



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **17TH DAY OF AUGUST, 2016** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fritz, Novick and Saltzman, 4.

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

Item Nos. 950 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		Disposition:
944	Request of Barrett Wiggin to address Council regarding spending on renovations while over 500 people do not have a safe place to sleep (Communication)	PLACED ON FILE
945	Request of Kevin Grigsby to address Council regarding the new move the City made with the homeless to close one shelter (Communication)	PLACED ON FILE
946	Request of Mary Eng to address Council regarding Post Traumatic Stress Disorder (Communication)	PLACED ON FILE
947	Request of Charles Johnson to address Council regarding #MessyChicago contract with a failed performer and Community Oversight Advisory Board (Communication)	PLACED ON FILE
CONSENT AGENDA – NO DISCUSSION		
Mayor Charlie Hales		
Bureau of Planning & Sustainability		
*948	Authorize an Intergovernmental Agreement with Metro to provide funding for the analysis of projected carbon emissions based on shifts in modeled daily transportation mode patterns not to exceed \$25,000 (Ordinance) (Y-4)	187945
Office of Management and Finance		

August 17, 2016

<p>*949</p>	<p>Authorize a grant agreement with CASH Oregon for \$76,789 to provide financial education, counseling and free tax preparation services to low-income families and individuals in Portland (Ordinance) (Y-4)</p>	<p>187946</p>
<p style="text-align: center;">Commissioner Dan Saltzman Portland Housing Bureau</p>		
<p>*950</p>	<p>Authorize Intergovernmental Agreement with the Portland Development Commission in support of the ongoing implementation of housing functions at the Portland Housing Bureau and economic opportunity functions at the Portland Development Commission (Ordinance) (Y-4)</p>	<p>187947</p>
<p style="text-align: center;">REGULAR AGENDA</p>		
<p style="text-align: center;">Mayor Charlie Hales Bureau of Police</p>		
<p>*951</p>	<p>Amend contract with American Medical Response Inc. in the amount of \$150,000 to provide continued phlebotomy services to the Police Bureau (Ordinance; amend Contract No. 30002816) 10 minutes requested (Y-4)</p>	<p>187948</p>
<p>*952</p>	<p>Authorize an Intergovernmental Agreement with Portland State University in the amount of \$34,020 to conduct a study of mental health workers perspectives on police interactions and provide training program evaluation, review and consulting (Ordinance) 10 minutes requested (Y-4)</p>	<p>187949</p>
<p style="text-align: center;">Office of Management and Finance</p>		
<p>953</p>	<p>Authorize a five year Price Agreement for purchase of water works supplies from Ferguson Waterworks for an amount not to exceed \$11,000,000 (Procurement Report – Project No. 119336) Motion to accept report: Moved by Fritz and seconded by Saltzman. (Y-4)</p>	<p>ACCEPTED PREPARE CONTRACT</p>
<p>954</p>	<p>Authorize a contract with PassportParking, Inc. for the purchase of a Mobile Parking Payment System for a contractual total not to exceed \$1,515,174 (Procurement Report – RFP No. 00000110) Motion to accept report: Moved by Saltzman and seconded by Novick. (Y-4)</p>	<p>ACCEPTED PREPARE CONTRACT</p>

August 17, 2016

<p>*955</p>	<p>Approve findings to authorize an exemption to the competitive bidding requirements and authorize a competitive solicitation for the use of the alternative contracting method of Construction Manager/General Contractor and authorize payment for construction of the SW 10th & Yamhill SmartPark Garage Renovation Project for an estimated amount of \$14,000,000 (Ordinance) 10 minutes requested (Y-4)</p>	<p>187950</p>
<p>*956</p>	<p>Amend on-call contracts in support of the Bureau of Technology Services Data Center Move, Portland Building Reconstruction, and Radio Replacement Projects to add \$2,350,000 in total contract authority (Ordinance) (Y-4)</p>	<p>187952</p>
<p style="text-align: center;">Commissioner Dan Saltzman Portland Housing Bureau</p>		
<p>957</p>	<p>Authorize application to Metro for an Equitable Housing Planning and Development grant in the amount of \$100,000 to assist the Portland Housing Bureau in conducting predevelopment work on the Terminal 1 site to determine feasibility of the Oregon Trail to Hope project (Second Reading Agenda 924) (Y-3; N-1 Fritz)</p>	<p>187953</p>
<p style="text-align: center;">Commissioner Steve Novick</p>		
<p>958</p>	<p>Declare support for referral of the \$0.06 per gallon motor vehicle fuel tax by the Board of Clackamas County Commissioners to voters for the November 2016 general election (Resolution) (Y-4)</p>	<p>37229</p>
<p style="text-align: center;">Bureau of Transportation</p>		
<p>*959</p>	<p>Authorize application to the Metro Regional Government for grants up to \$30 million for eight Active Transportation infrastructure or project development projects and two Regional Freight Investment Projects (Ordinance) 20 minutes requested (Y-4)</p>	<p>187954</p>
<p>*960</p>	<p>Authorize an Intergovernmental Agreement with Portland Public Schools and TriMet for \$966,666 to continue the Student Transit Pass Project to offer public transportation for high-school students at Portland Public Schools (Ordinance) (Y-4)</p>	<p>187955</p>
<p>*961</p>	<p>Authorize contract with FFA Architecture and Interiors, Inc. to provide architecture and design services for the 10th & Yamhill SmartPark Garage renovation project not to exceed \$1,275,197 (Ordinance) (Y-4)</p>	<p>187951</p>
<p style="text-align: center;">Commissioner Amanda Fritz Portland Parks & Recreation</p>		

August 17, 2016

***962**

Authorize a competitive solicitation and contract with the lowest responsive and responsible bidder for construction of the Washington Park International Rose Test Garden ADA Improvements Project (Ordinance)

Motion to amend ordinance to add emergency clause in order to expedite necessary repairs for disability to correct challenges for people with disabilities: Moved by Fritz and seconded by Novick. (Y-4)

(Y-4)

187956
AS AMENDED

At 11:30 a.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.

2:00 PM, AUGUST 17 and 18, 2016

**DUE TO LACK OF AGENDA
THERE WERE NO AFTERNOON SESSIONS
WEDNESDAY OR THURSDAY**

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.**

AUGUST 17, 2016 9:30AM

Hales: Good morning, welcome, everyone, and welcome to the august 17 meeting of the Portland city council, please call the roll.

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

Hales: Good morning and welcome. We have a relatively light agenda this morning, and I think commissioner Fish is absent or is he going to be here.

Saltzman: He's absent.

Hales: Ok. We have a consent calendar with only a few items on it. One item has been pulled, which is 950. Pulled to the regular calendar. Is there any other requests to pull items to the regular calendar?

Moore-Love: 951 is on regular.

Hales: Ok. Let's take communications items, please, starting with no. 944.

Item 944.

Hales: Are you here? Let's move on and see if he comes later. 945, please.

Item 945.

Hales: Mr. Grigsby. Ok. 946.

Item 946.

Hales: Good morning.

Mary Eng: Hello, council, my name is Mary Eng. I wanted to start with, I love you Steve novick, I love you Amanda Fritz, I love you Charlie hales, I love you Dan Saltzman and that guy Nick Fish that is not here. I want you to know that sometimes I seem a little harsh. That might be my Irish grandmother who is very feisty, was the rumor, but I wanted to read you a poem, my father wrote and then I am going to leave a copy because I believe that you, sir, Mr. Hales, don't have a copy but I did leave the copies prior to your tenure here back when Mr. Adams was involved. On page 49, I believe. Here it is. 47. It's called golden eagle. John Kennedy was not the wisest president we've known. He should have looked the other way and left this land alone, but dying is just another way of learning how to live and living something you can't keep is something you must give. John Kennedy was just a man and men are born to die, he wasn't like some eagle who was born to rule the sky, but even eagles touch the sun and sometimes burn their wings and even eagles do get shot like presidents and kings. They shot a golden eagle from the sky. They shot a golden eagle from the sky, I think we lost a little more than Kennedy, you know, we lost a golden eagle born 200 years ago. And every witness either dies or else he disappears but maybe we can learn the truth inside of 50 years. But money bought the bullets and some money bought the guns, and money keeps it quiet, just who are the guilty ones? But how can money measure all the liberty we've lost? They shot a golden eagle but you guessed who pays the cost. They shot a golden eagle from the sky, they shot a golden eagle from the sky, and that's from 1973, so my dad was 33 when he wrote that. But there is this picture, his Name is Steven, and so post-traumatic stress disorder affects the cortisol mechanism, so low basil cortisol will make you feel kind of apathetic and flat. And when a triggering or traumatic event happens such as when David kif Davis speaks about sexual trafficking of children, it's a traumatizing subject. My cortisol, might spike, because I recognize that I

August 17, 2016

have symptoms of ptsd, so I am going from a very severe neurochemical reaction. And then one thing that might happen is my knees might begin to shake. And I might sit down back in handicapped seating because my post-traumatic stress disorder comes with me wherever I go, and I try to control it, I try to stay positive. But I think that if we put our heads together, we can realize that all of us are dealing with trauma. And all of us need to heal. I spoke to officer Abrahamson just a moment ago about being misperceived, I think sometimes I am misperceived as hostile or angry, and I want you to know that I am a nice person at heart, and I really care a lot. About the whole community on all of the safety, including things like the holocaust trauma that's induced when a neo Nazi is placed in a meeting. I don't think that needs to happen. It's a national security concern. Thank you.

Hales: Thank you. Ok. 947. Please.

Item 947.

Hales: Good morning.

Charles Johnson: Good morning, commissioners, I am Charles Johnson. When you look at the agenda at 947 where it says failed performer, is where Rosenbaum and Watson, llp, has been edited because third party persons don't get included in the descriptions when we fill out that form. If I write Rosenbaum and Watson on that form it gets edited out not to cover up their messy Chicago malfeasance or alleged misperformance, just as policy. But we know that we have serious police oversight issues before us during these last few years or months of mayor hales' term if he does not resign, and the only of the four of you sitting there, only one of you has your nominee to the community oversight advisory board serving. It will be an interesting status conference before Judge Simon discussing the messy Chicago creating a messy Portland problem. It does not seem to be any eagerness on the part of our well paid firm, Rosenbaum and Watson out of Chicago to work with you on a procedure to fill those vacancies. There are recently six of eight existing coab members published and submitted a letter of concern. So I don't know how much can be accomplished in the -- for a bureaucratic enterprise short time between now and October 25th, but I hope that we'll be -- it seems this year we have had relatively good fortune with the police having professional conduct and not too many people injured when they were unarmed, so hopefully that will continue, but we do need to make sure that the community knows we're serious about quality policing by having fully staffed non-dysfunctional police oversight mechanisms. I think it's important to go back and mention the unfortunate situation where Mr. Barrett Wiggin, who was going to speak at 9:44, was going to talk about spending on renovations while over 500, and actually thousands of people don't have a safe place to sleep. As a city, we have chosen to keep those people mostly unsheltered while we spend hundreds of millions of dollars to demolish and then rebuild the reservoirs and to demolish while standing and reconstruct the Portland building. So Barret Wiggins might be more insightful and good hearted than all of us. Mr. Grigsby's concern is similar I don't know about the closing of any shelter recently, hopefully I don't know whether the sears shelter plans to reopen as fall comes along or whether the Menashe family can do something. But these are real pressed concerns that I think we won't be judged well by the future when they see that we spent 300-400 million dollars are redoing the reservoirs and the Portland Building while 2,000 people slept outside unsheltered. Thank you.

Hales: Thank you. Thanks very much. Mr. Grigsby or Mr. Wiggin arrive? Let's move onto the consent calendar please. We have had one item pulled and we'll take that to regular and a vote on the two remaining items on the consent calendar.

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

Hales: Aye. [gavel pounded] ok. Why don't we take 950, which was pulled for testimony? Assuming that we have staff here, maybe we want to wait.

August 17, 2016

Hales: Let's wait.

Hales: Go ahead. Let's go ahead and read it and I will let commissioner Saltzman address any questions.

Item 950.

Hales: Ok, and Mr. Lightning did you want to speak on this item? Come on up.

Saltzman: I'll just say by way of introduction this is an agreement between the housing bureau and the Portland development commission that sets forth relationships about how they share urban renewal dollars to do housing functions and how the housing bureau provides federal funds under the economic opportunity initiative to the pdc for economic development.

Lightning: One of the issues that I have is that I like the direction of how the Portland housing bureau is taking more responsibility towards the affordable housing issue, also by the affordable housing bond that is being proposed. The new shelter, riverfront shelter by Mr. Williams that has gone into the lease mode at this time and I always hesitate what the last director for pdc did on trying to acquire the post office by paying an outrageous price for that property in Troutdale from Trammel Crow, and I questioned their judgment on that. In my opinion of commissioner Saltzman was handling that transaction, that outrageous price wouldn't have been at that number, and we're starting to see a lot of other properties being purchased. There was one over there that Mr. Naito and Mr. Winkler had an interest and came in with an offer and people came in from Arizona, quite a bit higher so we're seeing the locals coming in at very low offers, and out of states coming around the appraisal value, and again, I want to make sure that we get the highest, best possible price for these properties that go back to the bureaus, and again I want to see the direction that the Portland housing bureau is going on the affordable housing bond, and understand that we have to have leadership in those areas to make sure that things are done properly, and I believe that commissioner Saltzman is able to do that, and I have lost all confidence in pdc on what they did on centennial mills. I have lost all confidence in their ability to do transactions in a fair and responsible manner, and to get values at the appraisal values and make sure that it is handled properly, so I just want to make sure that the Portland housing bureau has that type of control, and begins to limit the control of pdc on a lot of different issues, and that's my position, and I know that a new director has been brought in. They are going to have to prove themselves. They are going to have to step up and prove themselves because I think that they should have less responsibility with these properties throughout the city. Thank you.

Hales: Thank you very much, and anyone else want to speak on this item? Come on up.

Charles Johnson: Good morning commissioner, Charles Johnson. I want to thank lightning for pulling this. I was looking -- there is a wonderful 51-page, pdf attached to this item. And in the last few weeks I have spoken to you about metrics. That's a phrase, a buzz word that comes from General Electric and all of that goodness and IBM of monitoring our performance. And way down on the page 50's are great sheets that adhere to that principle of trying to gauge how many people will be positively impacted by this IGA so I wanted to thank Mr. Saltzman, and those people from the pdc who did work on this, I think, many of you may recall I'm not the biggest fan of everything that happens at the Portland development commission but I know that they do have a new executive director just coming onboard, and I hope that her work will be able to give us solid numbers talking about jobs retained, jobs grown, people moving up from poverty, the real ideas behind urban renewal areas. I know even though we are highly critical of you at times mayor, I know that that's also your concern is that government should work to ensure justice and justice includes maximizing the economic opportunity for people at the bottom. People at the top can do so well that they can fund a 400-bed homeless shelter, and that I hope that

August 17, 2016

this will go off without any lawsuits trying to force some neo liberalism idiocy where we are going to sue the bureau so the environmental services can extort the maximum possible amount of money towards rate payers when we try and help the homeless. I think that's going to be another dismissed lawsuit like the poor judgment of the Portland business alliance when they tried to sue the city saying the mayor is not doing enough to help us suppress the homeless people, so I am glad that this came off the consent, and we get to put on the record that there are constructive things happening with the pdc and housing bureau to try and at least make a dent in the thousands of people sleeping outside whether it's along the spring water corridor or elsewhere. Thank you all.

Hales: Thank you. Good morning.

Shedrick Wilkins: I am shedrick Wilkins, and I must darkly say that I anticipate possibly that Donald trump will be the next president, and the congress will go republican. If that happens, you are not getting any federal money for anything. I'd be lucky if they don't cut food stamps, which is my fallback mechanism. People need food and let's keep it that way. Housing like I say is going to completely stop. All the programs that people you are discussing came under Mayor Sam Adams and the current mayor, who is actually gets -- receives federal money for these programs but they may stop completely. I am not sure how the election is going to turn out. In the past I was a great supporter of Al Gore for president and he lost. These things happen.

Hales: Good morning.

Joe Walsh: Good morning. My name is Joe Walsh, for the record, I represent individuals for justice. I would just like to point out in general that when an item is pulled, we fully expect a staff member to come up and to explain to us what that item is. In the agenda there is only about four or five lines that tell us what the item is, and normally you can't figure it out unless you look at the supporting documentation underneath that item. We really need a staffer to come and tell us exactly what you are doing, and I kind of personally resent you not having a staffer here when you have four or five people that testify that there is some question about this item. So you do that on lots of items that have been pulled from the consent agenda and it seems to me that automatically if an item is pulled, we want more information. You pick up the phone and call the staffer and say, come and testify, and you do that from time to time. You don't do it all the time. And that's what I am suggesting. If an item is pulled then get a staffer down here to explain it to us. We don't expect you to know it all. We expect the staffer to come and explain it to us. We think that we have that right. So thank you very much for the times that you do that, and my hope is that you will look at that and say, that's a good idea. Let's do that all the time. Thank you.

Hales: Thank you. Thanks very much.

Eng: Hello city council, I am Mary eng, and I wanted to speak a bit on measure 950 regarding authorizing the intergovernmental agreement with the Portland development commission, abbreviated pdc in support of the ongoing implementation of housing functions at the Portland housing bureau and economic opportunity functions at the Portland development commission. I just wanted to check in about what is going on with the lack of housing. You know I am a proponent of the idea that housing is a human right and that I want immediate functional housing for all human persons. Much in accord with what they have to do in countries like Sweden where people would suffer hypothermia and die if they did not get into housing. So I could only praise you for working towards goals of housing for all humans. I think that our city prosperity will be increased immensely by the safety and security and happiness that will come with housing. I am concerned about how the federal governmental allocates resources. I know for instance with social security they don't keep it at pace with inflation so I hate to say that we don't have any money, in our

August 17, 2016

government because we have plenty for military but it does seem that, I mean, that you guys are doing the best that you can with limited resources. I want to thank you for that but then also encourage functions of opportunities for minorities as well as for women in prosperity initiatives or also more coordinated -- different business structures like cooperatives, and I mean, one thing that affected my generation, that I'm not too sure that you are aware of is the whole demonetization of our generation we've been suffering without jobs with immense student loans and a million opportunities to volunteer. So things you can do to get people in my generation in paying jobs or with businesses and small businesses that they develop themselves, I think that will also add to the prosperity. I would like to thank you for listening to Joe Walsh, and thank you for respecting his rights as an elder and as a disabled American veteran, as well, and I believe that all Americans should be respected regardless of whether or not they did military service, but I do believe that we should show a high level of honor to anyone who served in Vietnam. Then also I want to thank you very much for respecting Laura Vanderlyn and not doing any immigration harassment regarding her roots and familial origin like happened at the coab meeting, which is unfortunate that ICE would harass a woman who lives in the United States and has American grandchildren and a husband, and like immigration harassment has no place at the coab so if we can get in line with the ADA and respect the citizen when we come to speak to you on these things, then we won't have as much to complain about to Judge Simon, so thank you for giving me the full three minutes goodbye.

Hales: Thank you. Ok. Anyone else? Let's take a vote, please, on this item.

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

Hales: Aye ok. Regular agenda item 951.

Item 951.

Hales: Good morning sergeant Abrahamson.

David Abrahamson, Portland Police Bureau: Good morning mayor, council.

Hales: Explain this to us please.

Abrahamson: We would like to amend our contract with the American medical response to increase it to \$150,000 between now and August 31st of 2020 for blood draws when we have criminal cases. Where we have probable cause to believe that a crime has been committed, particularly in relations to serious injury crashes and fatal crashes. Because of the overwhelming amount of the increase of blood draws that have occurred in the last couple of years, that's why we are continuing to extend this.

Hales: So is this for both driving under the influence of intoxicants for multiple intoxicants not just alcohol?

Abrahamson: Correct.

Hales: Ok.

Fritz: It just occurred to me, don't fire trucks, can their paramedics not do blood draws?

Abrahamson: No. It hasn't happened for the last four or five years.

Fritz: Is it a law that they can't or they just don't have that skill.

Abrahamson: I think that would be a question for the fire bureau. I think that that was a decision made because of duties and time constraints and calls that they have to respond to. It made more sense as far as the location and the feasibility, and this began in 2012.

Hales: This is separate from the county ambulance contract with AMR. This is just a contract that we have.

Abrahamson: With AMR.

Hales: They are in the field so we pay them for the extra work of coming and doing blood draws at precincts or on the scene or wherever, right?

Abrahamson: Correct.

Fritz: This is a renewal for another four years, but it might be --

August 17, 2016

Hales: It might be worth at least revisiting with now we have a new fire chief and Dan you may want to look at that question.

Hales: This is an on-call contract, right? We don't pay them this money and whether we need their services or not.

Abrahamson: No this is per service.

Hales: So if they don't render the service we don't pay the money. Ok. Got it.

Abrahamson: Thank you.

Hales: Other questions? Thank you very much. Anyone want to speak on this item? Come on up.

Walsh: Good morning, I am Joe Walsh. I represent individuals for justice. No. We take a strong position on this because we don't know what they are doing. You are going to increase this \$150,000 from the original contract. That's \$100,000 to do what? To come and take blood from people that have been in an accident, and then you are going to jerk their blood to see if they are over the limits. Where is the warrant? You are violating the fourth amendment here. You honestly think that the police and the ambulance that have a vested interest in taking this blood and turning it over to the police for testing. Where is the fourth amendment? If the patients ended up in a hospital you could not get their blood without a warrant. So why are you going around the fourth amendment here? What is that? I am not a lawyer. There is a lawyer on your group here. Aren't you concerned about that? You did not ask one question, where is the warrant? It's an invasion of privacy, and you all know that. Why did you ask that kind of question? Did you say to the people, can we have your blood? And if they say no, do you back off? This is a constitution that you are screwing with. You want to pay another \$150,000 to do it? What's the matter with you? We strongly say no. No. Thank you.

Hales: Please.

Shedrick Wilkins: I am mr. Shedrick and I strongly say yes. The founding fathers didn't anticipate cars that would go 60 miles per hour down the freeway. Also warrants and cars, I was on a jury case one time, very controversial. When the founding fathers are home, somebody going in your home, not your car. Stuff like that, I've been through this before. cars were not envisioned in this. They had horses, ok. Hello, get it. When I was at the v.a. hospital, I was almost unconscious, and they drew my blood, the best thing that they did because I don't like my blood drawn, and I was afraid to know that I was a diabetic I'm not. Sometimes you learn things when you draw people's blood and when somebody crashes a car into somebody, in their car, you draw their blood and find out how much drugs that they have and marijuana, you find that and you give it to the prosecutor. I disagree with Joe completely.

Hales: Thank you. Ok. Next.

Charles Johnson: There has to be a better way. Hi, I'm Charles Johnson. I don't know Mr. Novick's reasons for being silent but the search and seizure and fourth amendment is a complicated legal minefield sometimes. I do think that whether or not you pass this now, as I said just a moment ago, you should think about metrics. Does this money we pay to amr have any real connection with, I don't really care about convictions for drunk driving. I want drunk driving to stop and the injuries to stop. I want people not to do it but I am not sure that warehousing, you know, the whole prosecution of substantive influenced drivers, we don't know how well it's working to get us the result of keeping people alive, but when you are talking about appropriating \$150,000 over four years, that the police department and the district attorney should be able to cooperate and provide you with the report that says oh, apparently the police department thinks they will use their money so they are doing this a lot. If those cases don't result in convictions by plea or by trial, then maybe this \$150,000 isn't really helping to keep anybody safe. I am leaning towards Mr. Walsh's

August 17, 2016

concern about people's rights being violated but I don't think that we can, you know, fully address that here, and I am sure it has been hammered out in courtrooms about what is legal and not as far as the violating of a person's rights taking their blood. If we can't address that issue here we can look at the fact of is this \$150,000 not just oh, let's appropriate it so we can scare people into thinking we are going to draw their blood if charged with driving under the influence. But do we know what's trending in dui cases? What are the conviction percentages? Are they going up and down? And does this investment of the general revenue dollars and there should be our beloved federal government with their massive military industrial budget should have some united states department of transportation dollars to help us do this if we need to. Thanks very much.

Hales: Thank you. Next.

Eng: Hi city council, I am Mary Eng. I want to tell you a story about being the designated driver. I was driving friends of mine who wanted a few drinks, and I am not much of a drinker. I should be but I am not. And I like being responsible, so I believe that I had less than one glass of something hours and hours before, and they were stalling, and I was ready to go, and I was driving a car that was not quite road worthy. It has some -- I would say, I forget what it's called but where the steering wheel wants to go in one direction. It completely needed to be serviced. A piece of junk, it should be taken off the road. But I am driving it, and that is causing me to look a little bit like I am not able to manage a straight line, and this is through poverty that I was driving this bad car but I thought I was being a nice citizen to take these intoxicated fellas home. I got pulled over for a dui, taken into a hospital pretty much against my will. I tried to be nice, but I had a blood drawn with a needle, and I was being accused of being on drugs or alcohol or something like that, and a lot of it had to do with profiling, and I had teased my hair up to a Cyndi Lauper kind of a look, and had a shredded air brushed t-shirt that my friend made, was trying to do my best version of like 1983, but this is like 2000, but this happened, but I just -- I found it very invasive, and it ended up going to a point where I missed a court date, a warrant was issued for my arrest, and somebody finally told me oh, there is a habeas for you, and I am like what are you talking about? I don't drink and drive so I went and checked myself in and the public defender was able to subpoena the records and find that there was absolutely nothing wrong with my blood. And so it was an example of police overreaching, and maybe judging someone by a false impression, and I would not want -- I actually really support road safety, or I wish that we could get out of our cars and be somewhat amish or something. I lost dear Andrea Broadway when I was 17 and it was just terrible. But I think that I really kind of -- I am a bit with shedrick in thinking like yeah, I want to know what's in people's blood, and I am concerned about how marijuana affects driving. I think a lot of people feel safer to drive while they smoke it, but I don't feel safe riding in a car where people are using a lot of marijuana, and I think that those are issues that we'll have to talk about with the legalization trends, nationally for marijuana use for therapeutic reasons. Thank you very much for being here today and I am thrilled to be in the presence of great citizens like Karla who contribute, the city attorney's and Michael Cohen my favorite g4s security guard and all these lovely people like joe Walsh who had so much to add. I value everyone's opinion, and I hope that we all can get along. Thank you.

Hales: Thank you. Good morning.

Laura Vanderlyn: Good morning. I am artist Laura Vanderlyn. And this morning commissioner Fish mentioned to me that he set boundaries, and yeah, I think he's correct. We need to have boundaries. We do have warrants, and police need to know what their boundaries are. I am not against it. However, do get a warrant. Do your due diligence to ensure that you are not doing anything to violate a citizen's rights, uphold the constitution, number one. Uphold the constitution that is your duty. You have a duty to the United

August 17, 2016

States, to the federal government of the United States, to uphold the constitution, and not violate anybody's rights. As a police commissioner I hope that you will tell your police department to uphold the constitution. Always remember that. Don't do anything that violates the people's rights. Always remember what that is. Do your due diligence. We do need safety officials. We don't need excessive force, but we do need safety officials to do their due diligence, and uphold the constitution of the United States, something not practiced in Portland and something not practiced by you.

Hales: Thank you. Ok. I think that the sergeant wants to respond to a couple of questions here so come on up.

Abrahamson: Without getting into a long narrative, it was best for me to keep it simple however these are relevant concerns, and I understand that. Nothing that we do skirts any warrant process, just like anything else from patrol operations to doing blood draws here, if we have probable cause, we can still take an exigent draw because of dissipation. That would have to be changed with case law, and the state, and the ninth circuit.

Fritz: Go back to exigent what that means.

Hales: Ok.

Abrahamson: So that means that because of the dissipation in the blood, so if somebody's blood alcohol content in their blood might be a one, two, and average dissipation, that means a drops over a certain amount of time, so over a 60-minute period, it may drop .015. On the average per hour. There is a dissipation rate whether it's with marijuana or even pharmaceuticals a lot of times. The effect a lot of times can be measured. That's what we're looking at, case law is based upon impairment, other states, they do a per se limit so if you are at this point in your system this amount of blood, more likely than not they can prove that impairment was a factor. If we have observations we can articulate, and again, the police bureau is not going around saying because you are involved in a crash we'll seize your blood, this goes back to probable cause, if we believe impairment is a factor and we had 1,000 dui's, and if you look at Portland statistics compared to the nation-wide stats, dui's and for fatal crashes, nation-wide, the average is 37 to 39% for all crashes involving impairment. Here in Portland, if you look, at least one party involved in the fatal crashes, 55 to 65% of all the fatal crashes at least one party was impaired. We have had an overwhelming amount since the legalization of marijuana. When the statistics come out next year I think the public will be alarmed at what we are seeing. So we have had a great demand. Officers on the street, traffic division officers, and we still go through a warrant process and don't skirt anything in the best practice or law, people still have their rights, is there anything else?

Hales: That's good, I appreciate the response, thank you. Other questions? Thanks very much. Let's take a vote on this item, please.

Saltzman: Aye. **Novick:** Aye.

Fritz: Thank you for your expertise and for acknowledging the concerns in explaining. Aye.

Hales: I appreciate the discussion. Just kind of reiterating a couple of basic points. I always try to remember in talking about these issues. One that driving a motor vehicle is not a right. It's a privilege. That's why we get a license. You don't have to have a license for the rights but you do have to have one for the privilege, and it's a privilege to drive a motor vehicle on the publicly owned right-of-way, and you should lose that privilege, when you drive impaired. I am hardline on that subject, particularly, in a year in which so much we have lost twice as many Portlanders to traffic violence as we have to homicidal violence, and that's appalling. And the rate of traffic violence in our city is the sergeant just iterated is appalling. I want us to be resolute about having prosecutable cases for people that drink and drive or smoke too much marijuana and drive, and because we're killing each other that way. That's why we do this, I appreciate the discussion and the careful --

August 17, 2016

the care and the thoughtfulness that the police bureau is applying and in exercising the power that they have in this situation, that it needs to be exercised. Thank you. 952.

Item 952.

Hales: Good morning ms. Covelli you're here to explain this item to us.

Emma Covelli, Portland Police Bureau: Good morning. Thank you for letting me present today and I am Emma Covelli, a research analyst for the Portland police bureau, and as a part of our ecit training evaluation --

Hales: Crisis intervention training. Just doing acronym control there.

Covelli: Ok. I apologize. Enhanced crisis intervention training evaluation, and as well as our measures, measuring outcomes pertained to the behavioral health unit, the Portland police bureau is proposing our contract with dr. evla bizzaira to conduct research pertaining to calls involving a mental health component. This particular study will focus on collecting information from project respond workers and as well as local mental health professionals, pertaining to their observations of police interactions with persons with mental illness as well as interactions and coordination with mental health workers themselves. This feedback is important as a part of assessing the application of crisis intervention skills on the job and also important for gauging the quality of interactions with the facilities and mental health workers, and identifying areas for improvement. The information will be used for the trained division's training and evaluation and needs assessment work, which helps to determine how well the training objectives are being applied on the street, barriers to practical application and where additional training would be beneficial. It is also probable that this study will yield additional information to the behavioral health unit which will be utilized in their outreach to mental health facilities related to creating working relationships. This research will involve a combination of interview and survey methodology, in order to gain the depth of information needed for utilizing the information for the intended purposes, and as well as getting a sense of the generalize ability of the findings. The doctor Evla Bizzaira is a social Psychologist in the, in the community health department of Portland state university, he has experience working on research and equity trainings pertaining to law enforcement and his areas of specialty are in the equity and health. He received his bachelor's degree in psychology from Yale University, and his ph.d. In social psychology from the university of California in 1995. So he has many years of experience. The purpose of utilizing doctor Bizzaira is to enhance the quality of the evaluation processes and the measurements and to help ensure the mental health providers will feel comfortable providing honest and thorough feedback. He is involved in a youth outreach event today otherwise he would be here to join us so he sends his apologies for that. This work is in line with the level of outcome research that is being requested by the coclo team. They have expressed a lot of support for this particular proposal and the behavioral health unit's external community advisory committee also is looking forward to this portion of the evaluation process and has been requesting that the police bureau do this type of evaluation and gaining feedback for mental health providers for many years. Both these groups will have the opportunity to weigh in on the final survey instrument prior to distribution, and we are just requesting the support from the city council to move forward.

Hales: Thank you. One question that I have, which I did not know beforehand, I would have asked before but when do we get the results from this work? Roughly?

Covelli: It's a time line for the beginning of March.

Hales: So the unity center will open in October, will that mean that some of the folks that will be getting surveys will be people working in the unity center as well as in the other mental health facilities that we've been dealing with? We'll have this new facility staff at mental health professionals where our officers are taking people in mental health crises in

August 17, 2016

some cases, and obviously it would be nice if we could tune that new instrument with the results of this survey.

Covelli: Absolutely.

Hales: Ok, good. That's great. Other questions? Thank you very much.

Covelli: Thank you.

Hales: Anyone want to speak on this item? Come on up.

Johnson: Good morning, I am Charles Johnson. This is might be my favorite \$34,000 out of the whole police budget. Glad to have Sarah Hobbs with me shortly. I think that many, many people in the community would like to have more data like what this is hopefully going to be. Hopefully this will go well and we'll have nice results in march and there is a 12-page legalese pdf attached to this, about the joint ownership in the data set between ppb and psu, and you have had testifiers here about open government so I think that this data will be relatively accessible and reviewable, academics are interested in peer review so I hope that we don't get it, regardless of whether we feel the results are positive or negative, we need to work with the real data that we have to build the best police and safety department in the country. So I look forward to the unity center opening this work going forward and having a nice conversation, in march or April of next year about how we can show ways that we're gaining ground to make the Portland police bureau the best community serving police department in the country, and with the lowest level of violence against citizens, and the greatest level of comfort amongst citizens of all backgrounds that the police are going to treat them fairly. On my left Miss Hobbs says has more familiarity with the work of the enhanced crisis intervention team so let's go onto further public testimony.

Hales: Thank you.

Sarah Hobbs: For the record I am Sarah Hobbs, and I have to tell you I have had a lot of discussions over the past year with officer Bruner-Dehnert, the crisis intervention team coordinator for the behavioral health unit, and one of the things that we have talked about is the lack of information that this report is aiming to find. What's happening, what we need for room for improvement? We have discussed this at length. It is a new unit, and another thing is bhu was formed under the doj's settlement so I would like to see the information pursuant to seeing that the requirements of the settlement that resulted in the forming of the bhu are being met. I am excited at the progress so far with the enhanced crisis intervention team, and it needs -- there is work that needs to be done, so I am in full support of this funding pursuant to seeing where the improvements need to be made but I can tell you that I have talked to somebody at the bhu, who wants this knowledge, just as much as I do.

Hales: Thanks very much. Good morning.

Eng: City council I am Mary Eng. One thing that I would like to reach out to the person who presented for the police researcher and let her know I am Mary eng, my email is maryeng1@gmail.com I created a blog for justice for Benjamin Pickering, and that's spelled benjaminpickering@blogspot.com and that detailed a lot of my role as a friend and advocate, I had many numerous interactions with the health unit as well as on issues with whether or not project respond would be dispatched. Dinah brooks is amazing, I think we need 100 of her, she seems like she has a lot on her shoulders but I offered to do some kind of lived experience testimony about what it's like to live with someone with who has both vision impairment and traumatic brain injury and talk about the challenges that we face, and I would hope that something along those lines could help as a training mechanism. I have to point out that if anybody sits in disabled seating it's not a license to abuse them, and we have to admit there is a perverse part of human nature which is evil, and that when you display weak wants such as my neck brace from my assault from ben

August 17, 2016

Pickering, it's not an invitation to cover my arms with bruises. The last thing a person like me needs working pro bono 24 hours a day for three solid years, grinding myself, running myself to death, is a little police brutality which is the icing of the cake of the incredible experiences that are really going to propel us to a better future because we do believe that the Americans with disability act is worth defending and we believe that people deserve a chance whether their disabilities are visible or invisible. And so that, that handicapped seating needs to be respected and that violation against disable people who are willing to say, I have a disability, we should not be punitized or punished or brutalized or assaulted. The district attorney is starting to catch on what is going on, that not only are we violating the technicalities, with the coab mechanism but violating the settlement agreement in the chambers, we are violating the settlement agreement for disabled activists who maybe have post-traumatic stress issues. So just if me it's more of a human kindness thing, forget about the ada. Let's demonstrate human kindness and I want to applaud this and urge you to get as much money as you can towards studying the mental health workers because when I needed projects to respond, we needed gender analysis, and how women are not taken seriously until we have gender balance and policing when it comes to needing these resources. Thank you.

Hales: Thank you, good morning.

Vanderlyn: I am artist Laura Vanderlyn and I wanted to speak about the crisis, enhanced crisis intervention team. I am so, so, so, so confused about that because every encounter that a police goes to is a crisis. The more and more and more that we -- I hear about it, it's all over the nation and here in Portland, it's everywhere, and speaking about a crisis intervention team, and it is another way for the police to -- for the company to make money. We need better training for police, a crisis intervention team, all police should be trained to deal with a crisis because that is their job. It's very confusing to me to -- but then it makes -- it does kind of make sense that the police are not trained to deal with the crisis because they are only trained for three months, and so then the three months I think that the only thing that they are able to train and do well is to be trained to use excessive force and, and like stop a person. They are trying to come in formations of three and jump on one person, and detain them but they are not really trying to deal with a crisis which is their actual job. A crisis. Every encounter that a police goes to is a crisis. Whether you are under the influence of alcohol and not in your regular mental state or having a domestic violence issue, like Michael Marshman did the day that he choked his son. He was having a mental health crisis. Every encounter is a mental health crisis. We are not training our police officers correctly. We are only training them to use excessive force. And they are doing that well. They are doing that very, very, very well. In Sweden they train their police officers for three years. I think its 2.5 years to three years before they can ever, ever police any other, any person. We here in the united states, it's three months, it is just not, not good enough. Every encounter that a police officer goes to is a crisis. Every police officer must be a crisis intervention, a crisis intervention team, part of a crisis intervention team because they are police officers. Police officers are a crisis intervention team. So to say that we should have a crisis intervention team and these teams are one out of four officers, is, is lacking, extremely lacking, in our city and in the united states. Thank you very much.

Hales: Thank you.

Johnson: The dead bodies of Kendra James and Sandra Bland tell us any police interaction can be a super crisis. I hope we take those words seriously.

Hales: Good morning.

Lightning: Good morning, I am Lightning and I represent the lightning watchdog pdx. We have had meetings with the coab, some of the people out of Chicago, and what I have noticed about them is that they distanced themselves from the community, and they are

August 17, 2016

almost afraid of people that come in and testify and exercise their rights to freedom of speech, and they even wanted to have themselves at the other side of the computer and not be at some of these meetings on video. To me that's almost appalling because to really deal with people with mental illness you have to learn to communicate with them in a reasonable manner. You have to learn how to deescalate situations. You have to learn to, if they don't have weapons on them, but maybe their behavior might be a little erratic at the time, back up a bit. Remain calm. Deescalate the situation. Don't run in fast and tackle them or use your tasers. Don't pull your guns out. Deescalate the situation. Calm it down. That's what your job is to do is to protect the public. They are the public. If you recognize they may have mental illness, deescalate the situation. Learn to back up a bit. What was the call about? They may have taken a piece of candy from somebody, they may have said something inappropriate. Their voice might have raised. That person on the other side might have felt threatened. Back up a bit. Deescalate the situation. Do not make fast moves. Do not trigger certain responses intentionally. Learn to deescalate, back up, and don't be aggressive. Overaggressive. Every police officer should know that. If there is no weapons on the individuals, don't get in their face. Don't escalate it. Don't tackle them. Don't push the issue forward. Back up a bit. Back up a bit. Give them some room. And the idea that we have to be overly aggressive with people in this city for speaking their mind on certain issues, especially in some of these meetings with these people out at Chicago is appalling to me. Learn to talk to the people in the city, if you don't want to, go back to Chicago where you think that you have done such a great job on the streets of Chicago, which is an embarrassment, and you want to come to Portland and tell us how we need to do things around here? Go back to Chicago or learn how to speak with the people out in the communities. Thank you.

Hales: Thank you. Good morning.

Walsh: Good morning. Again for the record, I am Joe Walsh, and I represent individuals for justice. About ten years ago I was arrested by the Portland police. We were doing a demonstration in front of Congressman Blumenauer's office trying to get him to sign on for the impeachment of bush. That's ten years ago. I was put through a whole process, taken down to the justice department and fingerprinted and photographed and recently a month ago I was arrested again here in city council. Of course you know by now that they dropped all the charges because it was a false arrest. Nothing changed in ten years. Nothing. Normally we would not bother with \$34,000, except we know that it's a really odd amount. \$34,020, what is that? \$30,000, \$35,000. What is that number? Just weird. It is weird on the same level of everything that we've been doing for the last ten years' folks. Nothing has changed. We have spent millions of dollars and nothing has changed. When I was arrested a few weeks ago, it was the same as ten years ago, the police were jerks. They did not deescalate. They took control. They arrested us for trespassing outside of a building. It was a terrible arrest. And the d.a., and his wisdom said, are you crazy we're not going to prosecute these people for trespassing when you arrested them outside, and they left on their own, nothing has changed. We keep spending money like there and nothing will change. You need to fire cops that are jerks. They don't belong in the police department. Make them a clerk some place where they cannot hurt anybody. That's what you need to do. You don't need a study to tell you that the Portland police are jerks. All of them. The entire police department are jerks. You want to say a few bad apples? You are wrong. Its a few good apples. It's the reverse of what you think. This study will give you data that will go on a shelf and collect dust. Like we have done every other time. That's the criminal part of this. It's a waste of money. \$34,000, what the hell.

Hales: Ok, anyone else? Let's take a vote, please.

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

August 17, 2016

Hales: We started enhanced crisis intervention training in 2013 because it is required by the department of justice and the right thing to do. And it is making a difference. You can see it in numbers. Use of force is way down. As we have a ways to go but use of force is way down, and secondly, you can hear about it anecdotally, and I do, whether it was an armed man in a mental health crisis this week taken into custody, without gunfire. And an incident a couple of weeks ago where two of the officers spent eight hours on the Fremont bridge getting someone not to jump for the second time this year. Same person. So we have a dysfunctional mental health system in this country and state and therefore in the city. Our officers are the front lines in mental health crises and doing great work. What we need to do is see how are we doing? How do we get better at this? I appreciate the work and the fact you brought this forward this morning because it is good to get outside review of how we're doing, and psu will do that for us, I am glad that we'll be able to literally scroll in the new ingredient here of the unity center while the study is going on. I have great hopes for that joint effort of local government and the healthcare community to do a better job for people after we have hopefully deescalated a situation like the ones that I described. And have gotten somebody into care, rather they ride in the fire bureau vehicle or an amr ambulance or the back of a police car or however they get there, how our officers are responding in those situations, so I really look forward to seeing the results of this work and I appreciate the fact that it's being done. Thank you. Aye. [gavel pounded]

Hales: Ok. 953.

Item 953.

Hales: Good morning, how are you, miss moody?

Christine Moody, Procurement Services: Procurement services, before you is a procurement report recommending an award of a price agreement for a variety of water work components and supplies necessary to maintain the city's water works infrastructure. In April of 2016 the city conducted a request for proposals process and two responses were received. Ferguson water works was the highest scoring proposal. The city is recommending and awarding a price agreement for a not to exceed amount of 11 million, for a five-year contract term. I will turn this back over to council if you have any questions. And ty Kovatch is here to answer any technical questions.

Hales: My technical question is what are we purchasing? These are materials and treatment plant materials or what are they?

Ty Kovatch, Portland Water Bureau: Good morning Ty Kovatch, Portland water bureau, you may remember in April we came forward to talk about going forward with the rfp for all the nuts and bolts of the Portland water system.

Hales: This is pipes and valves.

Kovatch: Repair clamps and fittings, the whole nine yards, 500 or 600 components.

Hales: I was confused by the water works, I was thinking the headworks it's like wait a minute we just put chlorine in it, right? Can't take that and do that. I get it. Thank you. Other questions more on point than mine? Thank you both. Anyone have any -- anyone want to speak on this item? I need a motion, please to accept the report.

Fritz: So moved.

Saltzman: Second.

Hales: Roll call, please.

Saltzman: Aye. **Novick:** Aye. **Fritz:** Aye. **Hales:** Aye. [gavel pounded]

Hales: ok 954.

Item 954.

Moody: Now I will go, Christine moody, procurement services, the city of Portland and bureau of transportation is responsible for the operation and the maintenance of paid parking that uses multi-space, pay stations and single space meters. In order to expand

August 17, 2016

the parking payment options, pbob requires a mobile payment system for paid parking which will allow the public to pay for the parking by using mobile devices such as a smart-phone. The availability of an additional payment method will offer greater convenience and flexibility to the public and eliminate the need for parking customers to visit the meter or pay station, and in September of 2015 the city issued a request for proposals for mobile parking payment systems. On November 2, 2015, five proposals were received. The proposals were reviewed, evaluated and scored by a six-person evaluation committee that included representatives from pbob, bts and the minority evaluator program. The proposal from Passport Parking was deemed the highest scoring proposal, is recommended for awarding the contract. Passport parking has proposed the use of a certified woman owned business for temporary staffing services. The city issued a notice of intent to award on March 10 of 2016 and no protests were received. You have before you a procurement report recommending that the authorization of a contract to passport parking, inc. For not to exceed a value of 1,515,174\$. I will turn this back over to the council if you have any questions.

Hales: Questions or comments?

Fritz: I have a question for commissioner novick, if you are parked in a three-hour meter you have to move your car other than just top it up with your phone is that correct? You are not allowed to stay there for more than three hours' even if you pay more?

Novick: That's right, and being able to pay by phone is not inconsistent with that. You can still limit the amount of time you spend in one space.

Hales: If you park for one hour and say I will be here longer you can refill your account by phone?

Fritz: How will the meter readers know that car has been in the same spot if it's a one-hour spotted if they just top it up and have another hour?

Novick: That will be available to them on their handhelds.

Hales: So you don't have to have the ticket in your window won't be the only thing that governs the transaction? They will know on their handhelds this person bought another hour, right? That's how it works. Stands to reason. Ok. Other questions? Thank you, anyone want to speak on this item? Motion to accept the report.

Saltzman: So moved.

Novick: Second.

Hales: Roll call, please.

Saltzman: Aye.

Novick: I am very happy this contract is coming before council and we will provide Portlanders another option of paying for the meters. Aye.

Fritz: Aye.

Hales: If you lose your phone it's one more way you are totally out of luck. Aye. [gavel pounded] thank you. 955 and 961 together please.

Item 955.

Hales: It's the 61. Not the next one.

Item 961.

Hales: Commissioner novick do you have comments?

Novick: We're back at council with the next step to the 10th and Yamhill smart park garage renovation project. As you know smart park garages are vital to the downtown core and the 10th and Yamhill garage requires a number of improvement, 961 authorizes the contract with FFA architecture to, begin the design process and 955, as council for the exemption to use the smgc process so the city will benefit from early communication and collaboration from the contractors. It should result in a better process, and I will turn it over to Chris Armes.

August 17, 2016

Chris Armes, Portland Bureau of Transportation: Good morning my name is Chris Armes. I am with the bureau of transportation, and we're here to ask council's approval for the smgc exception ordinance and the approval of the design contract for the tenth and Yamhill garage. As you know the garage is located at the west end of downtown and serves that area of downtown and has 799 parking spaces. Our goal is to renovate the building itself so that we can preserve the parking but also renovate the first floor retail and improve the pedestrian environment. So we were here at council in June where you approved the amendment with our iga with pdc to provide funding for the project and then also approve the contract with our owner's representative. Let's see we anticipate having the design work complete and we'll be back to council for approval of the guaranteed maximum price at this time next year, and construction would start in the fall and we'll take one year. These are the two items, 955 and item 961 they are asking for council approval on and here to answer any questions that you may have.

Hales: Questions for Chris?

Saltzman: I saw in one of your previous slides something about a park smart certification? What is in that?

Armes: It's a green garage certification so it looks at how to use -- it's -- the equivalent of a lead for a garage, an existing garage system.

Saltzman: Ok.

Hales: Thank you both. Thank you very much. And anyone want to speak on these items? If not then let's take a vote, please, on 955.

Saltzman: Aye.

Novick: Thank you, aye.

Fritz: Aye.

Hales: Aye. [gavel pounded] and 961.

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

Hales: Aye thank you both, thanks very much. Okay. 956.

Item 956.

Hales: Good morning.

Moody: Good morning, Christine moody procurement services, in 2012 the bureau of technology services and procurement services solicited and awarded 58 contracts and 17 categories for on-call services. They have been used to varying degrees by BTS and the city bureaus to address the temporary or unanticipated information technology service needs. With the data center move Portland building reconstruction and the stabilization of the radio replacement projects, procurement and BTS conducted the needs and spending analysis and is recommending the amending of nine of the on-call contracts as follows. Compass computing group, an esb adding \$250,000 for a total of \$500,000. Elian international, a minority and women owned business adding \$250,000 for a total of \$500,000. Online business systems, adding \$250,000 for a total of \$500,000. I-10 associates, a minority business enterprise, adding \$250,000 for a total of 500,000. Ad-com engineering, adding \$250,000 for a total of \$500,000. Federal engineering, adding \$250,000 for a total of \$500,000. Guluspie proton and Associates adding \$250,000 for a total of \$642,500. Gulexex which is a minority and women owned business, adding \$300,000 for a total of \$550,000 and the Adam group, minority business enterprise, adding \$300,000 for a total of \$550,000. So you have before you an ordinance recommending the authorization of the contract dollar increases for a total of \$2,350,000. These contracts will specifically be used to support the mentioned projects and in the meantime bps and procurement plan to solicit through the rfp process new on-call contracts to support other technology projects taking place within the city. I will turn this back over to council, and there are people here from BTS.

August 17, 2016

Jeff Baer, Director, Bureau of Technology Services: Members of the city council, I am Jeff Baer the director of bureau technology services, also want to introduce Elise Rosenberg, our customer relations manager in BTS and provide a bit of context for this. Elise has been working with Christine and her team to look at where some specific needs are that we have over the period of time recognizing that the data center move and the Portland reconstruction project will consume our time over the next year or so and looking if areas where we can add to existing contracts to allow for some capacity to use those as needed. This is reflective of that work that Elise and Christine has been doing.

Hales: Questions? Thank you all very much. Anyone want to speak on this? If not let's take a vote, please.

Saltzman: Aye. **Novick:** Aye.

Fritz: Thank you, aye.

Hales: From that list that Christine read it's obvious that you were very successful and in getting activation of women and minority owned businesses in this package so great work and appreciate it very much. Aye. [gavel pounded] thank you. Let's move onto 957.

Item 957.

Hales: Second reading roll call vote please.

Saltzman: Aye. **Novick:** Aye.

Fritz: I think that I believe that this is a waste of taxpayer money, I believe that the terminal one as a mass shelter if it was going to be developed that way should be developed with private money as we were promised last week, and presumably we were planning to apply to metro for something else before the terminal one discussion started. I think that that was two or three weeks ago so I can't in good conscience support this application. No.

Hales: Thank you, commissioner Saltzman, Aye. [gavel pounded] ok 958.

Item 958.

Hales: Commissioner novick.

Novick: Colleagues, our colleagues in Clackamas County have asked us to express support for their six cents a gallon fuel tax, a tiny slice of Clackamas County is in Portland. That's the reason that they are asking us to endorse this proposal. With this division, they have come up with between money that goes to counties and money that goes for the cities, and since we all have an interest in having a regional transportation system, I am pleased to ask you to call for answer endorsement of the proposal and hope that they have that.

Hales: Thank you. Anyone want to speak on this? It's a resolution and let's take a vote, please.

Saltzman: Aye.

Novick: Go Clackamas County, aye.

Fritz: I was kind of surprised to hear that Clackamas County wanted us to support this. It seems like they do the opposite of what -- they don't trust Portland all that much but I take your word that they would like us to endorsement, I note that they agreed, they are going to be keeping 60% of the projects for county in unincorporated Clackamas and it should be 40% of cities so we would get a bit in Portland for the transportation purposes, and there are no gas stations in the city that are in Clackamas county, so there is no issue of double taxes from both Portland and Clackamas county. Thank you for bringing this forward.

Novick: It's my understanding that searching the evaluations, to determine if this would constitute Portland creek and that value and decided with it would not. Aye.

Hales: If it turns out that Portland creek means taxing yourself and paying for fixing your streets maybe it's not such a bad thing. Aye. 958 or 959.

Item 959.

Hales: Commissioner novick.

August 17, 2016

Novick: Colleagues, this project represents pbot's grant application transportation funding for the metro funding made available from the federal government and regional flexible funds represents the most flexible sources of transportation funding available in the region, and of course we prioritize the applications for projects with a strong positive impact on the safety and reliability of the transportation network, as a member of jpac they have been in conversations about the policy background for the rff grant request, and we feel confident that we developed a strong list of projects. The grants, there is the extensive public conversations and analysis, and a list of projects that we're submitting is an indication of equity and victims zero. And before I turn it over to the panel to describe the process I would like to thank our committees and the transportation justice alliance with their help in developing this list, and also to pass on good news of the recent transportation grant requests. We have tentatively received to enhance stiff grants 2 million for the 70's greenway, 1.6 million for an i-205 under-crossing near gateway, and we were successful as a region in securing tiger grant funding to have a rail overpass in river gate, that's a real bottleneck, and we hope to get final approval on the 2.9 million for the Flanders active transportation bridge over 405 in northwest. The success is a result of grant proposal by the p-bot resource team as well as letters by Equity champions in our community. Now for a more thorough overview of the proposed grant request, I would like to call on mark Lear and Shoshana Cohen and Brett Horner. Who is first?

Shoshana Cohen, Portland Bureau of Transportation: I am Shoshana Cohen I am part of the resources and legislative team at pbot, and as the commissioner said we're here to talk to you about our grant application package for the regional flexible funds. I am going to take a couple minutes to talk about how we selected this package of projects and then turn it over to mark and Brett to talk more about the actual projects. So we've been developing sort of a long-term project identification processing to the projects ready for a variety of grants and funding opportunities including the ones the commissioner mentioned, they have been using a similar project identification process so we have a pipeline of projects. We've been looking to the project list on the transportation system plan that was just updated and all projects that land on the transportation system plan project list have been identified with the following criteria. We look to how they do on safety criteria, and climate, and neighborhood access, and health, the economic benefits, and cost effectiveness and equity and how they fair with community support, so that's how we look when we start potentially funding the projects. We are looking for the projects that score well the generally high scoring projects which is a pretty big list. We have a lot of good ideas and needs in transportation. Depending on the funding opportunity, we have what we're referring to as our funding grant criteria. The first thing that we look to is the particular grant criteria for any pot of funds, Flanders which the commissioner mentioned we are hoping to get final approval for on Friday has different -- a connect Oregon pot has different criteria than the regional flexible funds we are looking if they will be ready within the time frame, and of the grants, we're looking for match how they fare with the community members and if they help us with the equity goals and working a lot with the communities, the pedestrian, bicycle, and frayed committees, going back to the committees, multiple times throughout this process, to get their feedback and we are pleased to say all three of the pet, bike, and freight committees will be submitting letters of support to help us with this application or with this package of applications. And then this, in this particular round we have also reached out to the transportation justice alliance group working on the intersection of transportation and equity issues and asked them for feedback as we were developing this project list, as well. And received very helpful feedback from them. Two more things, we've been working closely with other bureaus and Brett will talk about one collaborative project for this with parks and looking to sort of

August 17, 2016

continually emerging needs and plans, the projects are coming out of ongoing planning processes. So that's how the list of ten projects has been created, and those, what we're competing for right now is from the regional flexible funds. Those are federal transportation dollars allocated every two years by metro. There is approximately 130 million being allocated for between 2019 and 2021, although the majority of that is going for transit projects, and bonding for other sort of large regional bottleneck projects as well as smaller safe routes to school, education and regional transportation option and is things like that, so we are going to talk to you about the projects for 26 million in active transportation funds available for the region as well as about 7 million available for great projects.

Mark Lear, Portland Bureau of Transportation: Mark Lear Portland bureau of transportation. One of the things nice in the recent update of the regional flexible funds policies they have new criteria, especially in the active transportation fund, and I wanted to highlight three of those and three of the main criteria evaluating of the projects. I think you will see how they meet knows goals, first one is clear about the benefits in underserved communities, rely on active transportation, and one of the criteria, next one again following the vision zero goal looking at what are we doing to reduce the fatales and serious injuries, and the last one improving actions to schools and parks, as a lot of you heard, the for every kid campaign and organizations that came around behind that was sort of, you know, once in a decade phenomenon, a real interest in seeing how that can be used to get the best projects. So just jumping into the projects, the first one, alphabetical, not prioritized in any order. But the first one is a set of improvements, in the Brentwood/Darlington neighborhood they focused on safe routes to schools. We are focusing on two streets, duke and Flavel and fixing the sidewalk gaps between 52nd and 82nd. In addition, there is a greenway project on Knapp and Ogden again. Yesterday or the day before we got, it's worth noting we got a petition from the neighborhood with 1,000 signatures. It's a lot of community interest in addressing some of the lack of connectivity. The next project is built off the first phase of investments, in the connected cully plan, this is phase 2 of the connected cully it builds sidewalks and a multi-use path depending on where you are in the section of Cully. That section of 72nd, and that's the second highest priority really of the investments now to complete. That is one of those examples of it's not in east Portland but has similar characteristics as far as lack of sidewalk and infrastructure. I think that one of the strongest projects that we have is the David Douglas safe routes to school project. We have known the need for sidewalks on 130th from stark to division and also some work on the neighborhood greenway that we think also could benefit. And this is a project serves the most diverse High school in the state. This one was a new project for us as we looked at the crash data, we looked more at the crash data and lack of infrastructure, really clear as you are heading out of town through Hillsdale and onto Beaverton Hillsdale highway, there is sidewalk gaps that connect the apartments and lower income properties that really don't have access to the town center. Especially as we build the electric project, the new bridge, it's really important that we have a safe way for people to be connecting to that, they are so close but there is no sidewalk. And another project which has a lot of community support is improvements in the jade Montville centers. That's an area with booming economic and as far as the community development and there's been a lot of work between odot, pbob and tri-met and bps to figure out the improvements necessary to really make that area function. This gives us the project 7 million, total project with 3.5 million in the request. I should have mentioned earlier that almost all of the matching funds for these projects that I talked about come from sdc. This one, we'll talk about, that has the parks but most of it is transportation system development charge or revenue. One of the other projects that I think is really strong is the northeast Halsey street safety access to transit. Right now that connection between the max

August 17, 2016

stations, joins more out to gateway is really limited. And so our ability now to build on -- to make these improvements on Halsey from 65th to 92nd really allows us to make that connection so that we don't -- which is one of the scarier connections for a bike in east Portland, this allows us to build on that and allows us to connected to the investment in gateway, as well. With that I will turn it over just for Brett to talk about the north Portland greenway trail project.

Brett Horner, Bureau of Parks and Recreation: Thank you. I am Brett Horner with the Portland parks and recreation, and happy to be here and happy to be part of this group of projects. This project is a segment of the north Portland greenway, the Willamette greenway, and you may recall a study came to you about a year and a half ago with an alignment for that trail. And it's a segment, one segment of five. And it is, basically, the segment between the Pier Park and Cathedral Park. There is a number of street improvements that will happen along with it. It is a very important piece of the Willamette greenway. Very much a project ready. There is not acquisition or easements to acquire. Much of it is in the right-of-way and highly touted by the advocacy groups in that area. Including friends of Baltimore woods and friends of the empty greenway. So we've been working very closely with them we're meeting with them tonight actually to go through the details of the proposal and we're happy to answer any questions about this project. Thank you.

Hales: Great stuff thank you, any questions?

Fritz: I have a question, you noted that they're not listed in any kind of order but I noticed that we asked for 30,000,000 in grants and we only have 26,000,000 and then we asked for 3.6 million of the freight which is about half of the freight amount. So are we just throwing the noodles at the wall to see what sticks or...

Lear: I think in the last cycle, metro had what the call a k sub allocation where they would say city of Portland and we think you have this much money tell us how you want us to spend that much money. They got a little bit of criticism that, that process was not as robust as it needed to be from some of a sort of public involvement perspective, they wanted it to be more competitive and they're going to be writing up a public involvement process in October where they will be hearing from lots of community members, probably some not here today, that's where that part of it will taking place. You're right that we have about a 200% list of what we think we'll get funding for but we feel really good at the criteria metro has put together, is solid, and the public process we should trust the public process to help us make that decision. It may turn out that council wants to weigh in in those conversations. But at this point I think we feel pretty comfortable with the process.

Fritz: Thank you. That's really good to hear. If you could pass on to metro that to consider alternative ways of testifying other than being in a council chamber on a Wednesday morning.

Lear: Yeah.

Fritz: One of my concerns would be that some of the under-served communities may not have a lot of capacity to turn out the troops. Very much appreciate this process and all of your work.

Lear: Thanks. I had just three more projects to highlight. The first is outer stark Halsey development in our growing transit community grants we identified these two street segments are high crash locations but need additional investment to meet our transit goals, pedestrian and bike safety goals. This is Project development money; we think this is a pretty competitive project even though we're only asking for \$300,000. Remember there is in the regional flexible fund 75% gets allocated to active transportation 25% gets allocated to freight, green economy. The factors they are looking here are leveraging other resources, reducing freight delay and increasing freight access. We did—river gate

August 17, 2016

would have been the project on the list but as the commissioner mentioned we got it funded through a tiger grant so that came off the list. We have two projects, the first is central east side circulation and safety enhancement. This is a win-win between freight and bicycle and pedestrian interest. There was a lot of good work that happened in the southeast quadrant plan about additional signals that could be added as well as changes to how some of the signals were working. It would benefit trucks but also provide more certainty of where bikes are crossing, pedestrians are crossing in this heavily -- an area with a lot of demand. This has been a nice one as a freight advisory committee strongly supports the project, has a lot of benefits across the modes. The last project is an intelligent transportation system project. Coordination of signals, understanding where trucks are, keeping trucks out of dilemma zones. We had a grant a few years ago to do some of this work but there's a lot more value that we can add with additional investments. That's the presentation. The applications are due August 26th. Again, like I mentioned to Commissioner Fritz, the public comment period is in October so we'll be involved in that conversation. To do what we can to help make sure voices that maybe sometimes aren't heard are heard in that process. The funding decisions January 2017 and then the money will be here in '19 to '21.

Hales: Thank you all. Further questions? Thank you. Anyone want to speak on this item? Come on up.

Terry Parker: Terry Parker, fourth generation Portlander, lived in the same house since I was four years old. If you follow the media, if you hear what drivers and freight community are saying Portland is getting more congested. As noted by Brew Star on your voice, your vote, more motor vehicle road capacity is needed to reduce congestion creep. Yet at the same time pbot is proposing road diets, creating more congestion and more emissions. My comments are directed to the description of the northeast Halsey safety and access transit project in exhibit a. That's what's online. I apologize I didn't make a copy because my scanner is down right now. When this section of Halsey at the end of my block was repaved, and learning that the street would be reconfigured into a two-lane street from four lanes with parking on nonpeak hours I spoke with neighbor's door to door. The majority concern was to retain parking so overflow from the Providence Home Services 215 space parking lot that can only be accessed from Halsey would then take place on the cross streets. Now with the road diet in place, between 60th and 66th, pedestrian safety conflicts have increased at 60th Avenue signal and westbound traffic on Halsey often backs up to a crawl six blocks or more from 60th. Because of safety concerns on weekdays they will no longer make a left hand turn on to my street, using the extra gas to take the longer route around. Top priorities for the Rose City Park neighborhood include a left turn signal from westbound Halsey to southbound 60th. Reestablishing an additional peak period Halsey travel lanes where the road diet is today wider sidewalks on northeast 60th establishing various marked crosswalks. There's already a bike route on Tillamook and Hancock Street that parallel to Halsey we were told that our -- the neighborhood that our thought would be incorporated it seems they are not listening to us when prioritizing special interests be it bicycle developments or whoever. What I saw was a bicycle lane to 65th and somewhere in the stuff online I got it was to 55th. It should only be going to 67th across the freeway across the highway then down 67th to Tillamook, which is already a bike way. Halsey is too narrow to have bike lanes and parking and there's a need for the jog for four lanes for the jog between 60th and 52nd. Finally, over the next 20 years' car trips in the Portland metro area are expected to increase by 49% regardless of how much mass transit service is added. Instead of profiling and targeting motorists as the enemy when are you going to wake up to realty and properly accommodate these primary tax paying financial stakeholders that provide the majority of funding for system projects.

August 17, 2016

When is the free loading bicycle community going to equitably pay their own way and be weaned off from using gas tax dollars and other motorist fees to pay for their huge I want list that doesn't give a rip about the negative impacts to other street users. I apologize for not sticking with my testimony but I'm a little bit confused about the 55th versus 65th when our neighborhood said 67th so the bicycles could get across the freeway because there's plenty of room on the freeway overpass between 67th and 68th. But we don't want them down Halsey. What has been called the skip striping, putting pro tem parking back on and lanes back in between 60th and 65th left turn pocket at 60th to make it so that traffic doesn't back up. There has been a letter sent to pbot from the neighborhood association again I apologize I don't have a copy because I didn't have a copy in my computer but I know one was sent.

Hales: Obviously more discussion between the neighborhood and pbot is appropriate. Thank you.

Lightning: I'll be brief. I'm lightning. I represent lightning watchdog pdx. Just the question I have is that you're saying these funds will be available from 2019 to 2021. Is there not funding available for these projects at this time? Why would they be pushed out that many years through the metro regional government? Also real fast, if I might finalize this, you mentioned the bridge, I believe you said Flanders.

Novick: Yes.

Lightning: Could you maybe speak a little bit more on that? Are you also planning on applying for a grant through this toward that bridge in maybe elaborate a little bit more on that? Thank you.

Hales: Thank you.

Novick: Actually, mark, you want to respond to that?

Lear: Mark Lear Portland bureau of transportation. We submitted a grant to connect Oregon for Flanders active transportation bridge. We mentioned it's also something that will be a lifeline route in case of an earthquake. It connects between 15th and 16th on Flanders over 405.

Novick: And the 2019-21 -- just a function of the federal money comes in sort of three-year crunches.

Lear: Exactly. We're always planning -- frustrating period ahead but that's the way the process works.

Hales: Thank. Appreciate the clarification. Any other questions? Then let's take a vote, please.

Saltzman: These look like good projects. Good luck. Aye.

Novick: Really appreciate all the work community members and pbot staff have done on identifying these projects and gathering support. I'm hopeful we'll do well in the process. Aye.

Fritz: I very much appreciate the heavy emphasis on sidewalks in this list and looking forward to the wide public process encouraging everyone to participate. Thanks to Leah treat and all the pbot staff as well as commissioner novick. Aye.

Hales: Folks can turn out to the metro hearings like they have at our budget hearings about the importance of these projects in neighborhoods I have no lack of confidence that we'll be victorious. Aye. Let's move on to 960.

Item 960.

Hales: Commissioner novick.

Novick: I think this is a familiar item. I don't know if much elaboration is required but I will ask you to come up to answer any questions people may have.

Hales: Good morning.

August 17, 2016

Alissa Mahar, Portland Bureau of Transportation: Hi. So Alissa Mahar executive director of finance and business operations for pbob.

Zan Gibbs, Portland Bureau of Transportation: And inclusion manager for pbob.

Mahar: As commissioner Novick said this is a recurring item. There's general fund one time in the budget for the youth pass, a three-way partnership this is an iiga between Portland public schools, trimet and pbob to continue the program for one more year. We do have a handout that you have now before you and if you have any questions we're happy to address them.

Hales: Questions?

Fritz: When does the discussion start about next year?

Mahar: Good question. We're happy to have the conversation whenever it's the right time.

Fritz: I would very much like the school boards of all the districts in Portland and trimet and the council and the county to have a plan for how is Portland public going to start paying for its own transportation which it gets money from the state for alternatively how are the students in east Portland going to get bus passes and why the heck is the city responsible for providing them anyway? It should be between trimet and the school districts. Maybe we could get the governor involved. It just seems like every year we're going to be the bad guys if we don't continue to fund it and it's really not our job. I know you know that. So it's not a critical --

Mahar: Agreed.

Fritz: I really hope budget time is starting almost before we know it, so if we could set up something maybe with mayor-elect Wheeler for September or October that we cannot spring it on anybody but just say we are no longer going to do this because it's not our job and we can't in good conscience give it to Portland public not to Parkrose and David Douglas and other students. My other concern, it's just for the school year. So if a student has to make up credits during the summer, certainly for that Portland could be providing them with bus passes. We heard from students in east Portland that they did a study at Parkrose high school and a phenomenal number of kids were late to school because they missed the school bus and they can't afford to take the regular bus. So let's bring all these things and get some resolution to this challenge.

Hales: That's a lofty and worthy goal. It's crazy that we have to keep having this debate. Something of a -- over something that to me has become more obvious that we ought to be having free and ubiquitous access to transportation and recreation for all kids in the city. It's a bargain at twice the price. We need to figure out how to have it funded by appropriate parties for the long run.

Fritz: Well when we first started doing it, it was first to help the schools during the recession and we had more money. It's --

Fish: Wasn't it because they stopped being able to use Betsy money to do it?

Fritz: Yes. It still isn't our responsibility and it needs to stop.

Hales: Yes. Yes.

Fritz: I'm absolutely going to support this, but it's not right.

Mahar: We'll make sure that continued conversation happens and the right people get in the room for that and whoever you feel like needs to be involved we'll circle back with you to make sure we have the right people.

Fritz: When we first started doing it the number was predicated on they were going to add more buses because they had more students and they don't. It costs trimet nothing except some kids may otherwise buy bus passes but they didn't put on any more buses.

Novick: It occurs to me the mayor's office has wound up gnarled in these discussions more than I have. It's something I will bring up with mayor-elect Wheeler.

August 17, 2016

Fritz: The trimet board should be stepping up.

Hales: It's a legislative session. Come on, state, step up, make this -- actually it should be regional, not just Portland.

Fritz: Yeah.

Hales: It's a regional transit agency. We got kids that need to get to work. Internships, all kinds of things other than school itself. Maybe there will be more partnerships with community colleges like we have with Jefferson and pcc. Come on, let's get our kids in circulation instead of having them stuck home or school or worse having parents driving them places. It seems to me it ought to be a regional mandate or birthright for young people to have access to the transit system. You're right, we're not saying add service we're just saying let the kids ride the bus for free. It's been a frustrating conversation to say the least. I'm glad we have cobbled together a solution but we shouldn't be satisfied with that.

Novick: It's conceivable the state may have a few billion dollars more to play with next year.

Hales: They may be able to do the right thing in more ways. Thank you both. Anyone want to speak on this item? Come on up.

Shedrick Wilkins: I'm Mr. Shedrick. I agree with Commissioner Fritz that this is not a city thing. This should be a state program. I support Kate brown, governor brown. I'll go talk to her about it. I don't like the fact that in the future if there is a declining school budget students in the public schools will come here and beg for money. I don't like it. It makes you look bad if you don't help the kids. This is going to a public school doesn't mean you can -- the surrounding Portland area in a bus. You know? It's good. I agree, to that I told you I was interested in Mount Hood community college. It's a beautiful campus. Maybe students should ride out there and see it during the school year. Plan to go to school there. But you should not pay for it.

Hales: Thank you. Let's take action, please, on this. Roll call.

Saltzman: Aye.

Novick: Thank you very much. Aye.

Fritz: Thank you to Portland's taxpayers all of them for subsidizing this. Let's make some changes. Aye.

Hales: Aye. Ok 962.

Item 962.

Hales: Commissioner Fritz.

Fritz: Thank you, I'm excited to bring another project to you, and Lauren McGuire is going to explain it to us.

Lauren McGuire, Portland Parks and Recreation: My name is Lauren McGuire I'm the parks development program manager for Portland Parks [Microphone not on] for this particular project. We're here today to request council authorization of the competitive solicitation and contracts from responsible and responsive bidder of for construction of the Washington Park rose garden ada improvement project. The bond repair project for Washington Park is made possible through support of the Portland community funded by the 2014 replacement bond. We're grateful that Portlanders have historically helped the city to repair and maintain our much loved parks through a series of investments including the first historical levy of record in 1901 to the bonds we're talking about today. In November of 2014, the voters passed the \$68 million bond measure to address critical needs without increasing taxes because the 2014 bond was replacing the expiring bond. This bond funding goes towards parks' most urgent needs like replacing failing playgrounds, pools, safety and other accessibility improvements. Seven priorities were identified in our early work so we have playgrounds, trails, bridges, pools, facilities, to

August 17, 2016

protect workers, pioneer courthouse square repairs, rest rooms and other urgent repairs through this program this. Particular project the Washington park international rose test garden ada improvement project is to increase accessibility at the garden. We have great parks but unfortunately not everyone has equal access to these parks. So city-wide assessment as you know has identified more than 20,000 access barriers in our parks such as missing handrails and accessible pathways, updated wheelchair lifts, that kind of thing. Steep slopes. So while significantly more funding is needed the parks replacement bond will be spending up to \$5 million to address many of these barriers in our parks and playgrounds. And in this particular project the Washington park project will make pathway improvements from the barrier free parking area near the tennis courts to the garden entry ramp and provide ramp improvements as well. It will remove identified barriers from the main north-south promenade in the garden. It will replace stairs with ramps and handrails. It will add handrails to different areas, replace our drinking fountain which is not accessible with one that is, and it will be adding accessibility platforms at the amphitheater and replacing deteriorating pavement. This is an example of one of the areas that we will be removing the stairs and putting in the ramp. The timeline for Washington park ada improvement projects is as follows. Design and construction work is done. We have involved the public with the design and then open house, permit drawings have been submitted. We're here today requesting that council approve and authorize us to bid with your approval the bids will be advertised in September 2016. The project construction will begin in late fall, early winter of 2016 then we anticipate completion by 2017. Look for more projects to come. Grant pool was just recently opened with a grand opening yesterday, in fact, which was pretty exciting. Other bond projects that will begin construction in the near future include the park lane loo installation, Dishman pool repairs, sellwood bath house pool repairs and we'll be talking to you about bids for St. John's community center and the Lents park playground barriers. That's the end of the presentation. We'll take any questions at this time.

Fritz: I have one. This may be my error. Is there a reason this isn't an emergency ordinance?

McGuire: We have done that where we need to in other areas where we have -- we know we have the 30 days. We could do that, but we didn't do that in this case because we planned ahead for the timeline. So in our future projects we're trying to back up and plan that 30 days into it.

Fritz: I appreciate that. Would you mind if we add an emergency ordinance so we can get started sooner?

McGuire: No, that's great. That's perfect.

Hales: Commissioner Fritz moves the emergency clause.

Fritz: That's to expedite these necessary repairs for disability to correct challenges for people with disabilities.

McGuire: Thank you.

Novick: Second.

Hales: Further discussion? Let's take action on the amendment.

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

Hales: Aye. Thank you very much. No time like the present. Anyone want to speak on this item? Yes. All right. Great. We'll stand by and be ready in a minute for testimony. Come on up. Mr. Wilkins, go ahead.

Shedrick Wilkins: One thing about the rose test garden, it's very important to people interested in growing plants find out they have a knack for that. I tried to grow stuff and all I can grow is radishes in the backyard of my dad's house. But anyway, plants are important. Even things like roses. My daughter had cancer, and the story goes that she

August 17, 2016

was cured by chemotherapy. Chemotherapy is based on a then pristine plant based on hemlock of all things, something that can kill you, kills small cells, cancer cells, and also small hair cells. That's why your hair falls out. It's a very delicate thing to do. Also if you grow things indoors, right, you have things are temperature controlled but you can't make as much stuff as you can if you grow it outdoors, so like roses do inspire our next generation of people who know how to grow plants on a large scale and even plants that are bad for you are good for you. You're talking to somebody actually I have an electrical engineering degree. My daughter was given x-ray therapy; it didn't do anything. She was cured by a plant. Thank you.

Hales: Good morning.

David Bouschard: Good morning. I'm David Bouschard. I just happened to be in the audience and heard about this particular item. I just wanted to stress the importance of as you move forward with the accessibility improvements to make sure that signs are also made accessible non-visually and to make sure that people who are blind or have low vision have the same access to the same information whether it's rules and regulations for the area, any information on plants. I know I have been to Washington Park and I know there are areas that have little blurbs on all the different beautiful plants and other things that are around. So just to kind of put that out there and stress that point to make sure that as you move forward to have -- to consider very old signage and other ways of conveying written information that is in the park. Thanks.

Hales: Thanks very much.

Fritz: Good point.

Hales: Okay. Then now that this is an emergency ordinance let's take action today.

Saltzman: Aye.

Novick: Very exciting. Aye.

Fritz: Thanks to Robin Loughlin, Laura McGuire and the recently retired Mary Ann Cassin. She was at the grand opening of the grant pool yesterday and looking very relaxed. The rest of us are all hyped up and ready to go because we're so grateful to the taxpayers for approving this bond measure to make sure we can do needed repairs and improve accessibility. So Washington Park rose gardens get over 500,000 visitors annually, and this is a much needed improvement for accessibility and we will make sure that we add some features for sight-impaired folks. This community's involvement and technical outreach process included a technical advisory committee, a public open house meeting. The project is scheduled for completion prior to the garden centennial anniversary spring of 2017 the work will be coordinated with water bureau on going reservoir work to minimize impacts on either project and surrounding community. Neighbors will be notified of construction progress and activities that may affect park use. Thanks very much to everyone for ongoing support. Aye.

Hales: First Park in the city and it's very appropriate that it gets properly made available to everyone. Aye. We're adjourned.

At 11:30 a.m. Council Adjourned.