



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **24TH DAY OF JANUARY, 2018** AT 9:30 A.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 71, 73, 74, 75 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		Disposition:
63	Request of Les Blaize to address Council regarding what Council is not hearing from Park Staff (Communication)	PLACED ON FILE
64	Request of Catherine Thompson, M.D. to address Council regarding existing safety issues and environmental hazards in Forest Park (Communication)	PLACED ON FILE
65	Request of George Milne to address Council regarding single track biking and fire lane deterioration in Forest Park (Communication)	PLACED ON FILE
66	Request of Barbara Dugan to address Council regarding Forest Park (Communication)	PLACED ON FILE
67	Request of Candy Puterbaugh to address Council regarding Forest Park (Communication)	PLACED ON FILE
TIMES CERTAIN		
68	TIME CERTAIN: 9:45 AM – Accept the Centers and Corridors Parking Management Toolkit as a technical reference and direct Bureau of Transportation staff to seek community input to establish a new Area Parking Permit pilot (Resolution introduced by Commissioner Saltzman) 30 minutes requested (Y-4)	37339

<p>69</p>	<p>TIME CERTAIN: 10:15 AM – Confirm reappointment of Richard Schwarz as Commissioner of the Civil Service Board for a term to expire November 16, 2018 (Report introduced by Mayor Wheeler) 10 minutes requested Motion to accept the report: Moved by Eudaly and seconded by Fritz. (Y-4)</p>	<p>CONFIRMED</p>
<p>70</p>	<p>TIME CERTAIN: 10:30 AM – Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 57th Ave and Killingsworth St Local Improvement District (Resolution introduced by Commissioner Saltzman; C-10061) 20 minutes requested Motion to accept amendments in Bureau of Transportation 1/23/2018 memo: Moved by Saltzman and seconded by Fish (Y-4) (Y-4)</p>	<p>37340 AS AMENDED</p>
<p style="text-align: center;">CONSENT AGENDA – NO DISCUSSION Mayor Ted Wheeler Office of Management and Finance</p>		
<p>*71</p>	<p>Create a new non-represented classification of Employee Relations Manager and establish a compensation rate for this classification (Ordinance) (Y-4)</p>	<p>188787</p>
<p>*72</p>	<p>Authorize a grant agreement with Airway Science for Kids not to exceed \$39,500 for their Flaps Berry drone program (Ordinance) (Y-4)</p>	<p>188779</p>
<p>73</p>	<p>Authorize a grant agreement with APANO Communities United Fund not to exceed \$33,000 to support the Asian Pacific American Communities United Against Hate project (Ordinance) Motion to remove emergency clause: Moved by Fritz and seconded by Eudaly. (Y-4)</p>	<p>CONTINUED TO JANUARY 31, 2018 AT 9:30 AM AS AMENDED</p>
<p>*74</p>	<p>Authorize a grant agreement with As the Spirit Moves Us not to exceed \$17,085 to support the Interrupting Hate in Public Spaces project through train the trainers workshops (Ordinance) (Y-4)</p>	<p>188788</p>
<p>*75</p>	<p>Authorize a grant agreement with the Center for Intercultural Organizing dba Unite Oregon not to exceed \$30,000 to support the Hayaan project to educate immigrant communities on their rights and how to protect themselves against hate actions (Ordinance) (Y-4)</p>	<p>188789</p>
<p>*76</p>	<p>Authorize a grant agreement with College Possible not to exceed \$50,000 to provide intensive college access and success programming for low-income Portland students (Ordinance) (Y-4)</p>	<p>188780</p>

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Commissioner Chloe Eudaly

Bureau of Development Services

***77** Adopt the State of Oregon 2017 Editions of the Oregon Residential Specialty Code, the Oregon Plumbing Specialty Code, and the Oregon Electrical Specialty Code (Ordinance; amend Code Titles 24, 25 and 26)
(Y-4)

188781

Office of Neighborhood Involvement

***78** Authorize a grant agreement with East Portland Neighbors, Inc. in the amount of \$12,000 for the production of the East Portland Neighborhood Newsletter (Ordinance)
(Y-4)

188782

REGULAR AGENDA

Mayor Ted Wheeler

Office of Management and Finance

79 Authorize up to \$250 million of new money sewer revenue bonds to finance sewer system capital improvements and authorize refunding of outstanding bonds (Ordinance) 20 minutes requested

**PASSED TO
SECOND READING
JANUARY 31, 2018
AT 9:30 AM**

Commissioner Amanda Fritz

Portland Parks & Recreation

80 Authorize Portland Parks & Recreation to execute Parks Allocation Certification Agreements and accept annual grant awards from the Oregon State Marine Board for maintenance of boating facilities (Second Reading Agenda 51)
(Y-4)

188783

Commissioner Nick Fish

Bureau of Environmental Services

81 Authorize a competitive solicitation for Price Agreements for Urgent Rehabilitation of Sanitary and Storm Sewers Project for an estimated \$6,000,000 annually (Second Reading Agenda 55)
(Y-4)

188784

82 Increase contract with e-Builder, Inc. by \$746,818 for additional software and license support and training for the capital project management software system (Previous Agenda 56; amend Contract No. 30004084) 10 minutes requested

**PASSED TO
SECOND READING
JANUARY 31, 2018
AT 9:30 AM**

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Commissioner Dan Saltzman		
Bureau of Transportation		
*83	Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the SE 80th Avenue and SE Mill Street Local Improvement District project, through the exercise of the City's Eminent Domain Authority (Ordinance; C-10060) (Y-4)	188785
84	Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the SE 80 th Ave and Mill St Local Improvement District (Second Reading Agenda 49; C-10060) (Y-4)	188786 AS AMENDED
DUE TO LACK OF AGENDA THERE WERE NO 2:00 PM MEETINGS WEDNESDAY OR THURSDAY, JANUARY 24-25, 2018		

At 12:01 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.

<u>2:00 PM, JANUARY 24 and 25, 2018</u>	
DUE TO LACK OF AGENDA THERE WERE NO AFTERNOON SESSIONS WEDNESDAY OR THURSDAY	

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

January 24, 2018 9:30 a.m.

Fish: Good morning to everybody we're going to start the city council meeting, Karla would you please call the roll?

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

Fish: The mayor is at a I think a national league of mayors conference, commissioner Eudaly is delayed in transit she will be joining us shortly, and therefore as the president of the council it is my honor to kick things off. I understand we have some special guests from Catlin Gabel, did I get that right? Who can be a spokesperson just to tell us who is here? Is there one student in the back? Why don't you tell us who you are and what class you are?

*****: [inaudible]

Fish: Why don't you come to the mic for a second and tell us. We don't always have so many distinguished guest so I want to welcome you.

*****: We are a group of students from Catlin Gabel, we are juniors and seniors, we are looking at how the city works. We are specifically focusing on the green loop and the plan to build a public transportation route and how it will affect the city and whether we think that it would be beneficial to us as a community or if we think that the negative side would outweigh the positive effects.

Fish: That's terrific. Let's give them a round of applause, students engaging in democracy. So welcome. Before we get started today I need to read the following statement. 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 of the basic guidelines which I hope will help everyone feel comfortable, welcome, respected, and safe at the meeting and also ensure that decorum is maintained. There are two opportunities for public participation. First we have an opportunity for people to sign up for communications to briefly address any subject that they wish to, and we have five people who signed up for today. These items must be scheduled in advance with the clerk's office. Second anyone can sign up for public testimony on the first readings of resolutions and ordinances. If you sign up your testimony must address the matter being considered at the time. We ask you to state your name for the record, but we don't need your address. If you are a lobbyist, please disclose that, and if you are here representing an organization, please disclose that as well. Individuals will have three minutes to testify unless otherwise stated. When you have 30 seconds left, the annoying yellow light goes off, and when your time is done the red light goes off. Conduct that disrupts the meeting, for example, shouting or interrupting other people's testimony or interrupting council deliberations will not and cannot be allowed. People who disrupt the meeting face ejection from the meeting. If there is a disruption I will issue a warning that if any further disruption occurs, anyone who is disrupting the meeting will be subject to ejection for the remainder of the meeting. Anyone who fails to leave the meeting after being ejected will be subject to arrest for trespass. If folks would like to show their support on an item before council please do so with a thumbs up or a thumb's down and not by applauding or verbally expressing yourself. Let's see. Thank you and let's get started with council

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communications. Karla -- oh, I also understand that we have students from the university of Oregon, and its an embarrassment of riches today, where are you? Let's greet our friends from the university of Oregon. [applause] Catlin Gabel, university of Oregon. We should probably put a call into the Portland state and Oregon state university just for some balance but welcome everybody. Karla, would you please call communication number 63.

Item 63.

Fish: Mr. Blaize?

Moore-Love: I understood he may not be able to be here.

Fish: If he comes later we'll put him on but let's go to council item communication item 64.

Item 64.

Fish: Welcome.

Catherine Thompson: Thank you. Thank you. My name is Catherine Thompson I'm a retired pediatrician, and I am here to talk to you about serious safety issues that plague forest park and our other national areas. I am one of the authors of the make forest safe again petition that you have received, and I appreciate the opportunity, I have had to talk to a few of you in your offices about this, and I hope that I will have a chance to talk to the rest of you as well. From our petition I learned that unlawful cyclists have hit seven hikers, run dozens off the trail, and have verbally intimidated hikers. According to a ranger there is not a trail in the park that is not used by bikers and my first slide shows the pictures of people that I have seen of the cyclists I have seen on wild wood that I have encountered. One thing that I think is making things worse is the sense of entitlement mountain bikers feel which has been fueled by language. Bikers portray themselves as a minority with needs and they're being persecuted, and this is a misappropriation of the language of equity. When we speak of equity minority refers to disadvantage and had legally protected minorities, not a simple numerical minority, and needs refers to the general needs of people who are disabled, not just desires, and this attitude is captured by the words of Justin Manvel who takes night-time tours of bicyclists and wild wood trail. He says I am the Rosa parks of mountain biking and we have seen some things that occurred because of this attitude, and the right lower hand corner of the slide is a man who hit a woman with his bike, she was standing on a hiking trail in marshal park, and when he yelled, princess, get out of my way, and she didn't move, he hit her. There is a police record of this case and now I would like to show you some pictures while I quote some of the statements coming from the planning bureau and the parks department. So what we're hearing is there are no soft, narrow trails for bikes to ride in forest park, so this slide and the next show what used to be fire lanes one, three, five, and ten, and I think that you can see that there are some soft narrow trails for bikers. Scientific studies have proven that biking causes no more damage than hiking, and bikers are the best stewards. So here's some more, going the wrong way. So this is the 2006 forest park single track cycling pilot project, so this is supposed to show how well narrow cycling trails are going to work in forest park. This is fire lanes, and I am bringing this up because they are also at issue around safety, the fire lanes are not being maintained. This is fire lane one and it is not accessible by fire trucks, its dangerous for hikers and also a problem in terms of sedimentation of water. Finally this is a group called hike it, baby, a national group, and I am putting this photo up here to let you know that hiking is actually the most popular and the fastest growing use of trails in our country. 90% of the trail uses in forest park are hikers and 10% to 20% are children. So pedestrians are not being protected in natural areas and they need, that needs to be a primary focus for the council to budget and plan to implement some of those regulations that are there to protect them.

Fish: Dr. Catherine Thompson, could I ask you to send my office a copy of your power point?

Thompson: Yes.

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Fish: I will make sure it goes to the colleagues.

Thompson: Ok, thank you very much.

Fish: Thank you very much. Karla would you please read council communication item number 65.

Item 65.

Fish: Welcome to city council.

George Milne: Thank you. My main concern today, my name is George Milne. I am past president of the trails club of Oregon, currently the president of the federation of western outdoor clubs, both those organizations had a very big part in establishing forest park. My concern is fire. Our lodge, our club has a lodge up in the gorge, and we almost lost it to a fire last fall. We lost two main buildings and three arterial buildings, but our main lodge which is built of stone survived the fire. Part of the frustration for the firefighters was access. That fire got out of control because they could not get to it fast enough to put it out. When you are a mile up a hiking trail, you cannot get much equipment up there to fight it. The fire lanes here in forest park concern me because if a fire started in forest park and was able to build up to the ferocity that we had in the gorge we are going to lose everything plus the homeowners up above it are going to lose everything. In discussions with the fire department, they claim that there is areas of forest park that they cannot access on fire lanes. So my request to you is to do a good analysis with the fire department to see what can be done to get the equipment in because I can guarantee next summer we'll see the same dry conditions that we have this year and forest park with all of its low brush is susceptible to having a fire. I am also concerned but the wear and tear on the fire lanes as well as other trails by bike riders, but I will tell you what I will come back later when you get down to that subject and we'll talk to that again. So my energy today is aimed at fire protection in forest park, and I thank you for the time.

Fritz: Mr. president.

Fish: Commissioner Fritz.

Fritz: Mr. Milne, you would be happy to know that Portland parks and recreation and the fire bureau jointly have a budget request in for a study of that very topic. So I hope that you will participate in the budget process to advocate with that.

Milne: I would love to thank you.

Fish: Thank you sir, Karla would you please read council item 66.

Item 66.

Fish: Miss. Dugan welcome.

Barbara Dugan: Thank you. I am a retired Portland public school teacher, I am a native of Portland, and I am a mountain bike owner. I used to do, in my younger days I used to do a lot of mountain biking so I am not anti-mountain biking, but I am here to speak about I have four main points that I briefly want to cover. One is pedestrian safety in the park, one is how the decisions and funding are being made about the park, one is implementation of the forest park management plan, and finally I want to talk about the ecological impacts of bikes. So if someone is not nimble enough to jump out of the way, so we're talking but the seniors, children, people that are hearing impaired, blind people, then they are in danger of being injured by bikes. I used to hike a lot in forest park. I have been run off the trail two times, one time I fell down an 15-foot incline, and seriously injured myself and I feel that the bikers were disrespectful, swearing at me because I was in the way, and I know many of my friends don't hike there anymore. I know people with young children that don't hike there any more due to the safety issue, and I think that the city is setting themselves up for lawsuits because there is the signage is removed. I am assuming by bikers that prevent biking on certain trails, so this is on trails -- these injuries and so forth have been on trails that were supposedly off the limits to bicyclists, and I also know that the rangers are not issuing citations for that. The second issue I want to talk about, and I have a handout for

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you, naturally I am a retired teacher, that I made it really short for you, so my concern -- I have a link about a Oregon trails report, it's about a study over all the state about how trails are used. 4% of trails in Oregon are used by single track cyclists, so that leaves over 90% that are other things. Snowshoeing doesn't really happen in forest park but so I think because only 4% are bikers, that it's fair that 4% of trails be used for bikers and 95% of trails be for the majority users which is hikers, walkers, and runners. The next thing that I want to talk about is ada access, the management plan talked about doing that in 1995 and from what I can see very little has been done. The 200-foot MacClay park thing is like a token thing, and I also want to talk about erosion. Gabriel park I talked to a manager over at the park in 2016 and 20 years ago there was a serious erosion problem in -- there still isn't a -- so last year when I talk to them there was still -- it was, it hasn't fully recovered, so.

Fish: Why don't you take 15 seconds to wrap up and we will read your testimony if you submit it.

Dugan: Okay. The last thing I want to say is my understanding is gateway green was developed for mountain bikers and a lot of money poured into that, and so that other parks wouldn't have the damage by bikers, and I would like to see the city council protect Forest park because it really is a unique jewel in the nation. Thank you for your time.

Fish: Thank you very much. Karla, please read item 67.

Item 67.

Fish: Ms. Puterbaugh welcome.

Candy Puterbaugh: My name is candy puterbaugh. It's hard for me to have a one track mind about single track cycling because I have come from a family of cyclers, hikers and runners. As a runner I have no bone to pick with single track cyclists nor does my family but we cannot see it on the narrow trails in forest park. I don't doubt the single track is adventurous, fun and exhilarating, there are plenty of places where it would fit, forest park is not one of them. The single track poses dangers to hikers, joggers, seniors, kids, dogs, the blind and disabled and can result in trampled plants and trails and wildlife fleeing from the war of wheels. Maybe forest park is looked at by some as a fuddy duddy, an outdated in need of a facelift and a woopy factor. Most of its users don't look at it that way. A recent study showed that 90% of users are pedestrians and only 9% are cyclists, and just 6% of respondents want more bike trails and many users are seniors 65 and older including myself. Since the numbers show our state is aging faster than the nation, psu's population research center said that age group will keep growing over the next 15 years, and they are heading out onto Oregon's hiking trails in increasing numbers. If I knew a bike would come careening around a corner I would not hike or run that trail and I would not take my grandkids or dog, we simply can't take trails away from walkers or hikers of any age. According to the international mountain biking association's rules of the trail, wet quote met " wet and many trails are more vulnerable to damage than dry ones," end quote, that does not speak well for Portland trails. A singletrack.com article on easing mountain biking impact states "the issue is not whether or not mountain biking degrades a trail or impacts the environment in some harmful way, but to what extent it does and how much control you have over it," end quote and a singletrack.com podcast on bikers pet peeves noted that riding hard on wet clay is terrible for a trail, and that a single rider and ride can completely destroy is a trail. There are many well meaning and well mannered single track cyclists but nothing is 100%. Not every car on the road has a good driver. There are accidents, that's why we have police, but forest park has only one full enforcer, meaning that ranger can't write citations. Fort Collins in Colorado has 12 rangers for the natural areas, boulder has 15 for 150 miles of trails. Forest park has only one ranger for 80 miles of trails. It's a hot-button issue that makes tempers flare. In 2013 a psychiatrist was sentenced to 30 days in jail for stringing shoulder level nylon rope across trails near

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Ashland to injure mountain bikers. While in Colorado plywood boards with protruding nails were found. Once we start down that single-track trail in forest park there is no turning back. Let's leave the narrow trails untouched by tire tracks for those who search out pristine wilderness in the city. That's what its brilliant founders foresaw in their crystal ball and make no mistake this is Portland's crystal and we must take care of it so that it will remain beautiful and unbroken.

Fish: Thank you very much. Since we have a lot of special guests today let me preview what we are going to do. We have three time certain that are scheduled, which are heard before the regular agenda, but before we take up time certain we adopt what's called the consent agenda, where we have items that are generally considered non-controversial, and it is the right of any citizen to pull a consent item, in which case it will be heard later, so Karla have any items on the consent agenda been pulled?

Moore-Love: Yes, we have four items pulled. 71. 73. 74. 75.

Fish: Let's take a vote, Karla, on the rest of the consent agenda and those items will be heard at the conclusion of the regular agenda.

Fritz: Aye. **Saltzman:** Aye. **Eudaly:** Aye.

Fish: Aye. And we have one other Housekeeping matter. Colleagues last week we heard - - we had a first hearing on item 41, which was titled clarify storm water building methodology. That item will be referred back to my office without objection. So we can collect additional comment, public comment before we come back with a future recommendation to council. Without objection that will be returned to my office. Karla please read our first time certain council item 68.

Item 68.

Fish: Commissioner Saltzman.

Saltzman: Thank you council president. We are considering two initiatives that will help us to better manage the supply of parking in both our commercial areas and our neighborhoods. The first is a tool kit of parking strategies, programs and policies that we can use to maintain a good balance between the supply and the demand for public parking spaces. The second will provide the Portland bureau of transportation or pbot with the authority to proceed with two pilots, two pilots to test new area parking programs in Portland neighborhoods. With good parking management, we can help facilitate a high quality -for healthy business districts and neighborhoods. I want to turn it over to our transportation bureau director Leah treat and Mauricio Leclerc for an overview of the important policy initiative.

Leah Treat, Director, Portland Bureau of Transportation: Great, thank you commissioner Saltzman. Good morning commissioners Fritz and Eudaly. Today we are taking another step in updating our parking policies and tools to better serve the needs of our growing city. The tool kit before you today provides a set of best practices for managing parking and for managing our curb space. Parking plays a key role in the economic vitality of the city, and also contributes to the quality of life in our neighborhoods and our goal is to effectively manage the supply and demand. When we do this we make it easy for customers to visit our businesses, and residents to find parking in their communities. The tool kit that's before you today helps us achieve these goals by providing guidance on a comprehensive set of issues from signage, time stays and permitting. We are requesting authority to develop two new parking permit pilot areas. These pilots are in direct response to what we have heard from the communities across the city, and as commissioner Saltzman mentioned, pbot receives numerous requests from neighborhoods and businesses to take a more proactive approach to manage parking in the communities. So with these pilots we can test the most effective ways to meet the parking needs in the city and both of the pilots are going to be modeled on what we have done in northwest Portland in zone m. We developed the northwest parking program

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through extensive consultation and collaboration with the community stakeholders, and we're going to take the same approach in the two new pilot neighborhoods. So before you today is one part of a comprehensive process to bring Portland's parking strategy up to industry standards and help us to manage our growth. We started this process in 2014 in conjunction with the bureau of planning and sustainability, and we have spoken to thousands of Portlanders and have held dozens of community briefings and open houses, and the input we heard through the processes helped to shape the tool kit that we are presenting today, and in addition in the coming months we'll be returning to you with additional results of the process including an update and report on the northwest parking pilot, the proposed citywide parking strategy, and our proposed off-street policy. With that I am now going to turn it over to Mauricio over view of the tool kits.

Mauricio Leclerc, Portland Bureau of Transportation: Good morning, yes. So before you is a resolution basically to accept the parking, the Portland parking management tool kit as a technical reference document, it's available online and also to directors Leah mentioned pbot to seek community input to establish a new area of parking permit pilot in an area that does not currently have such a program. So the presentation outline, the brief power point will cover first about the tool kit and the area of parking permit program in the next steps. So as mentioned we had a committee that worked on this, a large committee that worked on this, representative of the people from all over the city and the businesses and the residents. We worked on it in to 2014 and 2015, we arrived at a unanimous recommendation in December, we had dozens of meetings and open houses, and we held a parking symposium two years ago, and we had a work session with council and we met several times with the planning and sustainability commission on these topics. If you recall when we're here in 2013, the council introduced minimum parking requirements for multi-dwelling units, that was in response to the growth and the complaints from the neighborhoods that you know, they were being overwhelmed by spill over parking affects. That ordinance including, included a directive to pbot to revise the area parking permit program, so we followed up with the grant to all of that, and we got awarded a grant to actually initiate that process. The process ended up with a parking tool kit and recommendations about area parking permit program. In 2014/15 we met with the committee and worked on the recommendations before you and in 2016 you can recall as part of the comprehensive plan amendment and zoning code amendment we amended the code again to basically effectively eliminated the minimum parking requirements in the area of good transit service, by excluding units with affordable housing. So again we're back to remove parking minimum, but we still have to do work to manage our on-street parking. So basically as part of the comprehensive plan we adopted a new policy in the parking, that tells us, among other things we need to better manage off-street parking and make sure they both work together, we are very careful about the management of the curb zone which is an important asset and we've done that as part of this plan. So basically what I'm expecting why this is so important is because we are a growing city, vastly growing city, and more growth is coming, as part of the comprehensive plan, we expect 260,000 new residents and 140,000 new jobs, in most of the growth 70% or more will take place in these centers and corridors, the areas that you see in the map with circled lines. So it is very important, that's where we want to concentrate our growth and make sure we manage this space within those areas very carefully. So what is the problem? So when you translate this map on the ground, what happens? Well, when it comes to parking, basically parking supply gets tighter as commercial districts redevelop, which is what we want, we want them to thrive and that leads to a high demand for limited parking spaces on the street. That leads to parking demand spills, that are over the adjacent area, often other zones, and residential zone, and single family residential zone. Main street customers often can find parking or find it very hard to find parking to go to those

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businesses that we want to support, so basically we determined the new tools and strategies were needed to guide the management over time, as these areas change and evolve. So we developed a tool kit, it has maybe each of these shelves that we are calling has dozens of strategies, so it's not my intent to go through them but to provide a framework of reference to see how we see the shelf, and in the toolkit being used basically there are seven steps. We want to use them pretty much sequentially so before, number 7 would be in this case to create a new parking supply, well for that to work we should be working hard to make sure that we tap into shelf one, two, three, four, five, six so we manage the system efficiently. Some of these tools don't work unless we tackle something from the previous shelf, so shelf one is used for information, and I will provide an example of each of these. Shelf two is transportation demand management. Shelf three manage existing parking supply, Shelf for enforcement. Shelf five implement and manage an area parking permit program. Shelf six is implement and manage paid parking and seven, create new parking supply. So basically these are, you know, this is the main one, I won't go through it but on the column side, which I need to twist my head to read it.

Fish: You guys do a great job on the power points. This is probably too much information for the public to see, so let's just remember whenever we can, bigger fonts and less information because I think that this is probably hard for someone to read.

Leclerc: It was basically to highlight that these seven strategies address a host of issues related to parking, so example limited transportation options or low turnover, you know, so by seeing the dots we can go back to the tool kits and say what is the problem that we have here and what are the tools that address certain problems. So the tool kit has this table and more information to it and we provided it on the website. So basically to provide a flavor as to what's in the tool kid, use the information, what do we mean by that? You can see an example on the right the smart park sign that is on the west side of the Morrison bridge coming into downtown, provides for example, consistent parking branding, smart park is a brand that people recognize. Also we're finding in signage we can tell people where to find the parking and how many spaces are available, so that's one of the tools. Two would be transportation demand management, see if we can get people to use the car less often, some incentives could be bike share programs and bike parking. For example in northwest Portland we were doing the first pilot, we are providing options for people to not have the parking permit, and instead get a transit pass or a bike share membership.

Fritz: Who provides that?

Leclerc: Pbot.

Fritz: That's using the parking revenues?

Leclerc: Yes. Transportation demand management, we already covered that.

Fritz: I'm sorry just one more question about that one. Is there enough money for everybody who wants transit pass to get one?

Leclerc: I do know the answer but we have it's a new program and we have had over 100 people, mostly residents, but also some employees, and even employers opt out of their permit and take either a transit pass or a bike pass. We can get you -- I can get back to you on that. On the 13th, the answer is yes.

Fritz: and that's not means tested.

Leclerc: No.

Treat: It means tested.

Leclerc: We have people low income pay a lower rate on those things.

Fritz: Sorry to interrupt your presentation. Please go ahead.

Leclerc: Okay. So shelf three you know, better manage the on-street resources. For example we have an -- we could use valet operations, if you can not find parking on the street, maybe somebody, can you know, take the car and drive it somewhere else where

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there is more supply or implement time restrictions which we do on Hawthorne and other areas three hours, two hours and so forth. Enforcement is important, its a mechanism in which we can let the public know the rules matter and that we have the rules for a reason, so we can do that by providing citations but also issue warnings, which actually are friendly ways in which we educate people and also let them know that they need to follow the rules. Shelf five is an update of the parking permit program which we'll talk about in three slides, and six, you know, paid parking, which we have in downtown and northwest, which is a higher level shelf, you know. We are hoping to tap into the other shelves prior to this and finally create new parking supply. We have here an example of car stackers which is a more efficient way to use the limited space.

Fish: Can I look at that picture for a second? You had the old version of our parking meters. Yeah. That one. Now that I rent in northwest and walk to work and this is my neighborhood I use this meter a lot more, and I know you know this, but when it's dark outside or raining, it is extremely difficult to operate the meter. Partly because it's not illuminated the way the other system is, partly because you have to crouch, get down, bend down and read it, and you have to align what you are doing with markers. I will tell you and maybe it's because my eyes are not so great. I find it very hard to operated that after hours and I hope that's something that we can think about in the future because I would not call it user friendly.

Treat: Thank you for the feedback.

Leclerc: Also we have parking kitty via zone which you can use your app to pay for parking. Know that, we can provide that. Thank you. So that's how we want to use this tool kit. It is a way in which with the committee and with us, we learn about new best practices, we learn with the committee that there are options out there and that they need, they can come to businesses and the areas can come to pbot and we'll have brought a set of tools for which to work and customize something that works for them, that's the first part. The second is about initiating a new pilot for the area parking permit program. So again, to go back to this slide, what problem are we addressing? This areas are getting tighter, and demand spills over other areas, main street customers are finding it hard to park, but also the parking permit program that's today in the code title 16, does not have the tools to address the issues that we're facing today. If the program, the program was created in 1981, the first one, its basically was the area just south of psu, and it was designed to address commuter parking issues. Basically you come from outside, you park, and you avoid getting to the central city, for example, having to pay the meter, so that's why you know, most of these permit areas are surrounded the central city, surrounding the meter area so it's outsiders coming in, parking all day, riding and moving on. We have a team on these, so as a result of that, we were not actually trying to limit the permits within an area because the problem was people coming from outside to it. So there is a voting process on those, it's all spelled out in title 16 so we have 18 of these, and we do allow limits on business permits, but not in residential permits. For the reason that I gave, you know, the main issue is outsiders coming in. The problem, we have, you know, it's steps to set up a permit area, we have about eight, and we first receive our request, then pbot staff goes out there and checks the situation, is there truth to this? Sometimes people exaggerate the issue, but often it is true and make sure the program addresses the problem, then we go through our public process and in which we, and even a ballot process people vote then we establish a committee, number five and then the committee develop a supplemental plan customized to a particular area and once we get that supplemental plan, we begin to issue permits and we begin enforcement so those are the steps for northwest, which is the pilot that we do have going on, you know. We are in a unique area of the city, unlike others in the sense that it is dense and primarily mixed use a well established area so, to have parking management for a long time, so we have not had to go through the steps one

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through six, but rather we were tasked to go back to that area, and amend the supplemental plan to use some of these tools that are currently not allowed, so basically the limitations that we have today is that we want to solve not a community problem, basically, the limitations today is that the system program is only for commuter, not for internal growth, so how is it that we as we're going to gain more people, how is it that we can manage the parking supply and begin to address the issue of internal growth, not others coming in. So for example, as a result of that, we have today, we have no tools to limit permits to residents and also we have no tools to limit the number of permits issued as a whole area, and we are limited to annual fee that is based on the administration about \$60 a month, not -- you cannot -- you don't have the ability to provide a surcharge to the program. And that's what, with northwest, were left with the restrictions and allowed them to a greater flexibility to come to develop a plan that addresses the needs, which is basically the growth that happens internally to northwest. So basically what we ask for today, is that those tools, you know, basically that we worked with the neighborhood associations and the businesses out there and develop a public process in which we let everybody know that we are up to select two pilots, in which we will, you know, we will go through the analysis, we hope to have people neighborhoods formally submit a request and we will have a precedent, which we verify that there is the need out there, and then come to council with you know, two areas that we want to initiate a permit program, a new zone. Then that will come with an ordinance to lift some of the restrictions that prohibit us to do what we need to do like we did in northwest so that's what we are asking if today, we will come back around march or later spring, with the results as to what are the two-pilot areas and the ordinance that will allow us to do the work. So that's what is spelled out in that part of the resolution.

Saltzman: So we don't have the two areas, we don't know which those two areas are at this time?

Leclerc: Today you will give us permission to start a public process to invite a conversation, a solicitation, in which in a few months, we'll have a public process with the neighborhoods and businesses and in a few months we'll come back with that answer.

Fish: Colleagues? Commissioner Fritz.

Fritz: Thank you Mr. president, a couple of questions I hope and more a more detailed one. When you were here in 2016, the proposal was to change to require a simple majority of addresses, to vote into a permit area rather than 60%, is that in the current proposal?

Leclerc: At this point because we are -- we are actually want to discover those questions, we are going to basically use the pilot to test this. You know, we have a process, so we want to test that out, and it could be that we, the modifications, revisions, could come out as a result as we try different areas, and that will help us, it will tailor the plan to those areas but also we hope to learn what works whether 60%, 50% so then we can learn and come back with a code amendment and we'll know what will work better and didn't work.

Fritz: And you work with the local committee to decide that?

Leclerc: Yes.

Fritz: The low income exemption, my understanding is the proposal is if a person qualifies under the housing bureau subsidy program they would be able to buy a permit at \$60 rather than?

Leclerc: It's something that when we are a piloted, we have done that with northwest, its very likely that we are going to continue to do that. It was a great topic of conversation during our process, and it's something that we strongly think is going to be the case.

Fritz: This is one of the areas that might be chosen is Boise and that's an area that's been very severely damaged by actions by the council in the past. So that might be a good pilot to make sure that we are respecting all the needs of the neighbors there.

Leclerc: We're very concerned that we come up with a program that is fair to everybody.

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Fritz: You said that the residential permits are not limited but in northwest they are? That multi-family residents are not guaranteed to get a parking pass permit, where as single family are. Could you address that issue, please?

Leclerc: I will try, I am not the expert on the topic but generally speaking the committee you gave the ordinance, and they set up is a comedian they have the tough job of getting 9,000 permits down to a more manageable level, there are spaces on the road for about 4,800, I believe, spaces so the process of taking 9,000 units, permits down to a more manageable level, it's a very difficult task, so the question is how do you do that? So the committee decided, you know, in an open way, you know, people, many discussions, and many people commented on it, and determine a way to do it, at this point, the pilot, there are some restrictions on some businesses for example I believe is .8 of an fte.

Fritz: That's residential.

Leclerc: In residential, the larger the building the more restrictions you have so basically you know a unit with over 30 will have more restrictions than the amount of permits that you will get versus lower buildings.

Fritz: The charges were made before us, that that's discriminatory to people who rent and-or live in multi-family buildings. What's the mechanism for those people to seek re-dress? To get this changed?

Treat: Currently it would be through the stakeholder advisory committee. We staff the stakeholder advisory committee and they came up with these rules and we are helping them implement what they are imposing on themselves.

Fritz: I see and for a single family residence, is the occupant allowed a permit even if they have a garage and-or a driveway?

Treat: Yes.

Fritz: I would suggest that's something to put to the committee that does not seem fair that perhaps a single family residence could have three parking spaces versus somebody in the multi-family that has none.

Leclerc: Right. So those are the questions that we hope the pilots will help us as we develop something in a new area, we'll be addressing those, as well.

Fritz: We are developing a northwest program so I would encourage you to look into that concern and encourage the committee too because I think the concern that's been raised is valid. Thank you.

Fish: Are there questions? I have one question, there is a letter in the record dated January 23 from venture Portland, giving their conditional support to the pilot projects, they have four specific concerns about engagement, and communication, those are acceptable to you?

Leclerc: Yes. Are you talking but the letter that came today?

Fish: Yes.

Leclerc: Yes.

Fish: Karla how many people signed up to testify?

Moore-Love: We have eight people.

Fish: We have eight people, and everyone will get three minutes, would you please call the first three?

Fish: Mr. Parker, why don't you kick us off.

Terry Parker: Thank you for the opportunity to testify. My name is terry parker, I live in northeast Portland. The real issue here is the lack of parking supply. This tool kit represents the nose of the car haters under the tent, when pbot convened the stakeholder advisory committee in 2014 the committee included neighborhood and small business representation, bicyclist and pedestrian representation that generally don't utilize on-street parking, also were included, motorists who compromise nearly 80% of the trips in Portland area and are the primary funding stakeholders for pbot projects, were unrepresented and

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left out, ever since Sam Adams controlled pbot on the city council and even with all the inclusionary speak at city hall today, motorists were unrepresented with no direct voice proportionate or specific representation on the pbot committees, equity is absent, 72% of households and new residential developments without parking have one or more cars, 59% of low income people drive to work, not requiring off-street parking minimums for new multi-unit residential developments has created a politically generated shortage of parking space on the streets. When that shortage is followed up by adding a fee, it wrecks of unethical social engineering, motorists already pay for the streets, curb to curb with gas taxes and other related fees. If curb space is considered to be a pay for use commodity, equity requires the bicycle community to also be charged for every foot of reserved curb space taken up with bike lanes, likewise for every bus zone and curb space includes a bus stop and tri-met should contribute the same. In Chicago the mafia has a reputation for extorting money from small neighborhood businesses promising protection. A government controlled car hater mafia that extorts money for motorists through parking permit fees and-or through tolling is no different, if the city wants to discourage car ownership the city needs to set an example by eliminating its entire fleet of passenger vehicles, and do all of the city's business by bus and bike. Finally the doctorial socialism of double charging motorists for curb space, by adding permit fees on top of other taxes, inequitably drives up the cost of living particularly for middle, for the middle working class and retired seniors. Along with offering at least one high ranking official a bonus to live within the city, it also defines Portland as an elitist city that essentially caters to the affluent. Thank you.

Fish: Thank you Mr. Parker, welcome.

Sean Green: My name is Sean green I'm here representing the northeast coalition of neighborhoods, I serve on the board and co-chair of the land use and transportation committee. While I am not representing them I am a business owner and member of business for a better Portland, I also served on the centers and corridors stakeholder advisory group that helped to develop the parking tool kit. I want to express the support for implementation of the parking tool kit and the pilot parking permit areas, I know that multiple neighborhoods in northeast have expressed interest in exploring parking permit areas. On November 21 of last year, we sent a letter expressing support from the coalition on approving the parking tool kits. I think that while in that letter, we said that we suggested that approving the tool kit now would allow stakeholders to start working towards the solution of better managed parking, adjustments can always be made to the program while stakeholders are working through the implementation of a tool or after a tool has been implemented and there ecstatic to inform the change, I think that speaks to commissioner Fritz's point about the northwest program. I think if we hold off on working on new programs, we're going to delay the negative effects on neighborhoods to help try to better manage the parking. We know that developing and implementing a new parking area is likely to take, before permits are so likely, a year or more. So, necn strongly support's you passing this, and I would also like to note that president Fish, I support your comments about the difficulty of using the meters, some of the older meters but I would like to say that parking kitty will change your life.

Fish: I am open to change. [laughter]

Green: And finally I would like to say that it was really great working with staff on the committee to help to develop the tool kit. We're really fortunate to have such great staff and leadership at the Portland bureau of transportation. Necn is currently working with them on looking at high crash corridor areas in northeast Portland and looking at the Broadway corridor, and I also would like to note that I think that Portland is lucky to have great volunteers within the city who are knowledgeable about the issue, we're going to be hearing for more today and I look up to people like tony Jordan who might be one of the

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most knowledgeable people in the city on parking and we're so fortunate to have people like him. Thank you.

Brad Baker: Hi there, I am brad baker, I am here from the Elliott neighborhood association, and the land use and transportation committee there. We sent you a letter asking for you to pass the parking tool kit, and we are also very interested in exploring pilots with pbot. Our neighborhood has grown, and the current tool kit makes it very difficult for us to create a parking district in our neighborhood. The southern part of the neighborhood has grown a lot and there is a lot of interest and so we asked that you pass this, so that we can begin that process and then speaking for myself for just a moment, I think that this is a great first step. We need to do a better job managing parking, we have a ton of supply but it's poorly managed, and as a result there is more driving than we otherwise might need so if we can effectively manage the parking we will make more progress on the vision zero goals, our climate change goals, we'll fight congestion more so I encourage you to think progressively about parking and managing it well. Thank you.

Fish: Thank you very much and to all of you. Karla please the next three.

Fish: Tony, that was quite a buildup.

Tony Jordan: Hopefully I can live up to the hype.

Fish: Do we have a third?

Moore-Love: He's coming.

Joe Walsh: I am having a little bit of a congestion problem, is that ok?

Fish: That's perfectly fine. Go ahead.

Jordan: My name is tony Jordan. Good morning. I was a member of the centers and corridors parking committee and I've also been a member of three other parking committees in the last four years or yeah, four years. I am here to ask you to please pass this resolution. As a member of the committee centers and corridors committee I can testify to the thoughtfulness and hard work that went into the development of the parking tool kit and the proposed framework for permits. Including plenty of solutions and better ideas for the problems that might be happening in northwest to speak to Amanda Fritz concern there, commissioner Fritz. This policy is really needed to improve the livability and access to neighborhoods that are impacted by the growth that our city is experiencing and is expected to continue experiencing. This policy supports efforts in the comp plan and in the inclusionary housing policy and upcoming housing policy to build more affordable housing and to meet our climate goals. This is a foundation, parking policy really is important to make sure that we don't have to spend a lot of money on building structured parking, and to make sure that the people can get by on the streets without too much traffic. I am excited to see what the professionals at pbot and the, their partners in the neighborhoods, which should include beyond business and neighborhood associations, also community members that maybe are not involved in those structures currently and I think that they will come back with a good plan that you can review and approve hopefully. So that's it. I've been waiting for this for a long time and I hope that we can Finally take a step forward on parking management.

Fish: Thank you. Welcome.

Sam Noble: Hi, my name is Sam noble I am co-chair of the Buckman community association. Early last year we sent a letter to commissioner Saltzman in charge of pbot at the request of one of one of our members, the sense of the community at the neighborhood association was essentially that a city that is making every effort to improve its public engagement invited our members invited stakeholders from across the city and spent is a good bit of public money to go through a process to develop this particular tool kit and as a neighborhood association you can imagine that there is a strong diversity of opinions on parking policy and sort of the unifying feeling sort of as a, as an observer in the room and as the meeting facilitator was that we all collectively agreed that it really

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wasn't right to invite that public participation, spend the money on the, sort of the development of the tool kit and leave it sitting on a shelf. That the right thing to do was to -- well, from the association's point was to have a public process to more openly discuss the right way to move forward with parking changes that could address some very, very much collectively agreed upon problems with our system. Buckman is a dense neighborhood. Many areas of the neighborhood have very, very limited parking supply, and so we all recognize that there are very real problems that are not adequately addressed by the two parking zones that we currently have in our neighborhood and as this pilot now speaking kind of for myself again, as this pilot proceeds to be developed and comes back I think that our neighborhood association will provide far more commentary on the pros and cons of the specific pilot developed, or if you choose not to go forward with this in our neighborhood after you start running a pilot because again we want to have our say, everyone wants to say something about parking, but what we have all really feel strongly about is that -- I am hesitant to misrepresent the view of the board. Without repeating myself, we want to be able to have a say about this as a concrete policy, and not as kind of a list of you know, as a set of pieces of paper on a shelf somewhere, and in order to do that I think that we need to go forward and develop a pilot and maybe even implement it somewhere and see what happens. Thank you very much.

Fish: Thank you very much. Mr. Walsh?

Joe Walsh: Good morning. My name is Joe Walsh I represent individuals for justice. I would like to publicly state a rare event to compliment commissioner Fish on his pointing out on the presentation of the small print. We brought this up a number of times and we'll keep bring it up but I am really glad that you are joining us, so thank you very much for that. It's very annoying when you can't read or you don't have access to what people are talking about and we had this habit of referring to things in the initials and when you do that, that really complicates things because nobody knows what you are talking about in tv land and I think that you want to include them or just shut it down. So that's a compliment directly to you, commissioner Fish. We have some hesitation on this. We support the basic stage that you are at now because it seems to us that if we understand what you are doing, you are going to take more information and come with the final plan and then present it and vote on it. Today is kind of just moving it along. Am I right on that? Okay. One of the things that we're concerned about is when someone gets a ticket, who do they appeal to? And this city has a hearing officer and normally that's where it would go, but the hearing officer worked for the city. So I think that you see where I'm going with this. P.r.-wise, it's not a good thing to have, to make it a decision that you are going to allow buildings, without off-street parking, which we know congests the on-street parking so you create the problem, and then you write the tickets. My concern is obviously is the disabled how they get there in time and stuff like that. So I am really concerned about that. The hearing officer because I was involved in this system, about a year ago, a year ago his decisions were 94% in favor of the city. Pretty high. So my suggestion is that somebody look at the possibility of having an independent person look at these tickets when they are appealed. I don't care who it is, as long as people trust them. There must be somebody in this city that we trust. Amanda, I would trust you, I really would. On this issue, I would trust you. This issue. Not too many more, but this issue I would trust you. Thank you very much.

Fish: Thank you, and we'll have staff come up and answer the question once we get through the panel. Next three.

Star Stauffer: Good morning. Star Stauffer. Been a while. I am glad that I came back today because I didn't know that we were going to be talking about this, and I was talking about this in St. John's two days ago. We attended our last neighborhood association meeting where they talked about the residential infill project, which is density, density. One of the things that they mentioned during this presentation that was lengthy, boring and too

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much jargon for the lay person to understand, one thing that stood out to me is that one way that they want to solve the issue of density while creating homes that people will want to live in because skinny houses are ugly and gross is removing the parking structure from the houses and having people park on the street. So joe is right. If you sign off on something like that you are creating the problem, and the issue with that is that in neighborhoods that are already being heavily gentrified and the cost of housing is skyrocketing, and the residential infill project does not contain contingencies for actual affordable housing, which nick you pointed out before with certain projects of buildings in the city is a constant issue. What's going to happen to these people who can't afford their rent? Who can't, you know, they can't barely afford the gas to get back and forth to work or take their kids to school? And they come home and now they have got to pay this money to park or to buy a permit which monthly permits to park in the city are costly. Very costly. And if they do get a ticket there is nobody to talk to, it does not go to some kind of fair court or anything like that. It's handled by the same department that wrote the ticket to begin with which is handled by the city that created the problem to begin with. So it's like you are adding the salt to the wound for those being gentrified out, for those whose neighborhoods are being taken over by this density project because you are not having contingencies for the affordable housing to ensure people will not be kicked out and unable to afford to live there, and on top of that removing the parking structures from the rap plan from the skinny houses will force them to park on the street. It's like coercion. Do this or you are going to go a ticket. Do that pay that ticket or we are going to boot your car, new know you can't afford it, but hey and what happens to the people who are living on the street in their cars? Their r.v.s, where are they supposed to park when the structures go up? And how is this -- where in that presentation did I see anything that was friendly for people who have disabilities? How are they supposed to use these parking structures? As it is we cannot get real accessible parking in this city without it being a huge fight. And somehow, though, we can talk about \$300,000 for signs, to decrease the speeds when people really don't care but the signs. I mean, the city's priorities are out of control. If you want the parking situation to be solved, you really need to rethink the way that you are going about density.

Fish: Thank you very much.

Mimi German: Hi, my name is Mimi German, well I missed you Star I am glad you are back, your voice has been deeply missed here in this room. So there was a slide in the pbot presentation, and it said, had a bunch of numbers on it, and one of those, the first one was pbot gets a request that they want parking meters. I want that -- I don't believe that. I will just be out front with it I don't believe that they get a request from -- let's just say my neighborhood, St. John's, somebody in St. John's says hey, pbot let's call pbot and get parking meters here. I don't think that ever is going to happen, I don't think it ever did happen, and I want to know if pbot is going to make that number one transparent so that we can see who made the request for that or did pbot make it up? I think that it's really important that this process is transparent, right now, I didn't see anything about any kind of transparency so that we can see what's going on other than the fact that they did a slide show with print it was too small for everybody to see, and I see the problem with this is that a long time ago, this city decided that it was going to be okay for all developers, building buildings, to house people that were even sometimes affordable housing, and by definition, and that they were allowed to build without having parking in those buildings. I was here, I have seen it happen every time, buildings get to go up with no parking and now like star was saying, now we have to pay for that. I already pay taxes. I pay, I pay a meter for where I work in northwest. Not a meter but a parking permit for that. I don't think that any of this is something that the people actually want, and pbot was making that, and the neighborhood association people who were here today are saying that we had lots of discussions on this and people want this. I think that if you want an honest discussion

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about this you will put some kind of flyer out. You will notify the entire city of Portland and get people's comments on this to find out if they want meters in their neighborhoods cause I am guessing that most people don't. I am guessing most people can figure out where to park and remain pissed off at the city for not making the developers create their own parking in the buildings that they are building. So this is a city problem. It was created by the city, and I am tired of paying for your mistakes. You guys need to figure it out, and not give this a yea vote a aye vote. You have options. You always have options. Vote no.

Fish: Thank you very much. Dan can we have staff come up to answer a couple of questions? Then we will entertain a motion. Madam director, the one question about who actually passes on parking tickets, could you just give us a brief 101?

Treat: Yes. So when the ticket is issued if there is an appeal it is run through the state so it goes to the circuit court.

Fish: So an independent judge decides whether the ticket is valid or not.

Treat: That's correct.

Fish: Okay and do our hearing officers hear any of those appeals?

Dave Benson, Portland Bureau of Transportation: No, they do not.

Fish: And we had another person who raised the question about transparency in terms of understanding if there is a request from some neighborhood will that be part of a future report to council?

Treat: Yes, when we come back to council on the two pilot areas, we will go over what the stakeholder advisory committees are recommending for implementation, that will be a very open process with you all.

Fish: That will include what we heard from the affected neighborhood?

Treat: Yes, it should.

Fish: There may not be an overlap on the stakeholder group is one thing but who is initiating the process and requesting, we would like to know that as well.

Treat: Absolutely we will follow up.

Fish: Colleagues? Hearing none?

Saltzman: I just have a clarification, so the issue I think on one of the slides you, and commissioner Fritz asked you a question so people have to affirmatively vote to form the parking advantage?

Leclerc: So the one with the numbers were number steps one through eight, the first step is that pbot receives a request from the neighborhood association, and, you know, we want to initiate a permit. The lady mentioned meters, and this is for the permits, the discussion is about permits, so then we receive those permits, that's how we have 18 of them and then we basically hear the case, and we go and validate it and we work with the community to develop the boundaries and what the programs are going to look like. Then there is a voting process for the people within the area affected, and there is notification and we work with the business association, and when that voting happens, we start a committee, which has representatives from the area from the neighborhoods and from businesses and then they develop the plans, so all of that is open for conversations and input throughout the process.

Saltzman: Okay.

Fritz: One question, it is about people with disabilities. Would they be required to pay the permit fee as well?

Treat: It all comes through the committee that we form on who will be charged what amount and how many permits can be issued, etc.

Fritz: I think the current program says they are not counted in the cap, is that correct? That would be guaranteed to get one?

Leclerc: Yes. We would be leaning to something like that. Yeah. There are special rules for this, but the disabled parking so we want, and we adopted that, we improved them a

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few years ago so as part of this discussion we did not feel the need to actually change that, and --

Fritz: Yeah. I would talk with northwest whether or not that's the case.

Leclerc: It should not affect the supply too much they're not that common.

Fish: Colleagues I will entertain a motion to accept the resolution. We'll take a vote. Karla call the roll.

Fritz: Thank you very much for all your work. The last be it resolved says the city council acknowledges the dedication and hard work by the citizen volunteers who serve on the stakeholder advisory committee for the centers and corridors, parking project, and I also want to compliment you on the tool kit. I found it easy to read and understand it, and it was directed to people who might be interested so I think that's a good way to do it. I am comfortable voting for this because the pilots will come back to council for approval including discussion of the details and I want to flag that I will be very upset if subsidizing tri-met passes or making them free is not part of any program because I think that we do have that as a comprehensive plan policy now that we're going to reduce or eliminate the tri-met costs and we want to encourage that. I share the concerns and have for the last nine plus years about off-street parking and that we are, by not requiring enough off-street parking, we are in effect privatizing the public right-of-way and having less spaces for the general public to come and go. I don't think that it necessarily needs to add more costs. The question was raised but the skinny houses, we have not yet -- that process, the refill project is going through the process, but a parking space in a driveway is a way to provide off-street parking with no cost. It does not have to be in a garage and so I know that's only partly within your bailiwick but something that I will continue to follow closely. So thank you very much for this report, aye.

Saltzman: Thank you for this report and for the work that you are going to do to identify two new areas and test out some of these ideas. Aye.

Eudaly: Thanks for the report, this is clearly a contentious issue, it has been for decades, and I am really pleased that we're going to be seeking more community input because it's clear that the blanket solution won't work for the entire city, and we really need plans that are tailor made to the neighborhoods. I want to put in a request if I may, which is that it's hard to figure out how to request a dedicated access building parking spot online. I think if I have had a hard time figuring that out, that other community members will, as well, so I would love for that to be made easier. Aye.

Fish: Good discussion, and by the way I appreciated in the power point that you put the resolved section of the resolution in the power point. I think that that's a good practice because most people don't have access or unlikely to have access to the underlying documents. So I like the fact that you put the actual language in your power point. So thank you. Aye, the resolution passes. Thank you. Karla please read time certain 1015. Item 69.

Item 69.

Fish: We'll invite Mr. Schwarz to come forward. I think the mayor asked me simply to highlight the fact that this is a renewal for an additional year. How long has he served so far sir?

Richard Schwarz: I was appointed in November of 2014.

Fish: And of course we know Mr. Schwarz is the former longtime head of the American federation -- excuse me, the American federation of teachers Oregon, my apologies, and we appreciate your service and I will turn it over to staff if there is a presentation.

Maureen Weber: Bureau of Human Resources: Hi. Good morning. I am Maureen Webber with labor relations, and I also serve as the civil service board administrator. So on behalf of the human resources director Serilda Summers-McGee we have put forward this request to reappoint Mr. Schwarz as a civil service commissioner.

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Fish: Mr. Schwarz would you care to say anything as part of your application?

Schwarz: Just a few words and thank you for the opportunity to continue to serve on the Portland civil service commission, and during my tenure I believe that I worked with the highest standard of fairness and impartiality while being respectful and faithful to the rules that set the boundaries for the commission's role and responsibility. I brought to the commission, and I would continue to bring decades of advocacy which developed the keen appreciation for probing for facts, weighing them against the rules and fairness and their applications. Though generally low profile in its work, the commission is a symbol of the widely accepted preference and labor and employment for the peaceful resolution of the disputes especially when resolution can be achieved informally with the opportunity for all sides of a contest to be heard. When the commission has had, I am sorry, but when the commission has had to formally resolve matters, I believe I have made my best effort to contribute to an accurate and clear account of the reasons for the commission's conclusion or articulated carefully reasoned insight into the concurrence or descent hoping to shape the highest standards for the work of the commission. I hope you will look favorably on approving my continued service.

Fish: Colleagues any questions?

Fritz: Thank you very much for being willing to serve again. Are there term limits on the civil service board?

Weber: We can -- commissioners may serve up to three terms.

Fritz: And they're four-year terms?

Weber: We have renewed folks for anywhere between one year and four years.

Fritz: So there is no fixed term length?

Weber: No.

Fritz: Thank you.

Fish: It's interesting we picked up the paper today and saw the Portland association of teachers and the Portland public schools reached the tentative agreement so there is something in the air. Mr. Schwarz we are fortunate to have someone of your background and interests serving on this commission and thank you. Colleagues I will entertain a motion to adopt the report.

Eudaly: So moved.

Fritz: Second.

Fish: It has been moved and seconded. Karla please call the roll.

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

Saltzman: Thank you for your service. Aye.

Eudaly: Thank you for your service. Aye.

Fish: I didn't want to create tension between afscme and aft, although I know you are good friendly partners, thank you for your service and honored to support you. Aye and the report is adopted. Thank you very much.

Fish: We are reasonably on-time today, Karla please read time certain item 70.

Item 70.

Fish: Commissioner Dan Saltzman.

Saltzman: Thank you council president, we have before us another local improvement district proposal, and this one relates to the facilitation of affordable home ownership opportunities in the cully neighborhood. We will hear from our lid administrator Andrew Aebi in a bit but I first want to thank habitat for humanity for their engagement with neighbors and their willingness to partner with them to build comprehensive infrastructure solutions that will benefit all of the property owners along the unimproved section of northeast 57th, the cully association of neighbors has also been a great partner in this effort, and a big thank you for their advocacy of this project and I will note that this project will, as I mentioned, hope chip away at the backlog of just over four miles of unpaved

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streets in the Cully neighborhood, the second highest number of any of the 95 neighborhoods in the city. So turn it over to Andrew Aebi.

Andrew Aebi, Portland Bureau of Transportation: Thank you very much commissioner Saltzman, Andrew Aebi local improvement district administrator. I asked Karla to pass out three things to you just to kind of recap. So item number one is the hard copy of the presentation that I will go through momentarily. Item number 2 is a couple of amendments to the resolution and item number 3 is a letter of support from tri-met so I will go ahead and switch to the presentation. So as commissioner Saltzman mentioned this project is located in the Cully neighborhood, despite the big backlog of infrastructure deficiencies in Cully, we actually went 12 years with no new local improvement districts in the Cully neighborhood from mid-1998 through mid-2010. If council approves this lid today, and gives final approval in March this will be the fourth lid in slightly under five years, so we're certainly trying to make up for lost time. The percentage of unpaved streets in Cully is 9.4 percent of the streets in Cully are unpaved versus citywide average of 2.9% so we need to do better on that and then in terms of the sidewalk coverage, overall in Cully there is 29.2% sidewalk coverage versus 62.4 percent citywide. Cully is the only majority-minority population neighborhood in the city of Portland. We have a disproportionately high number of residents that rely on the need for sidewalk infrastructure. So to recap where we're at we had 73.31% petition support as the resolution was filed. The amendment in front of you would add another petition to the resolution, which would bring up total support up shy of 81%, and one thing that is different about this lid, and what we're adding to the tool kit in Cully is this is only the second local street project where we are using SDC funding, so it used to be that we could not use transportation system development charges revenue to help buy down the cost of the street improvements, and PBOT has changed that policy, and if this lid is approved it will be the second lid with SDC funding for street improvements after 80th and mill which we'll be voting on today. I have provided you there with a recap of the project funding and I have also provided you with a recap of the project cost. So I was out taking pictures last Friday, so this is what 57th Avenue looks like today. So I was out standing in the street taking pictures, the gentleman driving the Fed-Ex truck thought I looked like a suspicious character so he pulled up and wanted a full accounting of what I was doing here in the neighborhood. When I explained to him that there was a possibility that council might approve a resolution fixing the street, a big smile came over his face and he gave me permission to take his picture, so he was very happy to hear the street might be improved. This is a picture of Killingsworth Street looking west from 57th Avenue, and the number 72 bus line travels along Killingsworth, second most heavily used bus line in the system. You can see that it's not an inviting place for pedestrians to walk, and my understanding is that we have two schools within close proximity and this is not good access to transit. The rendition that you see there on the right is the Cully Commons that will be developed by Habitat for Humanity, so that the conclusion of the power point presentation, what the amendment would do is it would make an adjustment to one of the properties assessments, 5305 Northeast 57th Avenue, and it would standardize the rate assessment for all the properties in the R5 zone and then another request that I had from the property owners is we have two garages on the east side of 57th that just very slightly encroach into the right-of-way, we do not need to have the garages removed in conjunction with this project, but they wanted reassurance that they would not somewhere to in addition paying for the lid, pay to demolish the garage and relocate them if there is no need for them to do that. So I would just simply request that council take a motion to approve the amendment and then we have several folks here to testify today.

Fish: I will accept an amendment.

Saltzman: Move the amendment.

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Fritz: I will second it, but I have a question about the 5305 property. Could you explain more about what's happening there?

Aebi: Yeah, so that was petitioned at a rate of \$4 per accessible square foot. Assuming a higher zoning, but that was an error on my part because the zoning was not r3, but r5, and so it's simply to bring that in line with the same 2.40 rate per square foot that applies to the other properties in r5. And that will be a slight reduction in contingency.

Fish: Please call the roll on the amendment.

Fritz: Aye. **Saltzman:** Aye. **Eudaly:** Aye.

Fish: Aye. The amendment passes. Okay. Andrew?

Aebi: Thank you. The only thing that I wanted to add is that this will reduce the backlog of unpaved streets in Cully. I just did some math this morning, it's a small incremental improvement but we're at 4.0 miles, we'll knock it down to 3.9, its about a 2% reduction in the unpaved streets in cully. Very small progress but we'll take any progress that we can get.

Fritz: Which is the neighborhood with the most unpaved streets?

Aebi: Brentwood, Darlington if I am remembering correctly, their length is 4.2 miles. The neighborhood with the highest proportion as far as southwest if I am remembering correctly their about 13.4% of their, give or take a tenth of a percentage point in terms of the unpaved streets.

Fritz: Thank you.

Fish: Karla, any testimony?

Moore-Love: We have five people signed up.

Fish: Everyone knows the routine. You have three minutes and we will focus on this resolution. Shedrick?

Shedrick J Wilkins: I am shedrick j. Wilkins, and I was raised in this area but I miscalculated. I thought it was more by pcc, cascade or something. I agree that putting roads in that area is kind of a high transportation area, is important to pave the roads there. On Brentwood, Darlington, my kids were raised there and that's near Johnson creek I think. On that area I like the fact that the roads are not paved. You can walk around and that's more residential, but I know the area cully it's where trucks come in and it's like schools, trucks, warehouses and stuff like that. So you should implement that. I made a mistake. This is not the area that I envisioned when I signed up to talk.

Fish: Welcome.

Fernando Morales: I am Fernando Morales, and I represent habitat for humanity Portland metro east. We just would like to share that we are excited to be part of the lid and we are part of the solution on the infrastructure. The city and the parking space, and the community. Thank you.

Fish: Let me ask you something. There is a habitat community that was started under another nonprofit and then habitat took over and has basically built it out. Are you fully covered by this lid? Are you covered at all? Are the habitat homes off of Killingsworth part of the lid or just adjacent to this lid?

Morales: We are part of the lid I think.

Fish: You are in the area.

Morales: Yes.

Fish: And by the way, my son and I visited a few homes over the holidays, and it's just beautiful what you have done there building it out so congratulations.

Morales: It's part of the volunteer. Thank you.

Laura Young: Hello folks, my name is Laura young, I am the chair of the cully association of neighbors, and I've spent a considerable number of years advocating for lids and alternative creative funding to get those built in the community. To answer your question commissioner the 15 new homes will be served directly by the lid, they have frontage on

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57th avenue, if that was the question, so the contribution from habitat provided the resource to make it possible to use the sdc charges to buy down the costs for the other homes on the street and so this is one of those projects where we have multiple wins, the other project you are referring to is called Helens view, and it was a project that was partially built, went bankrupt and habitat picked it up a couple years later and built it out so within a few blocks of 57th, you have a large mobile home community where there is approximately 200 children, there are another 60 children at the community transitional school a few blocks away and there are another not quite 100 children at the Helens view so there are a large number of children in the area that would have access to a nearby park and safe access to the schools via 57th when this is built and so I just would like to applaud the neighbors for having faith in this process and signing on.

Fish: Thanks very much. Karla please call the other two.

Fish: Why don't you kick us off.

Sam Walker: Good morning. Thank you for your support, thank you commissioner Saltzman for introducing this. A few more thank you's, and then a couple of notes. A big thanks to habitat for humanity. All indications are there have been, they have been a great neighbor and we look forward to meeting our neighbors in the future, great work on their behalf. Thanks to Andrew Aebi for the deep and very meaningful public process we have had multiple opportunities to engage, and we look forward to continued engagement in the future. We appreciate the city's support, the Portland bureau of transportation's money is significant, but also worth noting that all of the families within this area are heavily impacted by this formation of the lid and I just think that needs to be noted, but for us some tens of thousands of dollars is a lot of money, but we do appreciate the city's support in bringing that cost down and the significant habitat contribution. It's still a financial burden to our family, and we are doing this primarily to contribute to our neighborhood in a meaningful way and we thought that this, that this would do that. Lastly I want to note Mr. Devine, who is across the unimproved road from us, each of us along with habitat have a very large portion of frontage on the unimproved road. Mr. Devine has been nothing but a great neighbor to us through this process. He is the least interested, and I am speaking on his behalf but my feeling is he's the least interested in the formation of the lid, but potentially the most impacted. I want to say that his patience with the families and with the city and his willingness to engage in this process has been remarkable, and I just want to say thank you to him for being such a great neighbor and taking this to the next step. Lastly thank you for the public process. Very much look forward to continued dialogue on the reducing of the potential impacts to the property owners and specifically to Mr. Devine as we move forward so thank you so much.

Joe Walsh: Good morning. My name is Joe Walsh I represent individuals for justice. This may be a stork because this is going to be quite a presentation, also. A few months ago I questioned commissioner Fritz about spending money on the west side and east side and I heard today someone throw out the figure 69 versus 29 from the west side to the east side. I don't think that's accurate and maybe I misunderstood it, I'm not making a big issue out of that particular percentage. What I am making an issue out of is to congratulate you that you finally are moving a lot towards the east side and we appreciate that and we want you to continue doing that. This is exciting stuff humanities is an organization I really like and they do outstanding work and have them as a partner or on your side or supporting what you're doing is outstanding. So when you start talking about people that we really like and they stand its kind of like voting, you know a lot of time you go down and you see who's in the support like 101 and you go down to see who's in support of 101 you would've said "wow I like all these people". So its encouraging, again individuals for justice do not trust politicians, we trust who you hang out with, so when you partner with people that we really like we like you because we think the probability is that you're going to do something

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worth while. I know we're harsh, but we like the money on the east side, have to spend money on the west side, but we are the step son and as long as you treat us like a step son we will get angry if you treat us like a son or daughter we will love you. Like parents. Thank you.

Fish: Thank you. Any more conversation colleagues? This is a resolution, Karla please call the roll.

Fritz: I was just mindful that I actually volunteered on building the habitat property at Helens view. It was a 95 degree Saturday and I was involved in driving six inch nails into 4-by-4s and it was without doubt the most difficult volunteer task I have ever done and I met one of the homeowners, future homeowners was working alongside the family and it's obviously a great community asset that we have such a vibrant habitat community that's now being supported by the entire neighborhood. Thank you, Mr. Walker and Mr. Divine, for exemplifying the spirit of the cully neighborhood and thank you Laura Young with the cully association of neighbors. As was said it is the only majority minority neighborhood in Portland, its probably the only one in Oregon as well. One other statistic my trusty staff Michelle Hansman found for me is the number 72 bus which is very close to here is second highest ridership in Portland. So this is such a needed program I am so excited and thank you as usual to Andrew Aebi. I know the concerns of those with garages as well as the most impacted neighborhoods will be taken care of in the design process. Thank you very much aye.

Saltzman: Well, I want to thank Andrew Aebi for doing an outstanding job. Thank you to habitat for humanity for also doing an outstanding job along northeast Killingsworth there and the cully association of neighbors continues to do remarkable work. This is a great alliance and we appreciate the neighbors coming out this morning to lend their support. So thank you all. Aye.

Eudaly: This is great, aye.

Fish: Thank you Andrew and I thank our friends from cully for being here to testify. I was just making a little list of successes that have happened in the last couple of years because of a very active and engaged community and it includes the purchase of the sugar shack which was an incredible eye sore to the community and an insult. The new football court, the investments in the lid today, the let us build cully park, all the work done in cully park, hacienda, Latino network all the partners. With respect to the habitat homes what I think I recall was the first couple houses in that development were built by host and then I think host stopped doing development and habitat took over. Its an incredibly beautiful community that has been constructed, I had the honor a couple years ago of handing the keys to a immigrant family that had their first home and built their house and we visited them on Thanksgiving day and there's something beautiful about the spirit of habitat welcoming people to the community and something shameful about what's going on in Washington and scaring people who come here seeking a better life. I'm proud to support this. Aye. The resolution passes. We're going to move to our regular agenda. Karla, please read council item number 79.

Item 79.

Fish: You know, I have some talking points that I don't think are necessary. Let's turn it over to our debt service manager.

Eric Johansen, City Debt Manager, Office of Management and Finance: Thank you, commissioners. Eric Johansen, city debt manager. This is a proposed nonemergency ordinance authorizing issuance of up to \$250 million of sewer revenue bonds to fund capital costs of the city sewer program. Proceeds of the bonds are expected to be spent over the next 12 to 18 months to fund those capital projects better included in the cip of bes. The ordinance also authorizes the refunding or refinancing of outstanding bonds however as I think you know due to prohibition on advance refunding it was included in the

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federal tax bill we don't anticipate that we will be doing any refinancing as part of this issue. The new money bonds authorized by the ordinance are expected to be sold in late April and closing in early May. We do want to take advantage of what continues to be a favorable market environment and come to market as soon as we can reasonably do so. Happy to answer any questions.

Fish: What is the current favorable market environment in terms of debt?

Johansen: I think interest rates are going to be if we were selling today probably for 20-year bonds less than 4%.

Fish: A little higher than they were.

Johansen: A little. We look at treasury rates to see the direction of municipal rates and treasury rates are certainly moving up slowly but moving up.

Fish: Mr. Johansen, why do we come to council and ask for authorization to do a big placement like this rather than a series of smaller placements? What's the benefit to the city of doing a \$250 million placement?

Johansen: There's certainly benefits in terms of the issuance costs that we incur in any bond issue. We pay underwriters, financial advisors, bond attorneys and so forth so to the extent you can spread costs over a larger issue it makes sense to do that. Also the period over, time period over which we're expending these proceeds relatively short. We try to target borrowings to cover periods up to 24 months. So the size of this issue at \$250 million is consistent with that and I think we'll probably spend it more in the 12 to 18 month range.

Fish: Colleagues?

Saltzman: The new tax law makes interest from municipal bonds no longer tax-exempt?

Johansen: No, well, for most projects it's still tax-exempt. What we can't do is refinance outstanding bonds more than 90 days before what we call the call date of the outstanding bonds. So many times over the last since I have been debt manager certainly we have refinanced bonds through what's known as advanced refunding where we sell new bonds to refinance old bonds. The congress took away that option. One of our primary tools in managing cost of our debt efforts are ongoing to try to get that reinstated. I'm not hopeful right now, but we're still working to try to get that provision included in a future act.

Fish: If the reason that we previously refinanced is to secure a lower interest rate and a better return for the taxpayers, what was congress' rationale for hamstringing us?

Johansen: The argument that I hear most often is when you do an advance refunding there's a period of time in which you have two series of bonds outstanding for the same set of projects. Treasury views that as a loss of revenue to treasury because those bonds are tax-exempt. Frankly the amount of the theoretical loss to treasury is very, very small but this was an item I understand they saw as a way to fill a gap in the tax bill. So it was included in really there was no effort -- there was a big effort to have it come out of the proposed bill but there was no receptiveness on the part of the republicans to consider that.

Fish: Colleagues? Is anyone signed up to testify?

Moore-Love: No one signed up.

Fish: This is an ordinance first reading it goes to second reading. Thank you, sir. We have a couple of second readings coming up. Karla, please read number 80.

Item 80.

Fish: Vote only. Please call the roll.

Fritz: Aye. **Saltzman:** Aye. **Eudaly:** Aye.

Fish: Aye. The ordinance passes. Karla, please read council item 81.

Item 81.

Fish: Vote only. Please call the roll.

Fritz: Aye. **Saltzman:** Aye. **Eudaly:** Aye.

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Fish: Aye. Karla, please read council item number 82.

Item 82.

Fish: Colleagues the bureau of environmental services has a software system proven to be an effective project management system for the bureau and it is the same system that the bureau of transportation has which allows us for seamless integration into some of our planning. This amendment continues the use of this cost saving tool and provides training for bes staff. With us are Gayle bast, project manager -- I guess bill Ryan is not here.

Okay. Gayle, are you going to take it over?

Gale Bast, Bureau of Environmental Services: Yes.

Fish: Welcome.

Bast: Thank you. Good morning. My name is Gayle Bast, I am a business analysts at bes and I've been a project manager on implementing this software ebuilder.

Scott Gibson, Bureau of Environmental Services: Good morning, council my name is Scott Gibson, I am a principal engineer at bes and I am here representing bill Ryan today.

Bast: I would like to recognize Alicia gruber in the audience today. She's the pbot capital project controls analyst and she is the project manager for pbot implementing this software right now in pbot in case you have questions for her later. So three years ago bes entered a contract with ebuilders who acquire licenses, support and implementation of their software. Today we have hundreds of people using this software to manage all aspects of the bes capital improvement program and the hundreds of projects associated with that.

The initial software license and support term is expiring and needs to be extended or renewed. We also need software administrator and trainer training for new staff. So what we're looking for is to extend the license and support for bes through august 31st of 2022. We want ebuilder to provide training for bes staff who administer and will further configure the software and to train our trainers of end users. Bes wants to continue using the software for their capital improvement program and project management, and we actually want to expand use for additional business processes that we haven't automated yet. License and support under the original contract with bes ends on February 28th. Pbot executed amendment 1 that extended the term of this agreement to august 31st of 2022, and authorized pbot to acquire licenses and implementation support services. This ordinance is for amendment 2, which authorizes bes to extend the license and support through august 31, '22, and to acquire training for bes software administrators and trainers.

Gibson: This is where Gayle wanted me to talk about the software. It's a cloud based web application. We use it for program management in preparation of our budget anticipation cash flow, project management, construction management, it helps coordinate our documents and we communicate through it in a major way. It's also expanded to include our contractors so our construction contractors and their staff in the field and our staff in the field use the software to share documents to revise and improve documents and to make payments and other activities. So we have since 2013 when we began this initiation it's been widely adopted and well embraced both by our contracts and by ourselves. That's why we're asking for an extension.

Fish: Scott I have a question. Oh keep going I'm sorry.

Bast: So the support costs and license costs we're looking at is on this page. The first year price is for half a year. We have paid through the end of February and we will pay initially for six months so that we are co-termed with the pbot annual renewal starting in august.

The annual increases are displayed here are represent 5% per year, and then the training that we're asking for is lecture style training three days on site for the fixed price.

Questions?

Fish: Colleagues? Karla, is anyone signed up to testify?

Moore-Love: No one signed up.

Fish: This is a first reading of an ordinance. It goes to second reading next week. Thank

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you very much. Karla, would you please read council item number 83.

Item 83.

Fish: Commissioner Saltzman.

Saltzman: I think we have a presentation here. I'll hand it off.

Marty Maloney, Portland Bureau of Transportation: All right. Good morning, commissioners, my name is Marty Maloney with pbot right of way. Agenda item number 83 is to authorize eminent domain authority as well as to offer just compensation for needed permanent and temporary rights associated with the southeast 80th avenue and east Mill avenue southeast Mill lid project. The property rights in question are needed for completion of roadway and sidewalk facilities within the project limits. I would like to add the affected property owner has been informed of the city's need for permanent and temporary rights and was invited to attend the reading of the agenda item today. If you have any other questions I would be happy to answer.

Fish: Colleagues? Karla, is anyone here to testify?

Moore-Love: No one signed up.

Fish: This is an emergency ordinance. Please call the roll.

Fritz: Use of eminent domain is serious, it's good to know the property owner is in support of this. It's a great lid and this I believe will give the property owner some tax benefits due to the condemnation. Aye.

Saltzman: Aye. **Eudaly:** Aye.

Fish: Aye. The ordinance passes. Karla, please read council item number 84.

Item 84.

Fish: This is a vote only. Please call the roll.

Fritz: Aye. **Saltzman:** Aye. **Eudaly:** Aye.

Fish: Aye. The matter passes. Colleagues, we have a couple of matters that were pulled from consent which we'll now hear. Item 71, 73, 74 and 75. Please read council item number 71.

Item 71.

Fish: Welcome.

Elisabeth Nunes, Bureau of Human Resources: Good morning, all of you. My name is Elisabeth Nunes with bureau of human resources, I'm the classification compensation manager. Today we are asking to create a new classification, it's non-represented, of employee relations manager and establish the pay rate for it. It's going to go into pay grade 13. We are using a vacant other h.r. position to reclassify into this new classification.

Fish: Questions, colleagues?

Fritz: Can you give a little more information about the restructuring in the bureau of human resources and why this is necessary?

Nunes: Our hr director is on her way over here and she will be happy to speak to that, but I can just tell you this is really focusing on the site team structure that has support in all the bureaus. Thought that was her.

Fritz: We can take testimony and wait for her. Thank you.

Fish: Who pulled this item?

Moore-Love: Mimi German pulled this one.

Fish: Would you care to testify?

Mimi German: Sure. My name is Mimi German and I don't understand a few things about this. I wanted to -- I wanted to play the timbre of the day because it matters today. I don't know if I'll be able to do this or not and I want to share a poem that has to do with this. If you give me a second it will happen. My three minutes is running anyway so it doesn't really matter. The poem is called after and I suggest that people don't talk about my testimony on their Facebook pages but go ahead if you need to. Poem's called after "God hung low on a twisted branch, a sliver moon heckled in the slant of shadow boxes, some

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kid cried through the crack of an open window. I spit out a mouthful of pink pulverized pomegranate ate seeds in offering to the broken bones of a long dead bird". This here what the city does for me is the long dead bird. My feeling is today we get an article that the Portland finances get an f. We have no emergency plan. Somehow we have a way to move this position from one position to another position along with giving this position, what, \$35,000 raise while, we have no housing emergency plan. Everything that the city council chooses to do in the last at least the last year and a half has been misplaced. We have people living outside. Chloe eudaly's office wants \$800,000 for a pr team. This thing when I'm still not clear on why we need to fill this other position because it's vacant, why not just leave it vacant and leave the person where she is or he is so that they don't need the \$35,000 raise and why are we doing any of this for -- what are we doing? I wish that the other woman was here to explain this better because what I see is we're making -- we're moving money around, we're playing games, playing a shell game and we still don't have an emergency plan for 30 days, 60, 90 weeks. We have nothing, but somehow this shift along with giving this person over \$135,000 or more for salary is somehow more pressing. I don't understand why that is. To me we need to refocus. We have been asking you guys to refocus since the mayor took office last year. There's been no refocusing. There's not an emergency plan for the houseless. It's been raining for days. It's going to continue raining for days. The houseless are outside and I and star and others have supplies for them in our cars. It's wrong. This person should not be getting a raise. Doesn't need to move a position. The city certainly doesn't need any more p.r.

Fish: Thank you for your testimony.

Lightning: Yes, my name is lightning, I represent lightning super justice watchdog. Here's the problem I have on this issue. Again, you are doing an annual increase of \$37,294. Again in the previous ordinance or resolution we were talking about the effects of the tax bill on bonds and various other things. Now, from the city's position in my opinion since the corporation just stepped all over the democrats and they couldn't do a thing about this tax bill and they just kind of flailed in the background falling on themselves trying to figure something out, here's the reality. Love him or hate him, he's stepped on the democrats with this tax bill. Love him or hate him, he took care of the corporations. Love him or hate him, he took care of the small business owners. Love him or hate him, a lot of people out there are getting more bonuses as you have been reading apple and large corporations and this refers to this huge bonuses across the board but my point is being this, being made here. He's not government. He may be the president. He's not your president, but he's not government. He did a hostile takeover of the white house, went over the top of every democrat and he just laughed. Now he's standing there taking care of the corporations, taking care of the business owners, taking care of the people but he didn't take care of the government employees. I'm asking for a salary moratorium to put into place immediately. I'm asking for your salaries to be discounted and cut like the tax bill did across the board. I'm asking for your bloated pensions to be downsized and I'm asking you why would you add a new position when the trump administration annihilated the democrats. Even senator Merkley in his delusional thinking I might be the president someday. Guess what, Mr. Merkley, wake up. Time to wake up, my friend. You're not ever going to be the president of the united states. Remember that, senator Merkley and watch what's happening right now. Across the board cuts. Get ready. It's on its way. You don't have that money any more. Corporations do, small business owners. Thank you very much.

Fish: Thank you. Mr. Walsh.

Joe Walsh: Good morning again for the record my name is joe Walsh and I represent individuals for justice. We have a technical problem with this. It seems to us that if you bring something to the agenda and bring something to the council to be voted on, it should

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be a requirement you are here. This is introduced by the mayor. He is in d.c. eating turkey. This should have been put off. Every item that is submitted by a member of this council and you don't show up should be put off. We have no way of questioning the very person that introduced the item. How unfair is that? That's why you guys keep getting fs in your transparency. The people that look at this stuff see this and say, what is that? He submitted this and he goes off to Washington and doesn't even bother having the courtesy to the citizens of the city to take it off the table for next week. What is that? We're suggesting you seriously think about it. I'm probably not going to get it for another five years if you submit something, show up. You're getting paid good money. Show up. If you don't show up, have the courtesy to pull the item and bring it on next week so you can discuss it. That seems so reasonable to me. I know I'm not going to get it for six years. Thank you.

Fish: Thank you. Star.

Star Stauffer: Okay, so what exactly is this person going to be -- this person's duties are going to be explaining job duties to other people who have duties within city hall? Why are people taking jobs that they don't understand what they are? That's my first question. I don't know why I need to ask that question because I don't think anyone in the city really knows how to do their jobs. That's pretty clear by the mind-boggling amounts of money being tossed around for useless crap that the city doesn't need. You know, \$300,000 for a speeding sign that nobody will pay attention to because they don't care about the ones we have now. \$100,000 so that we can implement more security. \$200,000 for a turnstile that doesn't do anything because if I was more athletic I could leap right over them. I mean it's nonsense. Millions of dollars here and there. Hundreds of thousands here and there. Chloe gets this new person to be her p.r. because she can't behave herself on social media and act like a professional like a professional, I mean exactly what is happening here. I move for the city to consider opening a position to help you all learn how to pull your heads out of your damn trousers. Holy crap!

Fish: Thank you. Mr. Wilkins?

Shedrick J Wilkins: I'm a democrat and proud to be a democrat. In history ever since franklin Eleanor Roosevelt, john f. Kennedy, Lyndon Johnson started Medicare and Medicaid, social security, Obama redid our space program. The democrats solve problems. I'm a democrat. Bernie sanders is a democrat socialist. He thinks -- Bernie Sanders would never hang around republicans. There's a theory that once the democrats solve problems republicans step in and get materialistic and we all get this and they don't even realize that problems were solved. By democrats. Democrats solve problems. They listen to Bernie sanders and Bernie sanders is a socialist. Okay? Bernie sanders will never hang around republican party. That's enough said. I don't care if democrats make a lot of money if they think and hire the best.

Fish: Thank you. We welcome Serilda summers mcgee, h.r. director. We had a couple of questions that came up primarily around the purpose of the position and how it will be funded if you could answer those as succinctly as possible.

Serilda Summers-McGee, Director, Bureau of Human Resources: Absolutely. Right now we have three site team managers who lead the business partners, are allocated to different bureaus. Those three site team managers have different ideas and visions because they are peers of how to engage in the site teamwork. Right? What happens is that it lends itself to there being inconsistencies in our practices when it comes to employee relations throughout the city. So as I worked with the business partners to better understand how they engage in the work, what some of their challenges are in the work and they started to express what their challenges were I began to identify that because there are so many divergent ideas of how to do this work, it's confusing to the team. We need one person who sets the course of what it means to be and how we engage with

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consistently the work of the business partner role employee relations throughout the city of Portland. That's the origin of it. So what I have proposed is we have three site team managers. The position will be posted internal only. It's not for external folks, but essentially to see who will lead that worker versus having three leaders of the work. Then there will be a supervisor because we don't have managers managing managers, but basically one of the site team managers will become a super manager effectively. Then the third business site team manager role has been offered for a budget cut in the 2017-18 budget cut process. So we do not feel that we need three site team managers to do the same set of work for bp's. The bp's are not changing their assignments. They will continue to function as bp's but we'll have consistent training, we'll have consistent expectations set for them, we'll have consistent ways of managing the work like investigations, et cetera. There will be consistency established as a result of this change.

Fish: Can I ask what is the net cost to the bureau of this particular ordinance? You said you're going to eliminate one position, reclassify this position. Do you have off the cuff what the net cost to the bureau is?

Summers-McGee: So the site team manager top salary right now is \$135,000. Correct?

Fish: If you don't know you can send me an email. Just curious.

Summers-McGee: We're going to cut a six figure position and then the expansion of responsibilities for the new site team manager which have elevated increase the top of the salary by \$37,294. So I don't plan to hire someone and pay them at top of scale by any stretch of the imagination.

Fish: You're eliminating one, reclassifying another position and there will be a net cost to the bureau?

Summers-McGee: Net savings.

Fish:

Nunes: Actually there may not be any net cost. We're reclassifying one body of work that is vacant. There's nobody in it. There's that money. The difference between that position and this new one at the top of the range is the \$37,000. So in addition to that Serilda has put up a higher level position for elimination.

Fish: Questions?

Fritz: In the budget process we need to factor in this \$37,000 as part of the proposed cut? Because actually by reclassifying this the cost to the bureau as well.

Summers-McGee: That's to presume that we're going to pay someone at that level. Right now we are basically reclassifying one of the site team manager positions. They have the ability to earn up to \$37,000 more than they currently do. That is true.

Fritz: And you're going to do an internal recruitment. Why not an open recruitment?

Summers-McGee: Because we have people in the position that are highly skilled for the role. I believe that. We also have business partners who have ambitions to pursue an employee relations of site team manager role. I believe we have the talent inside the city of Portland. I don't feel we need to make a national competitive search to find the talent required to lead that team.

Fritz: Just in terms of the hierarchy within h.r., obviously you're the director, you have a deputy director, at what level is this proposed position going to be? Is it right under you and the deputy direct director?

Summers-McGee: Correct. Right now the site team managers three of them are currently right under the deputy director.

Fritz: How many reports does the deputy director have?

Summers-McGee: I'm sorry, essentially the deputy director position is a peer with all of the managers inside bhr, that's the way it's currently configured.

Fritz: They all report to you directly.

Summers-McGee: Yes.

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Fritz: How many direct reports do you have?

Summers-McGee: Currently nine. I will go down to six. Seven.

Fish: Commissioner Eudaly.

Eudaly: Director McGee, could you explain what a business partner is? I think that title is kind of vague and confusing possibly for the public.

Summers-McGee: A business partner is someone who works with bureaus to help them understand h.r. rules, policies and procedures, best practices. They are someone who facilitates discussions between when there are disagreements between employees or between employee and manager they can help facilitate that dialogue to get to the other side of whatever the conflict is. Before there's a need for an investigation, things of that nature. They also participate in the investigative process. They lead the investigations for the city of Portland so they do all of that work when it comes to personnel management and rule compliance.

Eudaly: I would like to say I really appreciate our business partner because it's a large and complex set of laws that dictates human relations and it's not realistic for us to have a full grasp of that, also why we need attorneys upstairs. I'm wondering if you could speak to the challenge we have at the city of competing with private industry when often our salaries are significantly less, which is part of the reason I imagine you're asking for this increase.

Summers-McGee: For the b.p. function or in which capacity?

Eudaly: Just in general.

Summers-McGee: Cause we have some challenges across the city when it comes to -- [speaking simultaneously] the city is a competitor with other governmental entities but also with the for profit sector. We have to have competitive salaries and packages and work life balance and things of that nature to become appealing to folks who can work anywhere in the marketplace. I don't think the city does -- is in a bad place holistically. I think there are particular classifications where we struggle and we're challenged to find the talent to come work for us at our price point and given the load and the responsibilities associated with the job, but I think we're fairly competitive.

Eudaly: Thank you.

Fish: This is an emergency ordinance. Are you comfortable proceeding today? Karla please call the roll.

Fritz: Thank you director Summers-McGee for being here and for explaining it in terms of giving my staff information ahead of time. This is a very important discussion. I'm glad we were able to have it in council chambers. I hope in the future the mayor will not put things like this on the consent agenda because with commissioner eudaly's questions really explaining what you do that helps people understand what you do, why you do it and why it deserves support. It's answered to my satisfaction. Aye.

Saltzman: Aye. **Eudaly:** Aye.

Fish: Aye the ordinance passes. Thank you. Colleagues, we have three additional items, all of which are grant agreements flowing from actions that council has already taken pursuant to a public process. I would suggest we take them up as a group. Without objection, items 73, 74 and 75 will be read together.

Item 73.

Item 74.

Item 75.

Fish: Who would like to go first.

Kari Koch, Office of Neighborhood Involvement: I will go first my name is Kari Koch, I'm a staff member with office of neighborhood involvement that runs the Portland united against hate program. We're just here to answer any questions that might come up and to let you know that we are more than halfway through the year of this initial funding cycle and just getting this money out the door so we're excited to be on the agenda. Thank you.

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Fish: Thank you. Mr. Jama.

Casey Jama: Good morning commissioners, my name is Casey Jama I'm director of unite Oregon. First of all thank you so much for your collaboration and support. I also want to say that thank you for cooperation with oni, office of neighborhood involvement. Thank you, commissioner Eudaly, for your leadership. Unite Oregon has been part of the collaboration since the beginning at the table bringing the community together to freely create a table where we can discuss, learn from each other and really push the community issues forward. Unite Oregon is a program aligned with the city's vision of equity and inclusion and we will be supporting immigrant refugee community members to provide know your rights trainings, making sure that they come if they have issues experience issues of harassment and hate. We also learn from other partners at the table, so that's our focus and our issues and we are just -- even in our own office right now we closed the doors because we have quite a few incidents where our employees have been approached by people with different views and in order to create a safe space with the staff members we decided to lock our doors. That's what we're dealing with at this point, but thank you for your support and collaboration.

Fritz: Thank you Mr. Jama for being here and for your leadership of Portland united against hate right from the beginning. I'm just curious about the name of this project, haan. Could you tell me why it's called that?

Jama: Thank you, commissioner Fritz. The name haan is from the nomad culture where I grew up, which really is process when nomads are facing a drought they send a small group of people to search for a better place for the community and when they find that place the entire community moves with them. So it's really a process of renewed community and that's the intention of this program.

Fritz: That's beautiful. Thank you.

Fish: Welcome.

Kathy Wai: Hi commissioners my name is Kathy Wai I'm the field director at apano, the Asian pacific American network of Oregon. I'm just here again to thank you for supporting this really important work that community based organizations are doing to address hate and discrimination, particularly in communities of color in Portland and our office is right off southeast 82nd avenue. That has been a neighborhood that seen a lot of demographic changes. I have personally grown up in that area, and recently we have seen a lot more unfortunate targeting and hate instances happening in that area that really stems from a lot of racism. So I think through this project we really want to bring basic education to our community members about what they can do when they are witnessing hate, hate crimes, and we hope to be a resource for communities in different languages and jay is our organizer. He is sitting over in the back there. I definitely want him to share a couple of his insights and perspectives as well, but we are in the neighborhood, we're in the communities, we're talking to just so many immigrant and refugee families who unfortunately at this point are really scared and terrified right now of just everything that is happening. So again, thank you for your support for our projects. We hope to continue this partnership.

Fish: To be clear, in the prior budget adopted by the city, the 17-18 budget, the council after an extensive public process agreed to general fund special appropriations for a number of community-based organizations. That was a separate process in terms of recommendations then submitted to the normal budget process, incorporated in the mayor's budget, approved by this council. Today we're approving grant agreements so the question before us is whether anyone has an objection to any of the terms of the grant agreement, which executes an action the council has already taken in terms of appropriating the money. With that --

Saltzman: I have a question. With relation to apano I thought we had a pretty thorough

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discussion several months back about the allegations of discrimination and sexual harassment occurring in apano. I thought we were going to get a report about that before we dispersed this money. Yet, we're dispersing the money now saying we'll see the report later. That seems backwards to me.

Koch: That is a good question. I was not aware that there was a report required on that topic before this grant agreement came forward.

Saltzman: On page 6 of 10, apano shall provide a report to the city from the apano board of directors by the end of February that includes applicable facts found from the investigation while maintaining employee confidentiality. The investigation relates to allegations of discrimination relating to sex, sexual orientation and gender identity.

Wai: So actually that report is still going to happen. It's still going to be provided to city council.

Saltzman: I thought it would be provided before we grant you the funds. That's what I'm asking.

Fritz: That wasn't my understanding. We had the discussion that this is going to go out to the community to help with urgent needs so that's a separate issue. That's what I remember we discussed at the council hearing on this particular grant.

Saltzman: So if we don't get this report by the end of February does anything happen to this grant? As a consequence? I'm not accusing apano of this but things without a firm consequence like a report to council sometimes disappear into the ether. So if we don't see a report at the ends of this month I'm going to feel like, you know, we have been tricked. Give us the money today and we'll get you the report in February, but we have no sort of lever over that if we don't get it in February. For whatever reason, attorneys may speak up, cite confidentiality reasons, why the council can't see the report there's a whole host of rabbit holes this could go down, so I guess -- I take heart what commissioner Fritz said her recollection of the meeting but I thought there was council was being pretty stern about saying we want to see the report before we make any appropriations.

Fish: This is an emergency item. So each member of council is going to have to decide how they want to address that issue. I think it would be helpful to understand how you want to proceed because we obviously can't proceed without four votes and if you have a strong view that will carry the day.

Saltzman: My preference is to hold this grant over to the end of February until we see the report.

Fish: Because this is an emergency item commissioner Saltzman controls the vote. My suggestion is that we set this over for next week and try to work out the language which makes clear the sequencing. We can also review the record and make sure we have this. Colleagues -- pardon me?

Fritz: May I suggest I move to remove the emergency clause. We can always put it back on next week. Otherwise we would have to take it off next week if --

Fish: I see no harm in that. That would still delay 30 days' implementation it might get us closer to the day of the report anyways. Are you making a motion on 73 to take the emergency clause off?

Fritz: Yes.

Eudaly: Second.

Fish: Please call the roll.

Fritz: Aye. **Saltzman:** Aye. **Eudaly:** Aye.

Fish: Aye. Without objection council item 73 will be set over to next week. Other questions and capitols regarding the other two matters?

Eudaly: I would like to say unfortunately I was absent for that discussion but it was my understanding that these grant funds were allocated prior to the allegations becoming public. It was not my understanding that we would be with holding grant funds, just that we

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were requiring a report. I also want to add, we went through something similar to this recently where other puah grants were pulled and community members thought that we should have had a greater discussion of them, which did happen previously and as you mentioned this is just kind of a formality of authorizing the grant, but we heard the public and we decided that we would be providing a lot more information online about our grant recipients so if anyone is interested you can go to the main page of oni, click on the puah tab, and you can get a sense of what each organization does and how they will be contributing to the Portland united against hate effort as well as quick through links to the organizations to learn more.

Fish: Thank you very much. Karla, do we have people signed up for testimony?

Moore-Love: I have joe Walsh pulled 73 and 74, and lightning pulled 75.

Fish: If they could both come up we'll take their testimony. If you could hang out for a few minutes, thank you all for testifying. Mr. Walsh, we'll let you kick us off.

Joe Walsh: My name is joe Walsh I represent individuals for justice. Let me be very clear on this. We like these organizations that you're going to give the money to. We have no objection to them at all. Apano is about two blocks from where I live. I have been at meetings at apano so I know their work and what they do and they are outstanding. The other organizations are also outstanding. We are not objecting to that. What we are objecting to is your protocol. You don't seem to get it. You cannot take three items, put them together, and try to get a vote on them under emergency ordinances and then turn around and pull one and do a vote on that one to put it off to next week and vote on these two. You can't do that. Once you put all three together you're stuck. If you take 73 off the table, you have to take them all off because what you have done is you have limited our time from nine minutes to three minutes. Each item we were allowed three minutes on. You made an arbitrary decision to combine them. That means they are one. You can't back track on that. You're stuck. You made a mistake, there, Mr. lawyer. You're stuck. I cannot stop you. That guy can. But he won't because he works for you, but you are a lawyer. You know you can't do that stuff. I ran meetings for 15 years and I know the rules of parliamentary procedure. You're wrong. We want clarity and you guys never give us clarity. You give us an argument on the consent agenda where there is no argument. It's under the table. Every time you do that, we're going to pull the item. I have said that before. I'll say it again. As long as I can drag myself here I will pull those items that people should come here and explain why they are going to spend the people's money and not put it underneath the table. You guys, would you go back and read your charter? Please, all of you. It's not a restaurant. It isn't. It's your very foundation of your rules. Read them. You'd be surprised how many things you're doing wrong. Thank you.

Fritz: May I ask a question for Mr. Walsh. I have a question for you, please. I want to give you more time because I have a question that's related to -- I'm questioning why did you pull this -- you pulled two items related to the Portland united against hate grants for immigrants and refugees. Why did you not pull the other two emergency ordinance grants that were part of this program?

Walsh: Okay.

Lightning: I pulled 75, commissioner Fritz.

Walsh: There are a number of people that attend these meetings that pull different items. We have a meeting prior to this at 9:00 down in the cafe. You're all invited. You can always come. We will not be nasty to you. Lightning and I disagree on 99% of this stuff, but we're friends and we respect each other. So sometimes when we go down and meet at 9:00 lightning will say to me, joe, would you pull this item for me? I'll say, sure. Let me see what it's about. See if I know something about it. Sometimes I take a risk and don't. You see the egg on my face when I do that. I cannot pull every item. I'm never going to give cart blanche of every item.

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Fritz: How did you choose these two rather than the airway science for kids or college possible?

Walsh: You're talking about --

Fritz: 72 and 76.

Walsh: The first thing I saw was they were emergency items. You know I have been doing this for ten years, Amanda. You and I have gone down this road. [speaking simultaneously]

Fritz: 72 and 76. [speaking simultaneously]

Walsh: If I see that asterisk I pull them.

Fritz: 72 and 76 are also emergency ordinances on grants except they are not about communities of color and immigrants and refugees.

Walsh: Here's what you're doing for your tv audience and you guys do this all the time. You blame the citizen. You didn't do enough work. Commissioner, Eudaly, you guys don't know what you're talking about. You're telling me I didn't do it good enough. I resent that. I am a citizen of the city. It's not my job to come here and teach you. It is my job to come here and criticize you as an activist. That's what I do. All right? If I could compliment you I do it. Only for my own sanity. When you do something right I want to acknowledge that, but if you do something wrong as an activist that's my job. If you don't like the way I do it say "Joe, I don't like the way you do it" because I do that to you all the time. It hurts me sometimes to say it but I say it anyway. You had a great discussion on the item that was underneath the table that was under the emergency clause. That's not bad. That's democracy. That's a republic.

Fish: Colleagues, Mr. Lightning has been waiting patiently I'm going to recognize lightning.

Lightning: My name is lightning I represent lightning super justice watchdog. To commissioner Fritz are you implying some type of racial overtones because we picked these three opposed to the 72? Also so you understand I did ask for 72 and I disagree with drones for young children. Also since they operate out of Hillsboro understand I review all the facts. Now, if you are implying that I would expect an apology. Now, from my position, I absolutely agree with all these grants and think the people that came in here deserve every penny and absolutely agree with every direction they are going at this time. Now, with that being stated, when we're talking procedures as Mr. Walsh brought up, that's what we were discussing here. Now, from my position just on the haan project which I have gone over the data and I agree with, is that one of my positions to this group and I'll state this from my position, why are the democrats going to sell out the daca children? Why are the democrats going to sell out the 11 million illegal immigrants and aren't standing up for them also? I myself lightning today am looking at the democrats in disgrace. You think you'll come back to the table, just negotiate on behalf of the daca children. Guess what. Let's talk about the 11 million illegal immigrants that are currently here that I think also deserve amnesty, that I think because our immigration system is so blanked up that we need to come back and do a comprehensive immigration reform plan such as the trump administration, love him or hate him, has stated, and you cannot blame that on the trump administration because they weren't in effect when this immigration system has been so blanked up. That is my position today. Don't just take care of the daca children. Lightning's position is take care of all 11 million and by the way, president trump, you want that wall, this is a deal from lightning to you. You can have your wall. Congress will fund you \$11 billion toward your wall but that means 11 million full amnesty for all illegal immigrants and then we come back and do a comprehensive reform. Have you heard any democrats protecting that 11 million? Why not? Where are you now? You're just going to take care of the daca children? I don't think so. I want full amnesty for the full 11 million and by the way, president trump, we agree on one thing. You have created enough jobs. You'll have a surplus of jobs. They deserve to stay here. They deserve amnesty. Back off of them. Get

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your wall and get these darn democrats to fund it. Fund it, democrats. Do not hurt the daca children and the other 11 million illegal immigrants, democrats.

Fish: Thank you, Mr. Lightning. Just to clarify, colleagues, item 73 is now a nonemergency and goes to a second reading next week where council will decide how to proceed. We have two items to vote on. Karla, please call the roll on item 74.

Fritz: I was proud to be a founding member of Portland united against hate and I appreciate the work being done on this important issue. Aye.

Saltzman: Aye.

Eudaly: Thanks for coming here to help us out today. Aye.

Fish: Aye. The ordinance is adopted. Please call the roll on item number 75.

Fritz: Again Mr. Jama thank you for your leadership on this important issue. [shouting] truly appreciated. Aye.

Fish: You're out of order. Lightning, please don't do that. You're out of order. [shouting]

Fish: Continue to vote.

Saltzman: Aye. **Eudaly:** Aye.

Fish: You're out of order, Mr. Lightning. Please don't do that. Aye. The agenda is concluded. Thank you all. Council is adjourned.

At 12:01 council adjourned.