



CITY OF
PORTLAND, OREGON

**OFFICIAL
 MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF JUNE, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Fish, Fritz and Saltzman, 4. Commissioner Saltzman left at 11:30 a.m., 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Jason Loos, Deputy City Attorney; and Elia Saolele and Roger Hediger, Sergeants at Arms.

Item Nos. 624, 629, 630, 632, 633 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		Disposition:
610	Request of Katherine Smith to address Council regarding police issues (Communication)	PLACED ON FILE
611	Request of Danny Robbins to address Council regarding Portland Police reform policy (Communication)	PLACED ON FILE
612	Request of Stan Herman to address Council regarding getting an answer to a question presented five months ago (Communication)	PLACED ON FILE
613	Request of Tara Clasen to address Council regarding pet discrimination in rentals (Communication)	PLACED ON FILE
614	Request of Injured to address Council regarding reverse Polish logic part three (Communication)	PLACED ON FILE
TIMES CERTAIN		
615	TIME CERTAIN: 9:45 AM – Establish a Smart Cities Steering Committee to create a Citywide governance structure for the Smart Cities work (Resolution introduced by Mayor Wheeler) 30 minutes requested (Y-4)	37290

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<p>616</p>	<p>TIME CERTAIN: 10:05 AM – Amend the boundary of the NW 20th Avenue Local Improvement District and include traffic signal replacement in the scope of improvements authorized for the NW 23rd Ave and NW Vaughn St and US Hwy 30 intersection (Hearing introduced by Mayor Wheeler; Ordinance; C-10049; amend Ordinance No. 187244) 20 minutes for items 616 and 617</p> <p>Motion to accept amendments stated in Exhibit B: Moved by Fish and seconded by Fritz. (Y-4)</p>	<p>PASSED TO SECOND READING AS AMENDED JUNE 14, 2017 AT 9:30 AM</p>
<p>617</p>	<p>Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the NW 20th Avenue LID project through the exercise of the City's Eminent Domain Authority (Ordinance introduced by Mayor Wheeler; C-10049)</p> <p>Motion to add five additional right of ways: Moved by Saltzman and seconded by Fritz. (Y-4)</p>	<p>PASSED TO SECOND READING AS AMENDED JUNE 14, 2017 AT 9:30 AM</p>
<p>618</p>	<p>TIME CERTAIN: 10:25 AM – Create a local improvement district to construct street, sidewalk and stormwater improvements in the N Burlington Ave and Edison St Local Improvement District (Hearing introduced by Mayor Wheeler; Ordinance; C-10057) 10 minutes requested</p> <p>Motion to accept staff memo dated June 6, 2017 implementing recommendation of Exhibit ‘H’ to extend project limit from the west right-of-way line of North John Avenue to 100 feet west of North Richmond Avenue: Moved by Fish and seconded by Fritz. (Y-3; Saltzman absent)</p>	<p>PASSED TO SECOND READING AS AMENDED JUNE 28, 2017 AT 9:30 AM</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>		
<p>619</p>	<p>Authorize grant agreement up to \$73,000 in FY 17/18 to Southwest Neighborhoods, Inc. to provide outreach, technical assistance and community involvement for watershed projects in Southwest sub-watersheds (Ordinance introduced by Mayor Wheeler and Commissioner Fish)</p>	<p>PASSED TO SECOND READING JUNE 14, 2017 AT 9:30 AM</p>
<p>620</p>	<p>Authorize five-year contract with the Columbia Slough Watershed Council for \$255,000 for Columbia Slough related education and stewardship activities (Ordinance introduced by Mayor Wheeler and Commissioner Fish)</p>	<p>PASSED TO SECOND READING JUNE 14, 2017 AT 9:30 AM</p>
<p>Mayor Ted Wheeler</p>		
<p>Bureau of Planning & Sustainability</p>		
<p>*621</p>	<p>Authorize an Intergovernmental Agreement to provide the Multnomah County Department of Health Services \$60,339 in FY 2016-17 for efforts related to the enforcement of specified animal regulations in the City (Ordinance) (Y-4)</p>	<p>188427</p>
<p>Bureau of Transportation</p>		

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*622	Amend contract with Oregon Department of Transportation for the NE Columbia Blvd at OR 99E/MLK Jr Blvd project (Ordinance; amend Contract No. 30005854) (Y-4)	188428
*623	Authorize application to the Oregon Department of Transportation and Department of Land Conservation and Development for three Transportation and Growth Management program grants in the amount of up to \$568,180 for transportation planning (Ordinance) (Y-4)	188429
*624	Authorize grant agreements not to exceed \$28,000 with Albertina Kerr Centers and Different Spokes to acquire bicycles and operate an Adaptive Bicycle Rental Pilot Project (Ordinance) Continued to June 8, 2017 at 1:30 pm. (Y-4)	188436
Office of Management and Finance		
*625	Pay claim of Heide Benham for auto damage in the sum of \$5,519 involving the Portland Police Bureau (Ordinance) (Y-4)	188430
*626	Pay claim of Columbia Crossings, LLC in the sum of \$46,000 involving the Portland Water Bureau (Ordinance) (Y-4)	188431
*627	Pay claim of Chester Kaczinski in the sum of \$65,000 involving Portland Fire and Rescue (Ordinance) (Y-4)	188432
*628	Pay claim of Allison Renander in the sum of \$88,376 involving the Portland Police Bureau (Ordinance) (Y-4)	188433
*629	Authorize a grant agreement with Coalition of Communities of Color for \$40,000 for the Portland United Against Hate Pilot Project to complete the first phase in developing the set of recommendations for a data system for community-facing organizations to collect/track/analyze hate incidents (Ordinance) Rescheduled to June 8, 2017 at 1:30 pm (Y-4)	188437
630	Authorize an Intergovernmental Agreement with Metro to provide funding in the amount of \$50,000 for the Regional Construction Workforce Market Study (Ordinance)	PASSED TO SECOND READING JUNE 14, 2017 AT 9:30 AM
Parks & Recreation		
631	Approve application of The Oaks Park Association, a nonprofit corporation for continuation of property tax exemption with exceptions (Ordinance)	PASSED TO SECOND READING JUNE 14, 2017 AT 9:30 AM
Portland Housing Bureau		

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*632	Authorize an Intergovernmental Agreement with Multnomah County for the transfer of \$5,020,000 from the Multnomah County Affordable Housing Development Fund to the Portland Housing Bureau (Ordinance) Rescheduled to June 8, 2017 at 1:30 pm (Y-4)	188438
*633	Amend contract with Impact NW for relocation services by \$79,308 for a total value of \$238,308 to support expansion of housing relocation program and extend the date to June 2018 (Ordinance; amend Contract No. 32001387) Rescheduled to June 8, 2017 at 1:30 pm. Saltzman recused.	RESCHEDULED TO JUNE 14, 2017 AT 9:30 AM
Water Bureau		
634	Authorize an Intergovernmental Agreement with Rockwood Water People's Utility District in the amount of \$305,000 to supply water meter reads for billing sewer and stormwater services (Second Reading Agenda 573) (Y-4)	188434
REGULAR AGENDA - Wednesday		
635	Direct the Bureau of Emergency Communications to work in consultation with partner agencies to review standards for call answering based upon national best practices (Resolution introduced by Mayor Wheeler and Commissioner Fritz) 20 minutes requested for items 635 and 636 (Y-3; Saltzman absent)	37291
636	Support robust medical dispatch triage to improve outcomes and more effectively deploy emergency response resources (Resolution introduced by Mayor Wheeler and Commissioner Fritz) (Y-3; Saltzman absent)	37292
Mayor Ted Wheeler		
Bureau of Development Services		
637	Amend fee schedules for Land Use Services and Code Enforcement (Second Reading Agenda 595) (Y-3; Saltzman absent)	188435
Bureau of Police		
*638	Authorize a contract with Coraggio Group Inc. for strategic planning services to increase police transparency and accountability for a total not-to-exceed amount of \$300,000 (Ordinance; Contract No. 30005883) 25 minutes requested	REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION

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<p>*639</p>	<p>Amend an agreement with the Portland Business Alliance to provide policing services for the Clean and Safe Program (Ordinance; amend Contract No. 30002749) 15 minutes requested Continued to June 8, 2017 at 1:30 pm Motion to add directive c to require an annual report on the program: Moved by Fritz and seconded by Saltzman. (Y-4) Motion to add emergency clause due to public safety reasons: Moved by Fritz and seconded by Fish. (Y-4) (Y-4)</p>	<p>188439 AS AMENDED</p>
<p>Bureau of Transportation</p>		
<p>*640</p>	<p>Authorize the Bureau of Development Services to permit environmental remediation and Portland Bureau of Transportation to permit construction of the SW Meade St interim improvements, under the authority of the City Engineer and without land use review approval (Ordinance)</p>	<p>RESCHEDULED TO JUNE 14, 2017 AT 9:30 AM</p>
<p>Office of Management and Finance</p>		
<p>641</p>	<p>Accept bid of Iron Horse Excavation, LLC dba Oxbow Construction for the Southeast Interceptor Rehabilitation project for \$4,483,710 (Procurement Report - Bid No. 00000536) 15 minutes requested Rescheduled to June 8, 2017 at 1:30 pm Motion to accept report: Moved by Fish and seconded by Fritz. (Y-4)</p>	<p>ACCEPTED PREPARE CONTRACT</p>
<p>*642</p>	<p>Approve findings and authorize an exemption to the competitive bidding process for the design and construction of the Stadium Expansion Project, pursuant to ORS 279C.335 and City Code Sections 5.34.810-830 (Ordinance) 15 minutes requested Rescheduled to June 8, 2017 at 1:30 pm (Y-4)</p>	<p>188441</p>
<p>Portland Housing Bureau</p>		
<p>643</p>	<p>Approve Rental Rehabilitation Conditional Grant Product Guidelines (Second Reading Agenda 607; amend Code Section 30.01.090) Rescheduled to June 8, 2017 at 1:30 pm (Y-4)</p>	<p>188440</p>

At 1:11 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 7TH DAY OF JUNE, 2017 AT 1:30 P.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Senior Deputy City Attorney; and John Paolazzi and Elia Saolele, Sergeants at Arms.

644 TIME CERTAIN: 2:00 PM – Accept the Central City Potential Swimming Beach Sites Study (Resolution introduced by Mayor Wheeler) 2 hours requested for items 644 and 645 (Y-3)	Disposition: 37293
645 Accept the Eastbank Crescent Riverfront Plan as a guide for redevelopment of the Eastbank Crescent (Resolution introduced by Mayor Wheeler) Motion to add to the second resolved clause public recreation elements “including facilities for non-motorized boaters”: Moved by Fritz and seconded by Fish. (Y-3) (Y-3)	37294 AS AMENDED

At 4:27 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **8TH DAY OF JUNE, 2017** AT 1:30 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Fish, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney and Jim Wood and John Paolazzi, Sergeants at Arms.

		Disposition:
646	TIME CERTAIN: 2:00 PM – Conduct a Proposed Use Hearing on State Shared Revenue (Hearing introduced by Mayor Wheeler) 30 minutes requested for items 646 - 652	PLACED ON FILE
647	Certify that certain services are provided by the City to establish eligibility for State Shared Revenues (Resolution introduced by Mayor Wheeler) (Y-4)	37295
*648	Approve accepting funds from the State of Oregon under State Revenue Sharing Program for the fiscal year beginning July 1, 2017 and ending June 30, 2018 (Ordinance introduced by Mayor Wheeler) (Y-4)	188442
*649	Update fund statements of purpose for various City funds (Ordinance introduced by Mayor Wheeler) Motion to substitute page 1 of exhibit F to update the statement of purpose for the Recreational Marijuana Tax Fund and technical details on the management of the fund: Moved by Fish and seconded by Wheeler. (Y-4) (Y-4)	188443 AS AMENDED
*650	Approve creating the Portland Police Association Health Insurance Fund and closing the Headwaters Apartment Complex Fund, the Education URA Debt Service Fund, and the Willamette Industrial URA Debt Service Fund (Ordinance introduced by Mayor Wheeler) (Y-4)	188444

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<p>*651</p>	<p>Adopt the annual budget of the City and establish appropriations for the fiscal year beginning July 1, 2017 and ending June 30, 2018 (Ordinance introduced by Mayor Wheeler)</p> <p>Motion to amend Attachment D budget note for Vision Zero: Moved by Wheeler and seconded by Fritz. (Y-4)</p> <p>Motion to move Youth Bus Pass funding from Bureau of Transportation to Special Appropriations: Moved by Wheeler and seconded by Saltzman. (Y-4)</p> <p>Motion to reallocate funding from Mt Scott Community Center Roof to the Delta Park Maintenance Facility project: Moved by Fritz and seconded by Saltzman. (Y-4)</p> <p>(Y-4)</p>	<p>188445 AS AMENDED</p>
<p>*652</p>	<p>Approve levying taxes for the City for the fiscal year beginning July 1, 2017 and ending June 30, 2018 (Ordinance introduced by Mayor Wheeler)</p> <p>Motion to reduce the amount “Excluded from Limitation, for bonded indebtedness” in paragraph a) iv.) from \$17,590,351 to \$14,670,710 to align with updated estimates of debt issuance and the related debt: (Moved by Wheeler and seconded by Saltzman. (Y-4)</p> <p>(Y-4)</p>	<p>188446 AS AMENDED</p>
<p>653</p>	<p>TIME CERTAIN: 2:30 PM – Replace Code pertaining to Private For-Hire Transportation in the City (Ordinance introduced by Mayor Wheeler; replace Code Chapter 16.40) 1 hour requested</p>	<p>RESCHEDULED TO JUNE 15, 2017 AT 2:00 PM TIME CERTAIN</p>
<p>654</p>	<p>TIME CERTAIN: 3:30 PM – Appeal of Landon Crowell against Design Commission’s decision of denial for design review of a new 5 to 6 story, approximately 70’ tall, 17 unit apartment building in the Central Eastside Subdistrict of the Central City Plan District, at 1122 SE Ankeny St (Previous Agenda 481; introduced by Mayor Wheeler; LU 16-184524 DZM)</p>	<p>CONTINUED TO JUNE 21, 2017 AT 2:00 PM TIME CERTAIN</p>
<p>REGULAR AGENDA - Thursday Mayor Wheeler Office of Government Relations</p>		<p>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p>
<p>655</p>	<p>Accept the 2017 Annual Report on Sister City Activities (Report) 15 minutes requested</p>	

At 2:43 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland



By **Karla Moore-Love**
Clerk of the Council

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

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Key: *** means unidentified speaker.**

June 7, 2017 9:30 AM

Wheeler: This is the regularly meeting of the Portland city council Wednesday June 7, 2017. Please call the roll.

Fish: Here **Saltzman:** Here **Eudaly:** **Fritz:** Here **Wheeler:** Here

Wheeler: Commissioner Eudaly is excused today. The purpose of council meetings is to do the city's business including hearing from the community on issues of concern. In order for us to hear from everyone and to give due consideration to matters before the council we must all endeavor to preserve the order and decorum of these meetings. To make sure the process is clear for everyone I want to review some basic guidelines. There's two opportunities for public participation. The first is communications. Those are opportunities for people to talk about whatever they want. Those need to be scheduled in advance with Karla, the clerk, or the clerk's office. Second people can sign up for public testimony on the first readings of reports, resolutions and ordinances. If you sign up your testimony must address the matter being considered at the time. Please state your name. We don't need your address. If you are a lobbyist we need to know that. If you are here representing an organization, that's good to know, too. Typically, people get three minutes to testify unless otherwise stated. I want to forewarn people we have a very big agenda today, so we will likely reduce the public testimony time as we get further into the meeting. When you have 30 seconds left you will see a yellow light flash. When your time is up you will see a red light it'll beep. Conduct that disrupts the meeting, shouting or interrupting other people's testimony or interrupting the council deliberations -- excuse me. Perfect example. This is a disruption that is out of order. Please don't do it again or you will be asked to leave. If there is a disruption you will be subject to ejection for the remainder of the meeting, and anyone who fails to leave the meeting after being rejected will be subject to arrest for trespass. If you would like to show your support, a thumbs up is good. If you don't thumb's down is fine, too. Personal attacks or insults levied against the city council staff, many of whom are required to testify as a condition of their employment is not tolerated. I would also like to just state that we received a unanimous proclamation from the Portland -- or from the Seattle city council honoring those who were impacted by a week ago Friday's events, talician and Ricky and Micah, and it also acknowledges the impact on the two young women who were subjected to bigotry and hate speech and offers well wishes for them and their families and their communities as well, and it is a statement in support of the entire city of Portland on behalf of the Seattle city council. I will have that on display in my office if anybody would care to see that kind proclamation, and I want the Seattle city council to know that we are very, very grateful for their thoughts at this difficult time. Communications. Please call the first item.

Item 610.

Wheeler: Good morning.

Katherine Smith: Good morning. Can you hear me?

Wheeler: Yes, thank you.

Smith: This should go three minutes, maybe ten seconds over. Or maybe not. My name is Katherine smith. Mayor, ted wheeler and commissioners I am trying to have a Portland police officer make some Tigard cops stop shooting me and my son with micro-wave

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weapons, ultrasound weapons, voice descale weapons etc. Some Portland police and Portland police employees illegally take my letters and reports even certified I sent to p.c. Marshman and don't give him the emails, except the two I sent to him. That's why. I had to ask you, mayor wheeler, to tell him and to have him make a Portland police officer stop these daily crimes and attempted murder to us. The letters reports I send you certified also don't arrive to you. Same modus operandi as Portland police. It looks like some of your employers are in collusion with some Portland police. It appears that one of your older Portland city attorneys is taking those letters and has directed your email screener to not give you the emails I sent you. It is obstruction of criminal investigation, suppression of evidence, facilitation of attempted murder to me and my son that they are doing. It seems that you have been told by someone to not answer my question. What is your legal reason for not talking to pc Marshman about this so he will transfer my case to another cop? I don't think that you have a legal reason. It is a secret reason. The advisors don't want you to find out they have lied to you. I am not sure of their motive. Maybe they are being blackmailed by the Tigard cops like the lead investigators of my case is. Maybe they took a bribe. Maybe they are afraid to be targeted. Maybe they want to keep these remotely used weapons satellite tracking technologies, mind control weapons secret from the public because it is outrageous that cops or anyone shoots, injures, tortures, incriminates and kills people with these. How is you talking to pc Marshman so he will have my case transferred to another cop related to you, mayor, stopping some of these hate crimes, Police shootings, stabbings, suicides, and lots of other crimes in Portland. It is related because they are the same perpetrators, some of them, some Tigard cops. They talk to me every day. They say they love to harass and torture people and they love to taunt people with evidence about these crimes. I don't mean that the people charged with or involved in these crimes had any kind of agreement with those cops. I mean that the cops used them, forced them to do some of those crimes. Some Tigard cops injure and incriminate lots of people remotely. They give people subliminal orders to do whatever they want them to do to say whatever they want them to say. Cops have had these weapons more than 20 years. They sign a confidentiality agreement to not talk to the public about them but some do. They are supposed to use them mainly to deescalate violent behavior. They are very dangerous when used to abused people. Lastly there is probable cause to have those eight to ten at least Tigard cops investigated, put under surveillance and prosecuted for some of these crimes including murders. They will then be less likely to continue to do more or as many crimes. That's all.

Wheeler: Thank you.

Smith: You are welcome.

Wheeler: Next item please. Good morning.

Danny Robbins: Hello, my name is Danny Robbins. Mayor wheeler, you promised us -- the city, national search for a reform experienced police chief. You campaigned heavily on this idea of police reform in Portland. It's the reason that you got those votes. I understand that the interim police chief, as an interim chief is not expected or maybe not allowed to enact serious and changing reforms. But at the very least we expect him not to push things in a direction towards accountability. In regards to the police killings and overuse of force, by the police, you have the power to change this. Perhaps the sole power rest in your hands. Your legacy, and let me remind you your political future will rely on how you handle this decision, and if you follow through on your promises. When the investigation wasn't even finished and you told us that marshman was still in the running to be hired as a long-term police chief everybody spoke to us was flabbergasted. Not just radicals but everybody in the city, everybody. One month before the max stabbings on 82nd avenue the murderer along with the group including open white nationalists was offered a free shuttle back to

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their cars after your police force commandeered a tri-met bus for them. If I was going to a climate march or a peace and anti-war march I would certainly feel empowered and emboldened if the police commandeered a bus for me to ride in. Wouldn't you? I am sorry but you have to do something to turn this path around, Mr. Mayor, making our community safer. The responsibility will lie on you. Thank you.

Wheeler: Could I briefly respond. First of all, there's been lots of discussion about the shuttles around the montavilla issue. One can disagree with whether or not that was the right call at that time. Obviously as the police commissioner I don't call tactics. I can tell you why they made the decision. You can either like it or dislike it, and that's certainly your right. They were at the park. There was a group of protesters and a group of counter protesters, and by the way I was not shaking hands with either protesters or counter protesters. I was there -- no, you did not. Excuse me you did not. Hear me out. I was there to shake hands with the police officers. I oversee that bureau. So what happened was then people started marching down 82nd avenue. They marched a considerable distance away from montavilla. I was not there at that time. What I heard was that they got quite far from their cars. Willamette week, I believe, covered that portion of the Event. The decision was made either let them walk back to their cars or get them out of the neighborhood quickly. The decision was made. You can disagree with that. I am just telling you why the decision was made. The decision was made to get them out of the neighborhood, get them back to their cars and have them go home to deescalate that event. You can disagree with that. But that is fine. That's fine. That was the decision that was made. With regard to the police chief search, that is still very much underway. It will be wrapped up in mid July. We are collecting the -- we are collecting the application packets now. There is a process that will unfold between now and the end of July. You can certainly and absolutely should hold me accountable for the choices that I make during that process. That process I agree with you is a seminal decision note for me as mayor. That's why I insisted on it. By the way --

Robbins: When you said mr. Marshman is in the running.

Wheeler: He has every right to apply for that position as does anyone else who meets the minimum qualifications under city charter, and that's the fact. So that's it. So all I am asking you is hearing what you are saying give me a chance to actually do these things that I am in the process of doing. And you can hold me accountable for it after the fact.

Robbins: You have not held him accountable for the mistakes he's made.

Wheeler: Thank you. Ok. And I hear what you are saying, I just wanted you to hear my response. Thank you for your testimony. Next item please.

Item 612.

Wheeler: Mr. Herman. Next item please.

Item 613.

Wheeler: Is Tara here today? I am sorry, next item.

Item 614.

Wheeler: Good morning.

Injured and pissed off: Good morning. My name is injured and pissed off. [applause]

Wheeler: Again folks, please.

Injured and pissed off: I brought this paper that was printed august 9th, 2006, Willamette week wrote it, and they titled it as uninvited guest. I am the reason why people have to wait a month or more to sign up to speak. Willamette week printed the article. It sure had a bunch of bull in it. Everybody speaking here today was called by their first and last name except for myself. I will be addressing that July 17th here with papers that I have provided. Mayor wheeler if you recall I spoke at the county commissioners across the river June 1st. I wanted to submit this paper. It's a domestic violence, and of course as I said at the meeting that after seven dog attacks in my building that the city owns that I was attacked

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since December 3rd of 2004. And this article was written in August 9th of 2006. That's 20 months. They never mentioned the four dog attacks that I had then, and then of course you yourself wrote this letter January 16th of 2007. That's only five months from this article. That was the fifth dog attack. Then I had two more dog attacks. The last one, well I broke my left hip and fractured two of my vertebrae in my spinal cord. A whole lot of fun there. And that's animal control. Of course, I went to court during the sixth dog attack and met with the district attorney that morning and he dismissed the case saying that oh, she really didn't mean it. He was well aware of the facts. They will never prosecute that person. I will never get justice of any type from Multnomah county because of the lies and misrepresentation. My service animal was a real service animal not a pet. And of course, I suffered major injuries. Deborah Kafoury's uncle of all things was my lawyer, and she wrote the Oregon state bar. Deborah Kafoury that I was bad mouthing them, and they agreed to dismiss the case. And a civil liability has no statute of limitations.

Wheeler: Yes, sir. Thank you. Have any items been pulled from the consent agenda Karla?

Moore-Love: Yes, we have 624, 629, 630, 632, and 633.

Wheeler: 632 and 633. All right. Two items have been -- let's see. 633 is -- let's see. That has been pulled for public discussion. Ok. Very good.

Fritz: Can you say the numbers again please?

Moore-Love: Yes. 624, 629, 630, 632, 633.

Fritz: Thank you.

Wheeler: Could you call the roll on the remainder of the consent agenda?

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

Wheeler: Aye. The consent agenda is adopted. The first time certain item please 615.

Item 615.

Wheeler: Colleagues since 2014, the city of Portland has been actively seeking to leverage innovative technologies and the uses of data to meet city's goals around equity, transportation, sustainability, climate change, and disaster recovery and resiliency. In 2016 Portland was one of seven finalist cities in the United States Department of Transportation Smart City's Challenge, and that was an effort to mobilize folks from across the city and across the region to pursue so-called smart cities solutions to address some of our most pressing transportation issues. Since that time we have moved forward on a number of the ideas in the Smart City's Challenge proposal. We have also started to look at how we can broaden this beyond just transportation and look at emergency management and energy and civic engagement and other areas of opportunity. For these efforts to succeed we think it's very important that we coordinate this work across different bureaus here at the city of Portland and that we identify our shared goals and our cases for technology as well as developing centralized systems, managing policy development projects, and looking for joint funding opportunities. This resolution seeks to identify a joint, or excuse me a smart city steering committee that would be made up of representatives from multiple bureaus as well as commissioner's office, offices including the mayor's office. The committee will be led by the bureau of planning and sustainability in partnership with the Portland bureau of transportation, the bureau of technology services and the office of community technologies. Representatives of these three bureaus are here to outline our smart cities work to date as well as talk about how the steering committee could help guide these efforts moving forward. We have Susan Anderson, Leah Treat, Jeff Baer and Kevin Martin are all going to give us presentations here today.

Kevin Martin, Bureau of Planning and Sustainability: Thank you Mayor and Council. Susan is out sick today so I am going to read her remarks.

Wheeler: Sorry to hear that.

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Martin: She wishes that she could be here.

Wheeler: Thank you.

Martin: I am Kevin martin with the bureau of planning and sustainability. I manage the technical and smart cities teams there. Thank you for having us. So Susan's remarks, we are here today to establish a smart cities steering committee. The mayor asked the bureau of planning and sustainability to lead this effort and build on our role as a convener and facilitator for many citywide efforts. In particular this group will really help us to collaborate and be proactive and help to leverage each other's effort. There is so many data, technology and smart cities' efforts among the bureaus right now but also with psu and other universities, other cities and the private sector and other organizations. This is a great opportunity to bring it all together. Over the past couple of years as we looked at similar efforts by other communities we mostly have seen a focus on technology, infrastructure, and some city services. We hope to broaden that perspective to include equity, resiliency, affordability, and the impacts of climate change. We all know technology is changing rapidly. It continues to be transformative, and it's not just our phones and gadgets. Technology is affecting how and where we live and how we get around and even where and what kind of work we do. So I am really excited to have this opportunity to work with my colleagues on this. The bureaus have been meeting informally for more than a year. I think formalizing the committee will make us more efficient and provide us with more opportunities for partnership with the private sector. With that I will turn it over to director treat from the Portland bureau of transportation for her remarks.

Leah Treat, Director, Portland Bureau of Transportation: Thank you very much mayor and commissioners. This resolution is an important step forward in our efforts to take advantage of the most advanced technologies to make our streets safer and to make it easier for Portlanders to get from place to place. Coordination and collaboration have been key to our success so far. We were a smart cities finalist in large part because we assembled a broad coalition of public and private sector partners from across our region. And thanks to this collaboration we were able to offer a compelling vision of a safer, more efficient and above all more equitable transportation future for our city. Since the conclusion of the smart cities challenge we have been building on those relationships as we implement central parts of our smart cities vision. We have for example these relationships have been an important source of information and expertise as we have followed the mayor and commissioner Saltzman's directive to develop a policy framework for introducing autonomous vehicles into the city, and we are going to be coming to you next week with a key element of this initiative. This is a watershed moment for our city, we are continuing to grow at a rapid clip, and while this growth has fueled our local economy it is also putting strains on our system. We need to ensure that the safety of our consumers and users is adequately protected and a top priority as we integrate the latest innovations into our system. No one bureau or office can achieve these goals, and we need to work together. That's why I am supportive of the resolution. It puts in place an efficient and effective framework for citywide collaboration and I believe it will ensure that we innovate faster and better together. Thank you.

Wheeler: Thank you.

Jeff Baer, Bureau of Technology Services: Good morning mayor wheeler and members of city council I am Jeff bear with technology services, and we are here, too, to support the adoption of this resolution and have been actively engaged in these discussions over the past year as Kevin alluded to about the smart cities initiative and providing this framework for this will establish the necessary structure to strategically move this forward in a focused manner. We at bts or technology services have a large group of very talented individuals who have been working on a number of related smart city applications and open data

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initiatives such as civic-apps you Probably heard about, safe routes to school, pdx reporter, water works, just to name a few. We can leverage that talent to work within this framework and collaborate with a wider spectrum of the bureaus. I want to specifically thank Kevin for his leadership and effort to coordinate this and also the director treat to support the transportation initiative and also with bps as well. We look forward to providing our continued involvement in helping Portland continue to progress on being a smart city, a smart community, and with that I want to say thank you for this opportunity and to provide our support for this and look forward to it.

Martin: Thank you. With that I want to invite up Julie.

Wheeler: Good morning. Thank you for being here.

Julie Omelchuck, Office of Community Technology: I am Julie Omelchuck, the program manager with the office for community technology. We, too, are very pleased to be part of this resolution today. As you know a video, internet of things, and now smart cities applications have all driven the need for robust wireless and broadband infrastructure available to all. With council's leadership, the office for community technology has an extended history and deep knowledge of shepherding youth by communication companies of the city's rights-of-way and public access for public good. As a lead city office for both the Portland broadband strategic plan and digital equity action plan oct is pleased to be part of this smart cities steering committee and wholeheartedly supports passage of this resolution. We look forward to continue working with other city bureaus on the smart cities challenges and initiatives, and I too would like to thank Kevin martin for his leadership in this area and council's, as well.

Wheeler: I appreciate it. Thanks for your service.

Martin: With that I am going to do a quick presentation just give a high level overview of sort of where the city is with smart cities and the role of this steering committee. I am going to switch seats so you can run the computer. Thank you Karla. So the first question is what is smart cities. The definition we've given people is it's one word, data and technology are used to improve people's lives, and really Portland from the beginning has focused on improving the lives of those in underserved communities. Really starting to think through how we can use these opportunities around technology and data to correct some of the inequities there now to even out some of our infrastructure investments and to really start bringing services and information to the people that need it most. Where it will have the most impact on their lives. I think that that's something that is really set Portland apart from a lot of other cities is that the focus on equity and the focus on the community, and that's one of the reasons that I am so excited to be a part of this effort. With technology and data, what are we talking about? It's not 100% clear what makes the technology smart but I think that we have a pretty good idea of what that bucket includes as director treat mentioned, autonomous vehicles is, obviously, a big part of this. It's a very disruptive technology that is coming. Whether we want it to or not. Connected vehicles and the infrastructure that's going to be needed there in terms of connectivity and the infrastructure on our streetlights and signals to facilitate those vehicles moving through our right-of-way is a huge component of this work moving forward. We have an open data program now that was adopted here at city council back on May 5. We definitely see that as falling under the smart cities umbrella how we make data more accessible to the community and more accessible to the city staff and to you all in terms of informing your decision-making. Internet of things. They are predicting I think \$50 billion internet connected devices by 2030. How we use those as a city and how we really think through the implications of just a greatly increased system for data collection and protect our citizens, and our resident's privacy and use that information to meet our city goals I think is obviously a huge part of this conversation. Public wi-fi and how we bring the connectivity to people that don't have it

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now that may have a smart-phone but don't have a data plan or don't have internet access in their home. That's a piece of this. Systems and apps to integrate civic services so things like trimet's mod sandbox that they are working on that will integrate transit choices and transportation choices into a single mix that people can use to get from point a to b. Kiosks and the street level engagement with our residents and what kind of services we bring to the street using those kinds of devices. Tools to integrate and analyze data and inform our decisions, I think all of these things are sort of what we're talking about when we are talking about smart cities. I call this graphic the flower of opportunity. It sort of indicates that when we are talking about data and technology you know, all these different realms overlap and there is a lot of shared goals and as you get to the center of this graphic you start looking at, you know, maybe, perhaps, a single technology that can meet the goals of, you know, our transportation goals, our housing goals or equity goals or public safety goals. Really finding those synergies is one of the reasons we want to set up this smart cities steering committee so we have a place for that high level coordination.

Transportation is driving a lot of things right now for all the reasons that director treat mentioned. One of the big ones is that we went after the \$50 million u.s. department of transportation grant a little over a year ago. We didn't end up getting that money. Columbus, Ohio did. We can all theorize as to the reasons why. But I think what's interesting is that Portland continues to be looked at as a leader including by Columbus, and folks are looking at Portland kind of to guide how other cities govern smart cities and what they do with these technologies and how they prepare for these technologies. Really our goal is ultimately to broaden beyond transportation to housing, land use, emergency management, etc. And you know when you look at some of these things that we're talking about autonomous vehicles, I will come back to again and again because I think that's again is a very disruptive technology that really isn't the conversation really isn't about if but when and how that's going to be implemented. You know it touches on transportation obviously but there is huge implications to housing. As you start looking at a world where there is greatly fewer parking spaces needed as we look at a world where people are much more easily and cheaply able to get from point a to b and how that sort of interaction with our transit system, there is land use implications, housing implications, certainly safety implications, there is emergency management implications so autonomous vehicles touches on everything. It's really on us the city I think to figure out how we're going to guide these technologies that are coming whether we like them to or not to meet our city goals.

Fritz: I am just wondering the fact that transportation, land use, public safety and emergency management are all bolded there, but equity, housing and public safety are pale. Does that reflect the intended direction of this?

Martin: It doesn't. That's just choices by the graphic designer who made the graphic. There is a couple things that we'll change about this graphic over time. That is being one of them. Also that I think equity, it is sort of a separate piece but it's also something that should be involved with all of these realms so it's not only -- we not only do we have goals that are sort of specific around equity but we want to look at all of these realms, transportation, land use through an equity lens so it's really integrated into everything.

Fritz: And I am not seeing anything about community engagement. I have more questions about that later. It seems like the intent initially is to have just the internal staff working on this, is that correct?

Martin: No -- well I think where we have been to date is really focused pretty internally but we're now starting to pivot to how we bring this to the community and really how do we involve the community in the decisions that we make going forward. Really how do we start to get a better handle on what the community needs are when we start talking about

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things like autonomous vehicles and first, last mile. How do we know that we are really targeting these things to meet the needs of the community? I think that there is a huge community engagement piece around that.

Fritz: Thank you.

Wheeler: If I could comment on that. We don't have our internal house in order yet. So the focus of this particular part of the process really is in my mind internal. It's making sure that we have our bureau infrastructure integrated and working together on the same goals, sharing the opportunities around the technology, identifying the technology and where the opportunities are. So having that platform in place I think is an essential ingredient before we even begin to talk about how best to engage the community. That to me is an -- while I just certainly related, and this tees up the beginning of that process, this really is I believe the major thrust is internal.

Martin: I think that's exactly right. You are right. It is getting our internal house in order so that we can begin that larger community process, and really by creating this platform, this committee I think we sort of, you know, solved two Problems. We get our internal house in order and we also have a platform for those larger community discussions and for partnerships with the private sector and academia and nonprofits.

Wheeler: This in itself is not the community engagement plan around smart cities I want to be very clear about that, this is not around that.

Martin: That's correct, the steering committee would hopefully be involved with drafting that plan but it is -- yes, there is not the community engagement piece of our smart cities work.

Fritz: I would suggest that in closing at least some of the committees or commissions that we have got early in the start to help figure that out. When we set up the office of equity and human rights we started with a huge community engagement process, which then told us to focus internally but that was only once everybody had come to the conclusion of what is the challenges so for instance the public engagement advisory committee, the Portland commission on disability, the new Portlanders policy council, open signal. It seems like all those -- some of those are mixed city staff and community but all of them I suggest need input into what should we work on not just on how should we work on it.

Martin: Yeah, I agree. So the next graphic sort of starts to get at the outside coordination a bit with the city of Portland at the top and the nonprofit and academia are the governments and private sector, we know that the smart cities work is going to require coordination and partnerships with the external entities. We don't build technology in the city. We need the private sector. We need to leverage their technologies. We don't really have the internal research capacity that we -- that they do at say Portland state university who we have a strong partnership so figuring out how we leverage those partnerships. We need community groups and other nonprofit to engage the community and assess their needs. And everyone sort of needs us the city. The city has a lot of leverage in these conversations. Many of these technologies are emerging, and the private sector is really trying to be first out of the gate and you know to be successful in their endeavors they need access to our city infrastructure. So our streetlights. Our signals. Our right-of-way. So the city has a lot of leverage to drive this conversation. And ultimately it's us that represents the communities' interests. I think you know again we have sort of a window of opportunity, I think, over the next three to five years as some of these very quickly changing technologies and disruptive technologies come online to really be the -- to representative the community's interest and shape these things in a way that meets the communities' needs. The next three to five years will be an exciting time in the city and in this realm, and I look forward to seeing what Portland does to really represent the community's interests. This is just a time line we put together. I think that you have a hard

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copy of it in front of you. It's very hard to read on the screen. Just to indicate that we've been doing this since 2014 really one of the first things that the city was involved with was a partnership with the national institute of standard technology global cities team challenge which we are still involved with. We have an expo in Washington d.c. In August that we are participating in. That was way back in 2014, so this is not a really new conversation. Smart cities has been sort of on our tongues for a long time and bps has had a role in that. But everything changed really in December of 2015 with the usdot smart cities challenge. Putting that proposal together brought together a whole bunch of pieces internally and externally and really it's that coordination that we want to build on with the steering committee. This is just a very partial list of things that are happening as we speak. As director treat mentioned we have got a smart autonomous vehicles initiative which will be in front of the city council next Wednesday. The work that pbot is doing in this realm focusing on it from a Policy perspective and how this will impact people's lives rather than looking at it from sort of more of a technical perspective is leading and other cities are looking to us to see how we sort of roll out the autonomous vehicles so that's very exciting. Open data program I already mentioned. We have got an air quality deployment that bps is leading, and Christine Kendrick on my team who came out with a ph.d. Out of psu and done a lot of air quality work there, smart connected air quality sensors will be deploying ten of those throughout the city. That's sort of a pilot test of that technology. We have got a regional smart cities action plan we're working on in at him with pbot. Psu, metro, tri-met, and odot to sort of set what the regional vision is. We have got a partnership with at&t, and pge and intel to deploy some sensors to count pedestrians, look at pedestrians, where they are and how they are using our infrastructure. We have got a proposal in to develop a centralized data system for managing data that's coming from all of these various devices and from autonomous vehicles. That's a partnership with psu, bts and pbot. We have a pilot of a kiosk system that's meant to assist with fols after a disaster that's a partnership with pbem, bps, psu and mit and.

Fritz: What does prep stand for?

Martin: You know I don't know. That's a good question. I think it's just preparation.

Fritz: Ok.

Martin: It's really interesting. There is a lot of opportunity. It is really interested in Portland being one of the first cities to deploy that technology and they are very interested in our beacon sites, which I can't remember what that acronym stands for off the top of my head but it's the places where people gather after a natural disaster. We're looking at a tgm grant on the consent agenda today to develop our own city of Portland smart cities plan with pbot and bbs partnering on that. We are looking at a pilot of shared economy, application in town called Josephine that allows home cooks to basically distribute meals. That's a partnership between bps and the mayor's office and that was really focused on how do we start developing data-sharing agreements with these sorts of disruptive, private technologies that allow the city to evaluate how they are impacting our residents and how the city can capitalize on that information to sort of meet our city goals. That's all the stuff that's happening now because of that we have evolved. So we've been doing this since 2014. We are doing a bunch of stuff now. We started uncoordinated and reacting. I think right now we have gotten a lot more coordinated and we have got the bones of the steering committee together. We are all talking to one another and had a great last few months talking with bts, pbot figuring out who is on first and who is leading what. We have a pretty admirable collaboration in place so I think that our level of coordination is, actually sort of the envy of many other cities. We're still a bit reactive. We are not really driving the conversation we are still sort of reacting to it. I think over the next few months that's really what we want to try to do with this committee is really start to get out in front of again these

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disruptive, potentially disruptive technologies, and it means, you know, what are our assets? How ready are they for these technologies? How do we evaluate the potential partnerships with the private sector and others? Using our rfis and other means to gather information from the private sector so we know what's out there and we can sort of guide it into our own city goals and prioritizing work based on our city goals. Recognizing all throughout the technology as a means to the end, not the end itself so you know the driver in these conversations should be our city goals not the technology. Really shaping that technology so that it helps us to do what we want to do as a city and helps us to become a better city. Again we have leverage, and I think that we have a three to five-year window where the cities are really going to be able to dictate how these technologies are deployed. Finally we have had -- some of you may have seen this graphic floating around. This is kind of our smart cities governance concept. How we're going to organize as a city. The steering committee is at the center, and then the steering committee is informed by all our guiding plans that's the Portland plan, comprehensive plan, digital action plan, climate action plan, transportation systems plan. How we use all those plans and the goals of those plans to inform our smart cities work which should be driven by those plans. Smart cities isn't a thing in and of itself, its a means to meet our city goals with technology and data. How we interact with them.

Wheeler: If I can interject. I am sorry to do that. To commissioner Fritz's suggestion this is another great way to engage the communities that are engaged around the plans. They put a ton of work into them. So that's another good potential overlap with this process.

Martin: Yeah. Really building on the work that we have done already and organizing it is key.

Wheeler: It's not just the plan. Not just what's on paper but I mean you guys worked hard for year's to build communities around the development of those plans so let's leverage those communities.

Martin: And that's one of the reasons That I think bps is leading this effort is you know the effort that went into say the Portland plan and all of the relationships that were built there and the community engagement. We want to build on that. And then we also have other committees that touch on this stuff in the city like the technology executive steering committee, and we have -- we will have a strong relationship with that committee to make sure that we are looking at potentially enterprise technology solutions. We have a regional smart cities group which is led by Portland state university that we're involved with. There is a private smart cities lab led by the technology association of Oregon and skip Newbury there that has -- that represents the local technology firms we're heavily involved with that. We have the beginnings of a bunch of working groups around data analysis, sensors, and iot, a.v., autonomous vehicles, energy, public safety, and then civic platforms and apps where the projects live that will be organized underneath the steering committee.

Fritz: I am not seeing on there anything about the equity. Where would the consideration for people with disabilities, which the working groups, would they be included in?

Martin: Again and I think equity is sort of an engrained piece in this, and perhaps we need to communicate that a little better and -- in say a graphic like this.

Fritz: What we found when we were in the Portland plan and comprehensive plan yes it's all encompassing. We want people to have it but unless you have got the specific working group or, you know, reminding everybody. That's why we had a separate set of policies on equity as well as it being infused to the rest of the comprehensive plan.

Martin: Yes. I think we need to -- part of our task we'll have as a steering committee is to figure out how to address equity in our work, so I don't think that we have an answer yet. I think that we want to make that a core piece of what we do. How that sort of is implemented -- I have heard two schools of thought. By sort of having a separate equity

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work group kind of puts it off on the side. We want it to be more engrained in everything that we do, so you know maybe the question is how we engage those who are working on equity in the city in this steering committee, I think is a good question.

Fritz: Yes I think so. You started with especially considering historically underserved communities. Knowing that our bureau directors don't reflect the demographics -- the directors don't reflect the city we serve in. How are you going to make sure that there are people from those historically underserved communities actually on the steering committee helping to guide what goes forward?

Martin: I think that's something that we need to figure out as a committee how we're going to Engage that community. And how we're going to potentially use new forms of data and information to kind of identify where that community is and at what their needs are I think is part of the conversation, as well.

Fritz: I think definitely the new Portlanders and the other communities of color, but also especially for people with disabilities and transportation aspects being at the top and involved, that clearly affects people with disabilities a lot.

Martin: Yeah. And if you -- I don't want to speak on behalf of transportation but one of the first sort of cases for autonomous vehicles is looking at para-transit which is very expensive, you know. How we initially address the needs of folks that say the existing bus services don't meet those needs I think is perhaps one of the first use cases that we want to address with things like automated vehicles and first and last mile solutions that they provide.

Fritz: And knowing your director Leah treat and her commitment, she has done since she has become the director I know you will continue to do that. I saw on the consent agenda today, I don't know if it was pulled but there's a pilot providing the bike town programs to people with disabilities so I was really happy to see that. I just again if we don't call it out it's liable to get missed or to include people when it's really too late for them to engage in direct things.

Martin: Yeah. Yeah. Thank you. So that's all that I have to say.

Fish: I have a couple questions. Could we ask Leah to come back? So I have three questions. Thank you for your presentation.

Martin: Sure.

Fish: The first is look forward ten years and we have talked about getting in front of disruptive technology. We talked about harnessing new technologies. These are all very high level concepts. How will any of this benefit the average person living in our community in ten years?

Treat: Well you know there is a lot of different theories. The hope that people are attached to is that at least from the transportation perspective if we look at autonomous vehicles. In a ten-year time frame perhaps we'll get to congestion relief because it's going to take some time for people to give up their personal vehicles and that's going to be a generational change so you will see that happen over the next ten years. Autonomous vehicles hopefully are going to be safer because they are not impaired. They are not speeding and follow all the traffic laws. We also hope that autonomous vehicles are going to be providing mobility solutions for people in underserved areas who have lack of transit-rich environment, etc. So that's what we hope to see over the next ten years and why the private sector is investing so heavily in this is that's the aim. I personally -- my sentiment or thought is it's going to take probably 15 years until we hit that tipping point or perhaps more. It's also going to greatly impact our infrastructure of transportation in the next ten to 20 years. Our largest funding source in addition to the gas tax, parking revenue, and autonomous vehicles or any autonomous mobility solutions have the possibility to greatly carve into parking revenue because it won't be necessary any more. So we need to be

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thinking extensively about how we're going to fund transportation infrastructure as we think about these disruptive technologies that are coming.

Fish: So that's helpful. I think we ought to continue to work to be able to describe this and the community benefits in plain English because I think when we start using terms like smart cities I think it excludes most people, and the assumption is that any questions that you have about it means that you are part of the dumb cities' movement. As opposed to understanding what is a smart city and how does it actually benefit a person. At my prism on all of this stuff is how is someone who lives here benefiting from this? Not how do we leverage technology per se but how does that improve the quality of life of someone who lives here. The second question I have is because your presentation talks so much about disruptive technology I am obliged to just note that the last time someone came in to Portland with a so-called disruptive technology it was uber. The track record of uber is they came in and ran over regulators and ran over consumers. What assurances do we have through this process particularly with companies like uber and others looking at autonomous vehicles that we are going to be regulating ahead of the curve and not dealing with rogue actors?

Treat: I quite frankly we don't have those assurances in place. Uber and lyft, the tnc market is linked up with the big auto industry, so ford, g.m., and bmw are the three largest financial backers of the autonomous vehicle initiative, and they are linked up with uber and lyft, and they are working very hard at the federal level to get federal preemption so states could not regulate their own markets much less they are also working at the state level to preempt at the state level for localities to have local regulations. So it's something that we really need to stay on top of and be mindful of.

Fish: So since you mentioned that we did as a council oppose uber's effort to preempt all local regulations of tnc. Is there something in this legislative session that has been filed which would preempt cities and localities from regulating autonomous vehicles?

Treat: Yes, there has and it failed.

Fish: Ok, good so when you say that there will be an effort to preempt at the federal and state level we know the large Companies are successful at doing that. And we also know that one of the primary drivers that we're hearing about with this technology is that by taking a driver out of the car they lower their cost. That's not just disruptive. That may actually be catastrophic to the workplace, and that raises in my mind safety issues. Do we have the authority to mandate that even with autonomous vehicles there be a driver?

Treat: There is nothing to my knowledge, there is nothing that precludes a local government to stipulate that in our code. I think that's a question for the attorneys. It does not exist now.

Fish: Mayor looking at what is happening in Singapore and other places where these companies have come in on an aggressive time line to put autonomous in and move to driverless I think -- and given our experience with uber and the way that they pushed the envelope, I think I would ask that be addressed at the front end of this process. My sense is that if we are very assertive and aggressive about requiring a driver in an autonomous vehicle early on at least we have the leverage to make sure that we get it right as it unfolds. So that's my third point. My final point I just want to acknowledge is that your steering committee contains government agencies, utilities' companies, and it has tri-met, pge, Daimler, that makes sense, I am assuming they will be doing Autonomous trucks. Uber is -- are lyft and taxis on that steering committee?

Martin: No.

Fish: Why have we chosen the worst actor in the industry to be on the steering committee and not lyft or taxis?

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Martin: The steering committee is made up of internal staff. We have relationships with outside committees like the regional smart cities group and the private smart cities lab where those folks are participating but our steering committee is really meant to be an internal place for coordination. So currently it involves bps, pbot, pbem, oct, bts, the prosper Portland, the Portland housing bureau, representatives from the mayor's office. Representatives from commissioner Saltzman's office, and representatives from commissioner eudaly's office. We hope to expand that to include other folks in the city as well but for now the steering committee is internal.

Fish: Ok so we're doing there in phases. Do I have your assurance that when you are engaging external stakeholders, both lyft and traditional taxis will be given the same standing as uber as part of the stakeholder process?

Martin: I think that that's the intention.

Fish: Sir it's an easy question. Good intentions, is that a yes or no?

Martin: Yes.

Fish: And so mayor I will be looking to see -- I would hope that we would publish a list at the appropriate time that has all of the stakeholders, and I would like to see the taxi industry given full standing and I would also -- frankly I don't use uber for all the obvious reasons. I have started using lyft particularly when I have no other option. I have found them reliable and professional, and frankly their business practices to me are discernibly different than uber but I think they need to be at the table if we are going to get this right.

Martin: Just briefly. One of the first tasks on the steering committee is to lay out what we are calling a playbook. Other cities have done this. That's really how do we lay out sort of the lanes for the private sector to engage with the city and how do we make it consistent and vendor agnostic so everyone has the same opportunity and we are consistent with our engagement with the various private sector players. We have let them know ok if you want to work with the city, here's what our goals are. Here's what we want to accomplish. Here's how you engage with us. And I also think just I wanted to reiterate your point these technologies again are coming whether we want them to or not. If we do nothing they are potentially very negative implications to some of these technologies like autonomous vehicles. We could see significant increases in vehicle trips, and we could see significant decreases in transit ridership for example. How we as a city really lay down the policies. That's why I think that pbot is doing innovative work to sort of prevent the situation in the future that you know could be a possibly if we do nothing. So I think looking at this from some of these outcomes can be negative. The city is not proactive, as a place that we are really wanting the steering committee to come from.

Fish: Ok. Thank you.

Martin: Thank you.

Wheeler: Commissioner Fritz.

Fritz: I wanted to pick up on one of commissioner Fish's first points which was about the value to the community member. Commissioner Eudaly is out on city business but if she was here I am sure that she would express concern about the capacity of the one city staff person who is responsible for talking to people in the community and that is Ashley Horn, and in her relationship with the staffing of the public involvement advisory committee. So I am concerned about -- I didn't see either the office neighborhood involvement or the office of equity and human rights on any of those projects we're doing. I also -- so I know.

Treat: I think that's really good feedback. Our intentions are there and we have failed to communicate it in our graphics and presentation so thank you. And we will expand upon that.

Fritz: It is supposed to be just city staff I guess my point is I don't think that Ashley has any more capacity to attend to another major project. So I would encourage you to broaden the

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steering committee to include community members who can provide a perspective that to my knowledge there are not people in the city. And if they are, they are already overtaxed. The other thing that I wanted to pick up from what commissioner Fish talked about was just considering what are the long-term impacts. I am thinking particularly of isolation where I can foresee some of this technology keeps coming down the line, a person won't be able to talk to another person all day unless they have a cell phone and they want to engage because it's all on Facebook and you know taxi or your autonomous vehicle remotely or groceries delivered to the door by somebody who, or maybe you can buy a robot. We have got to be thinking about how we are going to keep a sense of community and how, while we want to broaden the folks who give us input and are involved in our decisions, how do we make sure that there is time for people to interact with another human being? I urge you to make sure that that is a possibility, that the steering committee is charged and secondly again from commissioner Fish, looking at the job that could be lost. And how are we going to make sure that like clean energy there are more jobs in clean energy than there are in coal for example. How can we make -- how do we address the fact that some of these proposals will put people out of work and what are they going to do especially if they are in a more practical hands-on job rather than something that requires a four-year degree.

Treat: Agreed.

Martin: Yes.

Treat: Thank you.

Martin: Thank you.

Wheeler: Any further questions? You don't have any other invited panel guests is that my understanding? How many people are signed up for public testimony, Karla?

Moore-Love: We have eight.

Wheeler: We have weight. Very good. Thank you.

Martin: Thank you.

Treat: Thank you.

Wheeler: Good morning. And just to review three minutes, 2.5 in, and the yellow light blinks and these minutes in the red light goes crazy, all testimony must be related to the matter before us. Thank you.

Samuel Pastrick: I should be able to hit two minutes on the head.

Wheeler: Perfect. Go for it. According to the record, sorry.

Pastrick: My name is Sam pastrick, a consumer advocate with Oregon citizen's utility board you, I am here to encourage adoption of the resolution to establish a smart cities steering committee. Cub is a utility customer advocate that works in the utility regulation arena, and at federal, state, and local legislative levels on energy and telecom issues. Also as you know in 2014 council invited cub to serve as an independent and outside advocate for the city's public utility customers. Cub also is an active player in the digital inclusion network, which is housed at the office for community technology. I actually testified before council in support of the digital equity action plan or the deep and pushed for open data language in the latest comp plan on this we were certainly heartened and pleased to see last month's open data ordinance. Last November I presented an analysis expressing our concern, cub's concern with the city's approach to information and communications technology policy development, implementation and oversight within the current governor on a structure, among other options that report suggested moving the non-revenue collection functions of oct, the office for community technology into the bureau of planning and sustainability. This is why I am so eager to convey our support for today's resolution because it really speaks to bps's unique expertise within the city and their commitment to reasserting Portland as a national leader in developing good, public interest policy to

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underpin innovative or cutting edge smart cities work. I want to make three additional points. The first is that I am, of course, pleased to see that oct has a role on the steering committee, and that Julie Omelchuck was included on the presenting panel. Their involvement, oct's involvement in cub's opinion is imperative. I am however still deeply concerned with their low standing within the city's current governance structure. In fact, this point is the central thesis of our November paper. And a forth-coming memo that we are preparing with our friends at the mount hood cable regulatory commission or mhcr, so you folks should look for that memo soon. Finally I also urge council and bps to consider input from mhcr on the proposed steering committee and any future smart cities work. In closing really cub does applaud bps's leadership and supports the committee approach because we believe that it will provide a sorely needed forum to facilitate governance structure aimed at building the best team possible to ensure future policy advances in this area. Thank you for your time and consideration. And of course I am happy to answer any clarifying questions.

Wheeler: Thank you. I will make a statement. I welcome your recommendations award to oct. Thank you for doing that. I appreciate it very much. Commissioner Fritz.

Fritz: I believe what we have council's agreement with my amendment to have a budget note to say that there is not going to be an external evaluation of where it best resides so I appreciate that.

Wheeler: Good morning.

Leif Hansen: Good morning. Leif Hansen from the mount hood cable regulatory commission mhcr. Along with our colleagues at cub we are excited about encouraging the council to adopt the resolution to establish a smart cities steering committee. The mount hood cable regulatory commission negotiates and enforces cable franchise agreements, manages the public benefit resources and assets derived from the franchises, and advocates on behalf of the public interest. On communication issues at local, state, and federal issues. We serve the communities, residents, and local governments of Fairview, Gresham, Portland, Troutdale, and wood village, and Multnomah county. We contract with the city of Portland for our administrative and technical staff in the office of community technology. That office also houses Portland's energy and utility franchising. We manage a considerable asset base on behalf of our jurisdictions, including the cable franchises, contracts with community access providers, and a 321-site institutional network that supports low cost, high capacity network services for public buildings and other technical functions throughout Multnomah county. Our team members at the office for community technology manage a similarly valuable asset base via energy and other utility franchises that they negotiate and manage. As the policy and technology landscape rapidly evolves, it is clear to us at mhcr that the role and intersection between us and other cities functions is increasingly critical. It's hard to imagine a smart cities initiative that does not integrate all of these functions including those supported by mhcr and we're gratified that oct is included as a key partner in the resolution. As Sam indicated we will be following up with a joint cub mhcr memo outlining our mutual and strongly felt concerns about oct's structural placement within the city, particularly in light the centrality of the assets they manage and the expertise and experience that they bring to this smart cities initiative. We hope to engage in further discussion with council on this topic and thank you for the foresight in adopting the resolution that anticipates the convergence of urban planning, energy, transportation, and technology.

Wheeler: Thank you. Appreciate you being here.

Carol Studenmund: Good morning. I'm carol Studenmund. I am currently the chair of the mhcr, and I am also the Multnomah county representative on the commission. The one thing that I would like to add to Leif's comments is that the full membership of the mhcr

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has expressed our support for the smart cities initiative. The membership is in agreement with cub and our mhcr colleagues representing Portland that the placement of oct is not conducive to oct's current work or the kind of creative collaborative effort that will be essential to the smart cities initiative. We look forward to your thoughts on the forth coming memo referenced by Sam and Leif.

Wheeler: When can we look for receiving that?

Pastrick: I would say by early next week at the latest.

Wheeler: Very good, excellent.

Pastrick: Perhaps earlier.

Wheeler: Thank you. Next three, please.

Wheeler: Good morning.

Shedrick Wilkins: Good morning. Again I am shedrick Wilkins, and about intel and self driving cars I think computers should assist your driving but not control your driving. I like Multnomah county. When I was graduating from psu the internet hadn't gone but I liked the internet. Comcast, high speed stuff. Wikipedia is an updated encyclopedia system. Everything that I say is printed out. I don't know if that's voice recognition but that's great stuff. This is a smart city, ok. If Washington county wants self driving cars fly around hitting people that's their problem, not my problem. And you know if you are driving a car you are held responsible so you want to be kind of safe. So it's all right if these things are used to like slow the car down but I am not sure to have cars driven. The airline industry in the military they have smart bombs that fly, you know. They are the ones that fly near stuff. But there is no planes flying around here without a pilot. The pilots have to deal with sick passengers and fuel consumption and to deal with some pilots gun the runway. Air traffic controllers have to deal with the people and stuff like that.

Fish: Can I make a comment shedrick? In planes that have technology, a pilot can put it on automatic pilot but you still have a pilot in the cockpit getting ready to override if necessary or make adjustments so you keep the human element which is why after all certain united airplane landed safely in the Hudson river. Without the human element the plane cannot actually manage those kinds of challenges.

Wilkins: There was a 1993 experience. Ibm in the early 1970s designed an air traffic controller system that basically just sets off an alarm with basic computer chips, at the time two planes are getting close and ibm insisted there be an air traffic controller there. In 1993 intel put one in Denver, Colorado that talks and stuff. The thing went down for five minutes, and because of intel there was no air traffic control system over Denver, Colorado.

Wheeler: Thank you.

Mimi German: Can I take his remaining time?

Wheeler: No.

German: I am Mimi German, and I would like to say that I find the name of this offensive, and I find it something to elevate Portland as a place that has a smart city when in fact, our city lobbed this at kids' heads on Sunday. This hit this child's head by the police on Sunday, but we're promoting a smart city. I take issue with the name. I think it's propaganda. We need to stop with the propaganda in our city. Portland has a lot of problems. Racism at its front end. This is for racism. It hits a black child in the face twice. Two of these. There is still black dust from these. What the hell is this? In a smart city.

Wheeler: Please keep -- it's not about policing. There will be a time and a place for that. Right now we're talking about the smart cities initiative and the name came from the federal government. From transportation secretary fox who created the program under the Obama administration.

German: A smart city is one word and data and technology are used to improve people's lives especially those in historically underserved communities. This is propaganda. I won't

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have it in this city without being able to stand up against this my friend got shot in the mouth on Sunday. With a tear gas canister from the police in this smart city. This is propaganda. All I am saying is I am addressing the title, the name of this entire program, smart city. The city that works. Propaganda. Enough with the propaganda. If you guys really want to get real about being a smart city you will start to accept what we're saying. Until you deal with getting rid of chief marshman who lied on opb yesterday for 15 minutes and the cops came out and said hey we could decided not to talk about what we did because there is chaos in the police ranks because you are in charge and you don't know. This happens. What would you -- where would you be today if this little girl who got hit with two of these was killed on Sunday. We wouldn't be talking about a smart city today or the need for \$4 million more in target practice worth of bullets for the police.

Wheeler: Mimi I have questions about Sunday but this is not the time. This is about a different initiative.

German: It has nothing to do with the technology. What it does have to do with is like Amanda Fritz said where's the community involvement in this? Where are the black -- where is the black community involvement with this? Where are they saying underserved neighborhoods, who is representative of that? Propaganda needs to stop in Portland. Either we're going to become a good place to live or we're not. Stop lying about it.

Wheeler: Thank you. Good morning. [applause]

Star Stauffer: I have something extremely important. I am star Stauffer. In regards to technology and the way that we use it for public safety I want to let you in on a little something that came upon me on Sunday morning when sergeant nia texted me at home. To tell me that his commitment was to arrest anyone that tried to cross into chapman. Then I watched as the Portland police who clearly disobeyed the orders or pretended that they had no knowledge allowed the people into the park where we were anyway. I saw them abuse, scream, and shove women and young people who were trying to say these people shouldn't be over here. They are dangerous. If we are going to talk about smart cities and technology and historically underserved communities which aka black people, aka brown people, aka Muslim people, aka women, aka disabled, and aka houseless. Then you absolutely have to talk about all aspects of the safety that you are speaking about in regards to those communities. You don't get to cherry pick which things you speak about in regards to safety for those communities. On Sunday one of your police officers shot me in the face with a tear gas bullet. I have it. It is intact. If that thing had gone into my throat, if I did not have a Bandana and a gas mask shielding my mouth I would be dead right now. And you are nothing but proud of the Portland police. I watched officers with no change of facial expression. Shoot in the back. Children that were trying to climb out of the parking garage one of them had urinated himself he was so afraid. They shot him. Multiple times in the back until they fell. We don't sit up here with all your whiteness and privilege and your, your removed sense of self and relationship to this community and tell me or her or anybody sitting in the back that what we're talking about is something that you have interest in. If you have interest in it you should set some time aside right now and quit playing with your words and do something meaningful. If you are interested we are sitting right here. What the hell is stopping you? This just happened. You don't get to determine as the aggressor when the victims of that aggression speak out against it.

Wheeler: Listen as the presiding -- excuse me. Excuse me. This is not the time or the place. My job -- excuse me. Let her get her backpack. Next three please. Good morning. Listen folks as the presiding officer it is my responsibility, it is my responsibility to enforce the council rules. You don't have to agree but Those are the rules. Folks we're going to take a recess.

At 10:51 am council recessed.

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At 10:52 am council reconvened.

Wheeler: Folks we will reconvene but listen it's my job to enforce the council rules to ensure everybody gets an opportunity to be heard. If people shout out and disrupt people cannot be heard and my responsibility is to make sure. Listen this is where we conduct the cities business if you're here to testify on the matter before the city council this is the time to do it. If you're not let's find a different time and a different place to have that conversation. Good morning.

Lanita James: I probably just represent the alive community in Portland when we say that's not going to help us in any way, shape, form or fashion. We need boots on the ground, I will not say this whole speech is all about smart cities because I want to know why it was that you felt not compelled to lace up your Nikes and stand on the front lines and say not in our city. We grew up here and we were there peacefully, peacefully. I spent 24 hours ohsu hospital with my sister, that you had ejected from chambers. She's paralyzed on the left side and might not ever walk but I came down off that hill so I could stand with the rest of Portland because most of us as black community members were scared to show up and I could not allow myself or sister's voice to go unheard. The question we had the most was why weren't you out there. There was a rally, a peaceful one right outside of city hall. You could have laced up your Nikes and brought your wife and daughter and said not in our town. You have a child. You have a duty as a parent, as a participant in the future of our you know, whatever to stand up and let your daughter see that you took stand. You let us fall flat and the officer you sent out with the technology that you guys are calling for the safe cities that officer was so disrespectful. When I got caught in the kettle and I didn't do anything because I was exhausted from being at ohsu for 24 hours he asked me for everything under the sun. When I saw, white people give a debit card, take a picture, and keep going, that man wanted a social security number, date of birth, phone number and when I forgot my phone number because he was standing there threatening me he told me that I would be arrested. That's your technology that you guys are wanting for a safe city? It's not safe for people like me or like star or Standard who is standing up for people like me. We need resolutions that are going to affect the city right now. We cannot wait for two months to come and testify. We don't have time for that. I have never been violent or outspoken at the city council or never disrespectful. But I was basically billy clubbed and bombed at the park for standing up because a lot of the black people in Portland are scared to come out and say anything. We would appreciate it if you would lace your Nikes and say we are not having that or tolerating that in Portland because that's what we need you to do. All of this other stuff is irrelevant at this point.

Wheeler: Thank you. And just for the record as I said earlier this conversation is most certainly not over. I have questions, and I am going to formulate those questions properly. If I have learned one thing in politics, it's not just asking the question but knowing which questions to ask and how to ask those questions. So I am doing that. I also did speak out very, very forcefully all last week on the issue of what was taking place in this city. So I reject the notion that I was not present, that I was not heard, and if you check the record -- I was in the operation center as the police commissioner watching and observing. That is the right place -- no. As -- excuse me. As the police commissioner that is my responsibility to be in that center. Excuse me. Excuse me. Listen I have already called that out. I support the u.s. Attorney's investigation of that incident and that was not a Portland police officer. That was a federal protective services officer who reports to homeland security, and as you will recall they are the ones who issued the permit for shrunk plaza. That was not a Portland police bureau action. I do not support it to be clear. Fair enough. I answered your question and you can take it or leave it. Sorry. Good morning. I don't make those calls.

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Sorry. Go ahead. If you would like to testify now is your chance. Do not disrupt or I will have you removed.

Stan Schaefer: Good morning. I am Stan Schaeffer. This techno utopian vision sounds appealing but maybe -- I keep hearing this word "deployed." I don't know that I want militarized language attached to it since we have problems with surveillance and militarization with profound impacts for people of color and other vulnerable groups. Activists were targeted. Footage hasn't been shared with the police. We have police who are asking for private citizen's access to their cameras. We need to know that their rights are not going to be violated. I want to make a modest proposal. Police should be fully automated. The robo cops that I envision would be more like r2d2 and less like terminator or killer cyborgs, they would be programmed to not throw flash bangs at people or gas elderly and the disabled. They would not gas people who have already been detained. Think about cops now, currently there is no human element. Instead of just being dressed as robo cops these real robo cops would be programmed to tell the truth and share with other officers so guys like marshman are not caught off guard not knowing the police illegally detained and i.d.'d people are got gassed after they were detained. Robo cops that I imagine would be able to recognize a real molotov cocktail and not overreact when being thrown. They could be programmed to actually inform the public about the police activity instead of lie. The robocop version of the public information for the ppb could really be different. They could actually show the footage. They need to say if there is criminal activity in chapman square we want to know. We want to see that criminal activity because those bricks they are not missing from the building like the police said. The robo cops I envision would actually be neutral. We have evidence from the white supremacists here this week they really are proud that the police didn't face them but faced anarchists and peaceful protesters such as myself they were really encouraged by that. I can provide this for you. But anyway we don't even know if the retraining that police officers get when they get out of line, we don't keep data on that. We need to keep data on that and we need this data accessed by the people, the people could be crowd sourcing this stuff, analyzing this data and looking for real innovations. We could be using cameras on these new robo cops that I envision. Cameras that are on all the time and that use algorithms like the Seattle police department has experimented with which block out faces until there is actually probable cause. These are the kinds of things that a smart city would start looking at thank you.

Wheeler: Thank you, good morning.

Lightning: Good morning my name is lightning I represent lightning super watchdog x. Originally when you applied for that \$50 million grant transportation, city of Portland was in the forefront to get that money. I sat up here and I said if you mess around with the Kevin J Duckworth memorial I don't want to see you get that \$50 million. As you know Paul Alan put up \$10 million of that \$50 million my suggestion to the city of Portland "Do not mess around with the Kevin J Duckworth memorial" come up with maintenance money to maintain it. Karma just cost you \$50 million and I can insure you that people involved in this will cost you a lot more. Now, as far as autonomous vehicles, massive unemployment to this city that we've ever seen at the scale we'll see, we will have an anti-technology autonomous vehicle revolution. Unless you project out and understand, we will need a universal, basic income for all the people that will be unemployed because of technology in the autonomous vehicles. You have to implement that, you have to deal with the labor force out there or this city will be turned upside down. You cannot take away their incomes, have them lose their homes, have them lose their cars, have them lose everything else and go, well, it's in the name of technology. We've got five big corporations, they're going to be making all the money and the city is going to be run over like uber and lyft did and

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take away half the other taxi drivers income and jobs. It's the city's responsibility to talk to them straight to their face and say, what are we going to do about all the unemployed people in the city? Your incomes are going to go through the ceiling your going to make a tremendous amount of money and how are you going to take care of the locals in this city? I didn't hear one speaker from transportation have any concerns on that whatsoever. We will have the largest, mass unemployment created by autonomous vehicles that we've ever seen in this city. It is your responsibility to put things in place and let the technology companies understand it is your responsibility now to step up and explain what you're going to do our you're not coming into the city. Take your autonomous vehicles, take them somewhere else. Do not create massive unemployment. That is your main concern right now. How are you going to prevent that? Thank you.

Wheeler: That is an important subject and I'll shout of elon musk. He's one of the leading proponents of both automation and a universal wage because he agrees with you, that increasing automation in many ways will lead to unemployment and has also advocated for this universal wage. I think you'd find it interesting.

Lightning: If I may respond real fast? Elon musk does look at things from a different position than the technology companies he looks at benefiting the people first he creates things that will do that. We need to keep that in consideration when we're talking these autonomous vehicles. It must benefit the people, first.

Wheeler: Yes, sir. Thank you. Any further questions? Please call the roll.

Fish: Thank you, mayor, for bringing this forward and to the staff that presented. And I thought we had a good discussion. For me, when we look at these kinds of technologies, and so-called disruptions, the question I will come back to is, how does this technology serve people? And our world is becoming more complicated. We're getting these technological advances and no one ever contemplated. But are they really improving our quality of life or are they just adding a dimension of technological change to our world, benefiting a few and not the many? Having lived through the Uber experience when I hear about disruptive technologies, I think we have to double-down and be vigilant that we are protecting the interests of consumers and that we are not allowing people to do a enrun around regulators. We have that experience and need to learn from it. I'm grateful for the assurances we've received that there will be a level playing field in terms of our stakeholders. And I'll be interested in how this comes forward, I will say one thing as a cautionary note, we have places in our community that don't have built-up infrastructure because we haven't gotten around to putting in lights, traffic signals or safety devices. We are now talking about adding a layer over our technology to allow autonomous vehicles to operate which will likely be in the central city mostly. That's an additional level of investment in technology in terms of our physical infrastructure, at a time when we don't have an equitable distribution of infrastructure city wide. I'll be looking at that very closely in terms of where we spend our money. I appreciate we're getting in front of this so we can dictate our terms, as this technology moves forward. Aye.

Saltzman: Thank you, mayor, for bringing this forward. It is sometimes can be a challenge in our city to really focus a coordinated effort across bureaus and offices. I'm confident with the structure outlined to us today, we will be successful in overcoming that challenge some continue Portland's leadership role as an innovator. Our smart city efforts have the potential to improve our government operations, enhance Portlanders access to city services and provide greater transparency to the public. My office has been involved in this effort and will continue to be involved in this governance structure and we'll play an active role in its implementation. And I am particularly excited about the potential of our smart city programs to produce what they can produce with regard to safety and mobility in our transportation system. So I'd like to thank the bureaus involved and also, particularly the

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bureau of planning and sustainability and Kevin martin for convening this effort and providing the leadership necessary, as well as Portland bureau of transportation director Leah treat. I'm pleased to vote aye.

Fritz: Thank you, mayor and commissioner Saltzman for bringing this forward I appreciate the leadership of Planning and Sustainability. The resolution names not only the bureau of planning and sustainability but also the bureau of transportation, the bureau of technology services, the office for community technology and of course I support all of those. It then says and other city bureau's and commissioner's offices so I'm looking forward to having a representative from my office on this committee. Thank you, mayor. I would also -- I know that you have heard and the director Treat has heard, I would encourage you to involve the office of neighborhood involvement and equity and human rights and then in terms of the leadership in our community, that can provide expertise that -- it does not exist within our city structure, the commission on disability and the new Portland policy commission I think can be very helpful in structuring this and the public involvement advisory council. So, we have these wealth of volunteers who work as hard as city staff and their not getting paid so I'm sure they would be happy to help with you and I'm glad you're nodding and acknowledging that. Aye.

Wheeler: So, this turned out to be much better and more provocative that even I'd hoped it would. This isn't about leveraging technology as somebody said during testimony. Technology is changing at a rapid clip and changing the way we work, the way we interact, as a community, as individuals. And, I'm mindful of what was just said with regard to the implications of increased automation on our basic, understandings about economic prosperity, about employment. And, I'm also mindful of the fact that one of the cofounders of twitter basically conceded that the internet is broken. It didn't turn out the way they expected. I agree with those who say autonomous and linked vehicles represent one of the most significant technological shifts that have, I think, the most profound impact on our economy and there's two ways to approach this, because we know it is coming. It is definitely coming. We can either wait for it to happen. And I would argue in the case of -- the ridesharing programs, uber and whatnot, the technology was developed and rolled out and broadly adapted and then governments all over the world tried to catch up from a policy perspective and the reality is, the results have been very mixed, at best, with regard to protecting the interests of the broader community. On this issue of things like autonomous vehicles, I want to get ahead of the curve and programs like this give us an opportunity, as a community, rather than letting technology happen to us, it gives us an opportunity to shape the arena. It gives us an opportunity to shape the playing field before the technologies are completely rolled out and are already broadly adopted. I think this is not only a good idea, I think it's an essential idea. And, as -- I agree with everything commissioner Fritz said about, let's go broad and lets include people lets have the conversation community wide; that's great. But I want to also put the marker out there and my bureau directors understand this. We have to figure out how internally in a very fragmented city structure, we're going to work together and identify the priorities, communicate directly, identify the technologies and figure out how collectively we're engaging the community and actually achieving the lofty goals stated in this program. I'm going to agree with Mimi and star on an important part. This can't just be talking points this can't just be pr this actually has to work. I would have say, this is one of the most critical things we're doing with an eye to the future. Let's put some meat on the bones and do our level-best to prove them wrong and I'm sure they'd be appreciative if we could. I vote aye, the resolution is adopted. I'm going to try to catch us up a bit. Could we read 616 and 617 together, please?

Item 616.

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Item 617.

Wheeler: Andrew Aebi is here and I'll let you direct the presentation today on both items.

Andrew Aebi, Portland Bureau of Transportation: I'm Andrew Aebi, local improvement district administrator and I'm joined by Marty Maloney, who is a right-of-way agent by pbob. I'm going to ask for Karla's assistance to switch over to the presentation and I also just handed out an amendment for 616. Marty also handed out an amendment for 617. So, maybe before we get started on the presentation, if we could go ahead and make those amendments. The amendment to 616 is for the purpose of withdrawing a remonstrance from xpo, which is withdrawing contingent upon council adoption of the amendment. The amendment to 617 is to add --

*****: Five additional right-of-way exhibits.

Fish: I move the amendment to 616.

Fritz: Second.

Wheeler: Fish moves, Fritz seconds the amendment to 616 is now on the table.

Saltzman: I'll move the amendments to 617.

Wheeler: Commissioner Saltzman moves

Fritz: Second.

Wheeler: Commissioner Fritz seconds the amendment to item 617. So we now have amendments on the table for both items. And for those of you who are interested in testifying we have 14 more items this morning and so I'm going to have to cut public testimony down to two minutes. If you're thinking about testifying, think about how to shorten up your remarks, thank you.

Aebi: I will move quickly through the presentation, I know you have a busy morning. This is the boundary amendment that is in the underlying ordinance for 616. We're adding the property at 1825 northwest 18th avenue to the lid boundary for the purpose of building a curb ramp the property owner is cooperative and in a moment, I'll hand you out some testimony. The property owner's interested in donating that right-of-way without compensation to aid the cause of building a new traffic signal, which I'll get to in a minute. So, why are we looking at rebuilding the traffic signal at 23rd and Vaughn? On August 24, 2016, I got a letter from xpo, they were concerned that the planned improvement for 23rd and Vaughn was not as robust as they would like to handle to deal with the congestion that will come with future development. I'll pass out a copy of that letter in a minute. On the very same day, August 24 of last year, trimet sent an email to pbob identifying problematic intersections around the city where traffic congestion was delaying their route. This is a picture of northwest 23rd avenue two blocks south of Thurman north bound, you can see the delays. You can see that car there, hanging out into the intersection. So what we want to do is flush out this traffic on 23rd avenue. Andy Sullivan is going to tell you more about what we're proposing.

Andrew Sullivan, Portland Bureau of Transportation: Andrew Sullivan pbob traffic design. At this slide you're looking at a screenshot from our traffic modeling software called sim traffic. We use this is a tool to look at an intersection, input the existing conditions in terms of, you know, lane assignments, signal timing, how much traffic volume, pedestrian volume and so forth. This light here shows the existing condition, if nothing were to change. I apologize, it's a little bit difficult to see. What the model is showing is if we do nothing at the intersection of 23rd and Vaughn, the 20 acres or so of vacant land that's part of this development today, when that does fully develop, those are future volumes that we're dealing with here, this is what we would expect to see in that area, today. It's already backing up today, as we know but it's obviously just going to make things much worse if we do nothing. We have highlighted back-ups on 23rd there that pink box and also backups on Thurman. This is all traffic trying to get to the u.s. 30 on-ramp toward the

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Fremont bridge and i405 south. If we go forward, here is a screenshot from a model with the proposed condition, with some upgrades to intersection of 23rd and Vaughn. What we're talking is significantly altering how that intersection is going to operate. And those alterations -- basically, we're going to have to rebuild the traffic signal so that's why we're talking about it. I've highlighted the same areas with the pink box and you can see with the -- the future volumes and the proposed condition of the intersection, 23rd avenue flushes out a whole lot better, there's no back-ups on Thurman street. We anticipate this will be a big improvement for traffic flow and livability within the northwest neighborhood.

Aebi: Thank you Andy and just a map that you see on the right are the nearby arterials near Vaughn and Nicoli street so we are looking for options to more evenly distribute this traffic. I think this really shows how pedestrians are currently an afterthought at this intersection. If you're walking from xpo and you want to go to the Dutch brother's coffee shop of the north side of Vaughn street, when you come up to 23rd and Vaughn, you have to cross over to the west side of the intersection, you have to cross north and cross back over so it's a very bad route for pedestrians. By collaborating with odot and replacing the signal, we can also restore the pedestrian connection at the other leg of the intersection. And these improvements also set up trimet for a potential improvement to bus service in the intersection and this is my last slide and I just wanted to show this. So, there's almost 5,000 bus stops in the city of Portland and the bus stop here for line number 15, going through the congested area that you just saw is the 19th worst delay in the city of Portland, that information was provided to me by trimet. And you know, this is an equity issue because trimet is thinking about allocating their service hours. We would rather have them allocate to new service, like in underserved areas like Arnold creek, Maplewood, east Portland. We would rather see those hours go to new service, as opposed to throwing more buses and operators to maintain service on congested routes. So, that is pretty much the extent of my presentation. Marty is going to talk briefly about the property rights and we can take a roll call on the two amendments and move on to property owner testimony.

Wheeler: If I could just do a house keeping item for people waiting for 635 and 636, we're going to do those next because I understand there are people from the county on a very tight timeline.

Marty Maloney, Portland Bureau of Transportation: I'm Marty Maloney with the pbot right-of-way ordinance 617 authorizes eminent domain authority as well as to offer the ability to offer just

compensation for the need improvement and temporary rights associated with northwest 20th avenue lid. The property rights in question are needed for construction of -- bike, pedestrians, storm water and roadway facilities within the project area. I would also like to add that all affected property owners have been informed about the city's need for certain property rights and were invited to attend the reading --

Wheeler: How many people attended?

Aebi: We've made outreach to all the property owners over the years.

Wheeler: No particular objections?

Aebi: This has been baked into the cake for a very long time.

Wheeler: Great, cool thanks.

Aebi: The only thing I would add before we turn it over to testimony, it's really important to note that the funding for this new signal comes from lid meaning that it comes from private property owners. This does not come out of the general fund these are not discretionary funds that we can use for other purposes.

Wheeler: Thank you. Any further questions before we turn it over to public testimony? How many people do we have signed up?

Wheeler: Just one.

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Wheeler: Thank you for coming.

Jeanne Harrison: Good morning. I -- see if I can get a little bit closure. My name is Jeanne Harrison, I'm chair of the northwest district association transportation committee. I'd like to thank Andrew and Andy Sullivan for the time they have dedicated to the northwest 20th lid process. Both of them have been present at our committee meetings to explain both the process and the design for the northwest 20th extension and the northwest 23rd and Vaughn intersection. I'd like to thank staff and xpo logistics for quickly moving forward with the lid formation. I know it usually takes a lot more time and I really appreciated what they've done. Development already completed and under construction right now, along with future projects currently under review in the master plan area will benefit greatly from these changes. We look forward to seeing northwest 20th and the intersection improvements implemented next year. As background before our master plan was approved our committee worked with Conway and other neighborhood leaders to make sure development in the master plan would create a dense and exciting neighborhood that fits into the larger neighborhood fabric. We also worked to make sure that the transportation system would be able to support the new development envisioned in the master plan. One of our committee members was instrumental in identified the northwest 20th extension as a way to alleviate traffic at this failing intersection. We have frequently stated both the 20th extension and changes to 23rd and Vaughn intersection are necessary to improve access and flow and need to be done at the same time. The projects are linked and dependent on each other to succeed this ordinance will make sure that happens. Our committee feels that Andy has substantially improved on the previous design on northwest 23rd and Vaughn intersection that was submitted during the master plan process by the consultants. His design substantially improves pedestrian movement and also reduces congestion on northwest 23rd, which as Andrew showed you, frequently stretches many blocks to the south during the afternoon rush hour. We know the changes part of the lid will not be enough to adequately deal with travel demand now and in the future. The neighborhood is working with pbot through the northwest parking stakeholder's advisory committee and with trimet on a number of measures to reduce travel demand and improve transit service. Thank you.

Wheeler: Thank you.

Fritz: I wanted to thank you after your long distinguished with the city it's so heart warming to see how much volunteer time you're putting in for things you used to get paid for thank you.

Kerry Ayres-Palanuk: Good morning mayor and council members. My name is Kerry Ayres-Palanuk and I'm the service planning manager at trimet. Trimet and the city of Portland have a long history of working together and we value this collaboration. I want to lend trimet's support to the city's proposal for the northwest 20th local improvement district and specifically to the proposed changes to the northwest 23rd and Vaughn intersection. We have two bus lines that travel through this intersection seven days a week, one of which is a frequent service bus line. We are looking at bringing another bus line in into northwest Portland from northeast Portland. We have a few details to work through with pbot and odot prior to that implementation. Trimet recently did a study of frequent service bus delays throughout the city of Portland and as Andrew mentioned earlier we found that this northbound, northwest 23rd to westbound Vaughn area to be the 19th worst bus stop delay or variability of bus time. Our busses turn westbound at this intersection and therefore need to use the left lane our findings pointed to long queues waiting to get onto the freeway as the major reason our buses and passengers are delayed. Based on this analysis we believe having a free right turn will substantially reduce the queuing that is contributing to the delay that we are experiencing. Thank you for your consideration.

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Wheeler: Thank you very much. Could we please -- unless there's other questions on the part of the council, can we take a vote on the amendment, please, to item 616?

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

Wheeler: Aye. The amendment is adopted. Commissioner Fish?

Fish: I have just a question are we going to move to a vote?

Wheeler: We're moving it -- we took a vote on the amendment so I'm going to move it to second as amended.

Fritz: Why wouldn't we do this as an emergency is there a reason?

Wheeler: Nobody moved an emergency. So, this is a non-emergency first reading of an ordinance. It moves to second, as amended.

Fish: I was going to ask him a question about this, mayor, but if you want to move on?

Wheeler: Go ahead. It's still in process.

Fish: So, Andrew, we heard testimony about the queueing up that occurs on 23rd. It's a no turn on red when you get to the road. Has pbot weighed in on that question?

Aebi: Absolutely we've been working very closely with odot and the design that we have is to channelize that right-turn movement. And part of what the funding for the signal does is to put a traffic signal that would only stop the right-turning traffic when there's a pedestrian crossing that new connection that I pointed out.

Fish: I should add that no right turn is more honored in the breach than the observance. We could put a traffic control person around the corner and make a lot of money, but that is odd and I think one of the reasons that we get backed up. That'll be resolved in the overall fix?

Aebi: Yeah, we have been diligently working on a solution.

Wheeler: Any further questions or comments? Can we please take a vote on the amendment to item 617?

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

Fritz: Thank you for all your work on this. This is one of the projects that I was part of when I was on the planning commission so I feel like it's coming of age and going off to college now. Aye.

Wheeler: Aye. The amendments adopted. This is the first reading of a nonemergency for reading it moves to second reading. Due to the --

Moore-Love: Andrew, is this the June 28th one?

Wheeler: Due to time constraints, if we could move to items 635 and 636, if you could read those together, please?

Item 635.

Item 636.

Wheeler: Very good. Commissioner Saltzman has to leave so he asked if he can say something upfront.

Saltzman: I have to go fulfill my rose festival responsibilities and be in the junior parade. I want to commend mayor Wheeler and commissioner Fritz for bringing forward both of these items and serving with respect to item 636 improving the 911 system for medical calls. Would allow the fire bureau to meet the growing demand for increasing medical calls and would lead to decreased response times in the case of medical emergencies. Faster response times are absolutely key to increasing the fire bureau's ability to save lives and improve the outcomes in the case of medical emergencies. A robust and cutting edge medical triage system would allow us to explore other innovations like tele medicine or nurse triage. Fire chief Meyers has been laser focused on improving and innovating the medical triage system and I know he and the entire team at the fire bureau will be an essential and collaborative partner in the implementation.

Fish: Before you leave can I do a housekeeping matter you will be back at two?

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Saltzman: No I won't.

Fish: So we have six matters on the agenda that has an emergency clause. When are you do back this afternoon?

Saltzman: I will not be back this afternoon.

Fish: Almost half of our agenda has an emergency clause. Well, I'll just point that out.

Wheeler: No, it's a problem. We'll have to sort it out.

Fritz: If I might comment, commissioner Saltzman before you leave, I had the honor of sitting at a table with firefighters at the gathering in north Portland last night and we had a robust discussion about some of the things I would hope to be involved in working with ongoing in terms of the fire bureau's response in particular to the mental health challenges in the community. I'd be interested to see how quickly it bubbles up to your level.

Wheeler: The items before the council are about resiliency and innovation to the public safety as you just heard. I've made resiliency and innovation one of the cornerstones of the budget process to ensure we can deploy our public safety resources to respond to community-wide crisis if and when it happens. One addresses the findings of the ombudsman's report 911 is a vital service and it must be evaluated accurately, if the city is going to be able to make good decisions. Best-practices and good data should drive our decision-making and I believe it's the city's responsibility to address issues completely, transparently. The other item will direct the city to broadly engage the leadership of our public safety bureau's, first responders and other jurisdictional partners to ensure that Portland is providing the best service possible to the community. I don't see improved medical triage causing in city to cut first responders. Improving the 911 system it will allow the fire bureau and 911 to respond to increasing medical calls and focus on decreasing response time in medical emergencies. Both items are about responding to crisis more quickly, resulting in a better outcome in medical emergencies and affective deployment of public safety resources to save lives. Faster response times are key to improving our public safety system. Since taking all the bureaus back, I've become involved with these issues and I'm committed to working with my colleagues to addressing these issues fully and engaging our partners and employees in supporting work to make sure we respond to the broader needs of our community. I'd like to allow commissioner Fritz to give her own introduction and call up Margie Sollinger, Joanna Fuller, and Lisa St Helen to give the city council an overview of the proposal. Commissioner Fritz.

Fritz: Thank you, mayor, for partnering up on me for these two resolutions I appreciate that your office accepted several of our amended amendments to it. I think we all agree that the primary responsibility of the 911 center, to be the bureau of emergency communications maybe hereafter called boec. The primary responsibility is to get help in the community as quickly as possible so that's what we're all talking about today we're all in agreement with that. We also -- I believe -- agree that we would be horrified if a pocket dial on a cell phone impacted call taker's ability to respond to a help call so that is something that needs to be addressed, particularly in a bureau that has been understaffed since the recession. And we certainly all agree we're appreciative of the staff in the 911 center for the very stressful you do and the wonderful service you provide to our community. I was in charge of the bureau of emergency communication in my first term from 9-12, as somebody who had previously worked in hospitals for 27 years. I was fascinated to see the other side of patients we would see at ohsu for example. I appreciate the ombudsman calling the attention to the issue of cell phone handling and data reporting both of which are extremely important I agree with mayor wheeler. The work that we've been doing since January when I was assigned the bureau has come as a very difficult time. We've had a bureau director transition, the ongoing staffing shortage and the catastrophic failure of the bureaus primary power supply unit in April something that's

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never happened before. All of those issues have been primary, urgent issues to take care of and all very important. The budget which we are poised to adopt tomorrow includes 11 new dispatch positions as well as support for a replacement power supply unit. And, thank you, mayor, for including that and thank you, colleagues for supporting it. The resolutions before us today are an opportunity to formalize the city's commitment to addressing shortages in our system. I'm fascinated and also appreciative of the ombudsman pointing out that there is no legislation in city code. So should I be assigned the bureau ongoing I'm going to be very interested in leading that discussion. Just so everybody knows, the bureau responds to all Multnomah county calls, so not only the county, but the cities of Fairview, wood village, Gresham and Troutdale as well as the unincorporated area. So we have a user board and several of the members are here today many of the delegates are police chiefs and fire chiefs from those jurisdictions and that's the policy guidance that guides decisions in the bureau of emergency communication. I have to say how appreciative I am of the way the bureau steps up in emergencies. Just to give you an example, for the max attack, we had 51 calls in 10 minutes. I know from attending some of the memorials, people were frustrated that their call was not picked up right away. Now that everybody carries their cell phones, the bureau is flooded with reports of the same incident. So that's something that as we look to the future how do we make sure that we let people know that the concern is being taken care of at the same time continuing to look at how quickly can we get help out in a situation like that. So thank you to everybody here for working on these issues.

Wheeler: Thank you, commissioner Fritz. And, madam ombudsman, why don't you tee us up?

Margie Sollinger, Ombudsman, Auditors Office: Good morning, I'm Margie Sollinger, ombudsman for the city of Portland. I will do my best to get through this without coughing. Fair warning. The first resolution before you is responsive to a pair of reports that my office issued about the 911 system. The first report came out last December and the second report was publicly-released today. Mayor wheeler has been so quick to address the concerns raised in the second report that I was barely able to issue it in time for this hearing. My goal is to give you a quick overview of the problems identified in the reports so that council and public have some context for why this is being brought forward and what it's seeking to address. I first started looking into the 911 system last year, when my office received a complaint, alleging the city took too long to respond to a fatal house fire. The allegations were not substantiated in the course of that inquiry I discovered a problem with the screening device for the 911 center uses for accidental cell phone calls. The screening calls or sometimes referred to as the reno solution was installed in 2004 because the 911 center was receiving an influx of accidental cell phone calls that were diverting operators from handling callers with real emergencies. The idea is pretty simple cell phone callers must prove they are not a mistake. When you call 911 from a cell phone a recording tells you to press a key or say 911. Only callers who take one of these steps will be transferred to an operator or placed on hold if one is not available. The reno solution accomplishes what it is supposed to do in fiscal year 15/16 for example it screened out 144,000 accidental calls. Unfortunately the reno solution also resulted in unintended consequences that have compromised the 911 centers operations and by extension public safety. My first report focused on one of the unintended consequences, That report detailed how the reno solution prevents the 911 center from calling people back who make it passed the screening system but hang up or get disconnected before speaking to an operator. 911 policy requires operators to call these people back in order to determine if an emergency exist. Operators are unable to do so because the reno solution prevents them from retaining the caller's phone number and operators are not apprised that the call occurred in

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the first place. In fiscal year 15-16, the number of 911 calls affected by this flaw was around 20,000. The report I publicly released today focused on the reno solutions other unintended consequence. This latest report details how the reno solution prevented the bureau from tracking hold times for cell phone calls that made it through to an operator. The answer times that the bureau reported publicly for more than a decade have overstated, sometimes drastically, how well our 911 system is actually performing. Instead of exceeding performance measures, answer times are below expected standards. I'll walk you through those details. The problem stems from measuring different intervals to calculate land line and cell phone call answer times. For landlines, the calculation is just what you'd expect, the length of time it takes to answer a call is from the moment the call is received until an operator gets on the line. This is not the way it works with cell phone calls and again the reno solution created the problem. Not only does it lose track of abandoned cell phone calls but it results in all successful cell phone calls being treated as if they have no hold time. Only the ring time interval which is one to two seconds has been counted toward the answer time for cell phone calls. When 75% of your calls are from cell phones, you can see how that skews the numbers. And here's an example of how this plays out. You have two calls both on hold for identical amounts of time one is from a landline and one is from a cell phone. As you can see, the landline call is accurately being counted as being answered at eight minutes and 17 seconds. Contrast to the cell phone call below, neither the 29 seconds getting through the reno screening solution, nor the time spent on hold are counted.

Fritz: I'd like to ask a clarifying question. I know some of the calls are from security systems, like home security and such. Is that counted under landlines or cell phone lines?

Sollinger: Neither. I understand that those are other emergency calls under a separate category. So, a call that took nearly nine minutes is counted as being answered in one second. Every cell phone call has been counted this way and as a result, the bureau of emergency communication has inaccurately reported its performance with a significant degree. This misreporting was on display during the most recent budget process. The bureau's goal is to answer 90% of 911 calls within 20 seconds. Despite chronic staffing shortages the bureau reported surpassing this goal by answering more than 99% of all emergency calls within 20 seconds. The bureau also reported averaging one-second to answering 911 calls. After discovering the undercounting problem associated with the reno solution, I asked technology services to run the numbers, using the actual cell phone call hold times. Instead of answering 99.6% of all calls within 20 seconds, the 911 center is actually closer to answering 68% within 20 seconds well-below its target service level. The bureau under performance is compounded by its selection of a modest target service level. The national industry standard is that 90% of all emergency calls should be answered within 10 seconds during the busy hour. Against the national standard for any hour, the 911's centers performance is even worse less than 30% of 911 calls are answered in less than 10 seconds. The 911 center has faced staffing problems for years and the underreporting has exacerbated the problem by removing the sense of urgency. The message the council and the public have been receiving is that the 911 center has managed to provide top performance, despite staffing shortages. Instead, it is now clear that it is performing well-below accepted standards. People's lives are at stake and our system for responding to individual emergencies and large scale disasters is not working well. And at least in part it is likely because of the inability to resolve the staffing problem. I made several recommendations in the report about ensuring accurate reporting going forward and I'm encouraged that the resolution before you today is a concrete step toward implementing those recommendations. I'd also like to note in closing that it was through the work of interim director Lisa St Helen that the 911 center is able to more accurately

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track hold time data. Director St Helen was also critical in discovering a problem addressed in the first report. She has been receptive to the recommendations I make in the report and she is unquestionably dedicated to getting the bureau back on track. Thank you for your time. I almost made it. I'd be happy to answer any questions.

Wheeler: Thank you. Why don't we let her recover a bit?

Fish: Can we get you an aspirin or a lozenge or something?

Sollinger: All of the above.

Wheeler: Good morning.

Lisa St. Helen, Director, Bureau of Emergency Communication: Good morning. Thank you. First, thank you for the opportunity to be able to come and speak. Regarding -- my name is Lisa St. Helen and I am the interim director for the bureau of emergency communications. I appreciate the opportunity to be able to come and speak about the resolutions and the ombudsman's report. I do look at this as an opportunity to solidify our bureau's commitment to doing exactly as the mayor said and that is ensuring we are providing the best service possible to the community and to our partner service agencies. Although I have been the interim director for two months obviously that is not a very long time. I am still able to sit here, confident, before you and affirm that our bureau is absolutely willing and on-board to ensure that we are operating with full transparency and probably more importantly, with statistical clarity about what's happening within our bureau. As the interim director and city of Portland employee, I look at myself as a public servant I know it's a word that gets tossed around a lot, but I take that sense of obligation very seriously. The ombudsman's report offers many recommendations of which I am very grateful for. I believe that those recommendations will ensure we are moving toward our goal of providing the best services and getting ourselves back on track. And ultimately, my hope is that in a few months, boec be invited back to this table and whoever is representing boec at that time, my hope is the narrative will be different. And the narrative will be we didn't talk about clichés or talk about wanting to do better. I want it to be we did get back on the track the narrative will be that we did get back on track and that we recognize the errors of the past. We had a sincere desire to fix them and we have in fact moved forward.

Fritz: Thank you and your leadership of the bureau and addressing this and even before you were the interim director, it's been exemplary and I really appreciate working with you. The question I asked the ombudsman in terms of the alarm system calls --

Fish: I think we were going to finish out the testimony and then come back? We were going to hear from all three, that is what the mayor requested?

Fritz: Would you agree --

St. Helen: I apologize, I didn't hear your question.

Fritz: About the alarm system calls, that the ombudsman said those aren't counted anywhere?

St. Helen: The alarm system calls actually come in on the 911 line, on the 911 trunk. They are prioritized below the 911 calls themselves. Anytime a 911 call comes in, it will jump ahead of any alarm call waiting.

Fritz: That is included in the average time, your response to those?

St. Helen: My belief is the answer is, yes. I would have to clarify with the technological person that provided that report to Margie.

Fritz: One other question of clarity, does the caller on the cell phone have to say 911 or would any loud noise be enough trigger it to becoming a live call?

St. Helen: Yeah, we still have pocket dials that come through it doesn't even have to be a loud noise. It can be any noise, a button push, any sound. It can be 911. The sensitivity is set at a point where any type of audible noise will push it through the system.

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Fritz: In an instance like the max attack, the amount of noise going on, it would have gotten through to the 911 operator?

St. Helen: Yes, I believe so.

Wheeler: Good morning. It's great to see you.

Joanne Fuller: Good morning. Thank you, Mr. Mayor. Members of the council, Joanne fuller, I'm your health director at Multnomah county and I'm here to talk about resolution 636. You all know that by law, counties are required to develop an emergency medical plan, amend a contract for ambulance services. We do this in deep collaboration within all the cities within our jurisdictions and with your emergency responders, the emergency responders from other cities and with boec. This year -- in 2016, as we developed the plan that our board adopted in December of 2016, we also for the first time deeply-engaged communities, both using an equity lens, communities of color and also users of the ambulance service system to try to get their perspective, as well as the perspectives of responders and the agencies that we work with. Our board, as I said, adopted the -- our new plan in December of this last year. That plan calls for one ambulance provider across the county, which is what we have today. And when that change went into effect many years ago, that was really to end what people termed, the ambulance wars, which was different ambulances racing to the same scene to try to pick up a victim. And we believe deeply that one plan with one service that works with all of the different other first responders will create the best service for our community. The plan also calls for us to implement a more modern, robust system for discriminating between the urgency and acuity of different calls. This is a technology that's used in cities across the country and it will really allow us to dispatch resources in a much more refined way, which means that our most urgent -- our resources, which are needed for most urgent situations, will be dispatched to those and will be able to -- as commissioner Saltzman was saying, create additional refinements where we're responding to -- to emergencies in a much more granular and differential way. We believe that this is critical because we're seeing an unending increase in the demand for response in the system and as we continue to deploy technology and make it easier and easier for people to call 911, we expect that that demand is going to increase and so we need to adopt this technology that will allow us to make a more discriminated choice about how we deploy the resources. And I'll answer any questions that I can.

Fish: I think we've lost the ombudsman. And, I wanted to just tell her that one of the reasons I supported measure 26189 is we put her office into the charter and ensured she would have independence and be able to precisely perform this function. I did not expect so shortly after the election we'd have such clear indication of the benefits of an independent ombudsman embedded in our charter. So, Ms. St Helen, I know you're the interim director and so there may or may not be questions you can answer. I read your response to this report and you say, quote, bureau decision-making has been transparent. Isn't precisely the thrust of this report that it has not been transparent. How can bureau decision-making be transparent if the central claim of the ombudsman says the public and council had been provided with inaccurate information? What's the transparency standard you're referring to?

St. Helen: My response to that statement was in reference to articles that are brought forward or implementation of new technology and things that go into boec, new programs and such and those items have been brought to our user board and vetted through our city commissioner. At no point have I stated that the fact that the information provided in the past decade of statistic, to city council and to anywhere, has been in correct. It has. It has absolutely been in incorrect. The statement was pointed more toward the vetting of any new programs or technology that goes into our building.

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Fish: The ombudsman says at page five that bureau leadership has known for 18 months that the information was incorrect. As part of your initial review of this matter, have you been able to make any preliminary determinations as to why that information was not corrected in a more timely manner?

St. Helen: The information -- the fact that we had -- the fact that we had a significant issue with our statistics was identified in the mid portion of November. I met with our bureau of technology services the following day and I have met with them until -- the fix that we're currently utilizing was implemented in November of 2016 and I met with them on a regular basis, multiple times, every month, to keep track of what was happening, to rectify the situation.

Fish: I applaud that. And in page 2 of your June second response, you elude to the fix that was put into place immediately and you're to be applauded for that. The question I have is, the ombudsman says in her report that the bureau was aware of the fact that incomplete information had been provided to the council and the public for almost two years. Have you been able to determine why that was the case?

St. Helen: The answer is, no.

Fritz: If I could help out?

Fish: I'd like to first ask the interim director.

St. Helen: I believe that there's two parts to this problem that we recognized. And the first part was that we recognized there was a technological problem that provided us incorrect statistics for a decade and then we had to get that fixed. There was another issue that had to deal with how do we address the issue. As the operations manager at the time I was responsible for ensuring that a fix was found, for working with our bts services and ensuring that a fix was found. I was not responsible for addressing this in a public forum or in a city council forum or --

Fish: I appreciate that. I did not mean to imply that you were, but you're the most senior official to help us understand it.

St. Helen: Absolutely. If you're asking whether or not I know why those decisions were made or why they were reported that way, the answer is, no, I do not know.

Fish: What was the fix you implemented in November?

St. Helen: There is no plain English for this.

Fish: As simple as possible just so we get the gist.

St. Helen: Bts is now able -- they have implemented some type of a script, a computer script that allows them to pull data from one entity, which is called a cdr, I don't know what that -- it's a data receptacle. And they are able to take that information, which contains the cell phone callers. And they take the information that comes in from our landline callers and they're able to manually -- I believe they have this automated, as well -- combine those numbers, which is supposed to give us reliable data now.

Fish: From the moment you became aware of the problem to where the fix was implemented, how long did that take you?

St. Helen: Almost one full year. There was an attempt to fix in February of 2016 and the data that came out of that fix was clearly not accurate, either, so they continued to work on another --

Fish: How much of this problem would you attribute to the short staffing at the bureau?

St. Helen: The problem with the incorrect statistics, none of it. This is an issue that came with the implementation of the system. It does not have anything to do with the short staffing. The short staffing is absolutely -- the chronic short staffing is an issue, but it is not, in my view, directly related to this problem.

Fish: One last question. The ombudsman said that as a result of her findings, she concluded that public safety had been compromised. Now, anytime there's a delay in

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addressing a call, there's a risk of some compromise to public safety. It could be a longer period of time until an ambulance, fire truck reaches an emergency it could be a longer period of time until a police officer is dispatched to an incident. But that's an abstraction, unless we quantify it. Do we have a way of determining whether in fact there was an actual compromise to public safety on a human scale?

St. Helen: I do not.

Fish: Ombudsman, is there some way for us to determine whether something bad happened.

Sollinger: That's not something I try to determine. But as you said there's a delay in answering, there's a delay in dispatching, that results in a delay in responding and providing the care that's needed in an industry where it's a matter of seconds instead of minutes that matter.

Fish: So, I appreciate that this report has a series of what seem to me to be very bold and clear recommendations and I appreciate that the resolution before us essentially embrace them and we're going to move forwards. I'll have a question for the mayor in a moment about timeline because I think it's very important that we set public expectation about when this will happen. Ms. Sollinger a question I have for you is that you've identified something very, very serious and that is incomplete or inaccurate information coming coming to decision makers. We're free to make bad decisions our system allows us to make bad decisions, but we rely on having good data upon which to make good or bad decisions. Have you stepped back and looked at this particular case that you've investigated? Any lessons learned about steps we can take in the future to ensure the public and our process, that we have good data? Were there any flaws on our system, on our side of the table, in terms of getting good information when we needed it?

Sollinger: I don't think you pay me enough to answer that question. [laughter]

Fish: Do we pay her? Does the ombudsman pay her? [laughter] what are lessons learned for you in terms of this question about making sure the public and council has reliable information?

Sollinger: I didn't try to do a full post mortem on this on it was more important to just try and get the information out there, I do think you have a number of processes in place, which the recommendation suggest making use of, like the technology oversight committee, the city budget office provides a monitoring role for these key performance measures so I think they have a role to play in making sure the information council's getting is accurate and fully accounts for the situation.

Fish: Did you get full cooperation in the course of your investigation from the bureau?

Sollinger: Absolutely. Director St. Helen has always been very forthcoming.

Fish: Okay. Thank you very much.

Fritz: I just want to thank, again, Lisa St. Helen, who is one of the key leaders of bringing this intention to light 18 months ago so I appreciate that. I also remind you, commissioner Fish that at no time that I can remember over the last nine budgets has the council made decisions based on oh the call time is fine we don't need to worry. What we have been looking at the staffing matrix and the extreme shortage and the mandatory overtime just to cover minimum staffing and we have -- when possible -- given -- approved more staff for boec. You'll remember that commissioner novick was very insistent on that we to the extent we could approved his request. So, there's a shared acknowledgment of the problem and we appreciate the ombudsman bringing this forward. There's a shared embracing of, we need to address both the data and the staffing issue and that the council, under mayor wheeler's leadership, has allocated more resources to boec and I appreciate that.

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Fish: I appreciate that comment I don't know how the council would have reacted based on getting accurate information on call times. At the very least it would allowed other third-parties to come to us and raise a flag and say this either fall above or below an industry standard so I don't know how we would've acted differently. In my nine years on the council, this is one of the most sharp reviews by an independent body on the question of the quality of the information that the public and the council receives. So, I'll just leave it at that. So what we would have done with it, I think the council -- my sense is that we have not put adequate resources into this bureau and we'll correct that, in part, in this budget. I think they're going to need more resources. I am actually shocked that there isn't the code structure around this, I think that's another great benefit of your report is that we have to create the legal code structure for this and we have a chance to get it right now. To me, this is not -- I'm not looking at this in terms of looking for scapegoats right away. I'm looking for how we can make sure that our role, as an oversight body, that we get the information we need to do our job and when I read in a report that we're getting inaccurate information, I have no idea how we would have acted one way or another, but at the very least somebody would have said we're falling below a standard that we should be adhering to.

St. Helen: May I speak to that point? You had asked me earlier if I understood why the council was given inaccurate data in the last budget cycle. It is perplexing to me -- and I have to assume -- I can only assume that it had to have been gross oversight in that had we reported the actual data, the actual data that the ombudsman has taken the time to present today, that would have solidified what we have been talking about for years. Stating that we need more people to help answer the calls in a timely manner, which frankly doesn't just serve the public, it serves our bureau and the city, as well, because our folks are not getting burnt out taking call to call to call. Why it wasn't addressed, I do not know, but I am equally concerned about it.

Fish: I'm glad you said that because the mayor and I had a similar conversation recently with our friends at the regional arts and cultural council, which for the first time, is going to be the beneficiary of a performance audit. It's in the queue and funded and an independent team of auditors are going to come in and look at how they spend their money. That understandably has caused some anxiety and what Ted and I have said to our friends at RACC is facts are friendly. If the audit determines all your systems are working just fine, then, congratulations. If the audit says that there are things where you need to tighten the bolts or do things differently, better now than later. And, I think your point -- the point you just made is -- I must say, I compliment you for adding that to the record. Had we had accurate information, it would have underscored in the red underliner the fact that the staffing issues needed more of our attention and I appreciate you calling that out.

Wheeler: I'm glad the frame of this discussion is not piling on Lisa and I want to second what the ombudsman said. I believe Lisa has been completely forthright in my conversations with her and has been aggressively pushing for and supporting the reforms that are in capsulated in these resolutions so I want to thank you for that and I know you're feeling the heat, at the moment.

St. Helen: A little bit

Wheeler: That's leadership and we all inherit things and that what leadership is all about so thank you for that. I think it is more serious than the way it has just been characterized. I do not believe it is accurate to say this is a staffing problem. This was a failure of leadership and a failure of accountability and I believe the city council was misled. When the plea was made for additional staffing, that plea was actually -- I believe -- severely undercut by repeated statements that the data was favorable in terms of the response time, to 911 calls. And in fact, what the ombudsman has uncovered is sometimes a call

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that took nine minutes to get through was counted as a one-second call. When somebody says, how long did it take for your call to go through, what they mean is from the time that they dial to the time somebody on the other end of the phone picks up and says, hello, how can I help you? And to have that interpreted as one second, I don't know what planet you have to be from to assume that is the right answer to the question about how long did it take to answer the call, it defies common sense. Lisa, I want to thank you for your frankness and your willingness to push hard and work on addressing these issues. I wanted to thank the ombudsman. She had to explain this to me. I think the report is excellent because it doesn't delve into the details. The details are mind numbing in terms of the different switching mechanisms and communication channels and interrelationships of different data centers it is very complicated and I don't want to understate the importance of the work ahead. The answer to commissioner Fish's question to me, what is the time frame here and how do we set public expectations? The time frame is this however long it takes to do it right is how long it's going to take. I don't think we have a clear sense, right at this moment, commissioner Fish, about exactly what it is going to take to correct this serious problem. But these resolutions set the table for us to be able to do that in an open and accountable way, working with the right people, to help us address this problem. I mean, there are few services the city provides where life and death is literally on the line and this is certainly one of them so it's got to be a top priority and I'm glad I'm hearing strong support from all members of the city council to pursue this and, Lisa, thank you for stepping into the breach and working with us on this. I'm very appreciative of the partnerships with other districts. Joanne, it's always a pleasure to see you. The auditor's trying not to be recognized today, she's hiding behind a column so that I won't see her. But, thank you. That's it.

Fritz: May I ask one thing? There are some technology solutions coming. I don't want to leave in public concerned that it's -- we're not trying to address it. Will you go into the new phone system that's going to come into play later in the year?

St. Helen: Sure. Every five years, the state of Oregon, office of emergency management is responsible for upgrading the phones systems for within the entire state of Oregon for all the 911 centers. Most, if not all -- I think there might be two or three left, have transitioned to the upgraded phone system, boec being the largest in the state. Generally, we go last. We wait until all the bugs have been worked out and with we are slated for that implementation in November of this year. We'll start doing training on that in October of this year. With that upgrade, we will be able to eliminate this pseudo manual fix that we have in place and all data we get, regardless of where a call comes from, whether it be landline or cell phone the data will be collected to one portal so we'll be able to take that information from one place and we will be report clear data. Additionally, it also provides us with better ways to divide out calls and we're able to look at clusters of calls ahead of time. So, say, for example, on the -- I don't want to use the max stabbings. If we were to have a large scale event and it resulted in multiple phone calls say for example a accident on a freeway, and we get a spike of 27 calls, I'm told we will have the ability to look at that and realize, 24 of those are coming from that sector. We'll be able to pick the one that's coming from over here because we've already got the information and we're heading that way. We're still going to get to those. But we can get to this one that's a different emergency. So when this new phone system comes in we'll have that capability, as well.

Fritz: What is happening about the staffing issue that we're all concerned about?

St. Helen: The staffing issue, last year, in order to address the staffing issue, our training department has implemented three academies instead of two academies. This year we are doing the same and we are slated the same for next year, we will -- I have our training manager here. I believe we have something close to 30 people in the training pipelines

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right now, at different phases. Looking at the numbers we have right now, my best guess -- it is a guess, but it's an educated guess -- is probably by mid of next year, we're going to see significant improvement. Probably within two years, I believe that we could be well over 100 staffing mark, which is where we've not been in, in longer than I can imagine.

Fritz: How long does it take a trainee from the first day to when they can operate by themselves?

St. Helen: On average anywhere between 14 to 18 months.

Fritz: Thank you.

Fish: I want to come back to the ombudsman for a second. I'm going to quickly tick through your recommendations, ensure performance data collection and reporting is accurate. That's an ongoing process correct and may include a follow-up investigation as to why information was not corrected, it seems to me, mayor, that this is an additional inquiry that has to be conducted here. And then stress testing the systems to make sure that this and other bureaus are giving accurate information is that fair?

Sollinger: Yes.

Fish: The gatr system; help me understand this you've recommended that either there be a government accountability transparency result session to address 911 or a legislative oversight hearing or both, I suppose. A legislative oversight hearing would be us holding a hearing for the purpose of doing what?

Sollinger: My sense is that the two reports that I did are just scratching the surface of the issues that are going on at the 911 center. I don't profess to have uncovered all of the problems. And so, rather than stopping short here with just what I've been able to figure out, it struck me that it would make sense to do a full airing conversation, pointed questions of everyone involved, to just make sure that the system is working properly, that the problems are identified and whatever steps needed to go forward are addressed.

Fish: That could be a council work session, right?

Sollinger: Sure.

Fish: Mayor, my own experience is, the council work sessions because you can -- you can schedule who is speaking and structure it in a more formal way, is actually sometimes more helpful, even though we can't make a decision. As an information gathering tool, it can be helpful. You do it on a Tuesday and not jammed on to a busy schedule on a Wednesday or Thursday. Tasking the city's technology oversight committee, that's straightforward, that's there. Codifying boec as a stand-alone that seems to me to be something the city attorney is tasked with doing and that comes back. So mayor, I would add one thing to your excellent resolution which is that in the early fall, we schedule a council work session to have you update us on the progress towards the various recommendations and with an opportunity for the council to go a little deeper into this.

Wheeler: Sounds good. I'll work with staff to do that. So, commissioner Fritz, and then -- how many people do we have signed up for public testimony?

Moore-Love: Possibly about eight. I think a lot of people have left.

Wheeler: Okay.

Fritz: I just wanted to not and reminder it does serve the whole of Multnomah county. So in terms of the city attorney coming up with legislation I think it would need to be potentially commissioner-led collaborative partnership rather than just our shop bringing it. Thank you, director fuller, for your willingness to do that.

Wheeler: While we are waiting for public testimony, I want you to think about something. I would like us to adjourn about 1:00 cause I'd like to give us a break before the lengthy afternoon session. We do not have enough of a quorum to be able to entertain emergency items, resolutions or ordinances. We could hear the presentations on those. Commissioner Saltzman has agreed through his staff to review those on video of those options and then

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we can just vote on them quickly tomorrow afternoon. We can do the hearing and testimony on those items today, take the vote tomorrow so think about that. I have been pinged that we have one individual waiting very eagerly for pulled consent agenda item 624 on the Albertina Kerr and the different spokes, to acquire bicycles and operate adaptive bicycle rentals. We also have an issue with regard to item number -- hang on. The last time-certain, we are going to lose Andrew Aebi soon. Andrew, how long can you stay?

Aebi: I would need to leave at 2:00.

Wheeler: Great. So, I think we can do it in that order.

Fish: I support that. Can I make another suggestion? If we're going to set over the emergency items for vote until tomorrow, at 2:00, we're losing our quorum tomorrow at 3:00

Wheeler: That is correct.

Fish: Could your office let us know this afternoon, at 2:00, which of the items scheduled for tomorrow afternoon are to be set over?

Wheeler: I was going to keep this secret until I was far away from the building our staff is already working with your staffs to see if we can start early tomorrow. I knew you wouldn't like that.

Fish: We're not going to get to the 3:30 time frame. We know what's going to be pushed off.

Wheeler: Happy to do that. We'll take some public testimony. Again, two minutes each, please.

Wheeler: Someone may have made their commentary on their way out the door. Good afternoon, gentlemen.

Brighton West: Okay. Great. My name's Brighton west. Do you need an address?

Wheeler: No.

West: Okay. Perfect. I'm here as one of those dropped callers. I'm here because in January of last year and December of last year, I made 911 calls, once for an impaired driver that nearly hit me and once for a fight breaking out in the middle of the street and the calls were -- one was dropped and the other was not -- stayed on hold to the point where it was no longer an emergency. I did notify the mayor's office, at the time, who then notified Steve's office, who then notified the bureau, which I got some story sometimes we get busy. I notified Steve's office directly and never heard back. So I guess the point I want to make -- I mean, I hate to rely on the Oregonian, especially when there's negative information. I see in the Oregonian, until this week, bureau leaders ignored the ombudsman's advice at the prompting of commissioner Fish, Turley and St. Helen dismissed the December findings at a march budget session before the council. I hate to -- and then it goes on. Commissioner Fish says if we would have dropped 18,000 people, we certainly would have heard about it. I was telling city council, multiple times, multiple councilors about this problem. I guess, I do want to say that the city council needs to hold some responsibility for not listening to the ombudsman the way she should have been listened to.

Fritz: I would like to comment that I did talk to a reporter for 12 minutes yesterday and nothing that I said appeared in the article. When it was under my leadership, we investigated every concern brought to us and got back to the community members I'm sorry if that didn't happen previously. If I am reassigned the bureau it certainly will be and we acknowledge there's been many problems and we're committed to fixing them and I support all of the directions in this resolution which is why I put my name on it so thank you.

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Rob Wheaton: Rob Wheaton, Oregon afscme. Of course, you know, I represent the employees at the bureau of communications the 911 dispatchers. I have never been more appreciative of the ombudsman, as I am right now. My members, at boec, have been complaining for years that this data seems to be inaccurate. We've been told they cut off the top 1% that's statistically irrelevant. We've been given a variety of stories that some of these longer hold times aren't really 911 calls there either alarm companies calling in, which by way, is still an emergency it could be a crime in progress. We have notified you guys through social media of long hold times we've seen up to 25 minutes and we've found this absolutely unacceptable so we're happy to hear something is being done today. I appreciate the remarks that you made about, let's move some things forward. I agree with the ombudsman that this is the scratch of the surface of the issues that exist at that center. It seems that we just went through a long bargaining process that resulted in arbitration that we ultimately lost, but we were trying to secure wages. We can't control how this place is managed and what we could do to increase staffing the change way this place is managed and change the culture of management there and start really, really making a difference within the system. So, I mean, I could encourage the city council to restart the national search for a bureau director. And, yeah, I'm happy to see that you're passing this resolution today.

Wheeler: Thank you. And I want to thank you and I want to thank your colleagues and I appreciate the conversations that we've had on this and I definitely look forward to engaging you going forward.

Fritz: I'd like to agree with that, and also to stress that I think all of us really appreciate the work that's been done to the best of anyone's ability in the bureau, given the staffing situation. So, thank you.

Wheaton: I'll pass that on, for sure.

Alan Ferschweiler: For the record I'm Alan Ferschweiler I'm president of Portland firefighters association. Commissioner Fritz, thank you for the help on my last name I appreciate that. I was working the other day -- I work out of the psu fire station, a perfect call that came in that you want to address and rescue 24 went over from north Portland to Terwilliger terrace and the call was to help move a patient from one bed to another and it really does show that we go one calls that we don't need to go on. I'm going to be really, really upfront that we are supportive in looking at that. One of the things that was surprising was to hear about this resolution on the news and not be pulled into the resolution and looking at something that would be such a drastic change. That's really the basis of what I wanted to talk about is that as we look at trying to change a system that has been in place, when I was hired in 2001, I think we went on 50,000 calls or 55,000 calls and now we're going on 90,000 calls and so it has increased a lot. My fear is that if we -- if we haven't engaged the union and fire bureau yet on this issue, my fear is that we don't continue to be engaged and not put as a key partner. Our fire chief isn't even here right now. This is a resolution that he should be a part of. When you look at it, one of the things in 635, it has boec, bts, omf, cbo but there's nothing for the fire bureau there. 636 talks about labor relations working with boec management but it doesn't put the firefighters in there, as well. And so, if we are going -- if we are going to get involved, which I think we should, we need to get involved with everybody. Where we have talked about gmt and ambulance service area, we haven't had a lot of support from council to be able to push a lot of those issues. In summary if we are going to do it let's do it all together and go all-in, but lets all be partners to do it.

Wheeler: Alan, thank you for that admonishment, and I'll take responsibility for that. We did engage at the management level. We should have engaged you. It was wrong not to. I

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apologize to you personally. We'd love to have your engagement in this process. So no disrespect intended that was a oversight on my part thank you for the offer.

Fritz: We don't need to amend the resolution that's the legislative intent. I want to thank you back when the county was passing their resolution that you brought that to my concern, your commissioner at the time, was involved in negotiations. So, yes, I'm very glad that you'll be involved moving forward and afscme and the other unions as well like the Portland police association. Thank you.

Ferschweiler: Thank you.

Wheeler: Thank you.

Moore-Love: I believe that's all that's signed up.

Wheeler: With that, please call the roll on 635.

Fish: Again, let me -- let me begin by thanking the ombudsman, who works in the auditor's office and is now embedded in the city charter for taking on this issue and releasing this report. I believe that an independent auditor is crucial to good government and I think this - - this report, once again, underscores the need to have an ombudsman that's protected in the charter and I was pleased to support that effort. Mayor, I appreciate the diligence and, frankly, lightning speed which you brought this forward. This is one of those times while I agree with what you said to Alan about engaging our partners, I'm glad you acted promptly. There's quite a lot of reference to our friends at fire and rescue in resolution number 36 and I know we won't move forward without engaging our friends at the fire bureau so I'm glad that Alan framed that. I made a note, as the testimony was going forward, about the challenges the bureau faces, staff shortages, transition of leadership, not being in the charter, communication with council, history, regulatory issues that's a lot. And so let's take one moment to, again, thank the dedicated employees at the bureau for the service they give for our city. As someone who used the system from time to time, when I see something that's problematic, I've always gotten a prompt response and dealt with a courteous and well trained professional so, I want to acknowledge that. This issue, though, about the information flow to this council, as a decision-maker, is fundamental to how our government operates and I don't know that in my nine years I've read a report quite as scathing as this. The question is not now just dwelling on the past, it's making sure that this doesn't happen again. I think it is our job to dig deeper, mayor, to understand how this happened and support you as you implement a series of reforms to provide this bureau with even more strength going forward. I do think it has been chronically understaffed. And I welcome -- in the fall bump over whatever appropriate time, an ongoing conversation about what is the right size in terms of staffing of this bureau. We ask a awful lot of these folks and we should be proud of the work they do. Thank you for bringing this forward. Excellent discussion. Aye.

Fritz: Thank you. Thanks to the auditor and the ombudsman for bringing this forward. It's really evident as we move to more performance-based decision-making, sometimes even the city budget office which I know commissioner Fish shares my pride in helping create, they also missed this issue when we were evaluating whether performance measures were met. I think good-hearted people and very earnestly trying to provide the best services that's something that we all share and we need to figure out -- as was also noticed as more and more people would call for things that they might not previously have called for, we are going to continue to have more and more calls and so there's going to need to be some community education about some things being higher priority than others. I will, of course, beat my usually drum that when we have 311 system it will be much easier for community members to get quick response on issues that maybe a 911 dispatcher doesn't need to take care of so I'm looking forward to that. I appreciate all of the recommendations and join in the mayor in firm resolve to address particularly the issue of having a

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government accountability transparency and results session, I think that's a good approach. We do need to make sure that all of our partner age agencies are involved, not only Portland fire and rescue and the police association, but Gresham fire and police, Multnomah county, the sheriffs parole and probation folks, the port of Portland, the airport fire and police, Fairview, Corbett fire and police and sauvie island fire and police. These are some of the partners that we work with and it's going to be very important to make sure that everybody's at the table and figuring out what goes into code what goes into policies and how we're going to work with the county as the emergency medical systems request for proposals goes out so that we're sure that what's in that request speaks to the needs of the staff providing the service as well as the community members. And so I know I have the commitment of the staff in the bureau of emergency communications and again thank you again to Lisa St. Helen in just two months you've already brought some remarkable transformations within the bureau and your willingness to address this issue leading back two years ago is exemplarily and I very much appreciate everyone's participation. Look forward to working on it as we move forward aye.

Wheeler: I'll let my previous comments stand aye. The resolution is adopted. Please call 636.

Fish: Aye

Fritz: The only people I forgot to thank were Clair Adamsick and Tim Crail in my office. Tim was my liaison for four years in my first term and Clair's been a remarkably quick study in the second. Aye.

Wheeler: Aye. The resolution is adopted.

Wheeler: Please call item 624.

Item 624.

Wheeler: Did you want to come up and just give one minute. You were the one who asked for testimony on this item. Have a seat thank you for your patience.

Pearla Stillwater: I need to request accommodation. Part of my disability is to articulate, and you can honor that or not.

Wheeler: I honor it. Please have a seat. The request accepted. Thank you for being here and thank you for your patience.

Stillwater: A housekeeping matter, you did with us commissioner Saltzman, when he was returning, he said no, in that chaos I was told by his office on Monday that he would be here because he was the overseer of pbot and this issue.

Fish: I will apologize to you on this issue. The mayor and I have had a conversation about having a more reliable system for ensuring that we have a quorum, and that we have people here to listen to the public testimony, and frankly I think that we have gotten a little casual. I think that's something for the council and the execs to resolve and I apologize on behalf of the council.

Stillwater: That has great meaning to me, great meaning because I love my city and respect all of you. I have a difference with -- and that's why I called this item but that does not mean that we do not have civil discourse.

Fish: That's how I stayed married for 25 years so thank you.

Fritz: Can you tell us your name for the record?

Stillwater: I am pearla Stillwater. And with a heavy heart I am going to make this presentation, and I will make it as brief as I can, as I stated earlier sometimes my disability impedes my ability to speak. If I feel like I cannot present it I will just have to excuse myself because it has been a long day, I think it's very important, one other housekeeping detail, did I understand you correctly mayor that you have all of the bureaus still?

Wheeler: Correct for a brief period of time.

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Stillwater: I try to be a good citizen and I keep abreast of changes but I needed to make sure because Saltzman's office confused me. I think it's important to consider and include all populations when rolling out programs, funded by the city. This issue with this bike adaptive program to these two businesses has both a general and very direct question and challenge to the business at hand and the program overall because it's a very limited address to accommodate and modify for providing accessibility to adapt cyclers. The group in general is historically marginalized both by the set of factors, their economic issues and vulnerabilities so the whole time that I attended these meetings and workshops and open house for this program my focus was on cost and accessibility. Each time I was looking at equitable issues the solution. I heard commissioner Fritz earlier state on the smart cities issue program about how does this change the lives and is equitable for people disabled? I heard commissioner Fish earlier say how does someone who lives here benefit from this program? Those are focal points, so the question which I just got a couple of answers to on Monday but they are not still not agreeable to me is this is a 30-day, another emergency thing. They wanted a 30-day, waive the 30 days, and it's also a three-month pilot program so I had to search my conscience and say if one person can get access to one adaptable bike under this program don't hold it up. But then I balanced those issues, this is the only thing that we get for the year, and I think that the selection process was flawed. I was there from the beginning. Like you mayor I asked the critical questions. How was it going to be selected and implemented? What's going to happen to the bikes? And who is doling out the money and ends up with the product? Just on Monday if I understand correctly these two bike shops were not in a competitive process. They were select at the beginning, and at the open house I asked will there be some type of bidding process because I was looking at the cost ratio. If I read the information that pbot sent me saying that the bikes will stay with these bike shops, at the end I thought oh, those dollar bills could maybe be better spent getting a greater cross-section of Portland by putting bikes throughout the city. And allowing people to use adaptable bikes. The three-month pilot program has always been a bit of a dismay and how I will -- the best that I can state it right now is when you roll out the bike town program there was not one consideration or bike in the city of Portland, psu and pcc students I mentor, there are bike racks out in both their facilities, and not one of those students or their support staff or care givers can use or have had access to anything. We rolled this out, so I am asking when you roll out an adaptive bike cycle system this time make it equitable.

Wheeler: Thank you. Good testimony. Appreciated. Is there anyone -- if you want to come up and maybe -- remark on some of those comments. They are good comments. And thank you for your patience today. Hello.

*****: Hello.

Wheeler: You know the drill. Name for the record please.

Steve Hoyt-McBeth, Portland Bureau of Transportation: Sure, I am Steve mcbeth with the Portland bureau of transportation.

Nickole Cheron, Office of Equity and Human Rights: I am Nickole Cheron with the office of equity and human rights.

Hoyt-McBeth: Thank you. I know the council is pressed for time but I think it might be helpful if I provided a little background on the program at the council's pleasure. So I want to speak to one of the last things that Pearla Stillwater said, which is absolutely true which is that this project is a product of us not incorporating access to people with disabilities at the onset of the bike town project and I am the manager so that is absolutely true. The genesis for this grew out of request for accommodation that we heard last May and June when we were getting ready to launch the bike town program both in terms of request for accommodation and also community adequacy around that. So the development of the

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program was kind of based on this learning from what we could learn from other community groups, so at the national level there is no one right now that is doing an adaptive bike program that is connected with the bike share as we're proposing doing it, so we're trying something new in Portland, and it's very rare to have bicycle accommodations for people with disabilities within bike share programs so we are doing something new and that was part of the reason for the pilot was not to overdesign something when we did not have a lot of good best practices or places within the city, or within the country to look. So in general the purpose of this program is to increase the bicycle climate goals and access to people with disabilities for two bicycles along with seniors and to look long-term at how we incorporate adaptive bicycles which are bicycles designed for people with disabilities to be able to use as part of our bike sharing program, and a potential further integration. We spoke to a lot of people I would certainly say that there are a lot more folks that we need to speak to but we had in our mind a fairly robust process. We, last summer, we began by a year ago going to a number of people and organizations, the adaptive bike clinic, hand cycle Summer series and real connect, elders in action and we had a survey with 200 responses. Our adaptive bike work group which occurred this spring, and actually this spring. Was composed of 75% of the work group was composed of people with disabilities. It was a decision-making process that was really driven by people that would be future customers or would represent future customers to our program. We had our open house, which was very well attended and a number of our worker members were very committed on how -- that it was one of the better attended open houses from the Portlanders with disabilities community. So there is some things that we learned when we asked people what they wanted. And I think that what I would say is that this concept has been developed with the customer in mind. And not -- as opposed to starting with bike share as the kind of developmental starting point it was really about what is our customer want and what do they need and what they told us was very distinct from how we operate bike share in north America. People said that they wanted a staff service. People who had a mobility device wanted to have storage of that -- to have storage available for that service, for the device, and they wanted to bike a number of them wanted to bike in multi-use trails they weren't interested in biking in traffic. That's very different then how bike share operates so we came up with this design of working with businesses that provide the type of service that our customers were telling us that they wanted, and that brought us to this model of a pilot project with bike rental shops and bike shops.

Fish: Can I interrupt you for a second because we are about to run off the clock and I want to steer this a bit. Number one if we choose not to approve this ordinance today or tomorrow, does that effectively mean that there would be no summer pilot?

Hoyt-McBeth: No, it would just mean -- the reason for the emergency ordinances was so that we could place -- the bike shops could place the order and we could get something up by late June or early July.

Fish: But it's June and we are talking about a summer pilot so if this is not the acceptable mechanism we'll do a pilot some other time in the summer is that fair?

Hoyt-McBeth: Yes.

Fish: That's number one. Number two do you intend subsequent to this pilot to publish the results of the pilot and engage the community in those results?

Hoyt-McBeth: Thank you. Yes. In fact, the intent of this being on our emergency consent was that I thought it would be a better use of the time to come back with the results and talk about where we go from there.

Fish: So earlier the mayor said that because we don't have a requisite number of commissioners to vote on any item like this, that what we're going to do is have a hearing and then this will be brought back tomorrow, Thursday, at 2:00 for a vote. Would it be

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possible for you to follow up with the person who testified just to take a few more minutes to understand her concerns and if there is any follow-up information you think that we need send us an e-mail between now and next Thursday?

Hoyt-McBeth: Sure. Yes. I would just say that there was a selection process. I just wanted to clarify.

Fish: I understand but we're not going to resolve that here and I think that in fairness since we're not going to decide the question today we could have an opportunity to have a discussion, and then if there is any remaining issue you could let us know that. Between now and Thursday at 2:00. does that make sense?

Hoyt-McBeth: Yes.

Fritz: Accept that I would actually since Nickole has sat through this morning I would like to hear your comments briefly now. Thank you.

Cheron: For me I think that the disconnect is it is a pilot program. It's not the same thing as when we're launching a huge big program and we're doing a huge rfp and we put it out to anybody who wants to bid. Basically Steve contacted organizations who he knew did adaptive bike processes, and these were the only two that said yeah we have an interest in being at the table let alone agreeing to do it. It's a challenge. I think Pearla had a great point but we did not engage the university students in the first go around because we really did focus on the disability community that were known bike users. And so we're hoping that the next time around we are going to make sure that we are engaging at the university level as well. And of course if it's successful we will definitely be able to put out a bigger, broader one and say who wants to be at the table. I don't know if that gives you guys a little better context of why I think that we're here.

Fish: I will say that speaking for myself when you say it's a limited pilot for the purpose of learning more through doing I think that my inclination is to give you more flexibility to do that, and then to come back and fine tune it before we go with the all in. So I appreciate your comments.

Fritz: The challenge is as ms Stillwater said with limited programming it's not really like the bike town where you can take it one place and drop it off another.

Cheron: Right.

Fritz: And if we are going to get more information by tomorrow I am looking at the insurance requirements and I can't remember what we required for bike town but I want to be sure the people who use the bikes are covered in the event that there is a crash.

Fish: Could you send us a follow-up e-mail between now and next -- tomorrow at 2:00 just with whatsoever follow-up information you would like us to have and this would be otherwise scheduled for a vote tomorrow too. Thank you very much.

Wheeler: Very good so this item is continued until tomorrow afternoon.

Fritz: Did anybody else want to testify?

Wheeler: I am sorry. I apologize. I didn't realize you were signed up. Very good. Come on up.

Sarah Hobbs: For the record I am Sarah Hobbs, and as my disability progressed one of the most heart-breaking things I had to give up was my ability to ride a bike. The disabled people live off of a very limited income because of the inability to hold jobs, dependent on social security disability. I look at those on bike share bike and it's hard not to cry because it reminds me of what I have lost because of my disability. I had no idea there was a discussion about doing a disability accessible bike share program because I would have been yeah, count me in on the discussion because literally I ended up -- there was a lot of things that I lost because of my disability, and my ability to ride a bike was at the top of the list. So I feel her concerns were all extremely valid. It broadens the discussion. Remember we're out there in places you might not even think. Age-wise and with disabilities you could

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not imagine. Broaden the scope of who you include in the discussions. Let's make it happen because I want to ride a bike again. Thank you.

Wheeler: Thank you for being here. So the item is continued until tomorrow afternoon. And then here's the remainder of our few minutes together why Don't we get to the last time certain. Andrew has been waiting here patiently and then if you would not mind calling this we'll blast through the second readings. Call it a morning.

Item 618.

Wheeler: Good morning. Or afternoon, the train sailed -- or never mind, you know what I meant.

Andrew Aebi, Portland Bureau of Transportation: Thank you mayor wheeler, Andrew Aebi local improvement district administrator, thank you for allowing this item to come up before you adjourn. Karla is switching over to the presentation. I want to be respectful of the council's time but we did have some important changes to this lid so I wanted to make sure that they are covered. So thanks to Karla we now are switching over to the presentation. There is a few folks here today that were not here on May 3 when council approved the resolution of intent, and you will recall this picture of Edison street, very poor condition. No storm water management, etc. This is the currents parking along north Edison street, this is the area of the lid originally petitioned. You will recall that we had testimony on May 3 about dealing with the storm water problem on north John avenue, and I think we lost some of the folks that were going to testify on this. There was interest at the council level in exploring a street vacation, and I did some research after council approved the resolution and confirmed that we could not do a street vacation because of a water main in the north john avenue right-of-way. Wanting to deal with the storm water problem I reached out to property owners east of north john avenue, and had very significant interest to expand this lid to go from the west right-of-way line of john avenue to 100 feet west, or excuse me, west of Richmond avenue, so I did a notification process to all of those property owners, but if council approved the amendment today could potentially expand the lid. And we got a pretty positive response. And as noted on the slide here we got no objections or remonstrance's. We got no remonstrance's against the lid from anybody. And we only got 2.3% objection to expanding this lid. So the recommendation that I am making to council is to adopt the June 6 amendment which would increase the scope of the project and deal with the storm water issue.

Fish: Have we put this on the table yet?

Aebi: I think that we would need a motion.

Fish: I move the proposed amendment.

Fritz: Second.

Wheeler: Commissioner Fish moves the June 6 amendment. Commissioner Fritz seconds the motion on the amendment. Why don't we go ahead and take a vote on the amendment?

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

Wheeler: Aye. The amendment is now adopted. Continue.

Aebi: Thank you mayor so I drew a circled here around the area added to the lid, and just to wrap this up this is sort of the sense of urgency that I found after council approved the resolution so I talked to the property owner to the east of north john avenue, and he owns this apartment complex here. What he said in written testimony to me, is he said in June of 2012 rainwater and debris flooding from the street, overwhelmed the 36th inch storm drain in the middle of the parking lot. The rising water overwhelmed the six-inch drain at the bottom of the laundries room stairs, continued into the laundry room, and overwhelmed the laundry room drain and then flooded the lower dwelling unit. Over 500 square feet of laminate flooring installed three months earlier were destroyed. The replacement cost was

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\$2,000. That incident has made me very cautious about making improvement to the lower apartments in the future. So what you have here is you have a property owner who is being subjected to damage to his property due to the failure to manage the storm water run-off. And in addition to that I learned that there is two mobility impaired residents here. You mentioned that you owned this apartment building since 1997. You have long-term tenants as long as 32, 20, and 10 years, who have a variety of disabilities that make walking difficult. We have two tenants in this apartment complex that cannot go to the grocery store three blocks away. They have to have somebody come and pick them up and drive them in a vehicle to go shop for groceries. So it just seemed that that's the end of the presentation. So it seemed that there was a very compelling case to deal with the storm water management and provide pedestrian access to the folks living on the street. So we have a couple of folks here to testify and I am happy to answer any questions that you might have. And one other quick thing I was hoping that we could postpone the second reading to June 28 to allow for additional testimony on the written record. The idea is not to have another in person testimony on the 28 but to hold the record open until June 28 to provide the additional time for testimony.

Wheeler: Very good. Thank you.

Aebi: Thank you.

Wheeler: Legal counsel given this is -- it is an ordinance but also a hearing. Does it require a motion to leave the record open until June 28 or can we just do that by agreement?

*****: Technically by agreement.

Wheeler: Very good. Thank you. Any further testimony on this item?

Wheeler: Thank you all for your patience. Thank you, I second what commissioner Fish just said.

Helen Ost: I am Helen Ost, the volunteer co-manager at the John's community garden. I walked down there a lot to the garden because I live on the Willamette. When I come across Edison I am on the sidewalk almost all the way until I get to Richmond, and then I should walk on -- there is a sidewalk there, too, but it's hard to get on the sidewalk and stuff. I have a tendency to walk in the middle of the street, not a very good idea. But that's the way that a lot of people do it. So I really am looking forward to seeing a road improvement there with the sidewalks. I can walk on the sidewalks and parking areas. The two things important to me, we have sidewalks along both sides, and we have 81 families that garden there, and so they are getting out of their cars with their children and with supplies and that kind of thing. Walking across the street so it would really be helpful. In fact, there is a sidewalk area along some of the older houses there. I have never figured out why we have sidewalks in some areas and not in others. And because of the drainage being so bad the water actually runs down and puts mud on the sidewalks. So it's slippery and actually a better idea to walk on the street down than on the sidewalks. The other thing is the Improvements to the drainage, right now I don't think he showed the picture today but the north Johns street has a big gully down it because of the drainage issues. That means that we can't have a truck bring our compost and our wood chips down to the lower garden. We have to actually do it with wheelbarrows. And I am to the point that I cannot really use the large wheelbarrow. I am getting older so -- I am sorry. That's it.

Wheeler: Thank you.

Barbara Adamski: Hello, I am Babs Adamski and I live on north Edison street, and I live in a section that was part of the initial improvement district I garden with Helen. I advocate for pedestrian improvements whenever possible. I am also a storm water steward in my paid employment. I look at what happens on my street, and I see residue from the street going into the vegetation. So I am very happy for this improvement and I want to support it.

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I also wanted to encourage council and pbot to look holistically at improvement districts in our neighborhood, which is cathedral park portion of st. John's because there is a number of developments that are going in. There will be another improvement district. I think it may have already come before you. I am not certain at Richmond and Crawford. As someone who sees resources, our opportunities when resources are being spent to share capital costs I am hoping that some of the work can be done together. One other thing that I am particularly interested in is a development that is going in at north Edison and Burlington across the street from where I live. Our home, which issue that you have heard about during the initial discussion on the improvement district is putting in a co-housing, or there will be community visionists putting in a co-housing community that will be called our home, and my husband and I intend to live there, some of our neighbors are identified as those with disabilities. And I really want to advocate for additional capital improvements when possible to improve the pedestrian access. So that's me.

Wheeler: Excellent. Thank you. Good afternoon.

Frank MacMurray: Good afternoon mr. Mayor and commissioner, I am frank MacMurray and I am a 20-year resident along Edison street and I am fully in support of the proposed lid and it's extension. I called to your attention however the fact that I think that the mud that these eloquent ladies have spoken about is largely generated from Charleston avenue, and if you look at your presentation item 6, which Andrew presented, you will see Charleston is to the far right, and it is with the exception of one narrow strip, essentially, unpaved. It is the Colorado river. Every winter for about six months generating the mud and the gravel that the system just cannot handle. So if you really want to fix the problem up there it needs to include Charleston in some form or fashion, and whether that's including it extending yet further the lid I would be in favor of that. That would be the full fix. But the full problem will not be fixed until something is done on Charleston.

Wheeler: Thank you.

Fritz: Just one comment to the neighborhood folks in response to the request at the last hearing I did ask parks about the improvements in cathedral park for the transition plan for Americans with disabilities, there's several on each year the bulk of them are going to be done a little later in 2021, something like that but we have identified them all, and are planning to take care of them so thank you.

Wheeler: Thank you.

Sidney Callison: Thank you for the chance to speak with you. I am Sidney Callison. I live on Edison street. There's been a tremendous amount of building and growth in the st. John's area. Traffic is increasing the cars are attempting to not use the main street by going in the neighborhood streets, and that's really a big concern or I notice it a lot. So most of the people that live in our little section have a garage, and they use the garage for storage, consequently most people park in the driveway, and my hope is that we can allow enough room in the driveways to get to cars or some facility for not taking away the available parking. The Charleston situation that frank mentioned is absolutely true. It washes the rocks off of Charleston down the street and that's where the water comes from. I like living where I live. I love it. And I like the city. And that's all that I have to say.

Wheeler: We appreciate that, sir, thank you for being here and thank you for your patience. Is there any further public testimony?

Moore-Love: That's all.

Wheeler: Colleagues any other questions on this item? If not this is a first reading of a non-emergency ordinance and hearing. It will move to June 28 as amended. The written record will remain open for further information.

Fish: Nice job Andrew.

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Wheeler: Let's try and do this. We're going to move some stuff along here in the next five minutes. First of all item 629 which is pulled from the consent agenda due to a lack of quorum is being moved to tomorrow afternoon. Item 630, is there anybody here to testify on 630? Please read the item.

Item 630.

Wheeler: Colleagues any more comments or questions on this item? Hearing none this is a non-emergency first reading of an ordinance it moves to Second reading. Item 632. Due to lack of quorum it's an emergency item moved to tomorrow afternoon. Same with item 633. Ok 634 was not pulled so we will move to item 637, that is the second reading if you can read 637.

Fish: Was 632 also pulled Karla?

Moore-Love: I have 629.

Wheeler: You did have 629? 629 is moved to tomorrow afternoon as a result of a lack of quorum.

Fish: Was 632 pulled?

Moore-Love: Yes.

Wheeler: 632 has to be moved to tomorrow afternoon. Can you read 637 please.

Item 637.

Wheeler: Any other questions or comments on this item colleagues? Please call the roll.

Wheeler: They want to testify on that. It's a second reading.

Wheeler: Second reading. Please call the roll.

Fish: Aye.

Fritz: Thanks to Deborah Sievert-Morris who sat there all morning. Aye.

Wheeler: Aye. Thank you for your patience. Sorry. Item 638 I have made a decision to refer that back to my office. Item 638 will be pulled back to the mayor's office for further conversation. I don't believe captain graham is here for 639 so that item will be moved.

Moore-Love: We have someone here who did want to testify.

Wheeler: We don't have Time, who is testifying.

Moore-Love: Dan handelman.

Wheeler: Dan, I am sorry. Do you want to --

Fish: He was here at 9:30.

Wheeler: Read the item and let's take his testimony, we'll do this in a really unconventional way you've been very patient so read the item and take Dan's testimony and we'll have the presentation and the vote tomorrow. Come on up.

Item 639.

Dan Handelman: I appreciate that. It has been a long morning and afternoon. I am Dan handelman with Portland cop watch and this is our concern about this item which is about taking money from the Portland business alliance to hire four police officers to patrol downtown on their behalf. I had to check our records from five years because the full contract was not included with the agenda item. This used to be three officers and now going up to four officers, and some of you weren't here five years ago when this came up and we testified then and continued to testify now that the way tax money is supposed to work is that everybody pays in and everybody gets the same services, and it seems to me it's an equity issue. We've been focusing on more since 2012 last time this passed that downtown gets more police officers because they can afford it. And there are lots of neighborhoods that want more police and it's not for us to decide as Portland cop watch but they are not getting police protection because they don't have the same money that the Business alliance does so we're hoping that you will reconsider renewing this contract without putting more thought into it, and we often raised a question, if Portland cop watch had enough money could we hire our own police officer and have them walk around in a

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clown outfit, but we don't have the money for that so you know we, we are very, you know, again I think that you should look at this as an equity issue, and whether or not this is the best way for us to -- when you do public, private partnerships, it should not be that the private partners get to have the most protection and decide who is going to get prosecuted. I am pretty sure that if you look at who these four officers are ticketing and going after more often, it's probably houseless people in the downtown core. Which is not equitable so hopefully you will reconsider signing this new contract.

Wheeler: Thank you dan I appreciate your testimony. That item with that testimony -- I am looking at legal counsel to make sure that I am doing this right we are moving it but taking on the record so I guess we are keeping the record open on this particular item. Since dan has testified and I don't want that testimony lost inadvertently. Am I doing that correctly?

*****: Yes, mr. Mayor.

Wheeler: Nice when I get that. Ok. 640 being moved to tomorrow afternoon. Christine is going to hate me. She will never come back. 641 --

Moore-Love: I am sorry commissioner Saltzman's office asked that 640 be rescheduled to the 14th. June 14.

Wheeler: Thank you. 640 is being rescheduled to June 14. I am sorry I don't have my calendars out.

Moore-Love: Next Wednesday.

Wheeler: Next Wednesday, morning or afternoon session?

Moore-Love: Morning session.

Wheeler: Morning session. Item 640 is being moved to June 14 morning session. And 641 and 642 will be moved to tomorrow afternoon. Please read 643.

Item 643.

Fish: We have a staff person present Andrea could you come forward for a second? I was not here for the second half of the first reading, and Andrea Matthiessen is here from the housing bureau. Andrea I had flagged some concerns about the way that this is crafted and the way it would be implemented. Has the housing bureau proposed any changes to the original draft?

Andrea Matthiessen, Portland Housing Bureau: We have not proposed any changes, commissioner Fish. Andrea matthiessen, Portland housing bureau but we did prepare a brief faq that we hope provided additional clarification on how the program would be implemented. I think that your offices received that early last week. I am happy to resend it if you need that to answer any questions.

Fish: I am sure that you did and unfortunately I have not seen it so mayor if you could set this over it's for vote only to tomorrow afternoon. I appreciate it.

Wheeler: Happy to, without objection, 643 will be set over to tomorrow afternoon and if you two could have a chit-chat that would be helpful.

Matthiessen: Thank you.

Wheeler: Great and with that folks we are adjourned until 2:00 p.m. Where we take up this fun and excitement and intrigue all over again. Thank you.

At 1:11 p.m. council recessed.

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Key: *** means unidentified speaker.**

June 7, 2017 2:00 PM

Wheeler: Good afternoon this is the Wednesday, June 7, afternoon session of the Portland city council. Karla, please call the roll.

[roll call]

Wheeler: I'll skip to the chase on the usual message. People are certainly welcome to testify, please be respectful of other people testifying. Please don't interrupt during people's testimony or council deliberations. We want to make sure everybody feels heard, that it's a respectable environment for everybody. If you're a lobbyist, please state they for the record. If you're here representing an organization, that's helpful to state. Thumbs up, if you like something. Thumbs down, if you don't that's usually sufficient helps keep things moving along. So thank you everybody, please read the first item -- actually, read 644 and 645 together, please.

Item 644.

Item 645.

Wheeler: This afternoon, we are going to discuss, as Karla just mentioned, the east bank crescent riverfront plan and the central city potential swimming beaches studies. These are two planning efforts that seek to, at a high level, bring people to and for those who are into that, like me, into the river and in addition to improve the river habitat. As somebody, who occasionally enjoying jumping into the Willamette river, I'm excited to see that the city, with assistance from the human access project, is moving forward to offer more river swimming opportunities. I know how important other forms of recreation are beyond swimming and I know that habitat conservation and rehabilitation is critically important to the river and I look forward to hearing about all of these things today, from all of you. So, the order of events today, we're going to start with some brief presentations from the city bureau directors and staff on these two interrelated efforts that we're here to discuss today. And then, we have a number of invited panels of testimony, who represent broad interests, property owners, swimmers, people who are interested in boating and other recreational activities on the river. We'll hear from environmental interests, as well. And then we will open the conversation up to anybody else who would like the opportunity to speak. We'll see how many people that is and it'll be either two or three minutes of testimony depending on how many people we have interested in speaking. Then the council will have a discussion and ask a number of questions and then we'll take action. So, with that, I'd like to begin with Sallie Edmunds, who is the planning manager for the bureau of planning and sustainability, whose bureau has coordinated this planning effort with other bureaus, agencies and the public. And then we're going to hear from Michael Jordan, from bes and mike abbaté from the parks. Good afternoon, and welcome and thank you all for being here.

Sallie Edmunds, Bureau of Planning and Sustainability: Good afternoon, mayor wheeler and commissioners. We are pleased to be here today to provide you the overview of two reports that are the result of some collaborations among the bureaus of planning and sustainability, parks and recreation, environmental services and prosper Portland. This group grew out of the development of the central city 2035 plan, which you'll be hearing more about this summer and fall. Throughout that process, we heard members of the

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public express desires to expand river recreation for swimming and boating, to restore the Willamette river and its river front for fish and wildlife habitat, provide more places along the river to walk, bike and enjoy the view of the river. And the trouble is, is that people often wanted to do all of the same things at much of the same place. So a team of city staff set out to design concepts for how we could meet all these city objectives in the same place and we chose to focus on the central city east bank crescent. So, today, we have two resolutions for you to consider. One, a concept-level plan, not a final plan, for the east bank crescent riverfront and the other the swimming beach study a project we launched so we could compare the beach on the central east side with beaches elsewhere in the city. Neither documents are intended to be the final word in these areas, but rather an input into future planning efforts. I want to thank our partner bureaus and their staff for their leadership and commitment to this work. Planning and sustainability, Debbie Bischoff, Mindy Brooks, Lori Grant. Bes, Kaitlin Lovell, Lisa Herrington. Parks, Brett Horner, Maya Agarwal and Irene Bowers from Prosper Portland. We also had a number of consultants to help us, Mayor Reed, Flowing Solutions, Green Works and Interfluv. So, thanks very much and I look to Director Jordan.

Michael Jordan, Director, Bureau of Environmental Services: Thank you, Mr. Mayor members of the commission, I'm Michael Jordan, I'm director of environmental services. In the face of climate change we're beginning to understand that the forces that shape the river will become more volatile over time. To adapt to this volatility, we must restore the river's edge by adding greater flood storage, establishing native vegetation and keeping infrastructure and private property out of harm's way. When we do this thoughtfully, we can improve habitat for fish and wildlife and enhance recreational opportunities for people. In the 1940s, Oregon State University filmed an experiment in the Willamette river. They put a handful of fish into the river in a number of places started at the head waters, working their way down the valley and ultimately getting to the city of Portland. They wanted to see how the fish did, spending some time in the river. In every place that they ran the experiment, the fish survived until they got to downtown Portland. When you look at this film -- we thought about showing it today, but it's not something you want to see right after lunch. The downtown reach of the Willamette river in the 1940s, the film shows, was filled with sewage, trash, dead fish and dead rats floating in the river. The experimenters put the fish into the river in multiple locations in downtown Portland and every location, within minutes, all the fish were dead. Now, we've come a long ways since the 1940s. The city built its first treatment in 1942 and we've expanded it multiple times over the decades and most recently, Bes made an effort to clean up the Willamette through the pipe project. As a result the water quality has improved dramatically and now it is safe to swim in the Willamette river, as you've seen, Mr. Mayor. The primary -- but as recently as two summers ago, we saw salmon dead along the shorelines of the Willamette river. In this case, the primary cause was summertime river temperatures, which can reach lethal levels for fish. It was an unwelcome reminder that although we've come far, we still have a long way to go. With climate change already here, we can't afford to take another 75 years to do it. So today we come before you with our partner bureaus to take the next step in improving the Willamette. We know keeping raw sewage out of the Willamette isn't enough to recover the river. The big pipe was one of many steps to restore habitat for fish and for people. The next steps are going to require multiple bureaus, not just Bes and a strong leadership from the city. That's why today, the east bank crescent restoration plan represents all the elements necessary to make the river a great place, not just a safe place for people and fish and businesses thank you Mr. Mayor.

Wheeler: Thank you appreciate it Michael.

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Mike Abbaté, Director, Portland Parks and Recreation: Mike abbaté, Portland parks and recreation. Just -- we are absolutely thrilled to support both the east bank crescent plan and also the central city potential swimming beach study and we're really excited to see the attention and the focus on looking at recreation opportunities in tandem with restoration opportunities. We know that active recreation keeps our citizens healthy, socially connected and engaged in their communities and increased water access will do that in the form of swimming and boating, reconnecting people to the river as you said Mr. mayor in a way that's fun and educational and highlights the great progress we've made in cleaning up the river and director Jordan stated. Our primary concern is public safety and so we recognize that both in the central city and other places around town, we, as Portland parks and recreation, have a responsibility to help educate people and ensure our residents are water-safe. We know many Portlanders do not swim so Portland parks and recreation is looking for opportunities to expand and promote swimming lessons in our pool. We're interested in providing increased river access opportunities for all ages, cultures and all swim proficiency levels, with a particular focus on youth that's all of our programs really look at youth. We think that the swim study took a clear and unbiased look at safety and site characteristics at five key locations along the river. In terms of safety we know you will continue to keep that as a key priority as we move ahead. As we think about the way that this clean river could transform our city, Mr. Mayor, you've mentioned that thinking about the river, as a park, as a space that can bring people together. I think around the issues of restoration and habitat value that director Jordan referred to, it is our natural gathering place. As a city, we have the opportunity to show the world a way of accomplishing both restoration and recreation simultaneously. However, these plans, though you're accepting them now, are going to take some resources because to build, maintain and manage a river swimming program as a new initiative for the city, that's going to take new resources, things like new changing rooms and toilets and clean beaches, separation from watercraft. All of those things will help provide safety are down the line. There's multiple state, federal and municipal agencies that we'll need to coordinate with as they own or manage different points. It's a complicated puzzle, but we're excited about taking this step forward. As a matter of fact, we're working closely with bps and many other partners to make sure that access to the Willamette and Columbia rivers are increased in many different ways and to make sure that our river investments are identified and prioritized. We're really pleased that this summer we get to be the implementer at poet's beach. We'll be installing a float line to delineate a swimming area keeping it free from boat traffic, installing trash receptacles, portable toilets and other facilities that we need and as you know, we'll also have lifeguards this summer in the afternoon. The beaches study highlighted that Hawthorne bull and tom McCall waterfront park had the highest score and Portland parks and recreation strongly supports more work at the Hawthorne bull, as we move ahead into the future and we believe that's a great place to accomplish several objectives simultaneously. The central city plan captures that, the ability for it to serve as a major swimming access point expand it's effectiveness as a civic venue and maximize its function as a city wide recreation leisure space. Thank you for this opportunity we're very enthusiastic supporters of these two plans.

Wheeler: Thank you and I appreciate your good work on all of this, commissioner Fritz.

Fritz: I'd like to put out a question. I know you brought lots of staff here so this is just genral. You mentioned the water temperature was lethal for fish. What is that temperature that is too hot for fish? Second question is, how warm do we keep the Portland parks and recreation swimming pools? So that both of those things are pertinent to this discussion. We'll find out. But, there's more to safety, as we know every year, people get into trouble in

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waters, because they don't factor in the coldness of the water so that's something that I would want to have part of a discussion today thank you.

Jordan: Commissioner answer to your first question, 22 degrees Celsius.

Fritz: That in real money, that is? [laughter]

Jordan: I don't know the conversion.

Fritz: 20 is 70, so that's how I remember it.

Abbaté: Swimming pool's about 80 degrees Fahrenheit. I don't know what that is in Celsius.

Fritz: Too warm for fish, but potentially too cold for people to swim.

Wheeler: My understanding is we have Debbie Bischoff here from the bureau of planning and sustainability to tee up our next panel. Thank you.

Debbie Bischoff, Bureau of Planning and Sustainability: Good afternoon mayor and commissioners Debbie Bischoff, senior planner with the bureau of planning and sustainability. With me here is Brett Horner and Kaitlin Lovell. Brett is from parks and recreation and Kaitlin's from the bureau of environmental services. So, the reports before you today are a result of collaboration, research, discussions and public input. The information and recommendations offered can be a guide for future planning, public investments and public-private partnerships. The Willamette river, including the riverfront is a significant feature in the central city plan with multiple purposes and functions. We received a lot of public comments on how to improve the riverfront for people, fish and wildlife. The documents before you today address numerous city mandates, planning goals, policies and actions for activating the riverfront, connecting people to the river, protecting federally-listed and endangered fish and restoring fish and wild life habitat in along this urban stretch of our river. As sally mentioned, shallow water areas are particularly desirable places for recreation and swimming, including swimming and boating. Shallow water areas, which are limited in number in the urbanized central city, are key resting and rearing locations for juvenile salmon. So now I'm going to move on to a very quick overview of the central city potential swimming sites --

Wheeler: Who's that cat on the cover?

Bischoff: Yeah, who is that cat?

Wheeler: Somebody needs to suck his gut in apparently.

Bischoff: Good diving form, mayor. [laughter] the intent of this study is to learn from this survey for safe, family-friendly beaches. The study looked at five sites and developed and evaluated these sites based on safety and site criteria that came out of research and public input. The sites are McCormick pier, Hawthorne bull, poetry at the beach and zidell property on the west side and east bank crescent on the east side. Outreach included surveying -- sounds funny, surveying. We surveyed families and individuals at Dishman and east Portland community centers at two Portland community college campuses and omsi along with an online survey hosted by parks and rec. The public reviewed the study results at an open house that coincided with east bank crescent planning. So, the public safety criteria that were developed and evaluated are site visibility, gradual bank slopes for waiting, access, distance from outfalls, site remediation, limited user conflicts and river characteristics. The site that scored best for a criterion received five points. The next best, four points and down to one point for the most problematic site. Site rankings are based on data and observation. Overall poetry at the beach or also known as poets beach scored the highest on safety characteristics followed by the hawthorn bull. Site criteria developed and evaluated are limited ambient sound, beach surface materials, available parking and transportation, available upland area, length of shoreline, gentle beach slope and sun exposure. The Hawthorne bull site ranked the highest overall for site characteristics, followed by the zidell property and poetry at the beach. When combining safety and site

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characteristics, the Hawthorne bull at waterfront park scored the highest, closely followed by poetry at the beach. McCormick pier which had public access issues was rated the least attractive potential beach site. The beach site at east bank crescent ranked lower than the three west side beach areas. Conclusions from this study are that safety and site considerations are key for selecting and investing in a public swimming beach. The site improvements and programming can help mitigate site-specific issues and as director Abbaté said, funding is needed for implementation. And, I won't go into detail since director Abbaté mentioned the summer swimming program at poet's beach. Just in addition to life guards there will be life jacket booths, a swimming area boundary and safety signage. So, now on to the east bank crescent riverfront plan. The east bank crescent area was selected as the first central riverfront planning study because of a number of independent activities underway, for recreation, site planning and environmental improvements. As you know, bureau of environmental services, parks, prosper Portland and bureau of planning and sustainability staff coordinated the project work with a consultant team. Other city bureaus, interested property owners, organizations and the general public participated in meetings and at a public open house. The intent of the plan is to provide a realistic, feasible blueprint for redevelopment of the site and the goals of the project you can see listed on the slide. Again, the importance of providing safe public recreation, improving habitat in the water and on the land, incorporating environmental education, integrated multiple uses while minimizing the conflicts and creating a practical design that can be built, operated and maintained. So, this is a very complex site. And, first, let me describe where it is. It's approximately 1,100 square feet of shoreline between the Hawthorne and Marquam bridges in the central eastside. It's an industrial area where pge transmitted electricity until 1975. Omsi, Oregon museum of science and industry, is the primary property owner along with the state of Oregon and the city. Current activities in the area include a pge in-water pollution capping project between the Holman dock and Hawthorne bridge. Future site master planning by omsi. Advocacy for river swimming improvements by the human access project. Partial renovation by prosper Portland and the Portland boat house is looking at a new boating facility nearby and improvements to the dock. Numerous challenges exist for this site. You have interstate 5, underground utilities and a steep riverbank with unknown levels of contamination. The project team compiled existing conditions and consulted with property owners and stakeholders about site opportunities and constraints. Different concepts merged for how to make public access and habitat improvements, while addressing existing and potential conflicts. Two alternative concepts were created that were reviewed and commented on by bureaus, property owners and the public design concept one, maximizes habitat improvements. The key element is laying back the riverbank to provide shallow water habitat. This concept does include some public access improvements. Design concept two prioritizes public access for the greenway trail, home and dock and the swimming beach area. A new grade-separated dock minimizes conflicts with the trail. A delineated summer swimming beach area includes improved access to the beach, a temporary floating dock and platforms to make the swimming beach most appealing to sun-bathers and swimmers. Some habitat improvements are included in this concept, but the river layback is minimized. The recommendation of the east bank crescent riverfront plan is to start with concept one and incorporate the public access elements of concept two where practical and feasible. It's really important to note here that ongoing coordination with omsi and their future plans is critical and will shape the refined design of the east bank crescent, as will additional site work and analysis. Staff requests that city council accept these documents as stated in the slide, with one amendment to the east bank crescent riverfront plan action. It's in bold. And, again, Brett

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Horner and Kaitlin Lovell and I are here to answer any questions you have. We have a couple of our team consultants in the audience, also. So, thank you.

Wheeler: Before we move on, I have a question of legal counsel, is that substantive enough to require a formal amendment to 645?

Fish: So, Kaitlin, are you testifying separately or just here as a resource?

Kaitlin Lovell, Bureau of Environmental Services: Just here as a resource.

Fish: On behalf of the bureau of environmental services, which has the lead responsibility for cleaning up the river and is primarily focused on the habitat side. We're not in the recreation business. Do the two options that Debbie and Debbie, nice to have you back presenting.

Bischoff: Thank you.

Fish: Debbie Bischoff has been always in the midst of the best community planning exercises that I think we've done as a city for my nine years on council.

Bischoff: Thank you very much.

Fish: She has helped bring the community together around some of the thorniest issues. She is a council favorite. Kaitlin, on the two options, habitat and the public access, are -- in your judgment, are both compatible with the regulatory concerns that primarily drive bes's approach to this issue?

Lovell: Yes. We are very intentional about making sure that the overall site goes from its current condition to an improved state, from a habitat perspective and that way the regulatory issues essentially go away. There will be permitting that will be required, but because there's a net lift in habitat function, it will be something that will be favorable. Am I understanding your question?

Fish: Yeah. That's the reassurance I need, that you scrub both and they don't raise any red flags on the regulatory side. There are signs, just to the north, warning people not to swim in the water, if there is a cso event. Is there anything particular to this location, that potential puts people at greater risk than any other location in the event of a cso event?

Lovell: Not in the event of a cso. Depending on where the cso is, whether it's downstream or upstream, we would put out the same notification. There was a storm water pipe that bisected the property and in fact, we delayed pge's clean-up and the development of this plan in order to allow bes to decommission that pipe. Our pipe is no longer flowing through this site, which helps to make it safer.

Fish: Makes the site more attractive. And, Brett, assuming we adopt this today, we're then directing that parks look, over time, where this fits into its overall planning and come up with budgets and some back to council periodically. Have you done back of the envelope estimates about what the potential costs are of different options here? I know there are some numbers in the earlier report. Has parks estimated what kind of resources they would need to set aside over time to fulfill this vision?

Brett Horner, Portland Parks and Recreation: We have not done detailed estimating. We would have to do more work in that regard. We would like some direction from council today about the sites that are identified in the plan, to see where priorities are and which sites are the most appropriate to proceed with. As you'll see in the study, the beach study, there are a number of issues that we have some concerns for the east bank espanade site. We don't think it's a deal killer, but we need a lot more work done on resolving some of those issues.

Fish: Finally, with respect to the resources that may be available to drive this vision, is there any reason that systems development charge funds cannot be used to advance any portion of this vision?

Horner: We have looked into this. As you might imagine, a lot of beach improvements are not capitalizable. They're bringing in sand and other amenities that aren't necessarily a

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capital project so we would have to look very closely at what is eligible to be used in that regard. Against all our other priorities, as well, for areas that don't have parks. You know, we've been working very diligently in east Portland on areas that don't have park service. **Fish:** Without going into any great detail, what are the potential eligible sources for funding for this vision?

Horner: The east bank, if it prioritizes habitat enhancement, we would be looking for funds that are directly related to that and one idea is to actually use it as a mitigation area, so that other developers along the river can pay into improvements that may happen at the site. In terms of the recreation improvements, there are not a lot of sources that we could pursue. There are funds around boating from the Oregon state marine board. But there are not a lot of swimming-specific funding sources.

Fish: Okay. Thanks.

Wheeler: Very good. Legal counsel?

Linly Rees, Deputy City Attorney: So, whether or not you need to take an action to add that language depends on whether you want it in the resolution or direction to staff. If you want it in the resolution, it's significant enough that you can make an amendment or these are your staff you can just say come back in the fall and bring us a funding proposal.

Wheeler: Do you have any preference? We'll see you in the fall. Thank you. And, so we have invited testimony, from key stakeholder groups, we'll keep move along. First of all, we have some representatives of property owners and it's my understanding, we have Alan park, zrz and potentially omsi. I know they've provided written testimony, but they may have representatives here as well. Feel free to yell if you're upstairs.

*****: Alan's coming from upstairs.

Wheeler: He's coming from upstairs, very good. And then, next up, just so people are aware, we'll hear from some of our esteemed swimmers. We've all wanted to know, who are the swimmers? And so we're going to hear from them next. Willie levenson and Lauren Schmidt and, I believe, we're also going to have a consultant from mig here. You're on-deck. How are you today?

Alan Park: I'm good, thanks.

Wheeler: Excellent. You took the stairs, obviously.

Park: I did. We're here today in support --

Wheeler: You have to state your name.

Park: Alan park with zidell companies. We're here today in support of the study that was done and access to the river. The zidell family and is large owner of the property and the south waterfront. We have completed a master plan process that includes water access for the public. We just got out of a meeting with the corps of engineers, we're pursuing a permit for a dock in the river that would allow public access that, much like you would see at the Portland break water, we are looking -- as part of our master plan -- to activate the barge slipway as an area that would be privately developed but publicly accessible open space, that would allow people to engage with the river, whether it's swimming or picnic, program that space for potential shows that kind of thing. We're very excited about the potential for doing that. We hope to have all of that work under way in -- under construction in July of 2020. So, by the summer of 2021, that vision would be completed. And, we would all be moving forward. As we read and participated in the study, that's before you today, we scored pretty well as a swim site in that -- not that we're terribly competitive. But as we looked at our master plan and the elements that we considered in that process and what we have for vision in that area, I think we would have scored a lot higher. We understand the nature of the environmental remediation that we completed and what needs to be done there to make that better. Of course, public access is going to do nothing but approve. We have worked in partnership with the parks department on all of these

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plans because everything we do in that area is part of the greenway. We just completed an eight-month process of public involvement working with Brett Horner and Allen Schmidt and Elizabeth Kennedy Wong have just done a great job that has given us vision for the greenway. Stake holders from all communities in the city we have presented that to the design commission. We are moving forward with that whole-heartedly. We're here in support of the study and in support of connection to the river.

Wheeler: Could I ask you a question? You showed us some extremely impressive schematics on what we're planning for the waterfront and it shows a historic treatment of your current -- what's the term? It's not a spillway?

Park: Slipway.

Wheeler: Thank you slipway potentially preserving the crane to reflect on the history and the traditions of that part of our community, which I think is very important so I strongly support that vision. And then actually having potentially a swimming dock or a pier with a swimming dock at the end, which I thought for people who are familiar with some of the ones that are -- in Europe, I thought it was a really good opportunity for the city. And, I don't know if you've had a chance yet to put it out in the public. It's reminiscent to Copenhagen its an impressive vision.

Park: We have put it out to the public. We have seen the images in the paper as we went through the presentation of our master plan to design review commission in February of last year and again, just last week. We presented those images to the public advisory committee that we were a part of that went through the greenway process, to update the 2004 greenway development plan. And we put those out to the agencies, as well. We've been through the streamlining committee, arm in arm with parks, trying to get the dsl and the corps and other agencies involved in that, with the help of the city.

Wheeler: What was the reaction?

Park: The reaction is varied, but overall positive. Technically, the vision we show likely won't come to fruition, showing a pier coming out of a slipway, may not be the best use of that real estate and it offers technical challenges in terms of maintenance and operation. So we're studying now shifting that dock to the north and maybe accessing it off the greenway, just down pass where the existing barge building is now, running that dock in parallel with the beach, in deeper water, therefore, making that work better for habitat. Allowing us to get creative in the slipway in terms of what that access can look like, other features, programming that space. Again, working with our partners at parks pretty well with that. So, a bridge, potentially going over that area to increase the multi-modal transportation of the greenway. There's a lot of interaction of that with the potential building site behind it. There's just a lot of moving pieces in that area that are going to be a very unique place in our city.

Wheeler: I want to compliment you and those who you are working with, the zidells, because it is complex, any time you're talking about any structure in a waterway, particularly in the center of Portland, Oregon, you're talking about complexities inside of complexities. I think it's uniquely Portland to combine the desire to bring people into the river and closer to the river with our real commitment to the environment and our commitment to urban habitat. So, thank you for that.

Park: Thank you for the opportunity, mayor

Fish: When is the last barge being launched?

Park: The 16th, Friday. We'll have that barge launched. That'll go down the river and then we're, all of a sudden, developers. We are in the real estate business.

Wheeler: Very good. Thank you. We appreciate it. I don't know if there's anybody here from omsi who wanted to testify? I think they just submitted written testimony. Okay. Thank you. Appreciate it. Thanks for being here today. So, willie levenson and Lauren Schmidt,

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you're up next. Giving us the whole spectrum of clothing choices today. Thank you.

[laughter] just goes to show, guys aren't restricted anymore. We've got options now.

Willie Levenson: It's a great way to express yourself. Willie Levenson, ring leader of human access project and also for the record people say I refer to myself as that. That is actually my legal title for human access project. I'm technically the ring leader, legally. We're very serious about having fun. I have a presentation that, I believe Karla's going to cue up. Hopefully.

Wheeler: Karla's over here.

Levenson: Karla, great.

Ryan Mital: I'm Ryan Mital with mig, I'm standing in for Lauren Schmidt, who couldn't be here today.

Levenson: Again thanks for the opportunity to come I'm grateful for the working relationship with Debbie Bischoff, Sallie Edmunds, they've done a great job working together. The 2035 plan, Brett Horner has done an amazing job bringing poet's beach. Kaitlin, we are working with BES. This crosses all agencies. People protect what we love. I would argue, just for consideration, Commissioner Fish, I do actually believe the BES is in the business of recreation because there is a nexus between recreation and stewardship. If we can get people in the water they will naturally care about the outcomes and how their acting it's something to consider.

Fish: We'll just -- since we're being sued for how we use ratepayer dollars, we had to be careful. Language is important.

Levenson: I agree, but I would still say that it's OK and for the nation to say that if people are in the water, they will care more about it and it will make the work of BES more easier.

Fish: If you're willing to keep that between us in this setting, I think we're fine.

Levenson: Absolutely. Thank you. [laughter] I think a lot of people take for granted the relationship with the Willamette river this is the scene we see in downtown Portland driving over the bridge. Imagine if the Willamette river wasn't there. Therapeutic value of the Willamette river cannot be understated and certainly, the vision of Portland, Oregon, of this versus this is dramatically different. We'll never apologize for the therapeutic benefits the Willamette river provides. There was a time in Portland's past we did have an excellent relationship with Willamette river. This was Oaks Park and a swimming club that took place in downtown Portland, that is the historical Morrison bridge. In 1938, we started seeing things were changing this activist is right from my own heart utilizing the power of cute to bring out kids with their band instruments to say the youth of Portland demand clean rivers right here in front of city hall. Our first advocacy with human access project, we've been doing work for seven years, I was working with parks and recreation jointly to develop these signs. The smaller sign over my head was approved in 2013. After a year as a pilot, parks and recreation gave us permission to purchase larger signs, human access project purchased the signs of the swim at your own risk signs for the benefit of the city. This is us. Human access project. Our vision is simply a city in love with its river. I have lived in communities who have pride around their river, they love their river and the community is rivers too and they fight for it and that's what we want to see. Our mission is to transform Portland's relationship with the Willamette river and we do that by building it, using it and loving it. Swimming is clearly occurring in downtown Portland. I would put forward that, as a city, we have a moral obligation to provide safe places for our people to swim. All of these ideas I am speaking about none of these are creative, they're in our DNA. People are drawn to rivers. All living creatures are drawn to rivers. Morally all we can do is recognize that people will swim rivers, direct them to the least risky places to get in the water and engineer those spots to be as safe as possible. That is our moral obligation. I'm here to tell city council, we cannot pretend swimming is not occurring in downtown Portland anymore.

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This is the lower Willamette river management plan that dsl put together they own the bed and banks of all water bodies in the state of Oregon. The Willamette river is owned by the citizens of Oregon it's our largest part of open space and by parks and recreation estimates, only 5% has access to the rivers edge. Here's downtown Portland. Dsl wants greater public access to downtown Portland so they are not stopping us. They want us to utilize this public space. Parks and recreation provides zero direction about where to get into the least risky places in the river. Bes has been successful with the big pipe project. In fact, a lot of people in our community might be surprised to know that we just had the wettest march and April in Portland's history. Any guess to how many cso's we had? The big pipe worked pretty well, the answer was zero cso's the entire march and April of this year. [applause] we were -- because we have a way to get people in the river, we developed our own river safety policy. This policy is now on our website and it was vetted by u.s. coast guard, Multnomah county river patrol, Portland fire and amr river rescue that is on our site and ready to go and parks is welcome to use it. I know parks is working on their own in conjunction with Brett and he is welcome to borrow any part of this. We see Portland parks and rec as partners. We're successful in the planning and sustainability commission Mike Lindbergh is our board of directors, former city councilman and John Ostrander came out and Tom Mandel. We petitioned that Portland parks and recreation needs to put basic safety swimming guides on their website which we understand will happen by the opening of poet's beach and do wayfinding to direct people to the least risky places to get in the water. People will do this whether we want them to or not. We need to direct them to where we want them to go. Leonardo da Vinci, the man is obviously a genius and an artist 530 years ago to the day he created a life ring, sewn out of leather filled with air 530 years later we don't have any life rings in downtown Portland. This is a basic life-saving device. Human Access' project today will commit to purchasing 25 life safety rings to put in downtown Portland. Esplanade is owned by pbot. I had a good conversation with Brendan Finn from Saltzman's office and I would like to propose that we -- there's some discretion from council to allow inner agencies bureaus to work with Portland fire, U.S coast guard and marine patrol to before this summer get at least 25 up and I'd ask council to match the 25 put up by human access project. The big study points out there's basically no safety guidelines in Portland right now, either by education or infrastructure. In June 2015, in conjunction with Portland fire, human access, we need to have safe ways for people to get out of the river. This is the one dock that has a way for people to get out of the river. All docks in downtown Portland should have ladders on them. This is basic safety. Also talked about in the big study. This is some context about the beach and project contribution. After the first big float it occurred to me that I need to swim in the Willamette more. It appears that in 94 and 98, this site was planned just like it was again. Imagine \$500,000 spent to collect dust on the shelf. This beach plan will happen if we have anything to do with it and I'm very happy to see that it has a supportive council. This was a scene, concrete chunks. I started swimming and I made a pile of concrete hoping somebody would care. Nobody did. I got permission from eight different agencies to remove concrete chunks, got approval from all eight with the stipulation we could not use heavy mechanized equipment. Serendipity happens constantly with human access project. I connected with the inverness inmate workers and they volunteered to help us start removing concrete. It took us two days with jackhammers to get rid of that. This 150 foot long steel cable presented itself. Asking the right people for the right thing in the right way and the look of pride on their faces was priceless. We removed so much concrete, we had to queue up to get rid of it. 2015 we got permission from deq to remove 30 pilings because we want to create human habitat where people hang out. Travel Oregon came out and helped organize a collection to make this area beachier. We moved 19 tons

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of concrete over four years. It is very hard to honestly advocate that this is a beach. That is a beach. Before. After. And, with no access, no signage, somehow people find this place. You want to attract bird feeders, you put in bird feeders and birds start showing up. You create a human habitat for humans to show up. Last summer, it feels very prideful -- we unearthed the beach and saw people use it. Michael Lindbergh comes along and says, the mayor has surplus money in his budget, we should put money together for Roger McCall. Tad McCall, the son, is in favor. They put this together, pro bono, made a presentation to the mayor and, boom \$300,000 for public access. I'd like to acknowledge Charlie Hales for his leadership in funding this. Here's the plan that has been presented which we think is great wouldn't it be great to have this in downtown Portland? Costs millions of dollars impossible we already have it, it's the Kevin Buck with the recreation dock, completely underutilized currently tied up by a Portland marine board. We would like to see that activated as soon as possible. And, our poor boaters who are floating -- there's way too much conflict. We need more dock space so we can accommodate boaters.

Fish: Can I just ask you a question? Can we go back one? When you say there's an encumbrance, is that because the state marine board put money in it?

Levenson: That is correct Richard Grey from pbob is in the crowd if you have any specific questions.

Fish: We're either bound by the terms of whatever we entered into with the money -- I know this from another project, we can back out of it if we reimburse the money.

Levenson: There's another option.

Fish: What's that?

Levenson: It's hard, we're running out of time. This is what I would propose for city council is that there's three years left on the encumbrance. This is a negotiation there's no one way this could happen. My approach would be to go to the marine board in three years they will get nothing and I have to say I empathize with the marine board's frustration. Human access does not work in a silo. Our principle constituency is swimmers, but we want to see people connected to the Willamette we want to see people boating. I have no problem with motor boaters and I have to say there is a complete inadequate lack of facilities for motorized boaters in downtown Portland. This is not a good placement for a motorized boating dock it is an excellent place for a non-motorized boating dock. I view this like an expiring contract with a retiring athlete. You have three years left on a contract and in three years they might go to another team. Here's your deal, marine board, you have three years to make a deal. Three years from now, you get nothing. You make a deal with us sooner, we'll try to work with parks and recreation on things you want for facilities which I again empathize with and maybe there's somewhere in between. Because right now, it's not serving the public to have nobody use that dock and that's what's been happening for 20 years. There's an opportunity for negotiation, I believe.

Fish: Thank you.

Levenson: Going back here. This would eventually cost nothing to convert it to a non-motorized dock I took the rock from Rose Quarter transit center the other week five minutes to this spot. The study, which I hope you have a chance to look at, talks about the increased density on the east side and how this can serve the northeast part of town. Now, let me say, also, that when you consider how we're going to relate to the river, it's really important to view it maybe in the context of parks. So, for example, in Portland parks, there's baseball fields and football fields and places you sit and chill. The same with rivers, parks has splash pads designed for children and there are baseball fields you wouldn't want a 2-year-old crawling out into the middle of a soccer field or a baseball field. This dock is in a deep space it is designed for adults beaches are more suitable for kids. There is not going to be one beach that does everything for everybody. We need to have options

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like parks that's an adult swimming area. River hover swim team, is another thing that we do. Ted, mayor wheeler, we're very grateful for you taking your platform running for office to bring attention to our work and for joining us and I hate to outstate you with my dive, but that's also --

Wheeler: You did, you're totally showing me up. [laughter]

Levenson: So, at the end of the day, I am a volunteer. I do all of this for free and I'm happy to do it. When I do have my hard days and ultimately as activist for any activists out there, we're gluttons for disappointment, but we're also internal optimists. When I take a look back, the city I want to live in, loves its river. The Willamette river creates joy. That's why I'm doing this.

Wheeler: Excellent. Thank you. [applause]

Mital: Thank you, my name's Ryan Mital, I'm with mig we're a multi-disciplinary planning design firm that specializes in parks and recreation. We have 14 offices across the country. One of the practices we are engaged in is recreation planning. We're proud to partner with the human access project to help round out the overall information about the infrastructure that exists in this community. I want to run through this very quickly the dock swimming potential report, which I believe you all have a copy of for all of you in the audience this is available through the human access project we're going to leave it open for comment for the rest of the month make sure we get the best information we only have so much time we can throw at this, but we are definitely looking to refine this as much as possible. Thinking about those docks that already exist in the central reach here at the river and thinking about the ways they could be used. As willie said, for the variety of swimming expertise and opportunity here. I think the really important thing is that we are seeing increasing use. This isn't just about increasing use of our docks, it's increasing swimming across the state, across the region, across the country. And really an interest in this gender balanced activities, it's a high, physical level of activity that ties into health and safety considerations. Looking in this report at the policy concerns, the city really has not kept up with this increase in use and the recognition by the public that this river is ready for human use. I think that the lack of city options is really drawing a pent up demand and we see that little improvements have made a huge splash. We want to see how we can tap into that potential. We have warmer, slower-moving water than we have in a lot parts of the river. We have accessible opportunities. Looking at the east side and increased density, places people can walk to and bike to along existing infrastructure. These existing docks also don't impact the existing habitat because of the already established piers and docks. We're talking about walking right over that shallow water habitat. We really want to see a culture forming here where we can share these existing assets and from there, expand on them, that we don't need to spend millions of dollars to create some opportunities across this city. And, really, the key recommendations, the key conclusions of this report is reinforcing the safety policy, the water safety policy is one of the critical, easiest and lowest cost opportunities to make happen here. We need to continue to make use of those existing opportunities and get the best practices of safety in place. The best practices are laid out in this report, a ladder, a life ring, a life jacket station. All of these things are being tried out. Let's keep expanding those attempts and see what we can make work. Looking at all the public docks downtown and all of that stretch of the river, the life rings aren't just for docks. The east bank esplanade as well as the waterfront sea wall are places where the opportunity exists to save a life. In the moments when fire and rescue can't get to somebody in the water, if there's a life ring there, there's an opportunity to save lives. We need to direct people to the safest possible places for people to swim. We're recognizing that isn't the be all, end all solution. We're trying to round out the overall package of what opportunities exist here in Portland and making use of these great assets across the

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community. I want to make sure all of you have a chance to look at the information in this report because it does include case studies from other communities that we're aware of and worked in. Thinking about places that are providing swimming with and without lifeguarding and places that are changing their policies to make swimming more viable, such as Seattle and really thinking about reconnecting people to rivers that have been more damaged than ours. The Pittsburgh experience shows people will reconnect with those rivers with the right programming, with the right access opportunities. With that, I'm going to acknowledge we've run over our time a little bit. I would be happy to answer any questions about this study or looking at other opportunities.

Fritz: I'm wondering, how did you incorporate the input of both motorized and non-motorized boats?

Levenson: This was really -- this is a study that we did commission to look at specifically look at swimming use. We're looking at non-motorized this is geared toward kayaker's standard paddle boards that would be able to use some of these places as rest areas. We did not do outreach to the motorized boating community as part of this cause there was really no input, actually, in this draft part from paddlers there's lots of paddlers in this room and this study we're going to put on our website so we'd welcome feedback. Keep in mind too Mig did this largely out of community service we paid them human access project paid them \$5,000 for this study. This is a \$50,000 study they did to improve and move along this conversation. So, you know, to some degree, we'll be able to make modifications. My view of why we did this is that I wanted this to be a compliment to the beach study done by parks to be a tool for parks to have the information to move forward on some of these ideas. The one other thing I want to make sure to mention human access project has \$25,000 we'd like to contribute to the McCall beach restoration. It needs to be spent by the end of this year so I'll be communicating with Kaitlin Lovell and her folks just to make sure there's a way we can get them money, but it has to be spent by this year.

Fritz: That's quite a tall order. In your experience, what ways have you seen effective for minimizing conflicts between swimmers, motorized boaters and non-motorized boaters?

Mital: I think the biggest part of this is much like the conflicts that we see between cyclist, equestrians, hikers. It's about education, it's about creating a culture where we are all using a limited resource and it's not fool-proof.

Levenson: Let me add, too that honestly, from this perspective, I view when we are -- in a perfect world, we'll have that conversation before it happens. But when this conversation organically surfaces about how we're going to share the river, that's going to be significant progress.

Fritz: My last question is do you have any experience with immigrant refugee communities, communities of color, people who might not have had access to swimming lessons. We remember the tragedies at Kelly point park last year so it does underscore your points of do it where it's safe, but we put up the notices in 15 different languages and we're not sure we're going to be able to communicate with people.

Levenson: So, again, what I would say about -- unfortunately I just want to put out to parks and recreation that human access project is going to be available to help consult in these challenging situations because we give a lot of thought to this. I wouldn't have recommended putting up signs that say, do not swim. I just consider signage all the time in terms of curbing public behavior. Fundamentally humans do not like being told what to do. If you put up a sign that says, do not swim, and you see other people swimming, the sign will do nothing. The strategy is to acknowledge people will swim whether you like it or not. Rather than saying, do not do this, create amenities that draw people to another area. In terms of education, yeah, it's a fundamental thing, that hopefully considering the

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Willamette river is our largest open space, it could be a good idea to develop programs to educate kids at a really young age.

Fritz: I was just asking from the consultant's basis you've had some experiences in other cities what has worked and what has not worked.

Mital: Specifically on this topic, it really is about building the educational programming and I think that that -- that's about a life around the water and a life that I'm familiar with growing up on the coast and as well as in our practice in parks and recreation. It's a regular interaction and a regular conversation. It's not going to be something that you interact with once, that's going to make that difference. I think that we need to look at swimming programs. We need to look at the opportunities that we've already connected through parks, to understand that people -- you know, that people are looking for those opportunities to swim. We know this. And finding the places to -- to give that constant interaction of what is safe? Where is safe? And how can we push that forward? Specific examples are going to come down to communities because culturally, we're seeing different responses from different cultural groups. You're not going to see a one size fits all solution, but I do think there are educational programs that can be drawn from. Like I mentioned Seattle is dealing with a lot of the same immigrant population that we see here, as is Pittsburgh and I think they're both doing a really good job of educating across the board.

Fish: So I have one question, which is, in the report that we have, it has sort of case studies or interviews with folks in lake Oswego, Vancouver, Bend, Boise and Hood River and so there are examples of other jurisdictions. If you were to look at just our peer cities across the country, what are cities that are ahead of us, in providing public access to their rivers? Are they doing things that you think are interesting?

Mital: Boise is actively promoting the opportunities to swim and creating the safe environments to do so. I think that the -- just kind of looking out, I would say that pretty much every city that has a river is engaging with it in more direct ways than I see in my -- you know, life here in Portland, people in Portland doing. And I think that that is a lot about the programming and the access points that exist there. It's a little bit -- it was amazing to me to go to Pittsburgh and see a river that I would have just instinctively thought of an industrial wasteland be so lively on a daily basis and to see the activity on top and in and around in water's edge and all of that was driven by a coalition of groups like the human access project, the city of Pittsburgh and a lot of property owners along the riverfront as it was redeveloping. I think your conversations with Zidell and the folks that are actively looking at those riverfront properties on the west side are going to be another opportunity for that kind of advancement.

Fish: Thank you.

Wheeler: Colleagues, just a reality check. We have tax supervising commission at 4:00pm and 27 people signed up for public testimony and I want to respect that but we still have a number of panels, as well. Let's consider this a speed date. Let's try to get everybody to get their say in but if everybody could really condense, consolidate. Find somebody who agrees with you and team up, let's see if we can be as efficient as possible. Thank you, Willie, for your continued enthusiasm and your leadership and your vision, time, sweat, blood, tears. Thank you. Ryan, excellent to know that somebody in this world found the most amazing job ever. That's great. So, next up, we have a panel for the boating community and Bernie, Kathy and Connie. Thanks so much for being here. Again, if you could just state your name, for the record. I'd appreciate it. Good afternoon.

Bernie Thurber: Mayor Wheeler, Commissioner Fritz, Commissioner Fish, good afternoon. Thank you for the opportunity to testify today and to share the story of the Portland boathouse and the long-standing community of light watercraft users in this city. My

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name's Bernie Thurber, I've been the president of the Portland boathouse since its inception in 2004. The boathouse is a 501c3 nonprofit organization that provides facilities for each of our six organizational members, which are also, each of them, non-profits. Briefly, they are the rose city club rowing club which teaches competitive rowing to high school students throughout the city, station I rowing club, which teaches adults competitive and recreational rowing from throughout the city, wasabi paddling club teaches recreational and competitive dragon boating and outrigger canoe racing, Portland state university crew, the university of Portland crew and Willamette river keeper which engages in advocacy to support the health of the river. I'm aware that there are a number of supporters of the boathouse here in the audience. [cheering and applause]

Wheeler: Are you sure? [laughter]

Thurber: I was going to ask them to stand. [laughter] collectively, the boathouse and our member organizations have over 1,000 individual active members. And, well over 100 years of experience in providing opportunities to Portlanders. To access the Willamette river and all forms of human-powered craft. Racing shows, dragon boats, canoes, kayaks, stand up paddle boards and to engage in advocacy to support and improve the health of the river. In a minute, you will hear from two represents of those organizations, who will share some of their experiences. On behalf of the Portland boathouse, I'd like to thank the staff from bps and all of the other city bureaus for studying the east bank crescent and producing the plan. Thank you, mayor wheeler, and the council, for supporting improved access to the river and for this opportunity to support the plan. We believe that both concepts in the plan have merit and support a balanced approach that draws on elements from each. We would welcome the opportunity to work with the city, to achieve tailored access for both boaters and swimmers, while still addressing the clear need for habitat restoration. The boathouse, in conjunction with the windham oar boat school wants to raise money for a river center on the omsi campus. I believe there is a two-page fact sheet that outlines our vision for that river center, that's been submitted to you. Such a river center would become a powerful magnet for all Portlanders with and interest in the river and light water craft and would enable us to increase programming and dramatically grow the number of river users and increase public awareness of issues relating to river health. The river center would be a unique partner with OMSI to expand its educational programs to include direct interactions with the river further enhancing community stewardship of it. This investment would also provide significant leverage for whatever investment the city is able to make in the crescent in the future. The willingness of the boathouse and its member organizations to remain on the east bank crescent will depends on a dedicated dock designed for light watercraft use, as is the Holman dock which we currently use. The Holman dock was built in 2004 as a temporary dock and it's approaching the end of its useful life. We are grateful that both concepts in the plan recognize that a new dock should be created to serve the light watercraft community and additional facilities are also necessary to support the increasing needs of swimmers. We hope that this plan marks the beginning of a new era in which expanded accessed by all in the future thank you all for your time and I'm happy to answer any questions now or after my companions speak.

Wheeler: Thank you. Appreciate your testimony.

Thurber: You're very welcome.

Kathy Frederick: Hi, Kathy Frederick, I'm a member of station I rowing club and founder of row for a cure. I'm a native Portlander born and bred here and I'm pre-title nine, which affected my growing career. 30 years ago, I set foot, for the first time, in a racing shell and absolutely fell in love. It's like dancing on water in a chorus line. Nothing like it. I took rowing lessons from station I rowing club when it was tiny. We had the oldest, functional wooden barge on the Willamette river, topped by a pole barn. Our boats were heavy,

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heavy wooden shells and the oars were huge. My hands are small so I had some challenges there, but I didn't want to give up. And we were located, at that time, temporary, under the Fremont bridge, which is at the south edge of the active port of Portland. During that time -- during my career with station I, I've learned to navigate. I've learned a lot about hydraulics and our connection with the world through our active port. I've watched tugs and grain barges and ships come and go. Shepherded crews. I learned to row. I took a class and become certified as an instructor and was able to introduce more people to the delights of dawn on the river when it turns gold, when the sun comes up and you're just floating along there and there's just nothing like that sweet cream row of dancing together in that line, on that water. In 1993, I lost a friend, very generous friend, to cancer and with my rowing being my favorite sport, I wanted to do something to raise some funds to honor her memory. I looked around and in Portland, the only organization that I saw dealing with women's cancers and working locally was the Oregon southwest Washington affiliate of Susan G. Komen so I went to them and said, we'd like to do a little fundraiser and our rowing club, station I, would like to host it. This was after I talked to the club, first. They said, sure. It was back in the day when we were handshaking. Their idea took hold and now, 24 years later, we are hosting our 24th annual Portland row for the cure.

Fritz: What's the name of your friend?

Frederick: I'm sorry?

Fritz: What was the name of your friend?

Frederick: Bonnie cooper.

Fritz: Thank you.

Frederick: Thank you. So, we -- sorry.

Fritz: Sorry.

Frederick: That's okay. Over the course of 24 years, Portland row for the cure has raised over \$450,000 to support the cause of breast cancer research, public education and support for families and their -- and breast cancer patients.

Wheeler: Fantastic.

Frederick: A lot of the money grant money that comes through Komen ends up at the medical school. The idea for row for the cure grew and part of that came from people coming to participate from other parts of the country. We've had rowers from Alaska and Canada, Washington, California and Iowa and Idaho and occasionally, somebody from the east coast who is on vacation here. The idea it grew and took hold. In 2011, we arranged - - we finally got organized enough to start a national nonprofit, so we received our 501(c)(3) and we are now the headquarters for row for the cure. In partnership with u.s. Rowing, row for the cure has raised just shy of \$3 million.

Wheeler: Great. Well-done. Thank you. Good.

Frederick: So, the rowing community has not previously done much in the way of community service, like the runs do. You know, I grew up in a family where track and field was my family background and I hate running. It hurts. [laughter] found the rowing and it was -- it was a done deal. So, when I wanted to do something and saw that there was an opportunity here, then rowing was a perfect match for it. So, I wanted to thank the city for their work on the riverfront and the changes there. I really, really appreciated the new access ramp for our boats because that was pretty ticklish getting down that ramp to the water. And, we all love Portland and we love our Willamette river and we just appreciate so much what you've been doing and thank you so much for letting me tell you my story.

Wheeler: Thank you. And well-told. Thank you for all the great work you and your colleagues have been doing. It's very, very impressive what you've been doing

Connie Flesuras: Connie Flesuras for wasabi paddling club. We are a dragon boat and out rigger commute club founded in 1993. We have approximately 350 active members.

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And we have great diversity of membership that we're very proud of we host team kraken, our high school division team. Hosting sometimes up to 50 athletes -- youth athletes at a time. We host a special dragons, about 40 athletes from the special community. Very proudly, by the way. We have paddlers, our blind start team, which includes paddlers that are visual impaired and a cancer survivor team and teams of pre-title nine people like Kathy and I, as well as single-gender crews and mixed crews. We are a very proud member and founding member of the Portland boathouse, as well. Thank you for the opportunity to represent a community of paddling that not everybody is particular aware of as you go across the country. But Portland is particularly gifted because we had a strong dragon boating community with the Kaohsiung sister city association. We have a lot of dragon boaters. Our dragon boaters and the clubs that have formed across the city have had the opportunity to compete across the world, in international competitions and take the city proudly with them everywhere they go. I like Kathy the pre-title nine girl who never had any sports in my life have competed on every continent in the world, accept Antarctica and I'm just waiting for a race. We take seriously our stewardship for the river we are a year-round paddling organization as are the rowing club. We are out there 360 days a year there are five when the river doesn't let us get on. Our use is higher in summer because that's our competitive season so our numbers do go up there. But we take our stewardship very seriously. Have worked on river clean-ups and community activities as part of our 501(c)(3) as all of the boathouse group has. We really appreciate the opportunity to give our story to you today -- I did a condensed speech, Mr. Wheeler -- to answer any questions.

Fish: The mayor said speed dating so I'm going to ask my question, my older sister, Alexa, was a pre-title nine student and in middle school, she and the other girls changed in the bathroom. I think about all the opportunities, she was denied because she didn't get equity in sports. Here's my question, I've read your excellent materials. You're working with omsi as part of the master plan for your new boathouse, that's great. You're concerned about maintaining a dock, the Holman dock has some complications. So the successor dock, in a perfect world, would be paid for by whom?

Thurber: Well, that's to be determined. The Holman dock was paid for by pdc. We hope the city would want to participate in the funding for a replacement dock.

Fish: This would be a private-public partnership for that dock and you like the location that's proposed for this plan?

Thurber: The location is a perfect one for mass transit, for access, the existing dock -- was built as a light watercraft dock and we have a agreement with pdc whereby we manage it for all light watercraft users not just those who are a part of the Portland boathouse.

Fish: Seems like from your materials, we're on the clock. When do we have to get this sorted out, on the dock side, not on your new home? When is the Holman dock no longer functional or do you lose access?

Thurber: We'd have to ask Andy Janski when it would fall apart. We believe that -- our current lease runs out at our current location in 2019. We believe shortly after that--

Fish: There's an urgency about this?

Thurber: There's some urgency, yes.

Wheeler: Very good. I just want to thank you all for your testimony. It's me belief, frankly, that if these plans are adopted, that helps lead to address some of the problems you've identified today. I've got to believe based on what I've seen, the interest in these activities on the river will only continue to grow and I see it as a huge opportunity for the city.

Thurber: I agree, thank you. [cheering and applause] I would be remiss if I didn't say that, believe it or not, our numbers here today would be greater but for the fact that the rose city rowing club varsity men's and women's crews and the head coach are currently in

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Sarasota Florida preparing to race to represent Portland in the juniors national championship.

Wheeler: Excellent. [cheering and applause] one more panel. Is that correct, Nathan? One more panel and that is our panel of distinguished environmental leaders. I have the list in front of me. Oh, it's in my other hand. Apparently, I have two of those now. We have Jim Rapp. I don't see mike here today or bob sallinger. There's bob. You want to --

Wheeler: Okay. Cool. Good afternoon. You have a plan, I'll let you go to your plan. Thank you.

Jim Rapp: Mayor and council, Jim Rapp, I'm here representing the urban greenspaces institute. I believe, mayor, that you've received a letter from mike Houck, our executive director. Just to demonstrate I'm not repeating what mike told me to say, I'm a former park director, I was an Oregon city manager who originated the Tualatin wildlife refuge and five years as a salmon recovery director and four terms of president of Audubon. You have mike's letter out of respect you said 27 people who are going to fit their testimony into 10 minutes --

Wheeler: They'll do it.

Rapp: I'm going to summarize Mr. Houck's letter. The greenspaces institute is in support of the east bank crescent riverfront plan. We do note that the swimming options, that the particular site on the eastside is ranked 4th out of fifth and we feel that for these reasons, it makes sense to do more emphasis, concept number one, on that site and look to swimming opportunities elsewhere, the more higher-rated ones. Mike had a lot more to say, as you know. And, I'll assume you know. [laughter] I will leave it at that. We urge you to adopt, to accept the east bank crescent plan and the swimming study as presented thank you.

Wheeler: Thank you, sir. I appreciate it.

Travis Williams: My name is Travis Williams, I'm executive director of Willamette river keeper. Thank you for the opportunity to talk about river habitat and access today. I'm in a unique role in that I'm on the board -- Portland boathouse board as a forming member of that organization, Willamette river keeper. We work on water quality and habitat a big principle of what we're about is getting people on the river to see it and experience it whether that's in an urban area like Portland or far upstream. When we evaluated the draft concept plan, we were drawn to the balance of concept number one, which does a good job of providing access at that particular area, but also, provides more robust habitat improvement overtime. I think when you look at the constrained area that goes through the central city, that one really jumps out because of the ability to lay the bank back, to create more wildlife habitat, both shallow water habitat and on top of that, you got a unique opportunity to really weave people into that picture in terms of educating them, providing opportunities for them to see what does this whole habitat restoration thing really mean? That would be exhibit a in the core of the city. I think access for rowing, canoeing, kayaking, swimming is exceedingly important and frankly, we have not capitalized on what Portland and the Willamette river offers. It's been my dream that we would have a stair step from the tom McCall waterfront park through the sea wall to get people down to the water. So a series of short stairs coming up it's just one of many parks amenities to allow that access for people, for them to see and touch the river. So, I guess I will leave it at that, with the idea of brevity. Concept number one really jumps out. It does provide a balance and I would say, as we move forward as the Portland boathouse, creating a new river center, I look forward to more dialogue with you and the rest of the city.

Jeanne Galick: I'm Jeanne galick. I'm a long-time greenway advocate. You've seen me here before. I've worked very hard to get the trail completed on both sides of the river and of key importance to the greenway is the reestablishment of a healthy rivering environment

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that is not just good for people, but supportive of wildlife and fish. I was part of the zidell greenway committee as you heard just wrapped their concept plan and as you know we approved their concept plan. What's interesting is the consensus of both the committee and public outreach is for habitat to be a priority along the new stretch of the greenway. The process found that people want more than just access to the river, they want a healthy river ecosystem. As others will point out, very few opportunities remain along the river for shallow water habitat. The east bank crescent is one of these. Enhancing and restoring habitat should be and needs to be the primary focus. Fish don't have a lot of other options. They can't jump off the docks and they can't just either use floats. They have to have shallow water habitat and we need to help them and enhance that. I strongly support concept number one. It has more emphasis on habitat and it will also because it's next to omsi be a wonderful educational opportunity and to showcase for showing what we can do to restore the river while still allowing for active recreation. Let's make this happen and please fund it appropriately.

Wheeler: Very good. Thank you for your testimony. Thanks, bob, for your patience.

Bob Sallinger: I'm bob sallinger, the conservation director for the Portland Audubon society. First off I want to express appreciation to the city and staff who worked on this they've done a very good job on this. I'm here to today to support option number one. As you've already heard, that has more habitat in it. We think it does a good job of balancing both access and habitat and we think it's important when we introduce people to the river, to introduce them to sites that introduce a healthy river. So, when we provide this access, let's do it in a way that inspires people and teach them what it means to have a healthy river and get them involved in the stewardship of that site and it can be done with option one is the better balance of the two options before you. I think its important to remember that every salmon uses the Willamette river system has to pass through downtown Portland. In study after study, it shows that one of the limiting factors for salmon recovery in the Willamette river system is downtown Portland. We have very little habitat once you get to the central and north reaches of Portland. The river's been hardened, steepened and dredged and there is no shallow water habitat which is with young salmon need when they go to the ocean. It's an oversimplification, but really every quarter-mile, a juvenile salmon needs to get off the main channel into shallow water habitat and rest, forage and get away from predators. Right now they go miles without having that. I've heard some people suggest that, well, we can separate the beach access and the habitat. The fact is, there are very, very few sites left that are available for either right now. And the central city plan, which will be coming before you in the fall, you'll see we were able to identify six or seven sites in the central reach that are restorable. We'll have to do both and balance them and find a way to restore. Option one we also encourage the city to look at the north reach again, the central reach plan is coming before you in the fall, north reach was suspended pending the comprehensive plan and the economic opportunity analysis. We have to replicate this, not only do we have to do it in the east bank crescent, but we have to do it up and down the river. There are some sites in the central reach there are more in the north reach, but this is exciting to see us getting started. If we're serious about salmon we talk a lot about salmon in this city this is really where the rubber hits the road on these restoration sites on the main stem. So thank you.

Wheeler: Thank you we appreciate your testimony. Alright so we're down to public testimony, commissioner Fritz did you have a comment? We're down to public testimony and here's how we can economize we'll just say a minute, I won't be draconian about, but if you team up with other people who are already on the list we'll give you extra time. We'll call three names and Karla will call the next three to see who's on deck.

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Susan West: Hi I'm Susan West from friends of river place and we're a spirit of Portland award winning group we've spent the last two years and hundreds of hours getting ready for what's happening now. We are so thrilled and supportive that we can see the vision of the future we have been dreaming about a open, free access to the Willamette river all this time. I put out some pictures of Fairway, Ireland and what they did along they're river, we would like to see Portland's water front as a destination and this is what the city council had in mind when they planned river place and pushed through the big pipe project. The beach and swim access will make it more of a destination. We envision the Willamette river to be as widely known as the dany river, somebody needs to write the waltz. Really how can we have a river without kids swimming, fun and lemonade so we think that every decision we make is not about what we do, but who we are. We are a city that loves our river, loves our parks, love nature, we are supportive and will help in anyway as we open the river access.

Wheeler: Thank you and please let your group know we really appreciate it, commissioner Fritz.

Fritz: This visual aid is really helpful showing the multiple purposes taking reef equals taken life so making sure that people just don't walk off with them and then also having a sticker on to talk to us if things seem to much. I love the –thank you.

Wheeler: Thank you, commissioner Fish did you have a comment? Good afternoon.

Denis Schore: Hi I'm Denis Schore I'm fortunate to not live far from here where I can get on the river whenever I choose. I look across the river and see people using every patch of shoreline to be in or near our river on nearly every sunny day every shoreline where people have access fills up with sunbathers and swimmers, floaters and paddlers of all kinds and if it floats you'll see it on this river.

Wheeler: Yes sir. Thank you. Good afternoon.

Joshua Otchis: Good afternoon. My name is Joshua Otchis and I'm representing wasabi paddling club. And I have been in multiple accidents and the paddling exercise has helped me be who I am right now. And having access to the club for everybody and the river is very important.

Kasper Murer: I'm Kasper Murer, I'm the president of wasabi paddling club since January of this year so I represent about 350 or so active paddlers on that club. What I was going to say has already been shared. And so I want to add I think two things. One of them is dragon boating is one of the fastest growing sports in the world today. And it's virtually done everywhere. So people come here to Portland, friends of ours, paddlers that say we want to get on the water because we hear you have such a great reputation in Portland for that. The second thing is that the special teams that we have aside from the competitive paddlers we're very, very proud of that, the ability to be able to do that, and the big reason why we are able to do that is our location at the Portland boathouse. One of the things that's really important for people like Josh who was just speaking here, the visually impaired paddlers and the high school paddlers is public transportation to get there so they can actually participate. And with that I would just like to say thank you to all of you for working on all of what we have heard today and we are very much in support of the crescent park plan.

Wheeler: Thank you, we appreciate your group being here. You were very polite so why don't you say a few words.

Fran Sumida Palk: Thank you. Thank you so much for the city council supporting this issue. And it's one that is really, really needed. My name is Fran Palk and I have been a member -- I have been part of wasabi for the last 15 years since they transferred over to the east side. And I've also been a member of cssor the breast cancer team. And I'm now a member of the gm which is the grand masters team. I believe I'm the eldest of the

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wasabi group right now. [laughter] So anyway, I'm kind proud of that because I've been paddling for so long. [applause]

Wheeler: Thank you.

Palk: And but our dock is so worn out that part of it is ready to sink. And half the time when the water is high, it's over the actual wooden part that is left. The rest of it has been restored. But we really need a new dock.

Wheeler: Absolutely.

Palk: So thank you very much.

Wheeler: Thank you for your testimony. Thank you.

Keith Jones: Good afternoon, my name is Keith Jones, I'm the chair of liberal Lloyd which represents residents of the Lloyd neighborhood. The Lloyd neighborhood is known as a business district with three primary destinations, the moda, the convention center and the Lloyd center mall. But in recent years we have seen a resurgence of residents returning to the area and it's grown rapidly. Hassalo on 8th has doubled in population there. And there are at least three more developments in the works. Since moving to Lloyd I find I use my car a lot less, maybe once every three months. Within the Lloyd I have easy access to the street car, all the max lines, bike infrastructure and walkable locations. However what I don't have easy access to is the water. The Willamette river is blocks from where I live but I don't feel connected to it. I can get there easily I can only view it from the sidewalk. A resident of my community brought the Duckworth docks to my attention and asked me to look into opening it back up, he wanted a place to swim and my other residents loved the idea. I understand that there's an encumbrance on it and we fully support the plan put forth by Willie. I'd like to ask for your help to restore the access to us.

Wheeler: Thank you, appreciate it.

Wheeler: Good afternoon.

Dametris Harrison: Good afternoon.

Wheeler: You can go ahead and start. He's left so you can call somebody else up. There's Dan. All right. You can start.

Harrison: My name is Dametris Harrison I am a resident of northeast Portland. My mother was born and raised here in Portland. As a little girl we used to drive over these bridges. I used to think this river was the most beautiful thing coming from Los Angeles, California. I want to read something someone wrote this is a man by the name of Deshawn Crawford who lost his life at Kelly point park. It says life is something that I think about too much I try harder and harder to see where it takes me. It took him to his death at Kelly point park. We need public access to the rivers. I'm also a board member of the human access project.

Wheeler: Excellent. Well said.

Laura Freeman: Good afternoon. I'm Laura Freeman I am the club secretary for Wasabi paddling club. I paddle on the dragon boat team CSSOR which stands for cancer survivors and supporters on the river. My family remembers the Willamette sailing club. I spent a lot of time as a child in that water back in the 70's and the 80's. I've seen the river go through major transformations it's cleaner now than it's been in decades. If you paddle with us you can see the deer on the Ross Island and the bald eagles in the lagoon and the blue heron. This is the river we see. Most people don't get to see that. They just drive over on a bridge, look down, go to a lookout point, look down. But this dock space, this east side dock, is one of the few touch points where people could actually access the river. There's not a lot of that around. So for that reason I fully support the plan. Obviously the adoption of the crescent plan is beneficial to Wasabi Paddling Club, the Portland Boathouse and the whole community. But this little strip of the Willamette is such a unique spot that it would be sad if people couldn't get to it. The new vision of the boathouse shows lots of community access.

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Hopefully some river education. And a community space. All those things are important to this community. Without that ability to get to the river, without that space, our whole future of the boathouse trajectory completely changes. So with that I'd like to thank you for your time. And invite to you come out with us if you of want a life jacket and a paddle we will take you out and give you a chance to see what we see.

Wheeler: Sounds excellent. I appreciate that opportunity. Good afternoon.

Dan Rohlf: Good afternoon Mr. Mayor, commissioner Fritz. My name is Dan Rohlf I'm here today wearing three different hats. First is as an environmental attorney. I'm the co-founder of earth rights law center which is the environmental law clinic at Lewis and Clark. My other co-founder was instrumental in filing the litigation that ultimately led to the big pipe in cleaning up the Willamette river. I've been involved for over 25 years in efforts to restore salmon and steelhead in the Columbian and Willamette rivers. Wearing that first hat as you know the city as obligations under the endangered species act to avoid jeopardy of the listed salmon and to minimize their incidental take. In my view, concept one in the east bank plan is an excellent and necessary step in the city's compliance with its legal obligations to protect salmon and steelhead. I also wear the hat or the uniform of the wasabi paddling club and I'm on the board of the Portland boathouse. You've heard about both of those organizations and how they are instrumental in connecting hundreds of paddlers and rowers from a diverse and growing array of people and citizens of Portland to the river. And I encourage adoption of this plan and provision of a dock to enable those people to continue to be ambassadors to the river and continue to experience and enjoy the river and its amenities. Finally as a longtime member of the resources faculty at the Lewis and Clark school I'm an environmental educator. I would appreciate the city's support as we go forward with efforts to try to construct a new river center which in addition to providing a home for the Portland boathouse which is soon to lose its lease in a couple years, will also provide educational opportunities and interpretative opportunities for everyone in the city.

Wheeler: Thank you.

Fish: The newest member of my team who is focused on the river superfund and other things is a graduate of your school. Amira Streeter who has her law degree from Lewis and Clark in environmental law.

Wheeler: Thank you both, we appreciate it.

Cary Morris: Good afternoon. Thanks for giving me a moment. My name is Cary Morris. I'm a board member at wasabi paddling club for the past 12 to 13 years. And today I will testify as a person that's on the river really five to six days out of the week in some capacity with paddling. And just kind of express my love affair with the river and what it means to me. In addition to paddling dragon boats I've recently done that for the past 12 year I've also done outrigger canoeing. And one big issue that has really been recent and as more people come to the river is safely being able to get yourself and a craft to the river and be able to get on the river. I own an outrigger canoe that is 20 feet long, I have to carry it down the dock by myself as one person and try to maneuver between all sorts of people that may be on that dock and around the area. And it becomes extremely tricky during this time of year. And I'm just here to give my support for concept one and of the east bank crescent riverfront plan.

Wheeler: Thank you. Appreciate it.

Daniel Ellis: Thank you. My name is Daniel Ellis I'm a coach for the rose city rowing club. This past year we had nearly 200 athletes from 36 different area schools come do our program. For the athletes, coaches and parent's races and results are the very tangible goal, they're easy to see and plan for. But as coaches and parents in the room will tell you along the journey we see athletes develop the intangible confidence, courage, they

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become leaders, they become compassionate team mates, all through the vehicle of our program. Rowing requires a lot of things it requires equipment, coaches, commitment, time, energy but chief of which is access. We can't get to the river, we can't row. And so whatever the future holds for crescent park and its development we ask that you consider access for light water craft and programs such as our own. Thank you.

Wheeler: Thank you. Good afternoon.

Leslie Walker: Leslie Walker also a coach at rose city I'm here to emphasize what Daniel said but also wanted to say a little bit more about high school rowing as a part of Portland's Willamette river connection landscape. High school rowing is a unique way for kids to get opportunities into college. It's one of the fastest growing sports in terms of amount of money and amount of scholarships that go to high school athletes compared to other high school sports. And with the scholarship programs that rose city has for low income kids and the outreach that we're doing into Portland public schools, it's a good way for Portland to get kids of color or low income or who wouldn't have access to the river on to the river. As a coach it's amazing to see kids going from square one being afraid to touch the water because they think it's toxic to being really proud of our rivers and our bridges to the whole landscape that we have in downtown so I'm mostly here to say thank you for keeping us in mind when you're considering all the options and helping us to continue to spread rowing to as many different populations as we can. Thank you.

Wheeler: Excellent. Thank you. Appreciate your testimony. [applause]

Richard Geib: Thank you. My name is Richard Geib. I want to respond to commissioner Fish's question about other jurisdictions or cities that are having success. I'm from Cleveland, Ohio and there was a newspaper article just published two weeks ago about an abandoned warehouse that was turned into a state of the art rowing facility. I'm a former rower and my son is at the national youth championships in Sarasota. What I want to say and encourage you and not to criticize my home town but just a minute, sorry I have a picture I want to show you. Cleveland is the home of the Cuyahoga river the original burning river which is part of what starting the epa, the same epa that is responsible for helping us to clean up the Willamette. The Cuyahoga river is the crooked river yet in Cleveland, they are celebrating a opening of a building called the foundry which is going to be the home of the youth rowing association in Cleveland. Their goal is to bring 10,000 youths in Cleveland down to the river to learn to do all -- it's not just rowing, it's light water craft, paddle boarding, kayaking. Although I love my home town, when you look at the river it's the crooked river. My phone is not going to work. It's not a good piece of water compared to the Willamette. So I'm here today to support the inclusion of the Portland boathouse in the final plans so we can have light water craft access because I don't think we can predict how popular it will become. My son tried a lot of different sports and he didn't do well at them. I know one of the other parents submitted some testimony to you saying that her son, too, who is on this championship team in Florida also tried many sports and didn't do well but rowing lifts the spirit and it's a sport anybody can do. Anybody can get in a boat and it will lift their spirit. We cannot predict how popular the Portland boathouse will be in five or ten years. And I think ten thousand is a conservative number for a city like Portland.

Wheeler: Thank you.

Jean Quinsey: Mayor and commissioners Jean Quinsey member of Wasabi paddling club I'm also a private boat owner over at river place. And a former member of the Oregon state marine board. It's apparent today from everybody talking that we don't really need to activate the waterfront, it's already quite active. The plan is great we can't wait it will provide better and safer access but in the mean time we need law enforcement down there. There's really unsafe and unsavory behaviors and activities taking place. We have

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seen plantings that have been put in previously that have been camped on and destroyed. We have inebriated individuals jumping off the top of fire docks. Including in the plan needs not to only give them safe access but to keep them safe from their own behaviors and for everybody else to enjoy that area. So thanks again for the plan. Looking forward to it. But in the mean time we need to keep it safe for those of us that are there.

Wheeler: Excellent. Thank you. Good afternoon.

Cassondra Schuemar: Hi, good afternoon. Thank you for the opportunity to speak to you. I am representing stational rowing club and have also coached with Leslie and Daniel for rose city. Mostly I want to present to you from our archives an article from 2008 touting the magic that our club brings to participants throughout the city as Leslie stated different representatives from all neighborhoods come together. We have articles dating back to the '70s also touting the community that our club creates so thank you so much. You've been thanked many times. But we appreciate you considering the rowing community when you consider the plans.

Wheeler: Absolutely. Thank you.

Fritz: Could you tell us your name?

Schuemar: Cassondra Schuemar.

Wheeler: She just goes by coach.

Wheeler: Good afternoon.

Owen O'Brien Powers: Good afternoon. I row at rose city rowing club. I would like to briefly articulate three reasons that I think demonstrate the importance of including the Portland boathouse and the white water launching point for the plan at crescent park. Number one is at rose city rowing club and the clubs that operate out of Portland boathouse I see a tremendous amount of fortitude and work ethic fostered with the kids that come in and my teammates and myself. Secondly I think the clubs at the Portland boathouse and the dock in general foster a certain amount of community because just as rose city people from different high schools come and I think that cultivates a lot of community in the area. Finally I think including the Portland boathouse and the white water launching point in the plan promotes a certain amount of health and the commitment to the health of the citizens of the city thank you.

Wheeler: Thanks for being here.

Malka Marin Kranowski: Good afternoon. My name is Malka Kranowski I'm ten years old and a fourth grader at hope trinity charter school. Summer is my favorite season because the river is warm enough for swimming. I began swimming when I was seven months old at children of the sea swimming school. My swim teachers taught me how to hold my breath, float on my back and how to climb up out of the water. Later on I learned different kinds of swimming strokes. When I was two years old I started swimming in the river and going in the canoe with my mom and grandpa. They always made sure I work my life jacket when I went in the canoe and swimming in the river because they encouraged me to swim and play in the river as a baby I love to go in the Willamette river. When it's hot I go down to the river to swim and cool off when my friends are over on days such as those we love to hangout on the dock and usually swim. There's an event each summer at tom McCall park called the big float it's a human access project. I've gone every year that I can remember and always had fun inner tubing, swimming or canoeing in the river. On independence day I go to my grandpa's house where we celebrate and watch fireworks we always invite friends and go swimming in the Willamette river. Every year I have lots of fun experiences at the Willamette river I go swimming, inner tubing and I canoe and ride in motor boats because of my enthusiasm I have encouraged many of my friends to swim in the Willamette river, many of them for the first time. I think the river is clean and should stay clean for the benefit of Portland and the wildlife if we can keep the river clean we

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encourage more people to come to the river and swim and help us keep the beaches and water healthy.

Wheeler: Excellent. Good testimony. Thank you. [applause] Good afternoon.

Denise Schurke Kranowski: Hello. My name is Denise Schurke. I'm a color consultant and a social media volunteer for human access project. My main gig as a mom to my 10 year old daughter Malka and my four year old son Solomon. I enjoy canoeing and try to get on the water as often as I can manage. As a water lover I enrolled my kids in swimming lessons as babies and I just always felt the earlier the better. I wanted them to learn, enjoy and find comfort in the water as much as I do. My dad Denis who spoke earlier was into canoeing when I was young and my mom adamant that I learn to swim and be safe in our various trips. Through the years dad become an expert in water safety for the red cross in southern California as a side benefit of that I spent countless weekends observing water workshops on lakes and rivers dad instilled in me a respect for moving water. Its fortunate for me I've had the experiences I did in the outdoors and doubly so as my young familiar with share the beauty of Portland. The kids adore going to the river and playing. Malka and Solomon know what my rules are. If we are near water they must have their life jackets on. I want those rules to be instinctual not only for my kids but for their friends who join us. Water safety rules allow us to have a fun day on the river or at the beach. A personal dream of mine is for all of Oregon's elementary age children to have the opportunity to learn about their waterways. We need to think about water safety is a valuable subject in our schools it's an important life skill. The value of always to wear your life jacket and never to feel ashamed to wear one. It's understanding how cold the water might be. Learning what cold water does to our body. I want kids to be water-wise and through that knowledge it will result in enjoyment. They will be water lovers and future stewards of our rivers. We can lead the way for our youth and the Willamette river.

Wheeler: Thank you for your testimony.

Wheeler: And how many more do we have after that?

Moore-Love: One more after that last person.

Wheeler: For those waiting for the tax supervisor that's going to be at about 4:15. Good afternoon.

Wheeler: Good afternoon.

Jouchim Vondding: Good afternoon my name is Jouchin Vondding and I'm a parent of Ansley Vondding who's a freshman at Lincoln high school and rows for rose city rowing club. I want to put my support in for the crescent plan and hopefully a water craft dock there so they can access the river. I think it's important to have that central location because Ansley takes public transportation to the dock every day so she can get to practice so it is important to maintain that central location. This rose city rowing program is a really, really transformative thing for the kids. It's a life-changing event for my daughter to be part of that program and I want to give support to that program.

Wheeler: Thank you. Yeah, she's here. Good afternoon.

Craig Mosbaek: Thank you. Good afternoon mayor, commissioners. My name is Craig Mosbaek and when my two friends and I started the Portland farmer's market 25 years ago the goal was to create a community gathering place in the center of the city where everyone could enjoy the surroundings of farmers selling local produce to customers who wanted to buy fresh healthy foods we can further accomplish these same basic goals by creating swimming beaches on the Willamette as it flows through the river. Everyone will have access to the beach the community will gather and join the city in its natural surroundings. Thinking about switching on a sandy beach sparks the image of smiling faces, friendly play and fun. Swimming is a physical activity that can help young and old remain healthy. The swimming area on the Willamette will nourish our bodies, hearts and

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souls creating a swimming beach will be one of the councils longest lasting legacies. I appreciate your time and effort to establish a swimming beach in downtown Portland the investment in the beach will yield many happy returns.

Wheeler: Thank you.

Sonia Montalbano: Good afternoon my name is Sonia Montalbano. I came to Portland 24 years ago as a law student studying environmental law and I grew up on the water and was thrilled to see this river in the middle of the city but then found out I couldn't touch the water and then I was thrilled to helped bring the big the big pipe to fruition. As the summer is approaching the city needs to take a proactive role with respect to protecting citizens who are swimming now. You have several options in the reports prepared and you can talk about which site to develop when but when do you so the price tag is going to be significant and delay development in other sites. Those sites will continue to be less safe than they can be and I suggest in awareness of people swimming at these sites now. There are simple affordable steps that can be taken at all of these sites to reduce the risk of injuries or worse. I urge you to prioritize funding to installing ladders where people are swimming, having access to life rings, signage warning of dangers, boundaries such as swimming ropes and lines, and information directing people to safe sites to swim.

Wheeler: Thank you.

Andrea Milano: Hi. I love to swim. I just want to say I would love to share the river with some young salmon.

Wheeler: Well said. Thank you.

Milano: I had more to say.

Moore-Love: That was well-said. That was perfect. Thank you. Was there any other testimony?

Moore-Love: I think I've called all the names.

Wheeler: Did we miss anybody? No. Good. Yes, come on up. So if I can just frame this, my understanding is the recommendation that you started with is to adopt effectively number one with the inclusion of those aspects of number two that are also compatible, is that a fair statement?

Bischoff: Yes.

Wheeler: So we have this properly framed. So we are interested in that balance between the habitat restoration and the recreational opportunities. I think it's imperative that we find that balance because as many people testified, conceptually we could just close off the whole riverfront but people are still going to make their way to the water. I'm compelled by the testimony that say's if you really want to protect that habitat then take those opportunities that are truly the best for access and recreation and make those the points to which you direct people so they are not trampling through the critical habitat and I love the testimony that was a great end point. I want to be in the river and I want to be in there with the salmon, I think that's sort of a good frame for this whole issue. Commissioner Fish?

Fish: So Debbie, that was very helpful and let me ask you the follow up question which is what is our role today with respect to the testimony we heard about the Holman dock and the proposed river center? Is that connected to our decision? Do we need to bring that into our decision? It seems likes pdc needs to be at the table. What are our options around those two issues?

Bischoff: That's an excellent question. I think in general the plan identified a new dock again and potentially supported location. It didn't go into detail and it was also on omsi property. So I think that council would need to take an action to further engage with the Portland boathouse and with prosper Portland who is running -- has the jurisdiction over the Holman dock to continue the work toward a new dock and a new river center but also omsi very much needs to be our city staff has an ongoing relationship with omsi following

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up on both the east bank crescent recommendation but also weaving their master plan with our plan.

Fish: The letter we got from omsi it's clear there's still work we have to do on that. Can we simply say in our vote to engage prosper Portland in engaging the various pieces or do we have to do it as a separate matter?

Bischoff: I'm not sure.

Fish: It seems all connected and you're doing a big look there if it's the will of the council can we ask you just to see how it fits and give us a menu of options?

Bischoff: Sure. In the resolution we talk about city staff continuing to coordinate with the property owners and other interests. So I think we are there and you're giving us specific --

Fish: It's a very constrained area. My favorite bike route is coming from goose hallow, salmon, over. It's a very constrained area up against the parking lots and then with a steep grade so if we are going to try to fit all these pieces in it looks like we have to be very intentional.

Abbaté: If I could just add, I think the five sites that were considered, I think that's a very important document. And one of the things you could do is specifically about the issue of swimming you can give us direction to look at the top two rated sites we'll do something at poets beach as a pilot this year, we'll also look at the Hawthorne bull as preferred places of swimming looking at the east bank crescent as a dock for light water craft and habitat enhancement. One of the challenges even in option one on the crescent is so many things like you said commissioner trying to put habitat, boating, you heard testimony about conflicts between folks trying to put boats in this water and swimmers using the docks so that's some other clarification you could give us.

Wheeler: Well, I don't think the adoption of the plan today precludes any of those. My priorities would definitely be the east bank crescent, poets beach, it would be looking at how you can improve infrastructure that is already there and we have had a couple of comments with regard to that. Some of these other conversations around the boathouse, around matching grants for life rings, things like that, those are conversations I think that continue forward in the context of the adoption of those plans. So I'm not sure how further action is required today with regard to the adoption of the plans unless I'm mistaken and I am.

Abbaté: I think Mr. Mayor it's about what direction do you want to give to us do further work. You said come back in the fall so it's clarifying.

Fritz: I am concerned that there is not enough focus in the whereas or the be it resolved for the issue of boaters and that's what we heard a vast amount of testimony today so I'm wondering if in the second be it further resolved if the council directs staff and at the end say integrate habitat restoration with public restoration elements including facilities for non-motorized boaters and then continue.

Fish: Which resolution are we on?

Fritz: This is the east bank crescent there's only two resolves saying basically we accept the exhibit A.

Wheeler: So that's 645.

Fritz: And then the redirect staff to continue to seek funds and coordinate, I think we need to add including facilities for non-motorized boaters.

Wheeler: I will -- I'll take that as a motion for an amendment.

Fish: Second.

Wheeler: 645 Commissioner Fish seconds that. Any further discussion on the amendment, call the role.

Fish: Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: The amendment is adopted. [applause]

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Fish: It sounds like the recommendation to us and I wish we had more than three members of council here because you're going to get I think three different votes with different focus in terms of direction but it sounds like you're looking for the broader direction today to adopt a resolution and then we have the opportunity to come back and sharpen our focus. Is that fair?

Lovell: I think that's a very good summary.

Wheeler: Okay. So let's jump to the chase here since we are still speed dating. Any further revisions, questions, thoughts, ideas? With that Karla call the role on 644.

Fish: First of all to Sally Edmunds, Debbie Bischoff and Kaitlin Lovell at the staff level, they're here. Thank you for your great work. I'm glad we had a full house of people that got to see what you do regularly. Nothing unusual about your work today but most people don't get a chance to see it at this kind of level. Mike thanks and to the bes director. I'm very pleased to support item 644 and I probably have my own ranking of what I think is my preferred option on this but we don't have the time to go through that and I have a couple more discrete comments on 645 so I'll just say thank you and thanks to everyone who came out and testified. We had a couple of tough weeks in this council and this city. Actually, mayor, it's been encouraging to have a proceeding like this where people are so thoughtful and civil and respectful and so inspired about our future in the water. So I'm very pleased to vote aye.

Fritz: I was honored to create and lead the office of healthy and working rivers in my first term and what we're talking about is a healthy and working river. So thank you to the staff and 20 years of cleaning this up and making it healthy. We now need to look at how do we look at making safe opportunities and direct people to where they are safer and providing basic things like life rings with signage on them saying don't take this for fun, it's for lifesaving so I do want to honor Anne Buyer who is the director of healthy working rivers and Patty Howard on my staff that helped with the river recreation plan and has continued to work on this, thanks to all the staff and the great testimony. Aye.

Wheeler: Vera Katz when she was mayor called for a river renaissance and the basic thrust is that we are a people adjacent to the river but we are not yet a people of the river and we have not figured out a way to both respect that asset from an environmental perspective, nor view it as a place of community gathering, a place where people could come together. Over a period of many years the city including both of my colleagues who were up here made significant investments like the big pipe project to continue to improve the water quality in the river. We continue to push forward on the super fund site that will help to the lower Willamette to the downstream portion of what we are talking about today. I want to thank all of those who testified today. Willie is still over here. Again I'm blown away with your enthusiasm. The boaters who came in today, the people who talked about what this means for the next generation, and what we heard today under scores one clear point which is protecting the habitat and providing robust recreational and access opportunities are not at odds. In fact, there is a smart way for us to plan to -- I'm going to steal it again, to be in the river and swim with the salmon. And that's exactly what we are going to do. I want to thank everyone who was engaged in this and continue to work with us. There's lots and lots of community partners and I look forward to swimming with all of you again in the river. I vote aye. The resolution is adopted. Please call 645.

Vote on 645.

Fish: This is where I think you'll get a little more of the direction so I'll take a minute to do that. First I was very pleased to have so much tam about all the activity -- testimony about all the activity on the river including the clubs at the high school and college level. I think I might join the wasabi club just to get that shirt. It's a great one. When I was in college I was recruited to do crew because I had very long legs. Apparently when you're six foot

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one, 160, you have the right shape. And it conflicted with a sport that I played in high school so I couldn't do both. Poker -- [laughter] -- no. But it overlapped the tennis season. But there is something magical about being on the water in a boat. And I actually wish I had a chance to do crew seriously but I didn't. As I was hearing all the testimony I was reflecting on the fact that when we opened up the river and keep these opportunities, the ripple effects are huge so we have a thousand people actively engaged in this sport and a chance to grow it. And that's fantastic. So on 645 I am persuaded that option one is the best option. And there may be some way to harmonize option one and two. But to me fish habitat has to come first and I know that site very, very well. On the Holman dock I think we have to begin to plan for its replacement. It sounds like it could fail any time. At least the next two years it sounds like we have to have a plan. And I think there's a broader comment reason why it's done. I think the Portland boathouse is a phenomenal opportunity. How we pay for it and how it fits within the omsi master plan which is a critical piece of how this fits together. I don't know whether people know this but in the proposed location for the new Portland boathouse it's one building over from the building that omsi uses to build all of its sets and all of its exhibits. And what is fascinating about that building is most of the exhibits they build there are for museums other than omsi. It's the nation's leading center for developing those kinds of things. And it's a wonderful place to visit. So for me fish habitat comes first. Holman dock we ought to bring prosper Portland in and talk about what are the options. Helping Portland boathouse find a new home. And frankly, Kaitlin, given that location I would want to have the option to talk to them about taking a portion of the wall and putting our super fund materials on it because that is a hell of a location. Just the other day we were talking about how to expand our outreach to the community. Having a kiosk there and something on the side of the building might be cool. Then balancing the trail and how we do the swimming safely all gets fit in. One other piece I want to add. What I heard from a lot of people today is the swimming is going to occur regardless of what we do today. I do think we need to have a plan for signs or ladders or safety equipment. I would hope that you'll come back to council with something and a price tag so we get ahead of that because I don't think we have the luxury of saying gosh, sorry, we thought it was prohibited, people did it, and a tragedy happens. I would like to know mayor about what the additional steps we can take now to enhance public safety. Thank you all for a terrific presentation. I'm very pleased to vote aye.

Fritz: The one trimester that I rowed at Cambridge is not one I look at with fond memories. Just because I had to get up at six o'clock in the morning and I didn't want to do it now or then doesn't mean I don't support it and that's the case with many things on the council. I am very supportive of both the boathouse and all the clubs there and the swimming option. I definitely agree with commissioner Fish option one is the direction to go. But note that the redevelopments of the east bank crescent is currently unfunded. What we found in Portland parks and recreation with Poets beach is that the amount of money that has been allocated by the council is enough to make it a safe place. And as we heard from the river place folks law enforcement is definitely a component in this there are some things that rangers can do and other river users can do. Unsafe behavior and criminal behavior needs more enforcement and so I know that the mayor is committed to that and choosing the right path is going to be a challenge for all of us and one I'm looking forward to working with all of you on. Aye.

Wheeler: First I want to thank Nathan Howard from my office before I forget, he's worked on this many, many months and frankly its been a hoot I've really enjoyed working on this project with all of you and everybody from the community it's just been a blast, frankly, and a great inspiration. I air towards what the staff recollection is which is what I'll call one and a half. Respecting the environment but where it is compatible acknowledging that we really

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do need access and educational opportunities on the river for a variety of reasons. I'll just go on one thread and then be quiet because we have to get our budget approved by the tax soup folks upstairs. The river has too long divided this community. And there's rarely a day in this council chamber that somebody doesn't mention the divide in this city that the waterway creates. They talk about it in different ways, socioeconomic, geographical you name it. This kind of planning can bridge that divide. We can be similar to other communities that respect their waterway, respect their habitat, protect the environment but also acknowledge it could be a thriving area that brings people together rather than divides them. I happen to be on the side of the philosophical argument that says people are going to come either way so let's do it in a responsible, plan full way. That's been the Portland way for a long, long time. So that would be -- and I'm hearing my colleagues and I respect their points of view but I would say I'm one and a half, I'm not one. I like where we were with regard to respecting the environment but where it is appropriate to do so let's take that river renaissance to the next level. I will say thank you everybody, it's been a great day.

Fritz: Willie Levenson has been a great community leader on this and I forgot to say that in my comments and I appreciate it very much.

Wheeler: I vote aye and with that the adoption is amended. Thank you. We are adjourned.

At 4:27 p.m. council adjourned.

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.**

June 8, 2017 1:30 PM

Wheeler: Good afternoon everybody welcome to our Thursday afternoon, June 8, afternoon session of the Portland city council. Karla, please call the roll.

[roll call]

Wheeler: all right. So, council notes for today. Item 654, that was the appeal of Landon crowell, that is rescheduled to Wednesday June 21st at 2pm. Item 653 that's the private for hire has been rescheduled to June 15 at 2:00 p.m. Item 633, that's amending the contract with impact northwest has been moved to June 14 at 9:30. And, commissioner Saltzman will be recusing himself from that item. Item 655, the sister cities annual report is being referred back to the mayor's office. So, that -- let's see. Let's start with item 624.

Item 624.

Wheeler: So this was pulled from the consent agenda, so there's no reason to labor it. We also took some testimony on this item yesterday.

Steve Hoyt-McBeth, Portland Bureau of Transportation: So, at the last -- yesterday's meeting, the direction from council was try to reconcile the issues that ms. Stillwater had when she spoke. Nickole and I met with her after the meeting and resolved the issue. I sent that email to you and your staff earlier last night, which was around making sure that people who were living on very low-incomes, they would not be precluded from using the program because of fares so I confirmed with her that we are dedicating funds so that somebody -- so the fees can be waived for anybody who cannot afford it.

Wheeler: She was satisfied?

Hoyt-McBeth: Yes, she was satisfied.

Wheeler: We do appreciate that. We left the record open so now I'll call for the roll.

Fish: Aye.

Saltzman: Well, I just wanted to say that this program that the bureau of transportation's been working on to provide adaptive bicycles is really great. I was very impressed with the open house that was held a couple months ago and the thought that's going into this to help people with disabilities, to enjoy life as most of us do. So, this is really going to be a gem thank you. Aye.

Fritz: As a pilot project, I support it. I do appreciate the effort. I'm concerned that like infrequent bus service if it's so infrequent that you can't reliably use it then I'm concerned the pilot project might be less than optimal if there's only a couple places where you can return the bikes too so that's a concern. Secondly, as with the regular bike share, riders are required to sign a waiver of liability insurance and I am particularly concerned with the vulnerable population and as we're working out the kinks in the specially-adapted bikes, that there may be some risk, but as a pilot project I'm willing to support it. Aye.

Wheeler: I was very frankly moved by the testimony we had yesterday on this. One individual, who has developed disabilities over the years, said that she felt, when she saw the bike share program and no adaptability capacity, she said it just reminded her of her own disabilities and it made her quite upset and that was moving and so I appreciate the fact that we're trying to find a solution here that will include more people in our community to be able to use a resource like this. So, I think it's a great pilot program and I look forward to seeing the results. Aye. The ordinance is adopted. Next item is 629.

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Item 629.

Wheeler: Good afternoon.

Linda Castillo, Office of Neighborhood Involvement: Good afternoon. Linda Castillo with oni. I'm here in case you have any questions or comments

Saltzman: What's a forward-facing community organization?

Castillo: That means a community that's on the ground, providing day-to-day services.

Wheeler: I think this is great. As you know, collecting data, disseminating data, speaking from the same set of facts is important. Particularly if we are talking about issues this sensitive, I appreciate the thought that went into this. Any other --

Fish: I'm sorry that commissioner Eudaly is not here. I did hear she was soliciting restaurant recommendations in Barcelona. [laughter]

Wheeler: Any public testimony on this item? Any further questions from my colleagues? Please call the roll.

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

Fritz: This is a small amount, but it's so important and I think it's very significant, that the city council is allocating this money as quickly as possible to get it out to the community. We're all reeling from the daily assaults on communities of color and on all of us. As we have to deal with a hate-filled environment day in and day out, and obviously communities of color have been feeling that for decades, if not centuries. All of us, now, are in this and we need to be in it together. Mayor, I appreciate your frequent showing up to different places to demonstrate your need-- your recognition of this need and I certainly support this allocation. Aye.

Wheeler: Aye. The ordinance is adopted. Thank you for your patience. Next item is 632.

Item 632.

Wheeler: I want to thank director Creager, who has been waiting two days to be able to present this item.

Kurt Creager, Director, Portland Housing Bureau: Thank you very much, Kurt Creager housing bureau director with me is Karl Dinkelspiel who manages our housing finance operation. This is a remarkable partnership with Multnomah county under the leadership of commissioner Saltzman, the bureau increased our level of effort in 2016 to expand our housing development pipeline. And in so doing, Multnomah county provided both a site and cash for us to then originate projects, which they jointly underwrote with us and Karl Dinkelspiel managed that process he's going to speak to the specific projects. This is essentially the county giving the city money for projects that we already identified.

Karl Dinkelspiel, Portland Housing Bureau: So, as director Creager said, there were originally \$5 million that the county made available us to the Multnomah county affordable housing development fund. We work with them to select projects they select three, one is block 45 on a property that phb owns on grand avenue and Holladay the developer will be home forward. And then there are two central city concern projects, one on stark street and north interstate. That was about \$3.3 million between those projects. It was an additional \$1.7 million that was left. The county decided they would like us to distribute that to the east side health clinic which is another central city concern project. Which unfortunately, I don't know too much about, but there is some transitional housing there as well. The other three projects are permanent housing in the mode of our traditional projects.

Wheeler: So, the individual who pulled this is not here today. But is there any public testimony on this item? Seeing none, colleagues, any further questions?

Fish: Aye.

Saltzman: Appreciate Multnomah county working very cooperatively with the city of Portland to provide affordable housing. This is a great example of cooperation. Aye.

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Fritz: Desperately needed we needed it five years ago I'm glad its getting done now and in particular permanent supportive housing for people facing mental health challenges is definitely a huge need and I appreciate the city and county recognizing that. Aye.

Wheeler: It's a good start. Dan, I want to thank you on your leadership here you and Kurt saw the importance of the vision here. I know your team has worked hard to bring this to fruition and the partnership is a strong one and a great one. I'll mimic what commissioner Fritz said about the importance of the county and the city work collaboratively on these issues. Aye. The ordinance is adopted. 633 has been pulled -- it's been rescheduled to June 14 at the 9:30 a.m. session. Please call the next item, which I believe is 639.

Item 639.

Wheeler: Very good. Captain graham is with us today.

Larry Graham, Portland Police Bureau: I brought an expert with me, so, don't worry.

Wheeler: I didn't say anything, you said it. [laughter]

Graham: Good afternoon, I'm captain Larry graham, central precinct captain.

Lynnae Berg: Good afternoon I'm Lynnae Berg of downtown clean and safe.

Graham: I think we're looking to renew the contract, the successful contract we've had for the last several years with clean and safe, providing the officers and services to the downtown business community and the neighbors. The only thing I really want to address is Dan handelman made a comment about it seems unfair we're providing these resources downtown when there are other parts in the city with issues. A lot of the reasons people are down here is because we do provide the resources for the homeless downtown. That's where the majority of the resources are, whether it be the homeless shelters, the mental health facilities that's why it's critical to have these officers assigned here so they can deal with that. Officers that were assigned to this detail, like during the winter snowpocalypse, they spent time checking on them and getting them to shelters they need to, they developed relationships. As the city focuses on livability issues and making downtown more friendly, these are going to be a key component to making sure that happens. I think you heard me say it before, mayor, compassion and accountability.

Berg: I'd like to add that we've had a partnership with the city since 1988, to supplement cleaning and security in the downtown core, to insure our downtown is vibrant and welcoming to all people. Our cleaning program last year, which involves a partnership with central city concern where former homeless individuals are employed, cleaned up 627 tons of garbage out of downtown, picked up 16,589 needles and removed over 36,000 graffiti tags. The security program employs private security and Portland police officers for over a decade, clean and safe has funded four officers as a public service, which also frees up general fund revenue for other priorities. The police officers are assigned to the geographic area of the district, but their work is solely directed by central precinct and supervised by central precinct. If there is an emergency outside of the downtown core they respond. The officers work consists of problem-solving, relationship building and addressing the livability issues you've heard about. The officers and security have deep relationships with social service agencies businesses and residents including those that are unsheltered. The police officers assigned to the district are the only law enforcement officers who can refer individuals to the lead program, which is law enforcement assisted diversion, a harm reduction program that is being piloted by Multnomah county which seeks to refer people to services instead of to the criminal justice system and these are people who are arrested for drug charges. This is but one example of the non-traditional approaches involving our partnership. Our downtown is the economic engine that drives the health of our city. Over a decade ago civic leaders and business leaders understood the importance of a safe and vibrant downtown and committed to strategies that have proven to be effective including using additional officers within the district. I encourage you to extend the five-year contract.

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Fritz: Thank you, mayor. Dan handelman said there are now four obviously, where previously there were three?

Berg: There have been four since I've been involved in the program, which was 2012. I think roughly before I came in 2011, the number increased to four. So we pay for four, yes.

Fritz: Are they four specific people?

Berg: Yes. They are selected for a lot of the traits that I talked about that are important for relationship building, problem-solving. Yes, they're specifically selected and they ride bicycles.

Fritz: What hours do they work?

Berg: They typically work the morning shift and then there is overlap with some afternoon shift, as well.

Fritz: And, but for the four specific officers?

Graham: Their shifts are split. Some of them work from 7 until 4 and some work later on in the afternoons.

Fritz: So how many would be on-duty at any particular time?

Graham: Four.

Fritz: If --

Graham: There are actually six four are funded -- there are four funded from this contract and then the bureau provides an additional two, so there's six at any one time so four working.

Fritz: And, does clean and safe direct the other two or have any interaction with the other two?

Graham: No we direct them I have a sergeant, jeff nea, is in charge of that. We direct activity and stuff.

Fritz: Okay. About this law enforcement diversion, which I saw at the county. How is that different from the service coordination team?

Berg: It is different in that the philosophy of that program is that people may still use while they're trying to change their lives. So, they aren't necessarily put into housing. They are given services where they're at. So if they need help with something as simple as some clothing, they're referred to these case managers by the officers and the case manager will do an assessment with them and decide, what is it that you need today? And then build a relationship with this person because addiction is tricky and people sometimes aren't ready to take a step into supportive housing so it's a way to engage people and try to do harm reduction.

Fritz: Okay. Thank you. Mayor some of the service coordination team money is one-time, as you're evaluating for next year, we should look at are we duplicating and how can we work with the county rather than having the officers make that call about who gets into what program. I don't know how that works. I appreciate, when I get the annual report from clean and safe and have heard about the competition to see who can pick up as many cigarette butts, it's usually a phenomenal amount in a day. Would it be possible to get an annual report about the officers assigned to this detail? One of the concerns that's been raised is are they ticketing people at a rate for low-level offenses? And so I'd like to know what's the -- what's the outcome of having these four positions paid for and extra services?

Graham: I'm sure that would be something we'd be able to do. I think it's easy -- not easy, but something we could have our support professionals put something together, to show what -- compared to the others. These are more proactive officers, so I would -- you're going to see a higher amount of tickets. But you're also going to see a lot more referrals to, like, the lead program or service coordination team. You know, good policing has a little bit of both. A little bit of enforcement, a little bit of help.

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Fritz: Right. I appreciate that. I think if people know what they were doing, there would be more support for the program. I'm wondering, mayor, if you'd like to add a directive C that there be an annual report for this program.

Wheeler: So moved. Is there a second.

Graham: I don't know if this was slated to be an emergency amendment or not.

Wheeler: That's not been raised yet.

Graham: I think I need to.

Wheeler: Hang on, let me take care of this. Commissioner Fritz moved.

Fish: I fully support the idea of an annual report. I'm reluctant to give a blank check to an annual report without understanding what we're asking them to compile what format and what kind of frequency in the like. I think we should -- if the concept is, we'd like to have an annual report, I think there should be follow-up conversation on how to make that a useful exercise.

Fritz: It seems fairly straightforward.

Fish: Not straightforward to this commissioner. I'll support it as a concept but I could ask, mayor, that your office take the lead and flushing out what the report would be and for what purpose.

Wheeler: I'm seeing head nods. Call the roll.

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

Fritz: Thank you, mayor. Aye.

Wheeler: Aye. The amendment is adopted. Captain graham, you wanted to make the case for an emergency?

Graham: I apologize I wanted to make it an emergency. It expires at the end of this month and so my understanding is if you approve it, like normal, then it's 30 days before it goes into effect and it causes problems with fiscal.

Fritz: I'd move to add an emergency clause on it.

Fish: I'll second it. Our understanding is there's a public safety reason this needs to be adopted.

Wheeler: Commissioner Fritz moves, commissioner Fish seconds.

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

Wheeler: Aye. Any public testimony on this item?

Moore-Love: Yes, we have one person. Mary sipe.

Mary Sipe: Hi. My name's Mary sipe. I just wanted to testify in support of this ordinance. So often anything that has anything to do with police funding is opposed by members of the audience. And I just -- I want to say that the area that I live in, we've had tremendous problems over the last couple of years with all sorts of criminal activity and illegal camping, all sorts of problems and last summer, I coordinated a meeting with -- through the crime prevention division, with officers from the east precinct and we learned an awful lot about the limited resources that our police bureau has to address these problems and what we did is, we expanded our neighborhood foot patrol and we received -- we've been receiving, over the course of the last two years, a lot of assistance from the crime prevention bureau and east precinct with helping us determine how we with can, on our own, address some of these issues. Needles in one area of our neighborhood, we literally have been counting how many needles we dispose of and we've been getting help -- we're doing a lot of pdx reporter and one of the things that we did is the north park blocks had a really serious problem and through the pdna and a livability and safety committee, we reached out to the businesses and the hoa's and they came together and funded a private security patrol that patrols from 10 p.m. To 7 a.m. In that area and it's been amazing and I -- I'm really supportive of Amanda Fritz's suggestion about the reporting. This private security company gives us monthly reports and it just paints such a picture. You can really

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measure the success. You can measure where the -- you know, sort of the water in the balloon is. You push here and you fix one problem and a new one bubbles up over here. And I just can't say enough. We would love if clean and safe could extend itself to our neighborhood. We've tried to mimic what they're doing and I think this is a model and I can't say enough about it and I can't say enough about providing the funding to continue the program. Thank you.

Wheeler: Thank you. Appreciate it please call the roll.

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

Fritz: This is five-year contract so I would have been uncomfortable without an annual report. I support the program, I want more people to know about the good things they do think that's part of our responsibility with accountability and transparency people just don't know. Aye.

Wheeler: So, I have actually done a considerable amount of research on this program and gone out, a number of times, with the officers involved in this program and I think this is one example where the police bureau and the Portland business alliance doesn't do enough to sell what, I think, is an amazing program for this community. It's not about enforcement. And, as I walked around, in January, when people were literally freezing to death on our streets, they were exercising compassion, they were exercising civility, they were asking people what they could do for them, what sort of help they needed and to be blunt, I was really impressed. I felt like, in many regards, the individuals assigned to this detail know the individuals who they are working with, better than anyone else in this community. And that was pretty obvious and they could not have faked it, for my benefit, because it was pretty obvious that the people that they were working with had a lot of respect and frankly, a lot of enthusiasm for the people assigned to the clean and safe program. So I think it's great and I'm glad they came in and I'm glad we have the opportunity to extend this contract. I like the idea of doing an annual report. It'll give a little more -- I don't want to use the word, publicity, but it will help the public better-understand what they are doing and let people see it and ask questions in the light of day about the program. I support it. Aye. The ordinance is adopted, as amended. Could I ask you a question, Karla, you had mentioned 643? Didn't we take the vote on 643 yesterday or did we not have time to do that?

Moore-Love: We did not.

Wheeler: Could you read 643?

Item 643.

Wheeler: This is a second reading please call the roll.

Fish: So, I want to thank Andrea Matthiessen, who's here and who has spent a good time of her work life with us over the last two days, probably last two weeks. And, I did get a chance to see the q and a that you prepared. I want to be very clear, I have some reservations about this program, largely because I want the pilot to be a success. As Andrea reminded me, it is a pilot and she also reminded me that are jurisdictions that have successfully modeled this approach. We have a scarcity of resources and so I want to make sure if we're investing 10, 15, \$25,000 in a unit, we're making sure there's a clear public benefit. I'm loathed to put anymore burdens on the Portland housing bureau. It seems like in the last four or five years we've layered burdens. Those are my reservations, Andrea is one of the stars of the bureau and if she thinks she can make this pilot work I'm betting on her, I'm voting on her. Aye.

Saltzman: I'm pleased to see this important program moving forward. It's an essential part of our strategy to address rental affordability and will fulfill an important promise made to east Portland. I want to make sure the council receives regular updates, in the quarterly

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reports the housing bureau provides to city council and good work to the housing bureau for this program. Aye.

Fritz: Thank you for the frequently-asked questions and for all your good work. Aye.

Wheeler: Aye. The ordinance is adopted. Christine, I have a question for you. 641, I'm going to give you a couple of options because you've been patient. This is the second day you've been here and we are pretty much out of time. Can you give us -- we've all read this. Can you give us a quick presentation so we can clear the deck so you don't have to come back on this?

Item 641.

Wheeler: Good afternoon.

Christine Moody, Procurement Services: Christine moody, procurement services. Do you want me to present or do you want to just ask questions?

Wheeler: If you want to give the full presentation, we're going to have to hold it over again. If you give us the abridged presentation, we can take care of it now.

Moody: Okay. I will just talk about the mwsb on this. The city put forward an aspirational goal for dmwesb. Oxbow construction identified four divisions of work for dmwesb participation and subcontracting participation is at 8.8%. with work being performed in video, concrete pouring, traffic control and pipe cleaning. Oxbow construction is a certified women-owned disadvantaged business so the combined prime and subcontracting participation on this project is at 58.5%. I'll turn this back over to council if you have questions.

Fritz: Did concrete pouring get a bid that was accepted?

Moody: Did the concrete pouring -- concrete coring, yes.

Fritz: Oh, great.

Wheeler: Any public testimony on this item. Please call the roll.

Fish: I move to accept the report.

Fritz: Second.

Wheeler: Commissioner Fish moves, commissioner Fritz seconds. Please call the roll.

Fish: Christine, thank you for your very economical report and returning 14 of the 15 minutes back to the mayor. Aye.

Saltzman: Very impressive minority women emerging small business goal. Good work. Aye.

Fritz: Thank you, Christine, moody, for all your good work as usual. Aye.

Wheeler: I'm sorry that you had to wait as long as you did to get that report, that I want to go back to the 58.5%. I'd like to see a lot more of those. Well-done. Thank you. Aye. The report is accepted. Let's do -- can we do the same thing on 642?

Item 642.

Wheeler: Colleagues I'll give a brief introduction on this. You have had a lengthy presentation on the stadium expansion project, this is a necessary ordinance in order for the design phase and the planning phase and the construction phase to be completed. This is an example of the private sector stepping forward to do all of the work on the facility and this is necessary in order to continue that process. Christine?

Christine Moody, Procurement Services: So, thank you, mayor. Christine moody. What you have before you is the required exemption and the findings that were published in the daily journal of commerce. This is taking place of the public hearing, as required by state statute to exempt this portion of the project from the public bidding requirements, as peregrine is going to be the owner/operator on this and they will be bidding out all the construction work for this renovation.

Wheeler: Any further questions, colleagues? Any public testimony? Call the roll.

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

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Fritz: I think it's important to note that the impact statement says, although they are not specific to the action contemplated in this ordinance, the city will incur some costs related to the construction of the project. These costs include retaining a owners representative team to provide design and construction oversight of the project and legal fee's associated with the preparation of the terms and making necessary amendments to the existing legal agreements that cover peregrine's operation of the stadium. So, let's be clear as the mayor said this is a public/private partnership and the city does have skin in the game or dedication of public money and I appreciate this project. Aye.

Wheeler: I will accept that amendment to -- to my previous statement. I appreciate that clarification. Aye. The ordinance is adopted. So, now -- thank you very much, again. We are now on the afternoon session, we'll have the budget office come up and direct us through this process. What we're going to do is read all items -- first of all, let me just say -- just a reminder for people who might have heard. 655 has been pulled back to my office so we're going to read all the items, 646 through 652, we're going to read them together. You're going to lose your quorum in 55 minutes.

Item 646.

Item 647.

Item 648.

Item 649.

Item 650.

Item 651.

Item 652.

Wheeler: Andrew, is this where I read the statement for the record?

Andrew Scott, Director, City Budget Office: Andrew Scott, city budget director, there are a number of procedural steps we need to take to finalize this year's budget process but I'm pretty confident we can get through those relatively quickly. First of those is to hold a proposed use hearing on state shared revenue.

Wheeler: This is being held by the city council of Portland, Oregon in compliance with the state revenue sharing regulations ors 221.770. To allow citizens to comment on the proposed use of these funds. In conjunction with the annual budget process. As proposed for council adoption of the fiscal year 17/18 anticipates receipts totaling \$17,485,117 from state revenue sharing under ors 221.770. As has been the case in prior years, it's proposed that this revenue been allocated in equal parts to support fire prevention and police patrol services. Is there anyone here today who wishes to be heard on this subject? Seeing none, I'm now closing the hearing to discuss proposed uses of state revenue sharing.

Scott: Excellent. Thank you. There's a resolution -- there are three steps with the state revenue sharing we just did step one. Step two is a resolution to certify that we meet eligibility under state requirements. So, this is a resolution that was read certifying that certain services were provided by the city to establish eligibility for state shared revenue's. We just need a vote on this.

Wheeler: So that is 647?

Scott: Correct.

Wheeler: And, just so I understand the process here, since this is not an ordinance, this is an actual hearing, is there public testimony on these items?

Scott: Yes. Each one of these items.

Wheeler: So they're a separate vote and treated an emergency so we're voting on them today?

Scott: Yes, correct.

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Wheeler: Okay. Very good. Is there any further conversation with regard to item 647? Is there any public testimony on item 647? Establishing the eligibility for state-shared revenues. Please call the roll.

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

Wheeler: Aye. The resolution is adopted.

Scott: Great. Thank you. That was step two for state-shared revenue. Step three is to adopt an ordinance that approved accepting funds from the state of Oregon under the state shared revenue program.

Wheeler: Very good. Colleagues, we're on items 648, is there any further discussion before I ask for any public testimony?

Fish: Andrew, has the city ever refused to accept funds from the state of Oregon?

Scott: To my knowledge, we have not, commissioner.

Fish: Good, we're on a roll. [laughter]

Wheeler: Any testimony on 648? Seeing none, please call the roll.

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

Wheeler: Aye. The ordinance is adopted.

Scott: Great, thank you. A lot of work for the \$17.5 million and now we move on to the \$4.8 billion. The next step in today's process is an ordinance that updates funds statements for various city funds. A quick background here is that -- did I miss one? Are we doing the -- yeah, no, that's right. So, there was an audit, a couple years ago, around all of our funds noting that in most cases, we have fund statements but there were a few missing so there was a ordinance passed by council in June of 2015 that approved fund statements for each city funding in existence and it directed us to come back on an annual basis, for any necessary revisions to those fund purposes -- statements of purposes. Today, there are three that we are -- three that we're dealing with and there is an amendment to this section, as well. So, let me grab this. The updated fund statements of purpose, the recreational marijuana tax fund it's a new fund being created so we're establishing a statement of purpose for that fund. Ppa health insurance fund is also a new fund and establishing a fund statement purpose for that. And then, finally, the public election fund, again, another new fund for the city and establishing that. And so we do need action to approve this ordinance. However, there is an amendment here with regards to the marijuana fund. What was included in your packet the marijuana tax fund was an old version so the amendment you have replaces it with the updated version with some additional detail.

Fish: I move the amendment.

Wheeler: I'll second it. Commissioner Fish moves, I'm seconding. Any further discussion? Very good. Any public testimony on the amendment? Please call the roll.

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

Wheeler: Aye. The amendment is accepted. To the main motion, are there any other questions? Any public testimony to the main motion? Please call the roll.

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

Wheeler: Aye. The ordinance is adopted.

Scott: Great, thank you. The next item is an ordinance that approves the opening and closing of various funds in the city. And what council's being asked to-do today is to create the police association health insurance fund the one you just adopted the statement of purpose for and then all closing three funds, closing the headwaters apartment complex fund. Those funds are moving to the new housing property fund with other phb housing funds. Closing the Willamette industrial urban renewal area debt service funds, tax collections seized in 2015 and all remaining revenues were returned to counties in 2015-16 and no balance remains. And then finally, closing the education urban renewal debt

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service fund same situation there with tax collection ceasing in 2015 with no balance remaining.

Fish: I have one question on this I'm actually old enough to remember when the council adopted and approved the education urban renewal district and then we pulled the plug on it and we reconstituted another district. So what debt did we incur in that district? Was that the streetcar fix or something?

Claudio Campuzano, City Budget Office: Not entirely certain. But my guess is that any expenses would have been -- would have du jour financed.

Fish: What does that mean?

Campuzano: All urban renewal expenditures have to be financed rather than receiving the tax directly.

Fish: There was some activity even though it never formally went forward so this is the formal action of acknowledging we opened a fund and now we're closing it.

Scott: Correct. These are all housekeeping items.

Wheeler: Very good. Any public testimony on item 650? Seeing none, please call the roll.

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

Wheeler: Aye. The ordinance is adopted.

Scott: Great. Thank you. So, the next item -- this is where we actually are going to adopt the annual budget for the city of Portland, which is what we're here to do. I'll take just a minute to just sort of walk through and I believe there are also some amendments that -- to bring forward on this, as well. But just -- there are -- so, you know, to recall the process, you know, mayor released his budget, council approved the budget three weeks ago, last night, the tax supervising and conservation commission signed off and certified the city of Portland's budget and now we're moving toward final adoption, which is the last step in terms of setting our budget for the next fiscal year. Between the approved budget, the budget that council approved as the budget committee three weeks ago and today, there are a few changes and I just wanted to walk through those. Those are reflected in what was filed in terms of what's being discussed today on the table. So there is an increase of \$1.4 million in funding for the joint office of homeless services. In this adopted budget. That's funded by three different offsets \$750,000 is coming from carryover from the 2016-17 budget. They are projecting underspending to be \$750,000. We've talked with the county to carry that funding over to help fund services for next year instead of having that fall to general fund balance. \$400,000 is being reduced from the bureau of emergency communications and the uninterruptible power supply project. That's an important project that is still moving forward and this action doesn't affect that timeline at all. It's not clear whether that \$400,000 will be needed in the next few months which is why we're grabbing that back right now for the joint office. To the extent that is needed, the project will be able to move forward on a rapid timeline by using facilities reserves funds. Boec is going to come back in the fall and ask for this funding again in the fall supplemental budget. And I think the expectation -- and I think this is an important point for council, we will be looking to fund the \$400,000 out of the capital set-aside money in the fall bump. We're not sure they're going to need the money in the next few months it's a temporary take-back of those funds with the expectation they'll get them back. And then, the very last item, the --

Fritz: What you gave us didn't add up to \$1.4 million. The carryover of \$750,000 the boec item and what was the rest of it?

Scott: The last of it is a 10% one-time reduction for all new personnel services fund in the 17/18 budget, \$276,000

Fritz: That's going to housing? I mean to the joint office?

Scott: That's right, \$276,000 is the remainder to get to that get to the \$1.4 million. That is based on all the new positions that have been authorized as part of this adopted budget.

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The expectation will be that bureaus will be very hard-pressed to fill those on July 1 and so we feel like it's safe to take back 10% of that funding, roughly five weeks of the year as they go through their recruitment process and using that money on a one-time basis for the joint office. So, those three pieces make up that \$1.4 million

Fritz: So my understanding is the joint office, at the baseline of \$25 million and we're almost up to \$35 million for what we're allocating in this budget, is that correct?

Scott: I believe the total would be \$27.4 million.

Fritz: Okay. Thank you.

Scott: The additional \$1.4 million on top of the \$25 million. Outside of the joint office, there's a shift of \$52,440 in the bureau of emergency communications from the general fund to our partner jurisdictions which appropriately shows the 80/20 split of the additional labor cost approved in this budget. There is a reduction of \$50,000 from general fund contingency to fund the consultants around the office of community technology. There's a reduction of \$51,697 to fund additional operations and maintenance in parks bureau. This off-sets a reduction included earlier in the budget process and trues up their funding. There are several changes to budget notes regarding participatory budgeting and then a new budget note, as well. Around looking to a participatory budgeting pilot in the 2017-18 budget. Those budget notes are included in your packet. And you can show sort of the -- thank you. The other -- the changes are marked in underline and strikeouts. The new budget note around participatory budgeting pilot says council directs the city budget office to create and implement a participatory budgeting process. Cbo shall present the recommendations to council during the fall fy 17-18 fall supplemental budget process for consideration as part of the 18-19 budget development. And then the other change on the -- specifically around the recreational marijuana tax revenue, that is now going to be a community-driven inclusive budgeting process so the fy 17-18 budget includes \$500,000 in recreational marijuana tax revenue to be allocated via a community driven inclusive process to be managed by the city budget office with guidance from commissioner Eudaly and Fritz. The project manager shall report by November 30, 2017 on their progress. Funding allocated through this process will go towards the following support for neighborhood small businesses especially women owned and minority owned small businesses, including but not limited to business incubator programs, management training and job opportunity training opportunities and economic opportunity and education to communities disproportionately affected by cannabis prohibition. Those are the changes filed. I believe there may be some amendments, council may like to address.

Fish: Let's take the amendments first.

Scott: In front of you, there are some amendments and if you'd like, I think we can put them all on the table.

Wheeler: Why don't I go ahead and move some of these. Number 1 a motion to substitute page 1 of attachment f --

Scott: That one was done.

Wheeler: Good point. So, here we are. Motion to amend attachment d with regard to vision zero. Great. I don't need to read the whole thing into the record or should I? Legal counsel?

Denis Vannier, Deputy City Attorney: I don't believe you need to read all of it, as long as the clerk has been provided with it.

Wheeler: I have moved item number 2, vision zero. Commissioner Fritz has seconded. Why don't we get all these on the table? Move the -- motion to move the youth bus pass funding from the Portland bureau of transportation to special appropriations.

Fritz: Second.

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Wheeler: I have moved. I'll give commissioner Saltzman the second on that one. And then commissioner Fritz has --

Fritz: This one's a bit more complicated. Let me read my notes.

Wheeler: The first two are wheeler one and wheeler two.

Fritz: This is regarding the urban forestry redirection. There's an issue with maintenance of facilities in multiple parts of the parks bureau and the most urgent need is to the delta park maintenance facility, which is a bond project, as well, but it needs additional general fund resources so I move to reallocate funding from the mount Scott community center roof to the delta park maintenance facility. I'll get a second and then explain.

Saltzman: Second.

Fritz: This would allocate \$2 million which is already within the parks capital maintenance fund, but it would shift it from the mount scott roof to the delta park. The mount scott community center roof was previously funded in this current year's budget, 16-17. So amending b, c and e as necessary and we will be coming back to council again in the fall -- in the next budget process, to add the money for the roof at mount scott community center. Of all the things we got done in the last budget this was one that hadn't moved far along so we were able to, with your approval, shift it to the more urgent need.

Wheeler: Moved and seconded. We'll call it Fritz number one. Any further discussion on the amendments?

Fish: There's one more on the back.

Fritz: I had another one. It's a technical amendment requested by debt services and the office of management and financing that was just found out. I'll read it.

Scott: That one is on the tax levy ordinance, which will be the next item.

Fritz: Thank you very much.

Wheeler: Please call the roll on wheeler one.

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

Wheeler: Aye. The amendments adopted. Please call the roll on wheeler two.

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

Wheeler: Aye. The amendment is adopted. Please call the roll on Fritz one?

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

Wheeler: Aye. The amendment is adopted

Fish: Andrew, would you remind us, when we adopt this budget, how much money will be left in contingency?

Scott: This budget will include \$2.2 million of -- \$2,210,000 of general fund contingency.

Fish: Because the mayor landed by parachute in the middle of this budget season, will you remind us when do you intend to issue with the mayor budget guidance in the fall?

Scott: Budget guidance is issued in October for the following fiscal year.

Fish: Okay, legislative history, the mayor and I have had a conversation about the budget note, which is designed to look at the film office and figure out where it should land and some kind of sustainable funding. He's asked me to take the council lead on that so I'll work with the independent budget office and we'll have a recommendation, hopefully in the fall. Also, because commissioner Eudaly is not here, mayor and colleagues, she and I have been having a conversation, I think others of you have had conversations with some community partners around the funding of a study to determine feasibility for a one-stop drop-off center for our reuse nonprofit partners. It's an idea that each of us -- my understanding is all of us have had a preliminary briefing. I personally think there's a lot of merit at taking a look at it from a feasibility point of view. It's not our intention to bring an amendment today to seek the \$60,000 for the funding. We want to flush out the proposal and bring it back as a free-standing item, assuming there's council support or in the fall bump. I just wanted to flag that.

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Wheeler: Thank you, commissioner. Is there any further discussion?

Saltzman: One question. You said at the beginning that the \$6.8 billion budget?

Scott: \$4.8 billion. The general fund is just under \$630 million. General discretionary \$521.6.

Fish: Dan is saying he'd like more many for transportation.

Saltzman: Those are big numbers.

Wheeler: Is there any further public testimony?

Moore-Love: No one's signed up.

Wheeler: Please call the roll.

Fish: So, one of the mayor's unique powers, or maybe put differently, one of the mayor's unique burdens is that he or she proposes the first cut of the annual city budget and then is charged with leading council negotiations to get to a final budget. It is a challenging exercise each year and especially for first-term mayor in his first 150 days. Ted, you have led a collaborative, inclusive and productive budget process. This budget reflects our shared values, our community's values and it is one that I think we can all be proud of. I want to thank the mayor and his staff, Andrew Scott and his team at the city budget office, my colleagues, the public that took the time to testify and help us get it right and of course, my own team, headed by Sonia Schmanski. Aye.

Saltzman: Well, I'd also like to thank the mayor, our colleagues, our citizen budget advisors, all the employees of the budget office and all of our staff offices and all the bureaus who collaborate to put together a \$4.8 billion budget. I'm very pleased to have played some role in helping to shape this budget. Aye.

Fritz: So, these folks, with all the community input at this time, are so significant and represent over eight months of work and I appreciate the city budget office's guidance throughout the process, all the bureau staff, particularly the ones I've been associated with Mike Abbaté and the park staff, Lisa St. Helens and the emergency services staff, Amalia Alacon de Morris and Amy Archer at the office of neighborhood involvement, which I was in charge of for most of the budget process. What we're seeing here is what I find very, very satisfying and I appreciate mayor the way you've conducted this process. Perhaps most important is the Portland United Against Hate that we allocated \$118,235 to that community organization, that coalition of community organizations, emphasizing that hate has no place in Portland and we will stand together and put our money where our mouths are and do whatever we can to keep everybody safe. And same thing, tremendously satisfied about the new Portlander Policy Council, commission, which we established last year with the council's support and now it has overhead funding for two positions, ongoing, and that means that it will be here when it's most needed and it's already been showing great community benefits in the number of times I've been at community events when somebody says I'm on the new Portland Policy Commission and is clearly taking that responsibility very, very seriously. Thank you, mayor, for the partnerships with all of our community organizations and I've seen the mayor at so many community events expressing hope and determination in these troubled times and I appreciate your leadership on that. There are a number of other things I'm excited about in the budget youth bus passes has been a conversation for as long as I've been on the council and this year, we said, we're not going to just fund one of the districts in Portland we're going to allocate the same amount of money to all three within the city of Portland and I'm looking forward to working with commissioner Eudaly to have a meeting with school district officials and youth to figure out what's the best way to use that money. Other issues that are very much in line with our equity goals the four parks rangers in east Portland, the first time we've had dedicated ongoing funding for park rangers in east Portland and that includes the spring water corridor where Charlie Hales led the clean-up of that work aided by the parks rangers and

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the parks staff and by the joint office of homeless services. And, that was not easy at all I give him great credit. This is not in the budget, mayor, but I want to thank you for helping with the relocation of right 2 dream 2. I had a delighted community member come up to me when I was talking about this hearing, talking about the vacant lot that's next to the china gate, which it truly is a win-win-win. That site will be developed, the property owners are getting compensation and thanks to brook nelson and your staff and Dora Perry and Cristina Nieves and Claire Adamsick on mine. Doesn't require city money although we are going to be coming back for some allocations for ongoing utilities like water and electricity. The amount of good that that community does to help everybody who needs a safe place to rest is a huge benefit and thank you for your work with office of management and finance to make that happen. We have \$7.2 million in this budget for capital projects within transportation infrastructure and that's because of the 50% set-aside policy that the council with commissioner Fish and commissioner Saltzman passed a few years ago. And I'm very satisfied by that. It means we are taking care of the most urgent safety needs and I also am very happy about allocating \$1.6 million ongoing for vision zero, using cannabis tax money and that is going to pay dividends in some of our most vulnerable communities and is going to save lives and I'm so happy that that is done. And, mayor, thank you for your willingness and the budget office to do that. The \$500,000 for this budgeting process to make sure those impacted by cannabis prohibition share in the opportunities and the money coming in because of the legalization of it. Finally, I'm glad that mayor wheeler followed in mayor hales footsteps and allocated the \$1 million to special appropriations rather than having everybody knocking on all of the council's doors and making the rounds. I want to thank Tim Crail, my chief of staff and Sonia Schmanski. I appreciate how the staff have worked together to make sure when we're not allowed to talk to each other, there is communication going on and we're listening to citizens and doing the public's work. The fact that we've not got people storming the table here, we've done difficult things in this budget. We unfortunately had to close the buckman pool and we kept it going as long as we possibly could. We were not able to buy the other green space there are other things we're doing with system development charges. It is a lot of money. We work really hard to spend the taxpayer's money wisely so I thank everybody for their participation.
Aye.

Wheeler: Well, I just want to thank my colleagues. It was a great process and I -- I enjoyed the collaboration we had amongst each other. I appreciated the collaboration amongst our staffs. I was just getting to know the city bureaus and I have found that for the most part, we have outstanding people leading our bureaus. We have great frontline employees. The community came together on this budget. They helped us navigate some very challenging situations and I'm very excited about that. This budget also had an eye to the future, I'm just going to mention two areas that I thought were interesting. Number one, I want to thank the budget office and Andrew Scott in particular for working to come up with a really, I think, innovative and important solution to start getting to backlog of infrastructure, particularly transportation infrastructure, parks infrastructure and civic infrastructure so I'm very excited about what the opportunity for the build Portland program which is encapsulated in this budget. The other thing it was sort of a small gesture, I would describe it as the first steps towards reinventing the way we engage our police bureau with the public through the creation of the community service officer program. It's only starting with 12, but it is a fundamental shift in the way we're trying to allocate resources into the community around policing. They will be non-sworn officers carrying non-lethal weapons, no firearms. The goal there is to help assist with community engagement issues, it frees up other officers for other purposes and it creates a program which I hope over the years will continue to expand and continue to engage in a very meaningful way with the community

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and it's something that, at least so far as I've heard, is very well supported within the community. We're starting small and hopefully, with time, we will -- we'll see that program expand. So, I'm very happy, again, colleagues, thank you for all the good guidance. Council suggestions, ideas, revisions, wholesale rewrites that you guys helped with I thought it was very fun. Didn't I say that, Andrew? I said I think budgets are fun and it lived up to the billing. I vote aye. The ordinance is adopted as amended. Let's hear the unfun part?

Scott: One remaining ordinance to approve taxes for the fiscal year.

Wheeler: Please read the item?

Item 652.

Wheeler: Colleagues, one amendment to this, commissioner Fritz alluded to this, a technical amendment to this item. I'd like to forth a motion to reduce the amount excluded from limitation for bonded indebtedness in paragraph a, section four from \$17,590,351 to \$14,670,710 to align with updated estimates of debt issuance and related debt

Saltzman: Second.

Wheeler: I moved. Commissioner Saltzman has seconded this amendment. Andrew?

Eric Johansen, Office of Management and Finance: Eric Johansen city debt manager. The reason behind this request is we have delayed the second of the parks bond. We wanted to issue early in next fiscal year and have debt service. The debt service on that next one won't start until the next fiscal year, so we can reduce the tax levy for 17-18 by the amount of debt we had projected for next year.

Wheeler: Excellent. I want to give a shout-out to your team. This is very complicated stuff and it's a critical part of the process that often gets overlooked. So, thank you and please pass my thanks on to your team. Any further discussion on this item? Any public testimony? Please call the roll on item 652

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

Fritz: Taxes pay for services and you just heard about some of the great services that these taxes are going to pay for and I want to add one thing, in addition, they'll be paying for the public campaign finance open and accountable elections system \$250,000 in this years budget there's going to be ongoing money for that starting in 2020. So when -- we have answers to folks for what have you done for me in my community, we can point to things that have happened in every neighborhood. This will be available to everybody who wants to run in a Portland city council or election starting in 2020. Mayor, thank you for your leadership on that, too. Aye.

Wheeler: Aye. The ordinance is adopted, as amended.

Moore-Love: Wasn't that the amendment?

Wheeler: The amendment, sorry. It was a good amendment, thank you. Is there any further discussion on the main motion? Any public testimony on the main motion? Hearing none, please call the roll.

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

Fritz: Consider my comment switched, thank you very much to Eric Johansen, this is related to the parks bond and I appreciate all the work that is going on in that community and with the community so this is a participatory budget process, there's a lot of public input and it makes a difference. Aye.

Wheeler: I would like to thank legal counsel and I would like to thank the clerk. Often forgotten in this process, often in the firing line, you guys do great work and it's deeply appreciated. Aye. The ordinance is adopted, as amended. Before we adjourn, just a reminder, item 653 has been rescheduled to June 15, at 2 p.m. And item -- item 654 has been moved to Wednesday -- rescheduled to Wednesday, June 21 at 2 p.m. And with that, we are adjourned.

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At 2:43 p.m. council adjourned.