be low income. The -- I must say there are a lot of mobile home parks in this area and those tend to be even lower income than that. We are looking at preservation that includes mobile home parks as well as existing apartment complexes.

Fish: We've mentioned this before but I hope soon we identify a mobile home park that the city can take its entire tool kit to bear because one of the things that I'd like to see is bes, bps, Housing, all of our key partners at the table taking a mobile home park and reimagining it with updated units and then greening it up so we can show what a different kind of environment we can create in a mobile home context while preserving affordability. And let me just ask you a tougher question. So you're committing a half million dollars over -- excuse me, \$500,000 over five years from your federal fund. So that's new money that you're carving out of the money that we get from the feds. But you're crediting \$5 million from an urban renewal district. Why isn't that old wine in a new bottle?

Creager: I think actually, the \$500,000, as I understand this chart in terms of sources is actually the rental rehab general fund commitment. It's not federal dollars. I believe its general fund dollars.

Fish: The chart that we have at page 28 says p.h.b. Federal fund allocation over five years, half million dollars.

Zehnder: Let me double check on that.

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Fish: So if it isn't that fund, it's -- that's fine.

Zehnder: Yeah, and it's -- as Kurt said, it's a deployment of a source of funds that housing bureau has to focus on this corridor. Let me double check the source.

Fish: Since we already have money budgeted in urban renewal districts and we have a strategy. Why isn't this old wine in a few bottle if we're crediting tif within central east?

Creager: It may be a difference without a distinction. I'm not sure i'm fully tracking you.

Fish: I'm being provocative, obviously, but the money in the urban renewal district predated a strategy for this corridor. And we have -- and we've been thinking about how to spend that money. Now you've got a vision for a corridor and you're talking about new investments to address the housing needs. So I mean, you're adding this to the mix but this is a pre-existing commitment we made to do housing within that urban renewal district. So someone might argue, well, that five is already in the mix. Come up with an additional five. Why is it -- why is it suggesting that we essentially credit an existing allocation within an urban renewal district of tif that was otherwise targeted to create new housing before we had that strategy?

Zehnder: The way we came up with the goal is sort of an end state, what can be on the ground with the completion of the high capacity transit project? So this is part of that mix of units, granted, that there is a set aside. It's coming from an urban renewal area that already exists. But that money could be spent on the corridor essentially as a big area. It could be spent outside of the corridor in the central east side. The site that we've been talking about is a site that will be where the bus rapid transit intersects or at least comes in the vicinity of the light rail so it's a major sort of transfer point. So we think it's an opportune site for affordable housing.

Fish: So you're targeting it. My final question is does that displace any other affordable housing commitments or priorities that the district had previously put on the table and that we're now shifting to this focus?

Zehnder: It does not.

Hales: Any other questions? Other points you wanted to cover? Very good. Thank you. Kate? Welcome.

Kate Dean: Thanks, Kate dean, Portland development commission. I'm the community economic development manager. I'm here today to talk a little bit about the economic development portions of the action plan. The slide that you see before you as we really looked at the transit project coming through, what we've tried to do in the economic development portion of this plan is to really anchor our economic development action around the existing n.p.i. Areas in the division corridor and the focus of the plan is really between 82nd avenue and approximately 174th where the city of Portland meets Gresham in this corridor. So the idea would be you're well aware, I think, of the investments that city council currently makes in the jade district and in the division midway. So through city council investments of general fund on an annual basis, we're able to fund those two districts including one staff person in each of those districts to manage the district to know all the businesses, to, you know, work with the community to identify needs and really to drive local economic development. So our vision here is that we have this infrastructure that the city already has made. And that if we -- and in addition to that, other existing resources that we are putting in place right now include business technical assistance, so again, the city works with p.d.c. to fund business technical assistance focused on primarily on low income and/or minority owned businesses. We have worked to layer those resources within our n.p.i.'s to a great extent, we have in both of these districts we have on the ground business advising on a walk-in basis that's more, I would say, light touch and then for those businesses that need more than a light touch on business technical assistance like I need some help with marketing or can you look at my website or how do i,

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you know, where do I go to get this from the city? We have ongoing business technical assistance that we also provide that people can receive up to three years of business technical assistance. So we're trying to layer our existing programs within the n.p.i. areas. So what the plan does and what we've started even this fiscal year with a grant from metro. We have a grant from metro. The way that we're using that grant in large part is to enhance our business technical assistance in the corridor so we're serving the entire corridor, not just n.p.i.'s although it will sort be focused through the n.p.i.'s. We'll be kind of home bases so we're going to double down on our business technical assistance. That means that more people can receive longer term business technical assistance than we have with the base city funding. We are also helping to fund a community organizer. So one of the things that occurs when you have a major project that comes through an area is that there's a lot of public outreach that's needed and up to this point, a lot of the burden or blessing of that public involvement has really fallen on the n.p.i.s so one of the things that we're doing with the metro grant and that we think we need to sustain over time is to have a community organizer so that much of the outreach and community connection to the transit project and to business technical assistance and some of the work force development services that we hope to put in this corridor can really be -- we can have a community organizer who is out on the front line developing relationships and making connections with individual residents and businesses and making sure that they get to the appropriate, you know, business technical advisors work force advisors and learning about what's happening with the transit project, when meetings are coming up, when significant community input is needed.

Fish: Where will that organizer be housed?

Dean: We anticipate that we will house them through the n.p.i. But we have one right now. We're kind of knitting together resources that we are putting first in division midway because they have slightly less capacity than jade does with the broader resources than appano at this point. But I think we would see this as a resource for the corridor and something that would be shared between the two as we moved beyond.

Fish: Would there be any merit do you think to house that position at venture Portland?

Dean: I mean, it's certainly something we could consider. I think the reason that we are suggesting that we would put this in the community based organizations is that they're just, frankly, closer to the people and that this really is -- it's more of a community development role. It's not specifically about businesses. It's much about connecting businesses to the transit project as it goes along. Connecting businesses back to the districts and to the business associations in the corridor. And finally, connecting residents up to some of the work force development services that are there. So it's certainly something that we could consider, I think, our proposal and recommendation would be that we funnel it through the n.p.i.'s the transit project has really developed a very nice relationship with the two n.p.i.'s in terms of the outreach and the community connection.

Fish: I don't remember the numbers on the chart. Is another virtue of running it through n.p.i. that you can use it?

Dean: No.

Fish: Are we talking general fund?

Dean: We're talking general fund at this point.

Fritz: Where is that coming from? The additional money for the community organizer.

Dean: Right now, where the money is coming from, I mentioned that we have a metro grant. Large part of that is coming from that and p.d.c. gives resources to the district in terms of e-zone funding for technical assistance and we had a little bit of carryover on that. This year, we're knitting this particular position together. To kind of jump-start that work in the corridor.

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Fritz: I appreciate the thriftiness. On the other hand, we just went through a six month long budget project and I don't remember allocating funding for this from the general fund.

Dean: It is from the metro grant and then from p.d.c.'s e-zone dollars. And we did in the budget process bring forward a package that wasn't, you know, you weren't able to fund around the b.r.t. Action plan. So acknowledge that -- I acknowledge that yes, you didn't appropriate anything for it. We're using other resources and kind of trying to cobble together a need that we see there right now.

Fritz: Thank you, Just following off of commissioner Fish's question, how did southeast lift the neighborhood organization and epap the east point action plan, how did they fit in with the community organizing around transportation?

Dean: I think this will be a resource for all of those -- it will be a resource that helps all those organizations that are also -- I don't want to say -- there's just an unmet need out there for community organizing that occurs with a big project and typically falls on the backs of locally community based organizations to too that kind of on the fly. And so I do think it benefits those other organizations. In addition to that, our n.p.i.'s are very tied into epap, particularly to the economic development committee. So I think that there's synergy there.

Fritz: Lori is here so I can follow up with some questions to her. I'd like to ask you again, though, my question about the funding from the neighborhood prosperity initiatives to support this plan. Have both of them agreed that they're going to dedicate \$100,000 of their money?

Dean: The tif dollars? That's really -- first of all, those dollars are not ours to spend but the n.p.i.s to spend so it's really, the figure that you see here which is about \$100,000 per district is money that they would direct and so we're just making an estimate of where those dollars would likely go in terms of investments around business and business improvements.

Fritz: My question is have they agreed that they're going to dedicate \$100,000 per year for five years?

Dean: I am not sure whether they have agreed to specifically dedicate that, that resource is theirs to spend. And it's, like I said, it's just an estimate of what they might be spending to help this effort.

Zehnder: Part of how we were thinking about it is both of the two -- both of the n.p.i.'s in the corridor are directly on what the high capacity, the proposed alignment of the bus rapid transit line. So the work of the n.p.i.'s really is about those districts and directed by those districts but is inherently shares the mission that we're trying to do with the economic development work in the local action plan. And what the extra funds are is to bring it -- this to be able to spread it to businesses outside of the n.p.i.'s so that's -- it's not so much that we're redirecting any n.p.i. dollars. We're just saying that there's money in the n.p.i.'s and the essence of the n.p.i. directed work is complimentary to what we're doing in the action plan.

Fritz: I'll be looking forward to community testimony. Thank you.

Dean: That's just existing money that we went through. I mentioned with the plan that we would anticipate adding additional business, technical assistance. Right now, again, that's something that we're funding with our metro grant this year. But that we would also be adding -- making a request to city council in order to fund activities such as small business, lending and access to capital. Position around connecting the community to anchor institutions both to the jobs there and businesses to economic opportunities within anchor institutions, those being education such as Portland community college, some of the hospitals in the area and really taking more of a citywide approach for that. And then this year, and then finally work force navigation, this year we have a partnership with work

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systems inc. Where we have, again, tried to be proactive, trying to knit together some partnerships in this case in order to test out work force navigator in the corridor to try to connect people who are under or unemployed to both work force training, jobs and work force development activities such as resume building, interviewing, other things. So on the second slide that you see here, I have tried my best, we have tried our best to give you on an annual basis a little bit of a glimpse of what this looks like so we've been talking earlier about if you look at the center green, green box arrow, we currently have -- we're estimating how much of the general fund resources that we get from the city go to the two n.p.i's and to business technical assistance currently. We will be coming back for that annual request. That's a part of our ongoing budget with the city. We've just acknowledged in the other green bucket that there is an ongoing tif available for activities that could complement our work in the corridor and all of this business technical assistance would be done through partners such as, you know, we have a whole suite of business technical assistance, nonprofit partners and it's likely that we continue to be through them. And then finally, you're looking at what new -- we're thinking new general fund dollars that we would need so the metro grant is really a one time, a onetime grant and our partnership is also a one year opportunity at this point so we would anticipate with that general fund request continuing the enhanced business technical assistance that's currently funded through the metro grant, continuing the work force navigation services that is currently being funded with a partnership opportunity with w.s.i. And then finally, really institutionalizing that community organizer function in the corridor and then adding two new functions, access to capital so a big barrier for business can be access to capital and the anchor institutional function and so I think this slide fairly well lays out what on an annual basis that that new request would be coming to city council.

Fritz: One of the things that I appreciated with the transportation budget that commissioner novick put forward in the last round was a constrained list and nonconstrained list in the Portland plan and transportation. Do we have another version of this plan? That \$580,000 is a very big number and I don't know we'll have lots of calls on the budget next year. So what happens with this plan if we're not able to fund that?

Dean: So I think those conversations are -- it's something that we could respond to. At this point, I would want to go back and talk to the districts, our public partners and more importantly some of the community partners about what are the priorities? When we developed this plan, our philosophy quite frankly is if we have a major transit project coming to this corridor and we know that there are inevitably pressures caused by that that are likely to displace businesses and residents, where is the kitchen sink that we can throw at this? In order to try to put tools in place to minimize those displacement impacts so we can certainly ratchet this back. I would like to do so in consultation with some of our partners.

Zehnder: If I could add, the basic way to think about it is with less funds over the next five years, you've reduced the area, the geography in which we can work to get to businesses to a system and the number of businesses. This overall budget and this size of effort was scaled once again to the size of this transit project which is big but not as big as some of the other transit projects that you've considered. And we just scale it back. That's what happens.

Fritz: What's the status of the overall project as far as trimet doing any kind of a transportation system on division?

Zehnder: Commissioner if I could wrap this up and we'll get trimet up and metro to answer those questions.

Fritz: Thank you.

Zehnder: Thank you.

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Fritz: One final question, though, what discussions were had as far as the community organizer as to where that would be located and how it might partner with the neighborhood coalitions? It seems like you're going to be hiring somebody and hoping that they brought an ongoing job rather than a onetime funding job.

Dean: I believe that we did have conversations with the n.p.i.'s. We -- I don't think we did have conversations with some of the other community-based organizations about that.

Fritz: Thank you.

Hales: Other comments for these folks? You want me to call up the four -- sorry, commissioner.

Fish: So I just want to make sure I understand the context for this. Joe, what's the analogy here in terms of the exercise we're going through? What's the best analogy?

Zehnder: The best analogy?

Fish: Head of major transportation project anticipating some of the unintended consequences or some of the --

Zehnder: If I could describe it.

Fish: We normally take these up after the horse has left the barn. So I'm trying to think what's the equivalent?

Zehnder: This is us trying to get ahead of actually the final decisions about the project. Part of what you're seeing and I think its best reflected in the work that the housing bureau has done early on even in the planning of this. We were generating information that the housing bureau has been able to use to start to look for some of those early targets for retention, for purchase and, you know, as funds became available, they have been able to do that. The practice around transit oriented development and the way you're thinking about it, we're trying to think about it nationally, I think, is to get ahead of the projects and to bring an equity focus to that work. Not just a real estate focus and in this case, because of the characteristics of the corridor, and the work we're already doing out there, this was an obvious place to try to do that. I don't know if that's responsive.

Fish: It's very responsive. So Steve, the total cost of this project when we do the transportation enhancements, you would senate is a low to high of what?

Novick: I think I'm going to defer to trimet on that in fear of getting it somewhat wrong.

Fish: It will be interesting to hear that number. Because another way of looking at this is there's a lot of different ways of looking at where you landed. One is it is scaled to the size of the project. Another one, it is scaled in part to the available resources. One is it's a pilot and we're going to see whether or not this is really the right number or does it in the future projects become the floor and can we go above it? There's different ways of looking at it. Another way of looking at it is what's the percentage of the total funding that we're setting aside to participate upstream these things and how do we scope out the costs of these projects in the future? We don't know the answers to any of those questions. Just like we don't know what the power of the market is going to be ultimately. But you're trying to get upstream and anticipate some of this and we're going to learn a few things. And what makes it different for me is that over the last eight years, we usually had this conversation when it's too late. And so it may be the right mix. It may be too modest, who knows? But it's certainly scaled to what the available resources are but you've been very honest. If the resources don't materialize, it would just be -- it will be put on a diet. You'll get proportionally less. And that will be a council choice to the extent you're asking for new resources in the future. Is that fair?

Dean: Fair.

Fish: Ok.

Novick: I think it's important to note this has been largely a community driven process and I think it's kind of a new process where basically we've had a conversation with the

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community and folks have said, we are not sure we want a new high capacity transit line unless we have some assurances on what happens with housing and economic development because we do not want to use a pun but to paraphrase, we do not want high capacity transit to be a vehicle for gentrification. So I think actually, we'll continue to have that conversation with the community. And it's possible that if we cannot fund this plan, I mean, back and forth about, well, if we can only fund x percent of this plan, the people of the community still want this project? So I don't know how much hype there's going to be with the few hundred thousand here and there. But I think that if we thought that we were in danger of losing the lion's share of this investment, that we might say actually we don't think the community wants the project.

Fish: One comment off that. In a lot of other work that we do at this body, we take the mitigation costs out of the overall pot of money. We don't say it's another pot of money. We say we're going to do this project along the river's bank and we're going to take a portion of the money to deal with the mitigation or whatever. And in some cases, it's prescribed. This is different. You can do this transportation project without being required to spend this money. I wonder if what we're heading towards philosophical is a kind of thinking that says if you're going to do \$100,000 transportation project of this kind, you have to take \$20 million out and do housing and economic development and other things because it's all of the whole. And the only reason we don't think that way here and other cases we do is it's legally required that we consider mitigation in other context and use the same funding source to address the mitigation.

Hales: Other questions? Ok. Thank you very much. I think I should call up the four community members that we have invited testimony from.

Zehnder: Correct. Then we can bring forward trimet to answer some of the other questions.

Hales: Why don't you pull up another chair, please and come up as a panel? Chris Smith, Vivian Satterfield, Duncan Hwang and kem Marks. Appreciate having you here and your work on this project. Good afternoon.

Chris Smith: Good afternoon. I am Chris Smith and I am here carrying the commission's recommendations regarding this plan. We had our public hearing in January and you have a letter from us from several months ago now regarding our recommendation. I would say first that we want to applaud the governance structure for this project. Populating the steering committee with community members and representation of relevant advocacy organizations, not just with elected officials we think is a very good idea. We commend metro and the other project partners who made that decision. While we recommend this plan, we do so and it was an 8-1 vote by which we recommended this plan and I'll talk about the minority view in a minute. We do so with some conditions. And the first is very much the discussion that you just have been having that if you cannot find your way clear to fund this mitigation plan, you should seriously reconsider whether we should do the transit project or not. And, you know, it's -- it's a little bit challenging, I know, because we can get federal match for the transit component of this project. The federal government is not offering any match for the mitigation pieces so it makes it a little tougher for us to come up with the resources. But our commission felt that it was important that we do the mitigation, we commit to do the mitigation. We would also feel better if the affordable housing component of this mitigation plan was stronger than 300 units. We appreciate the effort to get to 300 units but we think the real impact is somewhat larger and finally we think that there are additional strategies you'll you should probably be adding to the tool kit. I think we heard one of them today which is land banking in advance of the transit project because, of course, as soon as the transit project appears to be certain, the public benefit of that transit will be reflected in the property value as it will pay more to get the land for

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the affordable housing and the other needs that we have. So I was heartened to hear that Kurt was talking about acquiring property now before that value is completely baked in. We think that's an important strategy and we feel like affordable housing retention in the corridor is an important strategy. And finally, I'll mention that the dissenting member of our commission did so on the base that we should be doing more and should have started it sooner. Thank you.

Hales: Thank you. Who is next? Whoever.

Vivian Satterfield: Good afternoon. Vivian Satterfield with opal environmental Oregon. I don't frequently have a reason to correct councilor Stacey but I'm actually not representing the district, my colleague here Duncan. Although I am a resident of the area and our office has recently located to the intersection of 82nd and franklin. So we're right in the neighborhood. But we do work at the intersection of housing and transportation so that's why this project is so important and that's why we've been participating on the steering committee for a number of years now. And that's also caused us to develop this community stabilization goal and tool kit which we released to the steering committee in March of 2015 alongside some of the community members represented here, Duncan, Heidi ginnon no longer with upstream public health, coalition for future, midway alliance and there's a number of organizations that have been really involved in digging in some of the tough questions that the council has been asking here around community stabilization. Of course, affordable housing production and preservation. So I think that, you know, overall, the action plan, I want to commend the staff that have been working on it for lifting up a lot that we have in the tool kit, both the legal tools that we have available to us and some of the other ideas that we haven't tried innovating yet. I like the idea of land banking. I think it's a critical tool. And, of course, our membership of bus riders unite is going to be digging in more on the transportation aspect of this. And I've been hearing from members that we have some -- we have a lot of questions. And some concerns around the transportation angle. But as this action plan stands now, I'm speaking mostly to the development side. And economic development aspects of that. So I think that what I've been hearing from the line of questioning here from this council is right on. These are critical questions, you know, to address. How are we going to develop an analysis around the dollars being spent for transportation and how are we blending them with housing and economic development? And quite frankly, we need some leadership to figure out some of these tough questions. We have a lot of tools available to us now that we haven't had before. But what does that look like citywide? What does that look like in the specific target area? And, you know, we need this plan regardless of the transit investment. Looking at the patterns of gentrification and displacement, this plan is needed regardless. Thank you.

Duncan Hwang: Good afternoon. Duncan Hwang with apono and the jade district. Thanks for having us in for testimony. So after extensive community engagement with our folks, we spoke with residents, business owners and landowners. Generally speaking, our community is supportive of the v.r.t. Project but we have three major concerns. The first, obviously, that we've discussed is the displacement of our business and neighbors. Our businesses are also concerned about what happens to our local business community during construction and, you know, how that would disrupt the business district and what would happen to their customers and finally, we had a lot of concern over potential loss of property and land to a project. In a previous scheme, we were losing between 10 and 27 businesses within the district which would have been incredibly disruptive. And really not palatable to the community. To kind of illustrate where we are with this project, I just want to highlight the corner of 82nd and division because it really kind of illustrates the issues that we're facing and how it intersects with this project. So on the northeast corner, you have a business that no longer exists. It was a Portland institution. It was here in Portland

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for 87 years. And has now closed. The new owners in talking to them are excited about the transit project. You kind of see there the dollar signs flashing in their eyes, you know, so we're seeing some sort of property speculation already. Across the street on the southeast corner, we have a grill. If you drive by today, they have a sign on their marquee that says 72 years in operation. Third generation business owners. So the current business owner is a third generation owner of that business and, you know, some great video footage of her being really emotional about this project. She really wants to stay in this neighborhood. And, you know, when her property was potentially up for acquisition to do the turn lanes, you know, she was really upset and emotional about that. I don't think that's on the table anymore. But it kind of speaks to the sentiment of our business owners. They really want to stay here and, you know, they've been here for some of them 72 years. So it's really important for them to stay. Across the street on the northwest corner, you have southeast campus, now serving 11,000 students. Now also a community anchor, you know, really excited about the project because it brings more access to opportunity for students and finally across the street, on the southwest corner, we have jams for a multicultural space, future site for affordable housing. We're intending to have 48 units of affordable housing there that would be a great win for the community. That's kind of the microcosm of the impact of this project on our neighbors and residents and, you know, kind of going from that really here in January with sustainability commission, our board voted to support the project contingent on the funding for the mitigation strategies that were being proposed. You know, there's a whole suite of priorities there that are all great. For us really, four rise to the top. The first is more affordable housing, 300 units is a great start. I think that was the amount called for already in the comp plan so the city should go above and beyond that, where possible. We're really interested in having a business mitigation fund and more technical assistance for our small businesses particularly during construction. We're concerned about any loss of transit, if we lose underlying service, you know, how is that going to affect our transit dependent residents and how they get to their jobs and school? And finally, we're really excited about the possibility of land banking and getting ahead of the issues that are coming. So I guess overall, you know, we're really excited about everything in the Portland action plan and we want to be a b.r.t. Project that makes the lives of residents and riders and neighbors better. So for this reason, we think the Portland action plan should be adopted. Thank you.

Hales: Thank you.

Hales: Mr. Marks you get the back cleanup for this group.

Kem Marks: Thank you. I'm the representative for these Portland action plan on the steering committee. I want to first thank the staff of all the different agencies for putting in the work that they have put in to come one the plan. Having said that, I have to admit that, frankly, I'm somewhat ambivalent about the plan. As Duncan just mentioned, 300 units that are currently in the plan were already on deck. And the only benefit that I see that the plan provides is that those units are directly linking, being linked to the corridor where they otherwise would not necessarily be. I don't think that the approach that was used to determine those number of units is appropriate given the nature of the populations that live along Powell and division. It doesn't take a genius to realize there are a lot more people of low income and moderate income that live along that particular corridor than in other parts of the city. And to only allocate proportional to the entire city or a 10 mile corridor seems to be less than impressive to say the least. I think that there certainly needs to be more housing. As for the economic development aspect of it, I think that there's significant umpff there for lack of a better word and Lori Boisen will be speaking to that in more detail. I have some concerns with regards to how the housing is going to be allocated along the corridor. There's nothing to say that it's going to be an equal distribution along the entire corridor

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and, in fact, as was discussed earlier today, a significant portion of the funding that's already been identified is on the east side urban renewal area and as my understanding is, that money is tied to that urban renewal area. You know, people may correct me if I'm wrong. That means that a significant portion of what's already been identified is going to wind up in east Portland and really being a significant portion to be found for outer east Portland. With that said, I'd also like to talk about the underlying transportation project. I have been beating the drum for a significant long time about the nature of this project. I'm glad to hear that it was mostly referred to as a high capacity transit project and not a bus rapid transit because, frankly, in my eyes, I don't see this as being a bus rapid transit project. It does -- it may meet the federal standards for a bus rapid transit project, but those standards are, frankly, fairly low. The significant issues as to whether or not there's going to be any increased savings in time given the alignment, there will be savings over the Powell division alignment but the only savings of time that I see are from the elimination of bus stops and priority lighting systems at major intersections. There's nothing to say that those buses aren't going to get stuck in traffic along with everybody else in rush hour and that's going to significantly impact both the time that it takes as well as reliability. The other major issue that I have with this is that there is a significant reduction in bus stops that are being proposed now for both inner division and outer division. As a person that lives in the outer division, I can tell you that the street grid does not really afford to have a significant reduction in bus stops without causing a major impact on the people that are going to lose the stations or stops that they're currently using. That means people are going to walk further and walk through and that's going to be walking further or through unimproved streets. That's not a good thing. East Portland action plan has said that it cannot support a project that is going to negatively impact people when it comes to transportation. What this plan currently being in its current iteration is essentially borrowing from peter on division so that trimet can expand north-south service on 184th and 162nd. I don't think that that's equitable that a portion of east Portland should have to lose service to provide service for another portion of east Portland. Having said that, I will wait to make a final analysis on that issue when trimet and metro come up with their final numbers. But as I currently look at the information before me, those are the conclusions that I've come up with. Thank you.

Fritz: Has the east Portland action plan taken a position on this particular local action plan?

Marks: It has and I can forward a copy of that to you. Essentially, east Portland action plan's position is that mitigation measures have to be taken to -- to alleviate displacement effects from the project that there needs to be economic supports for local businesses and that there should not be a negative impact on transportation or on the transit riders that currently exist along division.

Fritz: Thank you. It's probably in my inbox, I haven't been able to check that.

Marks: I'm sure you have a lot of stuff your inbox.

Fritz: I've been away for three weeks. I've hardly looked at it.

Hales: Other questions for these leaders?

Fish: The one thing I didn't see in the list of particularly housing initiatives is getting in front of predatory speculative behavior around home ownership. So there's a big number for renters. One of the things we learned around the Albina plan and it's the areas that we fell short were the stories of home owners who were -- felt that they were victims of predatory agents and other folks and lost their homes as a result. The plan is heavy on renter protections. There has an economic development piece. I'm guessing that we could, in a 10 mile corridor of this dimension, I'm guessing we could come up with a pretty good data base of single family residences and, you know, I know that I get a notice almost every

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week from bps telling me about some planning projects so we have the mechanism. Should we be considering some kind of communication with home owners? Maybe even just targeting seniors but thinking this through? To give people information about this plan, some potential risks ahead in providing them with information where they can get mutual advice on how to evaluate unsolicited offers.

Satterfield: Yes, that's something we attempted to flush out a little bit in our 11 goals to community stability and recognizing a lot of it was heavy on the renter aspect because of who is living on the corridor but recognizing some of the long term home owners there also need tools and so there's some suggestions in here including providing long term home owners with a tax credit. And also, developing limited equity cooperatives as well.

Fish: I mean, you know, thanks to measure 50, this is one area where it has at least a shock absorber effect as property values go up. But I would urge us to come back to this question and think about -- we've got communities that speak different languages. We've got probably -- my guess is from my recollection is you'll have a lot of older adults in homes up and down this corridor and at least with respect to home ownership, we ought to be thinking through a strategy to get people information because what they may first find out is someone knocking on their door with an unsolicited offer to buy their house ahead of a major transportation improvement coming. There's a lot of bad actors out there because there's a shortage of supply and there's a lot of people using an imbalance in the marketplace. Maybe we can think about some way of getting with our partners out to home owners giving them a heads-up.

Fritz: Commissioner Smith, I noticed that the planning sustainability commission held a hearing in January. Do you happened to know if that was a day meeting or evening meeting and was it well attended by community members?

Smith: I believe that we had five people testify, three of whom were steering committee members so I would not say that we had a ground swell of community participation.

Fritz: Was it in the day or evening?

Smith: I don't recall. It was during the day.

Fritz: I'm a little concerned that we're holding a hearing about something that is obviously of great importance to the community at a time that it's difficult for people to get here.

Hales: That's fair. Fair point.

Hales: Thank you all very much. Appreciate it. We wanted to hear from trimet. I'm not sure if you were signed up to speak. We do want to hear from you. So we'll summon you even if you weren't planning to testify.

Alan Lehto: Mr. Mayor, thank you. And members of the commission. So I want to say a few words and then I can answer any questions. Alan Lehto with trimet, director of planning and policy. And we're very excited to be able to be working on this project with metro and the city and the other partners. It's a great opportunity along division, along the line four division today about almost 10,000 times a day, somebody gets on the bus. So this is a heavily used and heavily needed bus today and we can deliver quicker more reliable service for those folks and as you know, probably all too well that the expectation is that this corridor is going to grow and the demand will grow and so we can bring a project that's going to serve today's needs and provide the kind of capacity that's needed to support the city's visions and our expectations for providing transit to develop that helps develop and realize the visions that communities have. I know there were a couple of questions I heard already so I'll go ahead and jump in and try to answer those.

Hales: Please, current estimated capital costs.

Lehto: Sure. Just quickly, where we are with the project. We are in project development with the federal transit administration which is a formal step in the process of pursuing, securing funding and developing and delivering the project. That means that they

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recognize that we are developing it. We are actually at a point where the efforts that we're doing now are match able with federal -- future federal funds. Assuming that the project is successful. And that puts us in a particular positive step with f.t.a. We are looking at a schedule that brings the steering committee to the point where hopefully they're able to make a specific recommendation about the alignment, the terminus by the end of this calendar year and puts us into further engineering the environmental process, identifying mitigations or potential impacts on mitigations during the following year. And then moving towards the finalization of finance plan and getting under construction to the point where we can open in 2021. I wish we could do it faster. We'll continue to look at that but it's still a process that needs to involve lots of people with lots of detail and it's still a federal process. So if there is some timeline along there. In terms of capital costs, we don't know exactly right now but we do have a range of approximately from \$175 million to approximately \$225 million but it's very likely range of capital costs and that really is for this kind of a project, this kind of a transit project much more so in some ways than a light rail project which we are so familiar with as our first true b.r.t. Project, there are still lots of details that need to be worked through. And individual intersection designs make a big difference. And as you heard from Duncan, you know, impacts at an individual intersection need to be worked through so we can bring down those costs and those kinds of work still needs to happen to narrow that range of cost down. With that, I'd just be happy to answer any questions.

Fritz: Could you give me some concepts of what would make for a bus rapid transit on division? It's hard for me to imagine when it's such a congested street right now how -- what kinds of things you could do to make a bus go faster than a car.

Lehto: Right. A few things. One is the entire length, obviously, of division has very different characteristics. If you think about what division it looks like at 28th, very different from what it looks like at 148th. And that's the great character of this kind of bus based investment that it is nimble enough to be able to deal with and provide benefits in both kinds of environments. In terms of actually generically across the alignment what we're looking at is using stations with better amenities, better crossings, better improvements so that we can attract people to those. The current proposed stations would be at places where approximately 74% of riders are getting on bus stops today. We would ask the remainder of folks to travel just a little bit farther to get to this more comfortable location and that really reduces the variability in travel time which means that we can schedule it faster which means we get quicker travel, we get more reliability. Signal priority has been talked about. And that will be --

Fritz: Before you go on to the next thing the community member just said that cutting -- what I heard what you say is that it's going to go faster because it won't stop as often.

Lehto: Yes. That's absolutely true. There are only certain ways to speed up a transit vehicle. Light rail, even though it's on right-of-way, if we stopped every block, it would go very slowly. What we're looking for and what we're working with the steering committee in the community is where is that right way to balance out making sure that people can get to the service but making sure that once you're on the service, it doesn't stop all the time.

Fritz: So it would include things like adding sidewalks where there aren't any?

Lehto: Not only adding sidewalks where they're needed which thankfully, I'm happy to say division has been improving over time so it's less dire than it was but still not complete. It also includes a.d.a. compatible access at those stations and looking at that throughout the entire corridor so it's not just, you know, nimble healthy people who can make it to stations but people who are traveling with using mobility devices as well.

Fritz: Ok. Sorry I interrupted you. One thing at your station is to make it go faster.

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Lehto: The signal priority and we've been running with signal priority at various locations throughout the city for a number of years. But we're really on the next generation. They're much smarter and much more nimble and adaptive to provide additional times. Each intersection especially the large ones that really control what happens for travel throughout the corridor gets a serious look at to look at whether there are ways to readjust the lanes, give us queue jumps so we can get past a long line of cars close to the intersection and not have those sort of cases that happens in the peak of the peak where you could lose five minutes at an intersection. If we can forestall that, we can move faster during the peak as well.

Fritz: There's not that many place where you can add a lane, right?

Lehto: Not a full lane the entire distance. But what it takes is -- and this corridor like a number of other corridors but not always, there are some key intersections that really control everything. So, you know, starting from downtown, some of the key ones are 11th, Caesar Chavez, 82nd, 122nd so it doesn't need a treatment everywhere. It needs treatment at those key intersections and that can be something like a right turn only except bus that doesn't dramatically negatively impact the cars moving but does move the bus ahead.

Fish: If you're talking about essentially single lane road where you're getting a preference at the intersection, how do you deal with backup beyond that? And I'm thinking that the last time I had a great experience with b.r.t. was taking a bus from Denver to boulder. But singular feature about that trip other than in addition to the nice bus and all the infrastructure they built was it was on a dedicated lane on a highway so it had a preferential route. Division, for example, through most of the day is clogged. And when you get into the restaurant section and closer in, it's -- it's almost impossible to move at any time. So how does the b.r.t. Other than giving them a preference at an intersection, how do you deal with that congestion and frankly and I'm just going to the part in the 20's and 30's with all the restaurants. There are times during the day when part of the blockage is cars trying to look for parking and it takes a couple of cars trying to park in a tight spot and that's a couple of minutes so what's the -- how do you deal with that challenge?

Lehto: Right. And division, the way it's developed and the way I think we anticipate it's going to continue to develop is exactly the kind of place where it needs this ability to carry more people to attract more people to the transit so that that development can happen without even more of the kind of swirling for parking and all of that activity. What we're looking at is, despite the feel of that section, what's often happening is there are those key intersections that are causing backups that are kind of disrupting everything. Almost in that section almost no matter what we do, we'll be running a little bit faster with those kinds of treatments. But we're looking at some key intersections to see whether we can actually improve the way, the overall traffic system flows through that intersection. So that buses can take advantage of that as well. A great example is whether we can do anything at 11th and 12th to be able to mitigate the impacts of the freight rail crossing at that intersection where sometimes that just blocks up. If we can just look at some reconfiguring of what happens there, we can move everybody through there.

Fish: I'm all for that. I'm guessing that runs up against vision zero at some point. If you time the lights and encourage people and give people a greater flow, people take advantage by going at a faster pace. But given the sequencing on that street, I think aligning the lights is a great idea. I don't know whether it's an unintended consequence.

Lehto: Absolutely. We've been a strong proponent of the city's efforts. What happens with that is all we need is people to keep moving. Not moving very quickly. We very much want to provide a great transit service in a place where people can comfortably and safely cross the street as well.

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Fritz: Are there any other strategies to make the bus go faster?

Lehto: That boils it down but we can really look, there are lots of really smaller details that really add up when you're talking about a line this long. So we've kind of invested our design team with the idea that every second counts. So these are different buses than what we've typically seen. These are three door buses with all door boarding, will be using the hop fast pass to be able to get people on and off as quickly as possible so it will feel more like a light rail in terms of boarding and that saves time. At most, if not -- well, at most of the stations we likely will be able to allow folks with mobility devices and strollers and whatever else to board at the second door much like a streetcar with the bridge plate which is much easier and quicker to be able to load than it is at the front. And all of those little individual pieces add up on every single trip. So that we end up with a faster trip and a more reliable trip than we -- than we would with typical service.

Fritz: This would involve developing and buying buses specifically for that line?

Lehto: Exactly. Yes.

Fritz: How much would that cost?

Lehto: It's part of the cost that I already mentioned. I wouldn't want to tell you right off the top of my head. But they're something close to, you know, a typical 40 foot bus is around \$500,000 and we're talking the \$800,000 range, something like that so the additional space comes with a premium but you get a lot of benefits out of it.

Fritz: Buses like that exist?

Lehto: Absolutely.

Hales: Given the pilot project you're in with the federal government for using electric buses on regular service, maybe this will be the first all-electric corridor.

Lehto: We would love to. There's always, of course, the cost question. But this would be a wonderful place for that.

Hales: Additional resources that might come available for that.

Lehto: Gina is doing a good job of reminding me and the other thing that I should mention in terms of timing is that I mentioned the locally preferred alternative decision that needs to be made to be able to move forward on the project. And the timing would be once we get a recommendation from the steering committee, then it needs to come back to the jurisdictions including the city of Portland for your affirmation or adjustment of that locally preferred alternative and that would be late this calendar year.

Fritz: That's of concern for me, too. We have this framework here that often when projects like this with multi jurisdictions come back to us, you can't change it now. Everybody else has agreed to it or this is the consensus so I'm just nervous about hearing from east point action plan representative that it's not acceptable to them to cut out the number of stops. Is that the way you get your speed and what do I do when you come back?

Lehto: Well, it's our job to continue to work with the folks that you saw and the folks at epap to work with that as well as possible so our hope, obviously, is we bring you something you can be comfortable with.

Fritz: Have you analyzed what would happen if you just ran the buses more frequently so there wouldn't be as many people getting on at the stops or wouldn't necessarily have to stop at every stop? Because that is what happens in Europe. Is there's a bus every 10 minutes, nobody checks to find out when it's coming because it's going to come and it stops when you ask it to. But not otherwise.

Fish: Give you one cautionary flag on that, number 12 bus at peak time. And what I've observed is that they end up getting stacked. And they get stacked -- I'm not saying that happens everywhere but on the number 12, they get stacked and it actually is a huge drag because they all stop at the -- you know, in sequence and you're just backed up.

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Lehto: As a frequent rider of the 12 sandy, I can tell you I'm very aware of it. We call it bus bunching. What happens is one bus gets a little bit behind and then they get kind of an overly large load and they start slowing down and the next one and then what we have to do is we skip and that actually frustrates our riders and the bus goes by you and pointing at the bus behind you that you may or may not be able to see and turns into a lot of understandable complaints. Having something that shows up consistently, we have something like five minute headways during the peaks right now but it's lumpy so if you can smooth that out and have vehicles that each vehicle has more capacity so we can bring people -- more people on and not risk those pass-ups, we'll be doing a great service to our riders.

Hales: Other questions for Alan or Gina? Thank you both very much.

Hales: Thank you. Other folks that want to speak this afternoon? Others?

Moore-Love: One person signed up, Lori Boisen.

Hales: Come on up. You look prepared. That's why I called on you specifically.

Lori Boisen: Thank you very much. I'm Lori Boisen, I'm the executive director for the division midway alliance and also a steering committee member on the Powell division transit and development project. I snuck in on Bob or he would have I'm sure recognized me. Mayor Hales and commissioners, I want to thank for the opportunity to speak to you as it relates to this project. I am not going to reiterate what my other committee -- what the other committee members said. I echo their sentiments. I believe that this -- I encourage you to adopt this action plan. I believe this plan is the result of collaborative work of all city bureaus, community organizations, metro and trimet. It provides much needed community stability actions to a transit project that can jeopardize a tenuous housing crisis in an already vulnerable community. I'm happy to see the business and technical assistance and work force development tools addressed and while the section provides a broad overview of workforce and economic development, specific tools I encourage the council to adopt specific tools that will feed this. Specifically as a representative, I have come to believe that the most important tool that we can use to make sure that the project benefits current businesses and residents is to adopt community benefits agreement similar to the pilot c.b.a. developed for the water bureau projects. Deliverables on that project exceeded projected goals and achieved excellent results. For example, the goal for journey level hours worked by people of color were 18%. The c.b.a. Pilot achieved 25%. Minority and women owned firms and minority apprenticeship participation was over double the stated goal and female apprenticeship participation was triple the goal or nearly 30% of total project hours. Utilizing local and minority hiring through a c.b.a. would directly impact residents living along the corridor by providing not only much needed living wage jobs but eventual professions to these residents. Those residents will in turn spend money in those local businesses. Community development agreements do work. They have established a threshold by any public project that meets the criteria automatically triggers a c.b.a. I want to address to you, commissioner Fish, I love your idea about creating some type of model for mobile home parks for affordable housing and I encourage you to visit the rolling wheels mobile home park at 133rd and Division. They are renovating their property in an amazing manner. They're replacing, replacing mobile homes with updated units. They are greening. They have their own swimming pool. It's an amazing place. And I recommend that you check it out. I want to again thank you for your time. And I hope that you please adopt the Powell division transit development project in the Portland action plan.

Fritz: Thank you for your testimony. Can you tell me about the community benefit agreement? Is that included in the document here?

Boisen: It's not included in the document. It's something that we have talked about and it's -- it is a tool of the east Portland action plan. It's an anti-displacement tool that they have

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recommended through -- they went through a very, very long process I'm sure you're aware of to pull out tools and two of the three groups that worked on that identified community benefits agreements as the number as what they felt was a very important tool to use. It's because you are actually bringing people to work in your communities and it's just very beneficial. And I don't have this is plan 1,2,3.

Fritz: But my question is should that be in this action plan?

Boisen: I think it should be added yes.

Fritz: Was it discussed by the steering committee.

Boisen: I don't remember I don't recall.

Fritz: But it's certainly something that the east Portland action plan has.

Boisen: It's something the east Portland Action plan is definitely behind.

Fritz: And what's your feedback living, working in the district for a long time about the question of fewer bus stops.

Boisen: We've worked with trimet for quite some time, we spent hours this past fall which kind of talks to what Kate was talking about. Reaching out to our communities and identifying and finding community members and talking to them about what was going on I think about the work I do for my community and over 50% of my time was being spent just on outreach for brt. When we learned that a large percentage of bus stops were going to -- a large percent of our district was going to be losing their stops we worked with Alan and Elizabeth and metro and city of Portland to add on a few more stops that we were concerned about where large numbers of people were getting on and off. At this point my concern is there are so few stops being taken out that to me it's like how rapid will this transit be and I'm still waiting as kem is for those numbers. I want to see today if you travel to 174th to 11th on line 4 it take I don't an hour and 35 minutes. If we have the bus rapid transit it will take an hour and 20 minutes, I want to know the differences, I want to know the numbers. I also want to know what the difference between 82nd to 11th what's the difference in 82nd to 174th. Those are the kinds of things at the steering meeting level are looking at and then passing on to our community members and talking to them about and getting feedback from them saying, what do you want to see here? You're not happy with this, great. We take it back to them.

Fritz: Why are you recommending that we adopt this plan today?

Boisen: I think the time is right now. I feel like if we -- we're moving along in a timeline. We move to forward with this timeline. We made huge headway with this project. I believe an action plan is not something, I believe, changes, it's static. A community benefits agreement, today, is not necessary until we start doing construction but it's something we need to look at. It's something that you, as council have authority to authorize.

Fritz: When we adopted the east Portland action plan which commissioner fish and I remember it was one of the greatest things we did in the first year of our terms. We promised we were absolutely going to do it. And each year the action plan group comes back to us and you tell us that you think you've done these things and they're pending. I'm concerned that we can't -- I don't want to promise -- I don't want to adopt this plan when I can't make this promise on this. I can't tell you that I can allocate more funding on this.

Boisen: You can't allocate additional funding for what?

Fritz: For the implementation of this plan, it requires \$500,000 of ongoing money in one area --

Boisen: I guess, I would put it upon council to look at -- I love what commissioner Fish said that in some cases, you are required to have a certain amount of mitigation funds. I would think it would be wonderful to see council step to that level and say, we're going to commit to this because we understand this is a way to bring equity to east Portland. We need this now and if we don't start this now -- planning and sustainability, same type of

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thing. Conversations began because they said, great, you're doing this transit project. What is going to happen to the people who are living here who cannot live here? We're saying, move forward with this plan because we have to -- the time is now for us to move forward. If we wait, it may be too late.

Fritz: Thank you.

Hales: Other questions?

Fritz: I have a question for trimet, actually.

Fritz: I ride the 12 to southwest, at rush hour, you have the option of 94, which stops once between seven miles out in downtown or you can get the 12 with stops all along the way. Is that being considered for division?

Lehto: Not for division. We thought about it and discarded that. That kind of service does not come with any additional capital resources from the federal government. It does not come with an ability to provide service throughout the day so that it helps a very small number of riders. So, it's something that we're looking at, in terms of the corridor. This seems appropriate to bring an improvement that helps all the riders throughout the day, seven days a week

Fritz: Except those living between the stops?

Lehto: I would argue -- folks have indicated they agree with this. Walking farther to have a much more comfortable station and a more reliable and quicker ride is of total benefit.

Fritz: Thank you.

Hales: Other questions? I'm not sure if there was anyone that wanted to speak? I know we had more questions for you.

Fish: Can we have a council discussion before we take a vote?

Hales: Sure.

Fish: Steve, can I follow-up on a couple of points? One of my takeaways with this is if there was a capitol construction project that cried out for the highest level of coordination between all of the bureaus and some of their partners, this is it. So to an extent, you've been taking the lead on this effort to get everybody to coordinate the work they do. The one head wind that could work against what you're talking about upgraded streets, sidewalks, bio swells, the ongoing work with water and sewer, new construction. Which, by the way, whenever there's new construction, we mysteriously seem to lose a lane and on and on. If there was ever a time to map this out and coordinate the timing of investments, this cries out for it because we could end up creating essentially a gauntlet that even if you painted the bus red and gave it a fire engine siren, you're not going to get through. Steve's taken the lead on, water, pbot and others have taken the lead on. It seems to me, this is a good one to focus on the way we've done on division on a smaller scale. I would encourage you and Leah to convene all the bureaus so we think about how we time capitol construction work.

Novick: Bps is officially the lead on all of this. I rely on them. Somewhat jokingly. We need to all be involved.

Fish: On the home ownership side, it occurred, can we investigate whether there's a database we can call upon? We seem to mail a lot of things to the public and so, I would love to know what's the universe of single-family residences that we could communicate with and who we might partner with and maybe we partner with elders in action and target older adults first or culturally-specific groups to talk to people. I'm just going to -- in advance of the vote and the discussion, just address something my friend and colleague commissioner Fritz said about funding. Because as everyone knows, we cannot, today, commit a future council to a spending commitment. So, we can't do that. So, we're not saying, today, that the council next year and the year after is going to spend x dollars. What this plan contemplates, as I look at the back-up documents, is a lot of non-general

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fund money being allocated to this task in a creative way. Going through all the new tools at the housing bureau and looks to the securitization of revenue, finding a way and saying, yeah, we're going to come to council and say here's our chunk we can dedicate to this goal and to closing the delta. And, if some of our assumptions are unduly modest about revenue we're going to get from the new tools in the toolkit, we can use non-general revenue for the gap. I think an annual forum to get there. Commissioner Fritz is right, we cannot commit to here to the future money or two or three years we're in a recession and turn around and cut out community center as part of this community. But, I'm encouraged by the amount of non-general fund sources that we can tap. And what I read this to be is a commitment to pull as much of that as possible and focus it on the corridor. Then, I will go out to 143rd and division. I appreciate that. Since we make modular housing in Oregon. I want to take a few things and they commit to transforming them. With a little ingenuity, we could turn these into not only very desirable and attractive places to live, but we could put the green value on them. On the cba issue, the money we're talking about today is city money. And, most of it is already governed by policy so the housing money requires has a whole set of strings attached to it. What I hear Lori saying is the federal fund piece and trimet piece, what is the community benefits component of that. Trimet has federal requirements it has to meet. We're going to be coming to council in September with a report on the numbers on the cba's that were used on the water bureau pilot and we'll have a broader community discussion about how's that working? Does it need to be tailored? And other things. Where we're headed is a community benefits plan, but the goal we share -- so I would close by asking our friends at trimet, will we have a chance to have that conversation about how to bring the values behind the community benefits plan to the capitol construction site?

Lehto: Absolutely. Without knowing any of the details, we're very much eager to have those conversations. What the details of that are still going to be worked out, obviously.

Fish: Thank you.

Fritz: I am concerned about the affordable housing because according to the chart on page 28, most of it is in the Clinton triangle. It's not along the corridor. There's 500,000 for outside of the Clinton triangle and \$5.5 million within the Clinton Triangle. How are we going to address the concern that it should benefit outer east as well as inner east?

Creager: I appreciate you pointing it out. The Clinton triangle is a major area in focus, however, it's not the only one. As we work through the summer and Vivian Satterfield, who spoke to you earlier on the panel of experts for the exclusionary housing program -- we're scheduled to come back with the calibration of inclusionary housing requirements would be, come September. If you look at the residual land values in east Portland it does not argue that you could get very many units through private development mandates, mandatory inclusionary zoning. I've asked staff to focus on areas where transit improvements are being made and push the envelope on the inclusionary units. So, that's going to cap the private market hydraulics throughout the entire length of the corridor and I think that will be helpful. The cet is how we would pay for that and we don't have to take title to those properties.

Fritz: That's not included in the table, so I don't understand.

Creager: The table was done before the legislature approved inclusionary housing. Perhaps an amendment would be useful because I'm siting tools that weren't available.

Zehnder: If you remember the summary slide I showed earlier, this is a good catch that the table isn't reflecting this. A big part about how we're thinking about the next five years of the affordable housing piece of this is a share of the new resources that are just coming forward now, as well as programs that even since we started this planning project, housing's been able to secure through different sources and been able to identify how they

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can target the corridor. It's a five-year plan. One of the things we thought was really critical was to give the city council a sense of the order of magnitude of cost of lift it is to even attempt to meet some objectives like this. And, to fairly represent to city council what we had in hand today and what we need to continue to work on through one means or another to secure, to be able to follow through on this scale of effort. So, that's part of having a gap in funding, at this point, of the five-year plan like that, is less of a reason not to try to move forward with it, but more of putting financial goal on it, as well as a 300-unit goal for the housing, as well as the number of businesses we hope to assist on the economic development side. You sort of have to do both to know what you're shooting at. I just encourage folks to think of the plan and the budget in those terms. The story that the housing bureau's being able to tell is representative of how much things can change over a period of a plan, to bring more resources to the table. And then, the last piece of it is this I encourage us to think about the housing needs, just on the housing side and I think it's true on the economic development side the needs in the city, in a lot of the neighborhoods, are way bigger than what we're talking about in this action plan. Much larger than you see just in this corridor. The needs are big in the corridor, but there's more beyond that. We're focusing on this corridor now because we think there's something to leverage with this. There are other places in the city where we can mount similar efforts where we don't have a transit project to try to leverage. This isn't the only action we need to be thinking of in terms of housing and economic development. This is a scale of effort to making the most of what's going to be a big capital investment, as well, if the project goes forward, if it can demonstrate the transit advantages we think it's going to have. That's going to have be presented to the community, as well as come back through city council.

Fish: I think it's good to have stretched goals. Part of me says, I'm not sure we've stretched enough. But it is a sober goal. And, you guys can't say this. But, in addition to all the tools that Kurt has rattled off that attribute to the good work Kurt and Dan have done, it is possible that the Portland voters are going to give us another tool this year. It is possible that the Portland voters will give us another tool this year and that's another pot of money that can be tapped to meet our goals here and I think stretch goals, in this area, make sense.

Fritz: This Resolution says we're going to adopt this plan as non-binding city policy. Then it goes on to resolve certainly, we do gratefully acknowledge the excellent work and dedication of the steering committee. The third be it resolved says we will work with regional partners and continue to work with the project. We haven't had a public hearing at this council where we've had a lot of robust community input to say, do they even want this. So, what I'm hearing from the community, today, is if we do the project, then this is what's necessary to make it work for the community, at a minimum. My understanding is that we will still, at some point, have a public hearing on, are we going to support doing this project?

Zehnder: Yes. The schedule shows that the locally-preferred piece is supposed to come out of the steering committee this fall, commissioner. And then a public hearing on that will take place in front of the city council, after it's come out as a recommendation from the project. So, a lot of the issues we've talked about today and the technical analysis that the community was saying it needs to see will come into place between now and those decision points and it will be at a hearing in front of city council. And, there will be some form of local match that goes into the project so you have the city council has several points of leverage over the future of this project. The community action plan is at least letting the community and steering committee know now, if the project goes forward, here's what we think we said is the objective and, you know, I'm from the bureau of planning and sustainability, I like to think action stems from these plans. The metro money is on the

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table to begin this work in the current fiscal year and the work is necessary so it's worthwhile to move forward.

Fritz: Thank you. I'm concerned about the community organizer and how it interacts with the neighborhood association as well as with venture Portland. Since we only have the metro money for this year, am I assured that the commission will be hired as a limited-term position?

Zehnder: I guess I'm going to ask Kate to confirm that since that part of the metro grant is going to go to pdc.

Dean: The money is not being used to hire another position. We're working with division midway to have that position at their office. It'll be hired by them, managed by them. So, that is -- the plans are already in the works with that with the grant money and the contribution money

Fritz: So division midway is aware it's a limited term position and that we're not guaranteeing funding for a full 5 years.

Dean: I believe they are, yes.

Boisen: [indiscernible]

Fritz: Thank you. I know your division midway and all the neighborhood initiatives are working well with the communities so I want to make sure when we have a structure for community involvement, it gets used in the office of neighborhood involvement that we are coordinating it.

Dean: Absolutely.

Fritz: Thank you.

Fish: This is a resolution?

Hales: Resolution and then the lpa comes back this fall. So, that's the process. Any further discussion before we take action on the resolution? Then, let's do that, please.

Saltzman: Thank you to our metro councilors and everybody else who's participated in the plan. I think it's a good plan. Good questions about affordable housing, land use and how we do this with buses quickly. And, it's definitely a corridor in need of a lot of attention. Aye.

Novick: I want to thank everybody who's been working on this plan. Thank you, Joe. Thank you, Alan. And thanks to apano and the division midway alliance. My favorite World War II alliance. I appreciated what Lori said about, this is an organic and iterative process. We are adopting this to make it clear that we understand that the community wants to make sure a plan like this is implemented and if not, the question is whether we should go forward with the transit project at all. As Lori said, it's not necessary to say, we're going to tell trimet to stop working on this plan until we know we have precise funding -- to stop working on the transit project until we know we have the funding committed for every element of the plan. This is one step of the process. I am delighted to hear director Creager say that given the new tools we have to address housing needs, he feels pretty comfortable that we should be able to come up with the funding to address the housing component of this plan. And, granted, 300 units is -- is not enough, but I mean, I think that a year ago, we probably would have said, well, maybe we are going to ask trimet to stop because we don't know how we're going to get money for any significant investment. We have heard from folks in the community that they'd like to see tenant protections and obviously, our ability to adopt tenant protections is limited by state law, but we have a legislative session coming up. We have a work session coming up next month. So hopefully -- in September. So hopefully we'll be able to show progress on that, as well. So, I think that this is rather a new thing. And, I think that -- commissioner Fish was asking earlier what the analogy is. I'm not sure there is an analogy where the four were going ahead and talking about unintended consequences and talking about a plan to address

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those and making it clear, like commissioner Fritz said, that our commitment to the transit project is dependent on the unintended consequences. It's hard to come up with an analogy, hopefully we will be able to think this way in future projects and it may not be that there's some rigid formula that x amount goes to mitigation. I think it'll be a case by case determination. So, thank you, all, very, very much. Thanks to metro folks. Thanks to Commissioner Stacey and I'm pleased to vote aye.

Fritz: These projects do become very complicated with multiple jurisdictions. I appreciate that and thanks to the steering committee. The second project we've done like this, we did the barber transit plan, looking at the concept of land use before we were sure on what's happening on barber. Before that, we did the Lombard/saint john's plan and the sandy boulevard/Hollywood plan. We haven't funded a lot of the things that we're hoping to get done in barber. In any kind of planning, you do the plan so we agree on what the aspirations are and then you go seek funding. I want to make it very clear that I'm not sure that there is funding within the city for the items -- the action items during this plan and I'm willing to support it as the road map for how to get there. We're going to have to think very carefully, how do we get all the other jurisdictions to pay their fair share and make sure we can fund it. It's a challenge and a lot of the burden falls on Portland's taxpayers. With those provisos, I will vote aye, thank you.

Fish: I was looking at the agenda and this was originally scheduled for an hour. We're two hours into discussion and it's normally at this point that we look to find the person who's responsible for it, and where in crimation happens off-camera. [laughter] I actually am left feeling that this is not only been a very stimulating and thoughtful and interesting discussion for two hours, I look forward to further discussions. I want to thank everyone who took time out to shape this discussion. I think this is one of the best discussions we've had at this time. Since we're making it up along, I guess, I found this incredibly interesting and provocative, so, thank you to everybody. Part of the problem, definition. We're calling this a framework, a goal, a road map. What you're hearing is, because we have done planning exercises in the past and have fallen short in terms of meeting the goals, council doesn't want to just embrace this and say, you know, you can assume that this will be funded and we're going to get it all done. To do the analogy commissioner Fritz did earlier about the east Portland action plan, while we haven't fully funded the action plan and a lot of stuff is to be addressed, the great virtue is that the community comes forward and says, here are the priorities. Without that, we don't have the focus and, therefore, we're -- what did tom potter once say? If you don't know where you're going, any road will get you there. It gives us focus. My expectation is that each budget year, over the next five years, housing and planning and transportation, everyone else is going to come forward and give us an update and we can say, Dan, let's put more in this. I'm cautiously skeptical about whether we can fund this but this should be a floor, not a ceiling. I don't know that we have enough housing units here. The one piece -- Kurt would be -- I would be remiss if I didn't say this. I'm glad to see this is 60%. I would like it to match the demonstrated need within the corridor. I want to focus on the greatest need and that's below 30%. So, with those caveats, I'm pleased to support this and I appreciate the thoughtfulness of the community and I'm hearing that there's stuff here that does not have unanimous approval and there are some trade-offs and I guess I'm going to go forward on this because I think this gives us a better chance to getting to yes than not doing anything. I also think we're at risk about getting to no and not yes. I'm going to support this. Aye.

Hales: This has been a good discussion, so I'm glad no one minds that it took two hours instead of one. I want to commend the staff and our partners at metro, elected officials and staff there and trimet for a good discussion. I've found this deliberation this afternoon both heartening and very concerning. Deeply disturbing on a second level. It's heartening we

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have a couple of them under way at the moment and they're both good projects and worthy of moving forward. Happy about that. And I'm happy that, this year, we're going to continue. I'm pretty concerned because, you know, we are growing at 1,000 people a month in this city and we are livable and prosperous in large part of the transit and bicycle transit and the pace at which we are adding the infrastructure we will need for mobility in this city is insufficient to that rate of growth. And as both a commissioner and a consultant and then as mayor, I've had the chance to triangulate what Portland's doing against other cities and that's another reason I'm concerned. Phoenix, is, at the moment, investing over the next 30 years \$17.5 billion in bus rapid transit projects. Let me say that again. \$17.5 billion. In bus projects. Part of \$31.5 billion three-decade program. The city we love to jeer at, phoenix is doing this. They're not alone. And cities across the country are investing massively because the world is moving to cities and the world is moving to other cities, just like it's moving to Portland. The pace we're moving is insufficient to the task and the funds are woefully insufficient. We, as a community and region and as a state, need to address that problem because again, we are living on the investments of the past and we've run the string on the -- we've run the trap line on the financial system that we have today. Commissioner Novick's done great work over the course of last year and a couple years and we've made progress. Measure twice, at least twice, cut once. Do good projects. That's what we're doing here. As a community, we have to figure out how to do them faster and bolder if we're going to keep up with the transportation demands and the livability needs of the city. Over the next couple of decades. So, don't want to depress everybody, but I'm concerned about that. I think it's a big-picture issue for all of us to grapple with. By all means, let's get this one done. Let's get on schedule. Let's get the Ipa approved and make the case to the Clinton administration for our funding under the federal transit partnership that's worked so well for Portland. And, then figure out how to do the next ones even faster. Good job, everyone. Well, done. Aye. Thank you. [applause] let's take up our second item here, which we have before us, which is 888.

Item 888.

Hales: So we're going from mobility to immobility in one afternoon. Commissioner Novick?
Novick: What I'm asking for today is for council to give pbOT the authority to boot instead of tow. The city made a decision in 1987 that we would not boot, we would only tow based on the idea that if you boot, you're taking a parking space out of commission for a certain amount of time. I would like to reverse that decision, largely because a towing fee, which contractually \$168 is an unnecessary penalty, which is burdensome with people with low incomes. I've said before that ideally, I'd love to have a system like Finland does where the penalty you pay is related to your income because \$100 penalty is no deterrence to a rich person. Unlike in Finland, our parking enforcement officers and police don't have immediate access to people's tax returns so it's not practical. We can avoid imposing unnecessary penalties and I think that the towing charge isn't necessary a penalty because if people's cars are booted, they're going to take the action necessary to pay their fines and get their car free. It's also more humane to boot than tow. You can go and get your essential belongings out it. Booting gives people an opportunity to pay their violations before paying for additional storage fees. Folks will have the option to see a judge, set up a payment plan with the court before access to their vehicle is taken away entirely. And more fees are imposed. We have Dave here to determine what they can do with us and here to answer any questions and give you more information.

Dave Benson, Portland Bureau of Transportation: Good afternoon, guys. I'm the parking group manager at the bureau of transportation. I'm here with Donald Hunter from the parking enforcement. We want to allow others to immobilize vehicles, more commonly known as booting, in addition to the authority we have to tow a vehicle. It makes minor

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changes in code changes to reflect our current situation. A judge can sign a warrant if they have six or more delinquent citations or more than \$500 in parking fines. Adding booting has a number of advantages. First, as commissioner novick, there's \$170 fee. If they don't retrieve it in four hours or less, there is \$25 storage charges. There's an additional \$200 charge and as commissioner novick noted, they are deprived of all their property inside the vehicle. By having the option to boot the vehicle for up to 36 hours, it gives the owner the opportunity to retrieve their possessions, pay their ticket or set up a payment plan with the court. Afterwards, we'll come out and remove the boot and release the vehicle. Which is especially attractive for those persons with limited incomes. Donald will talk about the procedure.

Donald Hunter, Parking Enforcement: Donald hunter. We will only boot Monday through Thursday from 8 a.m. to 1 p.m. The reason we won't boot on Friday is we're giving the citizen 36 hours to make contact with the courthouse and the courthouse is closed over the weekend. When the officer locates a vehicle, they'll contact the courthouse to make sure it is a valid tag warrant. Parking enforcement will boot the vehicle, leaving a warning sticker - - leaving a warning sticker on the vehicle. It informs the citizen that the vehicle has been immobilized and do not attempt to drive. It provides information on how to have the boot removed by contacting the courthouse. Our dispatch will inform the courthouse that we have immobilized the vehicle. We will give the owner of the vehicle 36 hours to make contact with the courthouse to pay their outstanding citations or make payment arrangements with the courthouse. Once a vehicle goes -- once a citizen goes to the courthouse and pays or make arrangements, the courthouse will contact our dispatchers to inform them the vehicle is okay to be released. We'll dispatch an officer to the location and release the vehicle within one hour. If the owner does not make contact with the courthouse to pay the bill amount, after 36 hours, parking enforcement will unboot the vehicle and have it towed. We have two different types of boots that we have in place. We have a smaller boot for smaller vehicles. And this is just an illustration of how the smaller boot works. It's pretty quick and simple. The next video is the largest boot, for larger vehicles.

[playing video]

Benson: so that's the end of our presentation, if you have any questions

Fritz: What happens if you're preoccupied and you don't notice you have a boot on your car and you try to drive it?

Benson: It's going to damage the vehicle. Probably just flatten the tire. There is a sign that will be on the driver's side window -- driver's window. So when they go to open their car door, they're not going to miss that

Fritz: It's stuck on the window?

Benson: It's stuck on the window

Fritz: It won't wash off if it's raining?

Benson: We're told it will not and we're testing that, right now.

Fish: What's the profile of the person that has six or more parking tickets and for whom a warrant is issued?

Benson: Profile?

Fish: How often does that happen annually?

Benson: Well, we tow about five cars a day. There are 4,764 license plates or vehicles that are delinquent right now in the city of Portland. That have six or more tickets or \$500 or more in fines. 4,764

Fish: Do we have collect any data on who those people are?

Benson: No, we don't. The court knows who they are, by virtue of the registration. They've been notified by the court. The state revenue attempts to contact them

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Fish: If equity is in part, a goal here, how do we know these are not irresponsible people that just don't pay fines versus people for whom paying parking or paying the fine is going to be a hardship?

Benson: We don't know that.

Hunter: Currently, for a tag warrant from parking citations, it's a tag warrant and we tow the vehicle, which adds \$168 per the tow, plus \$25 if they retrieve it after four hours

Fish: Are we charging someone for the additional 36 hours they're parked?

Hunter: No.

Benson: No, there's no booting charge or booting removal charge

Fish: In other cities that have done this like New York, what lessons -- what have you learned from their experience?

Benson: Well, I can tell you about Philadelphia. The study is some years old. They found their collection rate more than doubled because of the visibility of the boot sends a message. Right now, we tow a car, the car just simply disappears. A tow truck takes the car away. It's something that walking down the street, you may see the boot. What they found is there compliance more than doubled.

Hales: among people who had been booted or not yet booted.

Benson: Saying to themselves, maybe I should take care of this

Fish: That's encouraging. One of the things that's compelling about this is someone may have something in their trunk they need, it could be medication, it could be identification. Some people put all their safe -- for safe-keeping, they put things in their trunk.

Benson: Laptop and whatever they need for work.

Fish: Is there a risk that will be taking up too many spaces in our inventory?

Benson: No, we've only initially purchased about five boots because the most has been seven a day. We're starting with five, very modestly

Fish: What's the logic of starting this in east Moreland?

Benson: It seemed like the place to go. [laughter]

Fish: And, no charge for the boot. No charge for the extra time so you're saving the towing charge?

Hunter: That's correct, for the citizens

Fish: When we tow cars, sometimes there's actually damage to the car caused by the towing and storage.

Hunter: Possibility, yeah.

Fish: Steve has anyone weighed in against this?

Novick: Not to my knowledge.

Fish: I want to just weigh in against this I think the equity argument here and the fairness argument is pretty compelling. I don't find those arguments compelling when we are going after dui. I think there's a huge difference between not paying a fee for parking your car, which is a -- which we treat as a low-level offense and engaging in conduct which puts people's lives at risk and I have slightly different analysis of the equity lens piece on people who put other people's lives at risk. I think there are some things where we should treat people the same, whether they're rich or poor to tell them they cannot engage in behavior that puts other people lives at risk.

Novick: We are continuing to treat people the same, whether they're rich or poor. It was an unnecessary penalty

Fish: As a preview to other discussions you're teeing down the road, people conducting reckless behavior.

Novick: Although I would say that in defense of the fins if you're a multi-millionaire, even if you're paying a \$5,000 fine for a dui, it's not enough.

Fish: I think we should probably start taking the car.

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Hales: Other questions for either of these? Thank you, both. Anyone want to speak on this item? If not, then it's going to move to second reading next week. Steve, good work on this. I think it's a nice and positive change, thank you. Thank you both, very much and we are recessed until tomorrow at 2:00 p.m.

At 4:19 p.m. council recessed.

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

JULY 28, 2016 2PM

Hales: Welcome to the July 28 meeting. Will you please call the roll?

[Roll taken]

Hales: We have a single item before us. Would you read that, please?

Item 889.

Hales: Commissioner Fritz.

Fritz: Thank you Mayor in 2014, 74% of Portland voters passed a measure to issue up to \$68 million in general obligation bond to pay for the capital cost of repairs and improvements to existing parks facilities. I asked parks staff to identify the most critical repairs and improvement needs within the park system and partnership with the Portland community. The initial project lists includes repair and replacement of playgrounds, pools, restrooms, trail bridges, community centers and maintenance facilities throughout the city. Because if we all remember it was the fix our parks bond. It wasn't for shiny new stuff, but maintain what we have. A key part of the bond program has been focused on maximizing use of minority women and emerging small business firms. I am very happy to report in the first of annual reports that 32% of the bond professional services contract and 21% of construction contracts have gone to these firms so far. The total dollar amount for these contracts awarded to minority women and small business firms is nearly 1.9 million.

Director Mike Abbate was hoping to be here today but, he is in Eugene, his daughter is in the process of giving birth. We wish them all the best. Mary Anne Cassin, our wonderful bond manager, will give us all the details.

Mary Anne Cassin, Portland Parks and recreation: Good afternoon, Mayor Hales and members of Council, I'm pleased to be here with the first annual report. What we have in front of us, is something that won't advance [laughter].

Hales: It will, it will.

Cassin: There we go. I'm going to change up from the usual order of things and tell you that we're going to tell you, first about our first year progress and how we approached it and, secondly, we'll do our scheduling budget overview, run a through statistics past you, talk about performance and some of our highlights, and finally what is in the report and how we plan to distribute it and what's happening next year. This year we called Ling, the foundation, as you know, any time you take off on a big new adventure like this, there's a lot of preparatory things that need to happen. Among those, we included getting a whole new staff. These folks were recruited from across the nation, and we have eight people. It's a lean team of only five project managers because the way we're approaching this one, is we're contracting out all of the consulting services. So there's a lot more private work involved in getting the projects put together. And the eight people we recruited are highly talented and jumped right in. We also took the pretty sketchy project list and put a ton of time into refining all the budgets and making sure we were on track with scopes and schedules and established a lot of Excel spreadsheets and various tracking systems to make sure we knew exactly where we are on all the measures. And finally, last but not least at all, we have, with your help, recruited the best oversight committee.

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In fact, I would venture to say best public committee I ever worked with in my long career. To a person they are bringing really great questions, all posed in a way that makes us think and makes the program a better thing than it would be without them. And, giving us great advice along the way. And oh, yes, there were projects. 26 of them got started, as a matter of fact, this first year. At this moment in time, I'm happy to say 18 of them are ahead of schedule, three in just two park sites are behind schedule and twelve are spot-on schedule. This graph shows a number of things. It shows that here in this first year, the solid line towards the bottom is our startup year. You can see we ramped up spending but it's been greatly accelerated in the years to come and appropriate for a startup phase. You'll see higher than you would want to see over the long term kind of percentage going to administrative costs. I'll show you in the later slide how that will drop dramatically over time. You can see even a year from now that will be down to 5%. In the meantime, construction, we only spent 38% of it this first year on construction. That will jump up to 60% next year. So these things will change over time. The little orange dots you see are the bond spend down target, and you'll see that we have not met them. It is not a cause of concern because we fully expect to reach them. It's been a little slow on getting good bids and again, I'll talk about that later. But we don't anticipate that to be a continuing pattern and we're on target -- we will be on target when we really need to be. An a few statistics for you. 26 projects underway. One completed, yay, there's a lot more starting with last year. In fact, all the remaining ones from the first list will start this year. And the next two numbers show how hard we worked to get out and communicate with the public. And it's not just that we held the meeting, but we are also tracking who is coming to the meeting. Each project has an appropriate sized public involvement process, so we're not calling big meetings to see what kind of roof do you want on this community center. But we are having a big process when it's something people care about like, what is the playground going to involve?

The final number is 4.5 million. You may say, why are you proud of yourself for spending money? Here's what that estimate. We -- it's hard to be precise about this, but we think that it is around 90% of those dollars are staying local. And when we say, where, local? And at this -- in this first year the biggest chunk 2.3 million went to northeast Portland and east Portland got 1.2 million dollar investment with smaller shares in north Portland southeast. The things going well is a long list that includes things like the fact that the projects are well received. The public likes seeing these kinds of projects and think investments are well spent and we're not getting a lot of controversy, which is great. And almost all the projects are on schedule. Budgets are met, except for grant pool. Where we did go over, our tracking tools are well utilized and we appreciate having them in place and the staff appreciates them, as do others we need to communicate and I have to give some -- a lot of credit to the team. We could not be here without the great team we have, that includes not just people on my, team but throughout parks. And this is the slide I refer to before about administrative costs and I see in the beginning yeah, a lot of times, a lot of money spent getting up to scratch and getting staff trained well. We're currently last month 4.8% and you can see that number just keeps dipping. What we -- and over the life of the bond is overall cumulative number of 6%. And Commissioner Fritz already referred to our numbers on nardi women and emerging small business utilization. As you know, your goals are 20% for pte, professional and technical services, and 20% for construction contracts. We exceeded those goals. But we intend to do better. And in part, that's due to the outreach efforts. Staff goes to a lot of trade shows where marketing these projects impressively we put in place a tailored insurance program and understand that some of the smaller firms, especially in design world, have trouble meeting insurance requirement we put out there as a general rule and so working with city attorney and risk management

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office we tailored requirements to the type of service they're providing and in a uniform, consistent way so those are not the barriers they were. We're also piloting flexible schedule program, because we are ahead of schedule and it allows us the opportunity to put contracts out and give the contractors a longer period of time to do it and but say, once you start, you need to finish in the time we've allotted. So it makes it a more marketable product and finally we've taken a lot of advantage of the wonderful prime contractor development program. It's been a perfect match for our projects and kudos to procurement office staff for their help in putting us you together with the contractors this would really make a difference to.

This graph might be hard to look at first. But it's telling a really good story. On the black on the left, that's the individual contractors contracts for professional services that will consultants that are not mwesb on right we wanted to parse it and make sure people understood exactly what kind of -- which category they fit in. So you can see the one blue dot in middle happens to be a firm with a medium size contract that is not only minority but also women-owned and emerging small business. And we kept careful track of these numbers and know where we're doing well and where we need to do more work. Not quite a rosey a story for construction contracting. But it's the same kind of analysis. And we can also say that our -- we exceeded non esb goal, most of those dollars are going into minority and women-owned, not just esb there. Beyond the overall contract, one of the things we're tracking is who is working for the companies. So far we only have the data or one project grant pool and I'm happy to say we have a 43% minority rate in journey level workers. So, on to challenges. If I had to name one, it would be an easy answer. It's bidding climate. Construction market remains very tight. So far we've bid eight project in on two of them and had to completely start over we had zero. And at most, I mean, it's a happy day when we get three bids. That's not extremely competitive. The average is well under two. So when you don't have a competitive market, of course, your bids will be higher and we're well aware of this issue and know we're not alone in it and we're using the strategies I mentioned above to make a difference there. Some of the project highlights include grant pool and I was so happy to there on July 25. Gorgeous day. Great week to open a new pool ahead of schedule or ahead of when the public expected it. Some great work went on there. And highlight of the next year, we're happy to be going out to bid with our first playground project. And I love the before photo here at Lents park and after, it's going to be such a difference for that neighborhood. And as I mentioned before, there's a lot more construction coming. So, people have not seen a lot of actual work in the neighborhoods. They will. They cannot miss it this coming year. We're going to be all over the city. And, of course, our second bond list. That will start to be formulated in within parks starting with the same kind of critical repairs and replacement projects again sticking with the theme of fix what is broke. Then we will follow that with public involvement process at the very end of 2016 into early 2017, finalize those last \$20 million worth of work. As for the report itself, you have in your hands the long version. This long version is already posted on the web. People are already looking at it. So that's great. And in addition to that, we have a shorter version. There's 7,000 of these printed. These will be distributed widely at all of the community centers and summer free-for-all events they'll get all over the place. I saw it still needs to be proofed, but the Spanish version of that is available as well. So that will be distributed where that makes sense. And we've talked a lot here about statistics and in the report itself you will see it's a pretty factual drive by the numbers this is what we did and this is what is going well and this is what is not. But there's a people side to this story, too. And it's why we do what we do. So there's a handful of stories of the people, the places, how we affected people's lives. This may be my favorite one. This is a photographer that we hired. We wanted to professionally -- professional quality before and

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after photos of the work done and it turns out that the gentleman we hired basically grew up in northeast Portland at Irving park and matt dishman and he mentions -- remembers all the names of the community center directors that he worked with, they made such a difference in his life, in his work ethic and in his -- he says, I know how to practice. And he took that same kind of dedication and plus his own innate talent all the way to the Olympics in South Korea in 1988. He's gone on to a successful career and it's been just a pleasure to work with him and if you see his quote here he says "he knows it's good for his business not only because of photogenic background but because it's evidence of a city that cares." this is my last presentation to you. But I'm leaving the program in wonderful hands. Kia sully has done a very smart reorg and Lauren McGuire our capital program manager, will be taking over my duties. I'm leaving things in pretty good shape. And I've been happy to do what I did this last year and a half. Thank you.

Hales: Thank you.

Fritz: Thank you very much, Mary Anne. Could you tell us who are the people serving on the oversight board?

Cassin: Yes, I would be happy to. I think there's some people here, in fact. Yes. I see Joneth colon. Dion Jordan is the chair. Zari Santner is on the committee and Karen lopper and don Grotting, who will need to switch in the fall but that has been the remarkable committee.

Fritz: My understanding, they'll be bringing a separate report us to, is that correct?

Cassin: That is correct. You can look for it -- they have not set exact date but they're pouring over this report already. And they're working on draft -- they've been meeting diligently about what can they say? How to improve what we're doing. And they'll be talking to you September or October.

Fritz: If you would like to say anything today, you're welcome to now or wait until the official one.

Fish: Mary Anne, I have a question for you. I think I have -- my report doesn't have the spiral that yours does.

Cassin: I'll make sure you get one.

Fish: I would like to have that because it will be more durable. Because I want to pass this around because I think it's one of the most beautifully presented reports of its kind. So it begs the question, who worked on this?

Cassin: It was a whole team of small businesses, little contracts. Our professional photographer went out and got those photos. We had Laura foster, the story writer, only writing she did, but its best writing in there obviously is the stories. I wrote the word -- rest of the words myself. In house Maya spencer did all of the editing and independent contractor for consulting -- for the Spanish translation and then the graphics designer was paste in place and one person esb shop.

Fish: Well, congratulations to everybody who worked on it. And the high impact, easy to read, clear. I was just talking to a group the other day, that has to make an annual report to council in September and they're asking whether they can do like a three-page letter. I will not share that with them. It will cause too much anxiety. But I think it's very important when we do big things like this and we spend a lot of taxpayer money that we produce something of this quality. So I congratulate you and your team.

Cassin: Thank you.

Hales: Nicely done.

Hales: Other questions? For Mary Anne? Thank you very much.

Cassin: Thank you.

Hales: Other testimony on this report?

Fish: Question.

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Hales: Sure.

Fish: Commissioner Fritz, what's the process and the timeline for the next -- I'm going to channel Kurt for a second, Kurt we call it tranche, but what is the next cluster of bond projects? How is that going to go forward?

Fritz: It's one of two the next one, so that this is the first project with \$48 million worth of work and then the next will only be about only be about \$20 million, \$20 million sounds like a lot of money and we have about \$300 million on capital improvements list for parks. So the process is going to be -- we wanted to do it on the later part of this year and beginning of next because we wanted to learn from the experience that we've had, for instance, that the grant pool ended up costing more than we expected and some of the other projects went better than expected. This will give us -- and plus obviously, for the second round, contracting prices may be up or down. So they'll get a better estimate about how much we can do. And then we'll be going to the neighborhood coalition parks committees and to the park's budget committee and out to the general community to do the very difficult job of prioritizing what are the next \$20 million that rise to the top of being the most urgent, the most dangerous if we don't fix them, and also, making sure that we do provide something to everybody in each of the seven areas of city so that people know that their tax money has been spent wisely.

Fish: I thank you.

Hales: Other questions? And then if not, a motion please?

Fish: I move to accept the report.

Fritz: Second.

Hales: Roll call, please?

Fritz: Thank you very much to my two colleagues for being here today and for being impressed with the presentation as I was and to our entire parks team. And when I say our parks team I mean everybody in the city and staff that get paid. Because these are our parks and we're fixing our parks and people are helping in great ways or small ways to help on the design to give feedback and most of all to enjoy the product when it's done. That as Mary Anne said, is greatest joys of our job when you see the kids jumping back to grant pool and know that despite all the challenges we had doing that first for the most crucial project that it's been done and it's ready for decades to come if not generations to come. And so I really appreciate that. And I have to particularly thank Mary Anne Cassin, she's retiring at the end of the month. In fact, right after this we'll go to her retirement party and she is, as you know, been a great member of the parks team over a long time and I really appreciate your leadership on this project and I know you'll be leaving it in good hands and again, our internal folks who get paid, we actually put a lot of heart into it as well. And a lot of times maybe it doesn't show up on the taxpayer clock and I appreciate it very much. So, thank you to everybody and most of all, to the Portland voters for their overwhelming record breaking support of our measure, aye.

Fish: Commissioner Fritz, thank you for the work that led to this report and most important work of course was passing the bond measure. And, when I heard Mary Anne say this was best oversight committee she ever worked with, I'm going to follow up to find out what their term limits are [laughter] because we have other assignments we may want to assign them. Mary Anne, thank you for your service on this and so many other things. It's really a pleasure to you have on the team. And we now -- you have a panel here of former and current parks commissioners so it runs very deep here. And I would just say that now that my family is back in Oregon, we're using our parks more than ever. So, we're grateful that the voters have given us these resources to make these improvements and we like most Portlanders love our park system and are grateful for the treasurer. Thank you very much, aye.

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Hales: Thank you, commissioner. And parks bureau and we'll celebrate this progress and very shortly we'll celebrate you, Miss Cassin. Great job as always and bone voyage, aye.

Hales: Thank you all, we're adjourned.

At 2:23 p.m. council adjourned.