



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **9th DAY OF JANUARY, 2019** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Hardesty, 5.

Commissioner Hardesty arrived at 9:35 a.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Linly Rees, Chief Deputy City Attorney; and Christopher Alvarez, Cheryl Leon-Guerrero, Dorothy Elmore and Tania Kohlman, Sergeants at Arms.

Item Nos. 23 and 26 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 9:38 a.m. and reconvened at 9:48 a.m.

COMMUNICATIONS		
14	Request of Dee White to address Council regarding lead in our drinking water, cryptosporidium, and the public trust (Communication)	PLACED ON FILE
15	Request of Star Stauffer to address Council regarding hold City officials responsible for tolerating Nazism in Portland (Communication)	PLACED ON FILE
16	Request of Steven Entwisle Sr to address Council regarding privatized sheltering issues (Communication)	PLACED ON FILE
17	Request of Mimi German to address Council regarding privatized shelter as prison (Communication)	PLACED ON FILE
18	Request of Charles BridgecrAne Johnson to address Council regarding privatized shelter as prison and slumlord profit/crime center (Communication)	PLACED ON FILE
TIMES CERTAIN		
19	TIME CERTAIN: 9:45 AM – Proclaim January 7 th -14 th to be Slavic and Eastern European Heritage Week (Proclamation introduced by Mayor Wheeler and Commissioner Fish) 15 minutes requested	PLACED ON FILE

<p>20</p>	<p>TIME CERTAIN: 10:00 AM – Create a local improvement district to construct street, sidewalk, and stormwater improvements and construct a mast arm traffic signal at the NE 42nd Ave and Columbia Blvd intersection in the NE 46th Ave and Bryant St Local Improvement District (Previous Agenda 1290; Hearing; Ordinance introduced by Commissioner Eudaly; C-10065) 15 minutes requested Motion to accept amendments in PBOT memo dated Jan. 7, 2019: Moved by Wheeler and seconded by Fish. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED JANUARY 16, 2019 AT 9:30 A.M.</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>		
<p>Mayor Ted Wheeler</p>		
<p>Bureau of Development Services</p>		
<p>*21</p>	<p>Amend Flood Hazard Areas Code to further comply with Metro Urban Growth Functional Plan Title 3 (Ordinance; amend Code Section 24.50.060) (Y-5)</p>	<p>189338</p>
<p>Bureau of Planning & Sustainability</p>		
<p>*22</p>	<p>Authorize application to the Bullitt Foundation for a grant in the amount of \$50,000 as part of the Portland Climate Action Plan 2020 Update Project (Ordinance) (Y-5)</p>	<p>189339</p>
<p>Office of Management and Finance</p>		
<p>*23</p>	<p>Increase salary ranges for several Portland City Laborer classifications (Ordinance)</p>	<p>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p>
<p>24</p>	<p>Extend contract with Commstructure Consulting, LLC for two years and increase the not-to-exceed amount by \$2 million to provide additional on-call telecommunications services (Ordinance; amend Contract No. 30003061)</p>	<p>PASSED TO SECOND READING JANUARY 16, 2019 AT 9:30 A.M.</p>
<p>Commissioner Chloe Eudaly</p>		
<p>Bureau of Transportation</p>		
<p>*25</p>	<p>Authorize a contract with the lowest responsible bidder for the Holladay-Oregon-Pacific Neighborhood Greenway project in an amount not to exceed \$1.2 million (Ordinance) (Y-5)</p>	<p>189340</p>
<p>*26</p>	<p>Authorize a contract with the lowest responsible bidder for the N Greeley Multi-Use Path project in an amount not to exceed \$1.9 million (Ordinance) Motion to amend title to 1.9 million: Moved by Eudaly and seconded by Hardesty. (Y-5) (Y-5)</p>	<p>189343 AS AMENDED</p>
<p>REGULAR AGENDA</p>		

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Mayor Ted Wheeler		
Office of Management and Finance		
27	Accept bid of Brix Paving Northwest, Inc. for the East Portland Active Transportation to Transit Project for \$2,515,323 (Procurement Report - Bid No. 00001003) 10 minutes requested Motion to accept report: Moved by Fish and seconded by Eudaly. (Y-5)	ACCEPTED PREPARE CONTRACT
*28	Authorize limited tax revenue refunding bonds through December 31, 2021 (Previous Agenda 1335; Ordinance) (Y-5)	189341
FOUR-FIFTHS AGENDA		
Commissioner Eudaly		
Bureau of Transportation		
*28-1	Authorize the Director of the Bureau of Transportation and the City Engineer to permit construction related lane closures on the SW 5 th Ave Transit Mall Auxiliary Lane during the development project at SW Montgomery, 4 th Ave, Harrison and 5 th Ave (Ordinance) 10 minutes requested (Y-5)	189342

At 11:35 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **9th DAY OF JANUARY, 2019** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Hardesty, 5.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Lory Kraut, Senior Deputy City Attorney; and Christopher Alvarez, Sergeants at Arms.

*29	TIME CERTAIN: 2:00 PM – Adopt Area Parking Permit Surcharge Allocation Guidelines (Previous Agenda 1344; Ordinance introduced by Commissioner Eudaly) 1 hour requested Motion to amend Exhibit A Section I to recommend SAC structure and in Section II, replace "Equity policy" with "Equity goals and strategies": Moved by Eudaly and seconded by Fish. (Y-5) (Y-5)	189344 AS AMENDED
DUE TO LACK OF AGENDA THERE WAS NO 2:00 PM MEETING THURSDAY, JANUARY 10, 2019		
30	EXECUTIVE ORDER Reassign all City departments and bureaus as stated in Mayor Executive Order dated January 1, 2019 (Ordinance; Executive Order)	189337

At 3:06 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland



By Susan Parsons
Acting Clerk of the Council

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

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Key: *** means unidentified speaker.**

JANUARY 9, 2019 9:30 AM

Wheeler: Welcome to the council. Sue, please call the roll. [roll taken]

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

Wheeler: Good morning.

Linly Rees, Chief Deputy City Attorney: Good morning. Welcome to the Portland city council. The city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during city council meetings so everyone can feel welcome, comfortable, respected and safe. To participate in council meetings, you may sign up in advance with the clerk's office for communications, to briefly speak about any subject. You may also sign up for public testimony on resolutions, or the first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record, your address is not necessary. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left, a yellow light goes on. When your time is done, a red light goes on. If you are in the audience and would like to show your support for something that is said, please feel free to do a thumb's up. If you want to express you do not support something, please feel free to do a thumb's down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given further disruption may result in the person being rejected for the remainder of the meeting. After being rejected a person who fails to leave is subject to arrest for trespass. Thank you for helping to keep your fellow Portlanders feel welcome, comfortable, respected and safe.

Wheeler: Thank you. First up, communications. You can call the first individual, please, sue.

Item 14

Wheeler: Good morning.

Dee White: My name is dee white. I am grateful to be among this amazing group of folks here this morning for communications. Star, mimi, steven and charles. Thank you all for your tireless, unpaid work on behalf of Portland's most vulnerable. For far too long I have come before you to protest your misguided drinking water policy. Beginning in 2013, our former water commissioner perpetuated a culture of mismanagement at the water bureau that has not protected public health. Water bureau directors have not done their job delivering safe drinking water to many of their 1 million customers in the region. Here are some facts. There is no safe level of lead. It's a potent neurotoxin that is especially harmful to pregnant women, newborns and young children. You cannot see, taste, or smell lead in water. Here are more facts. The more corrosive the source water, the more lead leeches into drinking water. Portland officials have long known bull run water is corrosive and further, that inadequate treatment would cause higher levels of lead in our drinking water. The result, Portland continues to have the highest levels of lead amongst all cities in the u.s., not just western cities. We are still number one. You have not followed the federal safe drinking water act for 27 years, and you insist our water is safe to drink despite the

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threat of this profound neurotoxin. At the same time, the near zero potential of cryptosporidium sickness from bull run water has been escalated to such a serious health threat that a half billion dollars filtration treatment plant is still being sold to an unwitting public. Last year former commissioner saltzman opined that shutting off water due to unpaid water bills is a form of child abuse. Let me add this, isn't it child abuse to improperly treat these children's water? You could immediately protect the vulnerable with free filters, but instead you downplay the threat and blame customer plumbing. As elected officials, what you continue to do today is reward engineering and construction corporations and your own financial interests over the public health and the common good, and this, mayor and commissioners, is a betrayal of the public trust at its essence.

Wheeler: Thank you, next individual, please. Commissioner Fritz.

Fritz: Just for those who may be watching and have heard this for the first time, I want to reiterate previous facts that have been stated. Bull run water -- the p.h. is 7, which is neutral, which is uncorrosive and unfortunately that means it needs to be more alkaline to reduce the number of lead leaching from fixtures that are in people's houses. The council has approved a treatment plant to do that, which will be online by 2022. It cannot be any quicker, so that is what's happening right now and what is started under commissioner Fish's leadership. And if you are concerned about whether you have lead in your water, please call 503-823-4000 which is the city county information line and ask to be referred to get a free lead kit that you can do in your own home, mail in and we will send the results to you. So again, thank you very much, and I appreciate the advocacy to make sure that everybody understands that our water is safe to drink.

Wheeler: Next individual, please.

Item 15

Wheeler: Next individual, please.

Item 16

Wheeler: Good morning.

Steven Entwisle, Sr.: Good morning, council.

Wheeler: Good morning.

Entwisle: The water we cannot trust here in Portland.

******:** Shut that off: Shut that off:

Wheeler: Excuse me, mr. Walsh. Please. Somebody is testifying. Excuse me. Excuse me. You are going to have to leave. If you interrupt communications, you are going to have to leave. I am sorry. We are going to take a recess.

At 9:38 (approximately) recessed.

At 9:47 reconvened.

Entwisle: For the delay, like you said, I don't mind joe walsh interrupting me. That's okay. He can do that any time, but that's me. Another thing is the reason for this delay, apparently, there was a filming from the -- the public filming, and apparently, the public filming is not allowed by the g4s security group here. I think it should be. Otherwise, you wouldn't have had the delay, so anyway. That being said --

Wheeler: Just to be clear, filming is allowed, people regularly film, including the individual who left.

Entwisle: Then what was his problem?

Wheeler: His problem is he was disruptive in the chamber and yelling and being disruptive. He would not stop when asked.

Fritz: He was using the bright lights which shines in my face, and I get migraines so the security guard was trying to block it.

Entwisle: So you are the one that complained about it.

Fritz: I have complained in the past. I can't work.

Entwisle: Is anyone else complaining do you know?

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Eudaly: I complained about it. I don't want a bright light sitting in my face when I am up here.

Entwisle: So it's you three that complain.

Wheeler: I complained about the interruption, that's correct, and when we are in session.

Entwisle: So you are the reason that G4s goes after and we have to delay the meeting because you complained about the light?

Eudaly: No, he's the reason because this has happened over and over again.

Entwisle: He has rights to speak.

Eudaly: He is supposed to turn the light off. It's very simple.

Wheeler: He does not have a right to be disruptive to the council. You heard the rules. If you can abide by the rules of the chamber then you can talk somewhere else.

Entwisle: Look where it started. G4s harassed him so he got loud, okay. He complained because you guys don't like the light, three of you.

Fritz: Excuse me, I get sick, okay, so is it okay to give me a migraine?

Entwisle: What about these lights and those lights?

Fritz: They're not shining directly

Entwisle: What about channel 6? I think you are being selective. I don't believe you. So anyway, nobody else complains but you guys. That's funny. That could be all prevented. We do have a water problem here in Portland. We needed treatment, a water treatment facility for our building. For all the other low income buildings. Okay. Either that or you supply water for them. Don't make them drink it. When you are poor, and you can't afford to buy bottled water, which I know all of you drink, okay, yeah. It's wrong. Okay. It's wrong. So that, amongst other issues, the fairfield apartments, right now the elevator is broken. We have people in wheelchairs that can't get up and down right now as we speak. You can check on that. You can call the fairfield apartment right now, and they are stuck in their building. They are stuck in the room. They cannot move. There is nowhere to go. They cannot get a wheelchair downstairs. That's just one of the issues right now. Just one. I think that I am going to leave it at that. Thank you.

Wheeler: Next individual, please.

Item 17

Wheeler: Good morning.

Mimi German: Good morning. My name is mimi german. This is a friend of my who lives outside in st. John's. He had asked to come to see what happens here in city council. I came to you today to ask why this man, my friend, and so many others who are trying to survive outside on the streets are not worthy of your respect, compassion, and at the very least, temporary shelter complete with tents that don't leak, platforms off the ground to put them on, toilets, trash can, kitchen, showers, and support teams to come provide services for the people who live in them. Can you tell me why you find this man and our other friends living outside unworthy of this respect and dignity? Where is the compassion from the city council? What did my friend do and others living outside do so that you should treat them with such disregard and inhumanity. Why does my friend and so many others in the same circumstance deserve to be swept up like garbage by your contractors instead of being provided with at the very least temporary shelters like those described above, like village of hope, before you tore it down, temporary shelters in which folks outside can stay safe until some kind of housing opens up in some far-off future. Our friend, jason, died on the streets in st. John's just a few months ago. He knew living on the streets would kill him, and it did. All he wanted was a temporary village to live in. He wanted to know why he wasn't good enough to have one. That's what he asked me in the parking lot at safeway, why do they think that I am not good enough to have a safe space like a village to live in until I can find housing? He wanted me to get that for him. He died without shelter. We loved him. He had no hope when he died. That hope was taken away from him by the

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council. My friend wants to be housed. Most people outside want to be housed. My friend knows a village would be better than nothing, but he can't seem to get that because you won't allow it, but you will allow sweeps to occur. Today, today there is a sweep in st. John's. When I bring my friend home, there will be a sweep occurring in st. John's. I don't know if -- what's going to be left when we get there, but I will make sure that he and everyone else who I know who has become my family outside has what they need to survive another night. My friend has saved the lives of at least five people in st. John's from overdosing, relatively recently. But you can't find the respect or compassion to allow a village to be set up for him. Each one of you voted to take down the village of hope except for jo ann, and I am sure that jo ann's vote would not have been to take down village of hope. Today as we sit here trying to change your minds on giving us the right to build a village my friends are getting swept. My friends are not trash. They are good people. They have their reasons for being outside. None of which is just a choice. We need a village in st. John's. I know how to set that up. We would like to set that up. We would like to set it up and have you allow us to set that up since no other hope and provisions are being provided, especially in st. John's. Thank you.

Wheeler: Thank you. Have you had an opportunity yet to share your [inaudible] with the joint office of homeless services, marc jolin?

German: I have not, but marc jolin is fully aware of what happened with village of hope.

Wheeler: Could you send me the proposal? I need to see it.

German: I would be happy to send you the proposal. My issue in sending you the proposal is one, and that is that each time I attempt to move forward with something like this I hear with the graciousness of maybe a member of the council like you right now, please send us that. Let's get together. I have also heard this in the county. And then nothing happens from that. In the meantime, every hour that goes by on this clock, on any clock --

Wheeler: I hear what you are saying but I don't know what you are talking about.

German: I will send it to you today. I would be happy to do that.

Fritz: I was in st. John's last month and heard from a joint office setting up a village like you talk about in st. John's. They are working on it.

German: May I respond to that? That village is not for people who live in st. John's. That village is hazelnut grove moving to st. John's. Amanda, they are two different things. There is a village being created in st. John's for hazelnut grove, which is already a village. The people who live in st. John's do not have a village. It won't be for them. It will not be for them. It is allocated for hazelnut grove.

Wheeler: Commissioner hardesty.

Hardesty: Thank you, mimi. My question is you are talking about what's happening in st. John's today. Can you tell me, was there a notice that was put up?

German: I am glad you asked. Last week -- I have learned a lot in the last month because I am now more involved with helping friends in st. John's. What I learned ever since a couple city councils ago, was that the new, the new response is that a notice will be posted in a certain amount of time before any houseless camp is swept. Before christmas, there was supposed to be a sweep the day before christmas in st. John's. There was a notice for that. That was the last time that there's a notice. We called rapid response. We spoke to lance and said, don't you dare sweep people the day before christmas, and his response was, oh, do they need more time? That was his response. We said yeah, like never, would be that kind of -- anyway.

Hardesty: That response is the company that comes in --

German: That is the rapid response, contacted by the city. He said we will move that from the day before christmas to the day after new year's day. There were no notices put up. The word from lance was new year's day was going to be a sweep. Everybody in st. John's was ready for a sweep. There was a lot of agitation. There was a lot of you know, what's

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going to happen today and what do we want to do. And no notices were posted for that sweep. I made it known that no notices are posted meaning that would be an illegal sweep. I guess people heard, there was no sweep. Yesterday, yesterday, when somebody came around or -- yesterday. Somebody came around from rapid response, and said, tomorrow, today, there will be a sweep. No notices were posted. What lance told me was every single sweep has to not only have a notice, but he knows that his people, when they put the notices up, also take a photo and file the photo of the notices put up in case they are put down. I asked him to see those. I want to see that actually occurred. We know in st. John's, I am out with my friends at three times a day. I look for those notices. There was no notice.

Hardesty: So I would be happy to work with the mayor's office, so if you would make sure you make a copy of the material, share it with me and with the mayor's office, clearly we have time certain things this morning. I certainly want to help make sure that we are not brutalizing people with so little in our community.

German: Thank you.

Hardesty: And I am commissioner hardesty.

German: Thank you, commissioner hardesty.

Hardesty: You are very welcome, have a great day.

Wheeler: Next individual, please. Good morning.

Item 18

Charles Bridgecrane Johnson: Good morning, Aleichem. Thank you for getting me on action number 18. We will look ahead on the consent agenda to number 22, which I didn't pull, but I think that given some of the work that many across the country are doing on the part of the green new deal, that it's unfortunate that our agenda is so busy that we did not have more time this week to make the crisis of climate change and the horrible future that we are building for our children an actual agenda item for discussion. Hopefully, by the 20th of april we will have that discussed very well. You may have, with the interruptions you may have noticed that item 16, 17, and 18 all talk about the unpleasant conditions that many low income renters are forced into. Recently a very large complex that is not only low income, the wimbledon, in southeast has been protested. There have been numerous protests against income property management, and unfortunately, there is not much end in sight for this. With the reshuffling of the bureaus, president eudaly is no longer positioned to do the best job she can working forward for our city to have a responsible program for finding Slumlords. We like to say things positively. Let's say landlords facing challenges while they stack up cash. One of the landlords has 3 million in a check that was mailed to them from either you all or the Portland development commission because we are buying the westwind apartments. The mayor knows I have strategic things, but I hope that very soon we will start to hear, now that money has been dispersed, we will start to hear how the westwind location is going to build to maximum height about matching the gladys mccooy center so way more than 70 people who need supportive housing can be there. On the 9th of january, two years ago, the Oregonian did a facebook post, and what that post really did is implicates you, and especially the prior city council, mayor, that was presiding, in the death of karen lee batts. We killed her. The judge that oversaw her eviction killed her. She was identified afterwards and before as a woman having schizophrenia. The Oregonian, earlier this week, I thought identified a dead person as having bipolar disorder but now it turns out they are identifying them as having schizophrenia. We should have a moment to recognize that our city killed andre gladden. Andre gladden is dead, shot by police who couldn't find a better way to respond to his erratic behavior. We know some human beings can do better. Why can't our Portland police. Thank you.

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Wheeler: Thank you. Sue, have any items other than item 23 been pulled from the agenda? I am bringing -- I am referring item 23 back to my office. Any other items been pulled?

Item 26

Wheeler: Very good.

Fritz: Aye. **Fish:** Aye. **Hardesty:** Aye. **Eudaly:** Aye.

Wheeler: Aye. Consent agenda is adopted. [gavel pounded] first time certain item number 19, please. Commissioner Fish.

Item 19

Fish: Thank you, mayor and colleagues. Today we are proud to acknowledge and celebrate slavic and eastern european heritage week. I would like to begin by thanking irene konev for helping to organize this proclamation and the proceedings, and the proceeding events, and I want to acknowledge asena lawrence working on it. Colleagues there will be slavic treats and tea in the atrium right after the proclamation, which will be lasting until 12:30. Tomorrow there will be a cultural celebration and dinner at irco from 6:00 to 8:00 p.m. After the speakers have concluded their remarks this morning, irene, why don't we bring our honored guest forward. The mayor will read a Proclamation, and we will take a group photo. It's now my honor to introduce our panelists who are here to speak more about our local slavic and eastern european community. First is Slavica Jovanovic who is a part member of the slavic empowerment team, dr. William Comer of the PSU Russian flagship program, and pastor maxine grishkevich, excuse me pronunciation, and andrii nagorny who is an IRCO program coordinator, who will kick things off?

Salvica Jovanovic: Good morning. Good morning, commissioners, the mayor and citizens. I am Salvica Jovanovic but I like to say my name is too long, so salvic is just fine, I am one of the members of the slavic empowerment team or SET. It was established on april 26, 2016 under the diverse and empowered employees of Portland umbrella. The empowerment team supports the city of Portland diversity efforts by providing slavic employees with the opportunity to promote Slavic cultural awareness, empower each other and share expertise and support professional development. Slavic empowerment team members actively engage with community members of Slavic eastern europe heritage to naturally bridge the gap between the city, governmental agencies and the community. This active engagement provides for more robust elemental diversity within the workforce. For example the SET can facilitate applying for new positions, finding volunteer opportunities with the city and providing information on city projects, programs, and community grants. In addition to our regular workload as the city employees, all of us help the community with interpretation services in several languages, including russian, ukrainian, serbo-croatian and other slavic languages. This effort served to make the city a more diverse and responsive place of business as well as to establish trust with the city residents. I would like to share just a little bit about myself or my story. As a refugee leaving former yugoslavia during the balkan war after staying for several months in a red cross shelter in vienna, austria, the united nations and community agencies sponsored our relocation to the united states. My family arrived with a young toddler and a couple of bags. I like to say a bag of diapers, toys and a bag of books. That toddler is now a medical school student. Learning the language, raising my child and finding a job was a priority for me leaving a teaching position in Europe with the basic knowledge of english, I found a job at a preschool center. After a couple of years of teaching, interaction with beautiful young minds, their parents and colleagues, I was able to co-establish a new program with the Oregon public broadcasting and its educational media department focusing on statewide sessions, medial literacy, impact on screen media technologies in children brain development, development of anger management skills and literacy in general. With your PB program ending in 2008 I started working for Portland police bureau as a victim

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services specialist, and one of the co-founders of victim services. The newly established law enforcement embedded program within the sex crimes units was developed as a means to respond to the needs of sexual survivors who were reporting sexual assault crimes. The program has been a crucial part of providing evidence-based, strongly informed direct services to survivors. It is intense, but rewarding work to have an opportunity to guide individuals through the criminal justice system and the healing process at the same time. This might be my way to pay it forward and more. Thank you all.

Wheeler: Thank you.

Dr. William Comber: Good morning, commissioners. My name is William Comber, and it's an honor for me to be here today as the city of Portland celebrates Slavic and East European Heritage Week. I am a professor of Russian language and culture at Portland State University. I moved to Portland five years ago when I was given the chance to direct PSU's Russian flagship program, a great educational experience that offers undergraduate students in any major the opportunity to achieve professional fluency in Russian. I have dedicated my professional life to studying the languages, peoples and cultures of Central and Eastern Europe. Everything that I have learned in my teaching, research and experiences traveling abroad have given me a deep appreciation of the challenging and complex historical situations faced by the peoples of Central and Eastern Europe. In the 20th century alone, these communities have been through persecution, ethnic cleansing, revolutions, two world wars, a cold war and post-cold war economic upheaval. That past can teach us important lessons about making the world better in the 21st century. Today we celebrate the rich contribution that people of Slavic and East European heritage make to Portland and the Pacific Northwest. People whose roots go back to Central Europe have long been a part of our region. And today Russian is the third most widely spoken language in Oregon. The children, grandchildren and great grandchildren of people who emigrated from Eastern Europe to our region carry family, regional, and national traditions that add to the cultural diversity of the state. I am struck by the backgrounds and talents of the people I meet in this region. In December at a Russian club function, I conversed in Russian and Polish with a PSU graduate student who comes from Vilnius, Lithuania and who is studying Spanish literature and hopes to teach that one day. Globalization is really here. Our city and region are much richer for the cultural institutions and opportunities of such a large population of people of Slavic and East European heritage bring to our area. From their impact on Portland's famous food culture to the annual Polish festival to the dual language immersion program in Russian and Portland Public Schools, to the Scarlet Scales theater group that performs plays in Russian at the Oregon Latvian Community Center, all of Portland is enriched by community members of Slavic and East European heritage. I am proud to call them my colleagues, friends, and neighbors. Thank you for your attention, and now I need to run to go teach one of those Russian courses at 10:15 in Lincoln Hall. Thank you for your attention.

Wheeler: Thank you. Appreciate it very much.

Andrii Nagorny: Good morning, Mayor and Commissioners. I am Andrii Nagorny. I've been here for about three years. It is an honor to be here and speak with you. Imagine you got to another country where you don't know the language, you don't know the culture. You just got off the bus or off the plane, and you realized that it's a completely different culture. A completely different style, everything is so different than you used to be. You don't speak the language. You tried to figure something out, but it takes you so much time and so much effort just to get from point A to B. And then you realize that there is a lot more going on. You have to take care of your family. You have to take care of other errands and other important things. I think this is how our Slavic community came some time ago. We came from a completely different country. We came from a completely different governmental structure and style. We tried to group together and group by churches and group by

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regions to figure something out here. At this time, as i've been here three years, I have heard tremendous support, and I thank you very much for making this and creating these bridges for the slavic community because I know that we come from another country. We come from another european slavic country. We still want to be -- we want to be here productive. We want to know that we can help this society. We can help this city. We don't want to just go and do and create our small things and businesses and go to our small churches. We want to make sure that the city prospers and the city also benefited by our work that we are here. This recognition and this proclamation really shows that support. And as we came here, I was -- we were blessed with the opportunity to go through agencies like irco and others to get these first services we can get. I would really like to see more support. I would like to encourage you that we have so many slavic people that are just in the city of Portland, and with your help and with our staff and efforts, we can make this city great again. We can bring so many changes to the city. And I know that we will be both successful. Thank you.

Wheeler: Thank you. Good morning.

Dr. Maxim Grishkevich: Good morning. Dear mayor and commissioners, guests, comrades, I am happy to be here to be one of the representatives of the community. My name is Max Grishkevich, I am 46 years old. My amazing wife is also here. She follows me everywhere I go because she would like to be a part of whatever our family is involved in. Born and raised in moscow, in russia, came here about 23 years ago. Prior to arriving to the united states, I finished medical school in moscow. I followed my father's footsteps, but not only in medical field. My father was president of christian medical association of soviet union in later russia, and from the very beginning he had taught me to be involved in the public service or people service as much as I can in my life. After finishing a medical degree here in the united states and receiving license in 2001, I became one of the first russian speaking doctors in Portland community. That was a challenge by itself. I maybe will mention this a bit later. Along when I was practicing medicine at the adventist hospital, I had a chance to have a free medical clinic for probably five or six years. I was awarded the gladys mccooy awards of volunteer of the year by Multnomah county at some Point for this work. Later God called me on a different path. Even though I remained a doctor, I still have active medical practice and two clinics, that I own and practice in, God made me serve in a russian church or slavic church. I am the senior pastor for the last eight years, I am senior pastor of first slavic baptist church, and it is located in Oregon city, but initially it was one of the first russian churches in Portland. By being involved in all of this work with the people you know, medically, spiritually, and socially, I happen to be aware of multiple problems that the community has faced on a daily basis, and after a period of time I was invited to become part of the slavic advisory council. You probably are aware of that police force initiative. For the last five years, I am taking part in meetings and initiatives of that organization, and I would like to acknowledge all the work and effort that the people provide to merge slavic community into american way of living. As one of the efforts that our church provided over the last several years was we started a program that's called "recovery network." it was specifically aimed at russian or slavic speaking youth, that is heavily involved in drugs and crime. So this initiative led to an organization of this group of people that are the first point of contact for those that need help. From that point on we helped the kids to get into recovery program or into some other to receive some other help with addiction. We just recently opened a safe house in -- it's located in vancouver, but it's for the whole area. It's the transitional place for those that need to get some safety time until they can become self sufficient. Over the last eight years, I organized the doctors' hour on the russian radio, and for two hours, people have an access to call the doctor directly in the broadcast and asked their medical questions and received the answers. There are multiple things that can be done for the community. It already became a big part

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of the Portland and the Portland metro area, and I think that there are many people that are willing to serve, many people that are willing to work and put their free time into this. And I think with some help and with some support and maybe some encouragement, I think, there are a lot of things that can be accomplished. We are very grateful to be a part of this beautiful place. We are Portlanders. We will remain that way, and we will love the city, this place, and thank you for all of the effort that the city provides. Thank you.

Wheeler: Thank you.

Fish: Thank you very much. That concludes our formal program, and now we switch to you and a proclamation.

Wheeler: Very good. First of all thank you for being Here. That was very impressive testimony. I am sure everybody in the community appreciated the hearing it, so thank you for your efforts. This is a proclamation on behalf of the entire city council. Whereas slavic and eastern european americans are one of Portland's largest immigrant and refugee communities with over 150,000 people in the greater Portland area, and whereas slavic and eastern european Portlanders can trace their ancestry to 15 countries in the former soviet union and 14 other european countries with unique languages, dialects, cultures, and histories. And whereas the city of Portland has many slavic and eastern european employees, and a slavic empowerment team that works to build an inclusive and diverse workforce. And whereas the slavic empowerment team shares culture and art with city employees through celebrations, displays, performances, and whereas Portland is a welcoming, inclusive, and sanctuary city that celebrates growing diversity. And whereas the city of Portland is very proud of its relationship with all members of the slavic and eastern european community and will continue supporting their professional and economic advancement. Now therefore i, ted wheeler, mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim january 7 to january 14th, 2019 to be slavic and eastern european heritage week in Portland and encourage all residents to observe this week. Thank you. [applause]

Wheeler: If we get come down front here, we can get a photograph. And thank you so much for coming in today. We appreciate it.

Wheeler: All right, now as commissioner Fritz likes to say, now for something completely different. Item 20, please.

Item 20

Wheeler: Commissioner eudaly.

Eudaly: Thank you, mayor. This project is made possible by a partnership between the city, tri-met, cully neighborhood, columbia corridor association, Portland freight committee, and property owners participating in the LID which stands for local improvement district. This project will reduce the backlog of unpaved streets in cully while supporting the creation of hundreds of jobs at tri-met's new columbia bus garage. It will reduce the citywide backlog of unpaved streets and paved streets without it curbs. Tri-met has been increasing bus service faster than the rate of population growth. Since the last bus garage was opened in 1980, the region's population has increased 75%, but thankfully tri-met has increased the service hours even more by 132%. To continue that positive trajectory and to provide alternatives to the regional population driving, we need a new bus garage at which to park and maintain buses at tri-met's two existing Portland bus garages which are completely full. This project also supports pbots vision zero objective providing sidewalks and a new safe crossing along high crash northeast columbia boulevard, which currently has no signalized pedestrian crossing for a 26-block stretch including the northeast 42nd and columbia intersection, which will be signalized. There were also interesting discoveries made about the electrical infrastructure in the area. We will be discussing that, as well. After the staff presentation, I have three amendments to introduce. You should all have a copy of those in front of you at this point. I would like to introduce andrew aebi from pbots

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and sheila holden from pacific power to present on the ordinance. Welcome and please state your name for the record.

Andrew Aebi, Portland Bureau of Transportation: Good morning. I am andrew aebi, local improvement district administrator.

Sheila Holden: Sheila holden, regional business manager, pacific power.

Aebi: Thank you. Council members, it is a pleasure to be here with you this morning. Commissioner Hardesty, a distinct honor and privilege to have you consider this item. This presentation is very similar to the one we did in November but I wanted to rerun it for your benefit. Once we get done with the presentation, I can walk you through the amendments. All right, so this is a map of the local improvement district area, so this area is in the cully neighborhood. This LID is in the cully neighborhood, and it's north of Columbia Boulevard. The map on the left changed slightly from November 7 when you approved the resolution. We have subsequently continued our outreach with property owners in the area, and we came up with an alignment for a new east, west street between Northeast 46th and 47th Avenues that has a green boundary shown around it there on the map on your left. We have shifted that to the north which is more amenable to the property owner from whom we will be acquiring property rights. Just to recap the project's scope, which has not changed since November, we are approving an unpaved street Northeast 46th Avenue, north of Columbia Boulevard. We are constructing a new east-west street that was formally referenced as Northeast Saratoga Court and I'll be walking you through that amendment, but we now would like to call the street Northeast Bryant Street, we will signalize the Northeast 42nd and Columbia Boulevard intersection, so as Commissioner Eudaly pointed out, we currently have a 21-block gap on Northeast Columbia Boulevard between 21st and 47th Avenues where there is no signalized crossing for pedestrians. We want to add street-lighting, relocate bus stops, create a new stormwater outfall to the Columbia Slough and want to partner with the Bureau of Environmental Services on managing stormwater in the area. As you may recall for our returning council members from last year, this is the largest local improvement district in the city's history outside the central city. The amount of the LID is about \$11.6 million. I am pleased to report that we received no remonstrances against LID formation, and my new year's resolution is to try to use more plain English and I am not sure if everybody knows what a waver of remonstrance is, so the translation is, nobody submitted a formal objection to the local improvement district in writing to the city auditor. So we not only have the largest LID in the city's history outside the central city we also have no opposition to the project. Tri-Met has very generously stepped up on the local improvement district. They are going to pay \$9 million of the \$11.6 million and they are funding elements to the project that are not required as conditions of development. So this is the picture that I showed the previous council back in November. This is what Northeast 46th Avenue looks like north of Columbia Boulevard. Been receiving complaints about this street for 13 years. This is the north end of the street, before it gets to the Columbia Slough. And this is a picture of Northeast 46th Avenue approaching Columbia Boulevard, not a particularly safe left turn movement onto Columbia Boulevard. The site distances are poor. So that's why we want to build the new east, west street connecting 46th and 47th Avenues. This is the Northeast 42nd and Columbia Boulevard intersection. There is currently not a signal there. We are going to build one as part of the local improvement district. You can also see that alligatored pavement there. We are going to reconstruct that portion of Northeast 42nd Avenue in concrete because we will be having hundreds of Tri-Met buses going up and down the street once Tri-Met builds their new bus base. This is an example of a concrete street that we built quite a few years ago on North Marine Drive in 1992. 22 years later the pavement was in perfect condition. With a 100 score after trucks going up and down it. So we are very pleased to build sustainability infrastructure that reduces our long-term maintenance cost. This project is located in the cully neighborhood,

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which is our most diverse neighborhood in the city of Portland. Unfortunately, it has considerably more infrastructure deficiencies than the city as a whole, so we are very pleased to bring this project back to you for final approval. As commissioner eudaly pointed out, this project is integral to supporting the tri-met's service expansion for the region so that we can drive less and take transit and use other modes more to get around. So tri-met, over the past 38 years, has increased service at about a third more than the rate of population growth, but they have now hit a wall because there are three existing bus garages. Two of which are in Portland and one of which is in beaverton, or the two bus garages in Portland are completely full, and they have no more room for new buses so that is why they are purchasing this property in this lid, and we will build their third bus station in Portland and fourth bus base in the region as a whole. So I passed out some amendments for you. There are three amendments, and I will walk you through the first two, and then we will have sheila help explain the third one. So the first amendment just simply reflects that we had a formation hearing in december, and we had a crowded agenda in december, so we extended the remonstrance deadline and did not receive any remonstrances. We just want for note that in the record that the deadline was extended, so that's the first of three amendments. I'm going to skip over to the third one. As I mentioned, we are shifting that new east and west street to the north, which aligns more with northeast bryant street to the west, and northeast saratoga street so I was advised by the guru who assigns the street names it would be more appropriately called bryant instead of saratoga, so we are proposing to rename the lid to northeast 46th and bryant so that it alliance with the future street name to be assigned to the street. The third and final amendment, there is always a new wrinkle on lids. Something comes up you did not Anticipate. One of the things that I want learned on this lid is something we take for granted, when we flip a light switch, the lights will come on. But what I came to find out, we don't have enough electrical power in this area to serve various expansions planned for the area. So we would like to have the ability granted by council if a property owner voluntarily wants to fund more new electrical infrastructure in the public right-of-way, that they can use the lid as a financing mechanism for that. It would be strictly voluntary, only if the property owners step forward and want to do that. We just think it makes a lot of sense if we are going to build new streets in this area, if we can accommodate the electrical infrastructure to do that at the same time. Sheila, do you want to add to that before council entertains a motion to vote on the amendments?

Holden: I would like to say that over the years, it has been a pleasure to work with andrew on lids that are -- excuse me. Oh, my goodness. I apologize.

Wheeler: You are not the first person to have this happen. Don't feel badly.

*****: Or the last.

Holden: This is not --

Aebi: You have t-mobile, right. [laughter]

Holden: You can tell by the sound, right. I apologize for that. What I was going to say is that we are definitely -- we have been successful in partnering with andrew over the years. And a prime example is what we had happen in the columbia -- in the william vancouver corridor, and we are able to deal with the issues, the density and the right-of-way. We were able to deal with the fact that we had a number of small businesses that were located in the corridor who wanted to make sure that they had an opportunity to take advantage of the lid if they wanted to go underground in the area, as well. We were able to work through that with the existing larger developers and the small businesses so they would be able to have an opportunity, and that was one of the first times that we saw the finance being brought forth for businesses in that area. Pacific power is going to be doing major capacity enhancements to our infrastructure to accommodate the new bus garage, of course, and other businesses that we anticipate will be coming into the area with the improvements. So

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this is a great opportunity for us. We appreciate the opportunity to potentially be able to finance through, but we were looking more at this as also an opportunity to partner, not that we will necessarily take advantage of the financing, but we will be able to partner going and putting together our plans for where we will actually place our new infrastructure. So I hope the city council will support this, and I would like to say, in closing, welcome aboard, commissioner Hardesty. I look forward to working with you.

Hardesty: Likewise.

Wheeler: Commissioner Fritz.

Fritz: I have a question about the electricity. Is it the property owners' responsibility to upgrade their electricity or Pacific Power's?

Holden: It is a combination. In this particular case, it's going to be -- some of it would be with the property owner, the customer and some of it will be as we're doing it for the general area, for us, as well. So it's both.

Fritz: In another area that's not a local improvement district, if a neighborhood wants a streetlight, who is responsible for putting it in?

Holden: Well, the city of Portland owns streetlights in our service area. So, although we would assist and provide the power for it, the city of Portland, through the transportation department, would be responsible for the installation of the streetlight.

Fritz: Thank you.

Holden: And the maintenance of the streetlight.

Fritz: Appreciate the explanation.

Eudaly: I would like to add that I just learned about this amendment on Monday. I am very pleased with it. It seems like an opportunity for us to collaborate, save time, money, resources, and disruption to the area, which is great, but yesterday, I got an update on the electrical vehicle rebate program coming to the state, and in particular a rebate program for low income households, and it got me thinking that we should be considering infrastructure for charging stations for electric vehicles as these opportunities arise. So I'm not going to amend the amendment or suggest that we add that here, but going forward, I would like to make sure that we are taking that into consideration.

Aebi: Thank you, commissioner. Maybe on a housekeeping note I might suggest for simplicity that we adopt this and have a second amendment for that. We are going to have hundreds of new Tri-Met employees working at the bus base, and what I will certainly do an amendment or no amendment, I will follow up with Tri-Met and see, you know, a lot of those employees, the mechanics and operators get there before the buses start running, so maybe there is a partnership opportunity here so that the Tri-Met employees can use electric vehicles.

Holden: Just so you know, Pacific Power is looking and working with the city of Portland around right-of-way infrastructure opportunities for electric vehicles. We have identified sites where we will be doing that. So it is something that we are actively doing right now.

Wheeler: Could we put this as a package on the amendments? Can we forward them as a package?

Holden: Excuse me?

Aebi: Yes. Maybe I might suggest that we move the memo for -- the amendment for adoption per the January 7th memo, and maybe if we want a second amendment as you might propose, commissioner?

Wheeler: Okay. So I moved it. We have a second. Any further discussion on the package of amendments? Call the roll.

Fritz: Aye. **Fish:** Aye. **Hardesty:** Aye. **Eudaly:** Aye.

Wheeler: Amendments are on the table. Commissioner Eudaly were you going to make a second amendment?

Eudaly: No.

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Wheeler: Very good.

Aebi: That's all that we have today. On a final note while electrical infrastructure may be relatively new to lids, lids are not. One of the earliest lids in the city of Portland was in 1867 when we paved what was known as b street, which today is known as west burnside street, so if we did not have an lid we might be grading and graveling west burnside street, so that's not the case. Thank you.

Wheeler: Commissioner hardesty.

Hardesty: I just have one question. My question is -- this new tri-met bus station, is it going to have electric buses?

Aebi: Very good question. Yes, commissioner. We had tri-met here in november. And it initially was going to have the diesel buses that they have today, but they are on -- I don't remember what the time frame is, but they are on a time frame to eventually convert all of their bus fleet to electric.

Hardesty: I hope you can put some pressure on them to expedite that time line because we are going to be adding to the air pollution in that area. If we are not thoughtful about making sure that tri-met is not exacerbating the air quality issues in that area.

Aebi: Okay. Thank you, commissioner.

Wheeler: Very good. Public testimony.

Parsons: We have four signed up to testify. Corky Collier, frank jozaitis, and Maggie, please come up and they'll be followed by mary sipe.

Wheeler: Very good. Name for the record. Three minutes.

Corky Collier: Corky Collier, executive director of the columbia corridor association, and I want to thank sheila for reminding me to check my phone. Andrew aebi has been working his lid magic in the Columbia corridor once again, he brings sidewalks and bike lanes to streets lacking them, he paves pothole ridden streets, he works with other bureaus to lay down sewer and waterlines as well as electrical lines while we have got the street under construction. He gets adjacent property owners to pay for almost all of it. Lids are a great deal for the city. Andrew is good for the businesses that are paying the bill. He combines sincere caring for the property owners with good accounting practices to bring projects in on-time and on budget. He's creative and he's a tight wad. This project is no exception. In our first meeting with property owners, we had no objections to it. We had virtually no concerns other than, of course, cost. Under a different manager this would have been a simple reconstruction of the intersection of 42nd, but andrew took a look at it and said we have got a terrible road on 46th, so he talked to the tiny business owners on 46th to see if they would be willing to pay for part of that rebuild and they were. Then he looked farther, and he said, we are going to be bringing new tri-met employees to the area. Maybe we can divert them across the new bryant street over to 47th, which is more capable of handling the load. He pulled that off. He found property owners that were willing to sell their property for that right-of-way. In short, this lid, in addition to reconstructing 42nd avenue intersection, brings us new pavement to 46, new connector to 47. It's a great project. It will help tri-met build their bus garage, and it's welcomed by the property owners. In particular it has been welcomed by one property owner shoveling gravel into the potholes for 50 years. These are expensive projects. They are very expensive for the property owners, but andrew aebi brings very good value to them. I encourage your support. Thank you.

Wheeler: Thank you.

Maggie: Okay. What I want to say is the hallmarks of this project where you go in and consult with the property owners, they are afforded something that homeless people are not. That is the right to be seen as a person before the law. When you are confronted with an engineering problem and transportation is very important and how it's done is very important, and how it affects people is important. When you are talking about social services and lack of housing and things that impact the homeless, you don't consult the

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homeless to find out what's going on with them and where the rubber is not meeting the road or how they are affected. Ted, if you do not know where I was Monday, the 7th, and what I was doing, you won't know what I was talking about, but I went up to your office on the 8th and left a detailed record. If you did not -- that was stamped by your office. If you didn't read it, you won't know what I am talking about, but it's exactly this where services are called, and they do nothing, absolutely nothing.

Wheeler: Maggie, let me do this. I promise you I will read it. This is about the lid. You are testifying on this, which is a separate issue.

Maggie: This is about having a city project, consulting property owners, who you consider people before the law. I am talking about homeless people who are affected by the services that don't exist or do exist on paper but don't exist in reality. Just the disfunction of that. Here you were able to work with the property owners. If you worked more with homeless people in terms of directly in conversation with them about what works and what doesn't, and what is on paper that, you know, pretends to be there and is not there, you would have a more functional system, like you got the system to work because you consulted the property owners. If you don't talk directly with homeless people, you are never going to fix the homeless problem.

Wheeler: Maggie, thank you for your testimony. You might be surprised to hear I agree with you. I do, in fact, spend a considerable amount of time meeting with, talking with, sharing, going to and being present to understand the situation of people directly impacted by homelessness. I appreciate that.

Maggie: If you read what I wrote to you, my written communication, you will see that services are called, you know, at the exact time and under the exact condition that are prescribed, and they do absolutely nothing.

Wheeler: I look forward to reading it. I appreciated your input. Thank you. Good morning.

Frank Jozaitis: Good morning. My name is Frank Jozaitis. I work for Mackin's Auto Body, we own a piece of property west of where the proposed tri-met bus garage is going to be. I've been working with Andrew for probably about five months. He's an outstanding human being. I backed the project 100%, and when you were talking about the electrical cars charging station, we would be interested in working with Andrew on that. We are building a call center there, and we would be willing to work with him on that because we are a Tesla certified shop and stuff. I just -- Andrew is a great guy to work with. I am backing him 100%.

Wheeler: Great, thank you. We appreciate you being here. Thank you for your input.

Thank you, Corky.

Parsons: And Mary Sipe.

Wheeler: Last but not least. Thank you for being here.

Fish: Is this your first testimony of the new year.

Mary Sipe: First time of the new year 2019.

Fish: Welcome.

Sipe: It marks almost two years that I've been coming here now. Thank you. I just want to echo accolades for Andrew. I am a big fan of his. When he has something on the agenda, I make sure that I am here because it's always such an incredible example of how things should work. The presentation is detailed but understandable. The -- it's not a narrow scope. It goes beyond the scope. It looks at all the, you know, other issues that might bubble up. I just want to say that I think that the reason -- one of the reasons why there is not like opposition is because they trust Andrew. The track record stands for itself. Quickly I want to say that I will bet Andrew is the first person who will say, and also thanks to his staff. We often get an opportunity to express you know, our appreciation to individuals that come here and do the presentations. I am sure that there is a wonderful, hard working staff behind the scenes, and I just want to express my appreciation and admiration for the work

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they are doing. If you want to use a department as an example of how things should work, this is one of them.

Wheeler: Mary, I have to say this. Thank you. In our day and age, as we speak, there is people outside shouting insults at all of us. Andrew is an exceptional employee, but he's not unique. There are lots and lots of really good public employees who work for the city of Portland, and they give the best years of their lives, and they are passionate and focused and effective. Unfortunately, the way the world work today, we hear a lot of the negatives and a lot of the angst and frustration, and we don't hear people coming in and saying, I really support what a public employee did for me or for the larger community. You took the time to do that is something that I am really appreciative of. So thank you for doing it.

Sipe: Thank you. I am honored to have the opportunity to do it. I will keep coming.

Wheeler: Great and Andrew, as always, thank you for making us all look good. That concludes public testimony. Colleagues, is there any further on this matter? Very good. This is a first reading of a non-emergency ordinance. It moves to second reading as amended. [gavel pounded] thank you. Next item is 27, please.

Item 27

Wheeler: Very good, welcome.

Larry Pelatt, Procurement Services: Good morning. Happy new year. I am larry Pelatt from procurement services, Mr. Wheeler, and special welcome to commissioner hardesty from procurement services. You have before you the procurement report recommending a contract award to brix paving for the east Portland active transportation to transit project. The amount is \$2,515,322.75. The engineers estimate for the project was 3,076,274. The bureau's confidence level at that price was optimal. September 26, 2015, council actually approved ordinance 187340 for procurement services to competitively solicit the 2018 east Portland active transportation to transit project. Project was advertised in the city's electronic procurement system, bids opened november 15, 2018. Six bids received as a response to solicitation, and brix paving is the lowest responsive and responsible bidder at 2,515,322.75. Which actually is 560,951 or 18.23% under the engineer's estimate. The big gap between 2015 when approved and 2018 is, probably more appropriate for commissioner hardesty's edification, there is a big gap because odot develops all the db e requirements. They have to approve all the pieces and parts and then they give us a goal for the project. So sometimes it's a matter of a few months and sometimes it's a matter of a lot longer. The project is a federally funded highway project, and as such the city's standard goal of 20%, state of Oregon co bid certified firm participation is not applicable. Federal projects recognize the db e or disadvantaged business enterprise certification only. The Oregon department of transportation as the grantor and manager of the federal funds assigns a goal to each project for db e participation. This project had a goal of 9%, which is in line with most recent city projects. Pbot has been requesting higher goals. We, three years ago, our average goal was 2.5% participation so they have been working hard at getting higher goals and is coming slowly. Brix paving committed to \$456,170 or 18.14% db e participation for the project. Brix paving is acting [inaudible]. It's located in tualatin, Oregon, not a state certified co bid contractor. They do have a city of Portland business tax registration account and are in full compliance with all of the city's contracting requirements. If council has any questions regarding the bidding process, I can answer those. Because the city's -- our aspirational part in the db e goals set by odot was met almost doubled, we did not ask anybody from transportation or from brix paving to be present.

Wheeler: Any questions?

Fish: I move the procurement report.

Eudaly: Second.

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Wheeler: We have a motion from commissioner Fish and second from commissioner Hardesty. Sue, please call the roll.

Fritz: Aye.

Fish: Thank you for the report and encouraging news, aye.

Hardesty: Aye.

Eudaly: Thank you for the report. I am very pleased to see that they have more than doubled the minimum dba. We will continue to strive to do better in that arena. Aye.

Wheeler: Thanks, Larry, I vote aye. The report is accepted. Thank you. Item 28, please, **Item 28**

Wheeler: Colleagues, the bureau of revenue and financial services continues to take an active approach in managing the city's debt portfolio. Authorizing the ordinance will provide the city with an additional strategy for refinancing the debt and increase the potential to realize debt service savings. Opportunities to repurchase the city's bonds are obviously subjected to market conditions. By having this ordinance effective for an extended period of time through 2021, the city will be ready to capitalize on such repurchase opportunities as they arise. Matt, I know that you were here previously. You've been here since December 19. You've been very patient as we have had to reschedule this, so I appreciate you being here today. And we will get her passed. Thanks for your dedication and patience.

Matt Gierach, Bureau of Revenue and Finance: Thanks. I am a debt manager, in the bureau of revenue and financial services. What I am proposing today is to provide this -- I do have a presentation, too.

Wheeler: I'm not sure if that going to go up.

Geirach: I am proposing to provide the city's debt management division with an additional method of brief financing, outstanding bonds at lower interest rates. The proposed legislation provides debt management a broader ability to specifically refinance Portland's full faith and credit bonds. By passing this ordinance, you are authorizing the issuance of refunding bonds that will fund the open market purchase of existing bonds from bond holders. There should be slides up when.

Fish: Let's take a pause because we don't see a slide.

Wheeler: Can you describe it?

Gierach: Yeah, I will do my best to describe it, so the bonds repurchased in the open market are legally extinguished. When we use debt financing to fund that purchase, a refinancing occurs. This additional flexibility allows the city potentially to realize debt service savings from bond repurchase opportunities as they occur. This authority granted to debt management would expire on December 31 of 2021. So municipal bonds like the city's are typically issued with a prepayment provision typically referred to as the call option. And with a call option, an issuer can refinance the bonds at a predetermined call date without penalty. Municipal issuers historically have been able to refinance bonds prior to the call date, which is referred to as an advance refunding under the federal tax code. And an advance refunding includes some penalty and prepayment costs. If the penalty or costs performed in advance for funding are low, issuers like the city would typically refinance before the call date to mitigate interest rate risk. In other words, the risk that savings would go away with higher future interest rates. The 2017 federal tax cuts and jobs act removed municipal bond issuers' ability to execute an advanced refunding with tax exempt refunding bonds. Since the passage of the tax cuts and jobs act, the city has been restricted to waiting until the call date to refund the bonds at whatever interest rate levels are at that time. So to go over a brief overview of what the repurchase refunding is, the city can refund the bonds prior to the call date by an alternative approach called an open market repurchase refunding. An open repurchase refunding can occur at any time, and is considered, not considered an advanced refunding under the federal tax code. And

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accordingly tax exemption can go retained in the new refunding bonds which lowers the interest rate. An open market repurchase refunding can provide savings because of the difference between the market value of the refunded bonds being repurchased and the market value of the refunding bonds due to differences in both bonds call dates. The viability of executing an open purchase refunding is dependent upon multiple factors such as overall interest rate levels, conditions of the bond markets, our ability to identify existing bondholders, and finally, existing bondholders' willingness to sell bonds back to the city, and most importantly at what price. So final thoughts. First the bond repurchases would occur in coordination with other city bond issuance transactions. Because of that, they would occur relatively infrequently. Secondly, the city would not repurchase very large relative to our total bond issuance, very large amounts of bonds. I would anticipate that a bond repurchase, if it were to occur, would be in the one to 20 million range. So I would be happy to answer any questions.

Wheeler: Colleagues, any questions? Commissioner Fish.

Fish: I thank you for your very thoughtful presentation. I just want to try to put this in plain English for someone watching. That is that you are asking for the authority to prepay some of the revenue bonds we issued as a city in order to take advantage of market conditions, which may end up saving us interest rate and other factors. So the net benefit here is to the people we serve, the taxpayers, and the flexibility allows you to respond to market conditions, and under federal law, if you repurchase, and issue new debt, it can continue to be tax deferred. Is that correct?

Gierach: That's correct.

Fish: Thank you.

Wheeler: Commissioner Hardesty?

Hardesty: Thank you. And in a desire to also try to talk in plain English, the advantage that we would have is that we could possibly build more affordable housing or use the other resources that we have, we will have more resources that we could then invest, right?

Gierach: Correct.

Hardesty: I really like plain speaking because I get it now. Thank you.

Wheeler: Commissioner Fritz.

Fritz: And according to the financial impact statement, we don't know whether or not we can even do – if these bonds can be sold, and we don't have an estimate of how much will be saved by this process.

Gierach: Correct. It depends on market conditions at that time.

Fritz: Do we get a report to council to tell us when you have done this?

Geirach: Yeah. So it would be in coordination with the other bond sale that we have, and we can keep you apprised of any information and development that occurs as we approach a bond sale.

Fritz: So this is an authorization to go ahead and plan for it, and then it comes to council for us to approve?

Geirach: Exactly. So yeah, we would, essentially be a bit more nimble in our ability to what we can do, when we do a different bond sale.

Fritz: Thank you.

Wheeler: Very good. Any further discussion on this item? There being none, please call the roll.

Parsons: We had two people signed up.

Wheeler: I apologize. Public testimony on this important issue. I apologize. Yes.

Parsons: Charles Johnson and Maggie.

Wheeler: Very good, thank you. Thank you Maggie. Why don't you come and sit down and say your name for the record. That will be fine. Thank you. Good morning.

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Charles Bridgecrane Johnson: Good morning, commissioners. Charles bridgecrane johnson. When this was before you on 1335 on last year's agenda, I believe I spoke in favor of it. One thing that I think, you know, supposedly the city always is trying to set the highest bar and area of transparency. I think if you would give the presenter guidance when we talk about the debt portfolio, you know, as mentioned, we are talking about maybe a maximum change and \$20 million of the bond portfolio. It would better serve the citizens, and I think yourselves if the presentation had included a brief summary of the entire Portland debt portfolio. We know, I think, the biggest chunk of the Portland debt portfolio is the critically needed \$258 million authorized by taxpayers, I think almost a couple years ago for housing, but as the people, the presenter, staff, andrew works with monitoring the market, it's also good for us as taxpayers to know how many -- what bonds are out there and which ones he thinks are most likely to be positioned for early retirement and cost savings. Also because so much some of the bond portfolio, a quarter billion is for housing, every time it is discussed, I think that we need to be mindful of when the bonds are financing capital improvements, especially housing, have we made adequate preparations to maintain that capital? It would be sad if we purchased 258 million worth of housing, and did not have a good, solid budget process through the housing bureau and home forward to make sure the people continue to live in quality, well maintained homes. Thanks very much.

Wheeler: Thank you. I appreciated that.

Veronica Bernier: Good morning. Happy new year. Good to see you around these tables. Hi. My name is veronica bernier, and I'm an lvn, cviculvn, and I belong to the clvna in California but also here. My license is K59059. I am public health. I walked out to happy valley over the weekend, and I saw two homes I think that you should buy, nobody is in them. It's at the end of a long trail and long roadway. At 1:45 in the I was looking for a lost puppy. It was pastor tom disherds puppy. It had gotten out of the closet and ran away. So I found these two beautiful homes, and pastor tom said he would like to buy them, and if we could get it for the city, it would be cheaper. If you get it for cheap, good. But in the long run, don't try to undercut your daughters by putting her in a cheap hotel. The absolute, lowest hotel here is the econo lodge, and for \$50 just flat on the money you can get it. Ned Dare is a wonderful guy, unfortunately his wife slipped and fell and sprained hurt her ankle, but we are going to help her. If this is a city that helps, like mary's help hospital, I reminded the girl over there at brigahoff floral that Michelle Clark is the daughter of bud clark, whenever she hears of a problem, she sends flowers, so I think we need to have a giant floral campaign to cheer everybody up for the new year, and were always good. When lynn martin was here, we had better parties. Thanks a lot for sharing. I think he's fine. Think Realty and Tendo Realty, those are my relatives.

Wheeler: Thank you. I like your idea, cheering people up is a good thing. Maybe they will have flowers on the 17th for Japanese new year out at Montgomery park. Maybe we'll see you all there.

Wheeler: Thank you all, very good. Any further conversation? Please call the roll.

Fritz: Aye. **Fish:** Aye. **Hardesty:** Aye. **Eudaly:** Aye.

Wheeler: The -- I think that this is a great idea, and I appreciate the debt management division bringing this forward. It provides flexibility. It allows us to, actually save taxpayer dollars by refinancing our outstanding bonds at a lower rate, so the savings is funds that can be used for other projects. In other words, we are -- by taking advantage of some of the market conditions, we are able to actually spread the tax dollars that we have even further and more effectively. I vote aye. The ordinance is adopted. We have one item that was pulled from the consent agenda. I believe it was item 26?

Parsons: We also have a 4/5ths item.

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Wheeler: Let's do the 4/5ths. I picked up my old agenda. Here's the new one, let's go to 4/5ths 28-1 and then we'll do the old item.

Item 28-1

Wheeler: Very good. Commissioner Eudaly.

Eudaly: Thank you, mayor and colleagues for being so accommodating to place this item on the 4/5ths agenda. It will allow work to proceed this week instead of waiting until next week, which will save us time and money. The office of management and finance staff is here to answer any questions as they are the impetus for this temporary street closure permit, but for some background, the 4th Montgomery project is an exciting project the city is collaborating with psu, ohsu and pcc on to build a new 7 story building on what was formally called the jasmine site. I really miss that bar. I had a birthday party there once. This will provide new downtown office space for the city as well as offices and classrooms to support psu's graduate school of education, psu and ohsu joint school of public health, and pcc's dental program and clinic. In order to execute the construction of timely and efficiently as possible, the contractor is requesting to utilize the eastern lane of SW 5th avenue intermittently to allow construction equipment to enter and exit the site. Their intent is to align the access, activities with surrounding traffic controls to ensure minimal disruption to the traffic flow and anticipate no impacts to the max or bus lanes. Staff, if you have anything further to add? And state your name for the record.

Sharon Raymor, Office of Management and Finance: Sharon Raymor. I'm the project manager with omf facilities. For this job, and I want to echo, thank you to letting this get bumped up this week. We are -- time is of the essence, and the site is a tricky one downtown as far as the access and maneuverability on the site. Essentially, this request is to allow truck rigs, drill rigs and whatnot back onto the site because they cannot pull in, turn around and come out nose out, so this is to allow intermittent access for that. Yeah.

Fish: Mayor.

Wheeler: Commissioner Fish.

Fish: You know when you serve on this council long enough, and I am reminded that I was once the most junior member and now the most senior member, you often have the back story on certain issues that not all your colleagues have, and I would simply say that under commissioner, excuse me, under mayor adams, we had a robust debate about establishing a so-called education urban renewal area. It was quite controversial. It turns out that commissioner Fritz was one of the heroes in that debate because while she was a skeptic of the education ura, and didn't necessarily support it, she also felt the city had made a commitment, and that you could not pull the plug on that urban renewal district supplementing our commitment elsewhere to Portland state university, which we did by expanding the north macadam district. As a result of that, and as a result of some advocacy by people like gretchen kafoury and susan Emmons and others, we actually got a more robust investment in affordable housing in south waterfront, which was one of the dividends, but we also made a commitment to continue to partner with Portland state university on shared use facilities. As an issue that I believe predated all of us on council, was the urban center, which was a – which was put together by its creative people in terms of financing and had money from all kinds of different pots. That was one of the models. The jasmine block is honoring a Commitment we made to psu to do a development that had some of our resources and some of their resources. I think it's worth noting that it all began with an education urban renewal district passed by council, then essentially repealed, and it was only because the counselor insisted, and commissioner fritz carried the swing vote, there be an honoring of a commitment in north macadam in an expanded district that we actually have the jasmine block and the chance to do this work. So, a bit of a back story.

Wheeler: Good context. Commissioner Eudaly.

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Eudaly: I would like to add for the public's benefit, that typically to get an item on our agenda, it has to be submitted on Tuesday by noon, the week preceding the council session. The 4/5ths agenda is a mechanism to get things onto the agenda on short notice that are urgent. It requires four out of five of us to agree to that, and to all be present for the vote. So that is why we have the extra little item on the agenda today.

Wheeler: Very good. Thank you for that clarification. Commissioner Hardesty, do you have a question?

Hardesty: I don't have a question but I appreciate the explanation because I was pulling my hair out last evening with the additions, and so I really appreciate that explanation. Thank you.

Eudaly: It doesn't happen very often.

Hardesty: Happy to hear that.

*****. Do you have to take testimony?

Wheeler: Call the roll. Oh, sorry. Is there a public testimony on this item?

Parsons: We did have two people signed up; Charles Bridgecrane Johnson and Maggie.

Wheeler: Very good, come on up.

Charles Bridgecrane Johnson: I can't pass because it means I get to come here and say that I'm Charles Bridgecrane Johnson and I get to say thank you, Madam President, because as maybe Ms. Hardesty knows, on some of the forms of the agenda, there is no 28-1 so this project is – when we talk about any type of construction work where the city is a participant, I do want to refresh the council about previous discussions where we've had, where people experiencing disabilities have testified and especially when we're dealing with top-tier property managers owners who like the city of Portland and Portland State University, let's hope that if I go through this or if even more importantly, if a person living with a disability goes through this neighborhood, we find that we've got top-notch notification and assistance to people experiencing disabilities when they move around construction areas, particularly inside the central city lid. Thanks very much.

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

Fritz: Commissioner Fish, thank you for the historical reminder. Thank you, commissioner, for bringing this in an expedited manner. Aye.

Fish: Aye.

Hardesty: Aye.

Eudaly: Thanks for being here on short notice. Aye.

Wheeler: I am happy to support this, thank you, aye. The ordinance is adopted. Sue, could you just to make sure that we clean this up legally, could you read item 23, which is being referred back to my office?

Parsons: Item 23, increase the salary ranges for several Portland city labor classifications.

Wheeler: Very good and based, colleagues, on the conversation that we had yesterday during the work session, I think that there is a different approach we can take here, so I am referring this back to my office. Last but not least, item 26, which was pulled.

Item 26

Wheeler: Very good, may I ask who pulled this? You did, very good, it's up to you then. Take it away.

Chris Trejbal: Thank you. I won't take much of your time and apologize for disrupting the agenda in this way.

Wheeler: Not at all.

Fritz: Your name?

Trejbal: Sorry, yes. My name is Chris Trejbal, the chair of the Overlook Neighborhood Association.

Eudaly: Actually, shouldn't I have had staff waiting here all session, so I think.

Wheeler: Very good. Can you hold off one second and we'll get the staff up here first.

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Fish: Are you here to support it or oppose it, sir?

Trejbal: I would like to ask for a delay in it.

Wheeler: Okay, so let's have staff –

Fish: Okay, we'll have the staff folks come on up.

Eudaly: The way it works staff comes. So you can return to your seat.

Wheeler: We will have you up right next. Thank you, I appreciate your patience. Good morning.

Nicole Pierce, Portland Bureau of Transportation: Good morning.

Eudaly: Mayor, since these are relatively non-controversial projects, they were on the consented agenda, and I didn't -- I don't have talking points prepared, so luckily, we have pbot staff here to explain the Greeley avenue project.

Wheeler: Thank you for being here. We appreciate it.

Pierce: Hi, I am Nicole pierce, a capital project manager with pbot and the project manager for the north Greeley multi-use path project. This is my first time at council, so should I just give you a summary of the project? I am not exactly sure. So it will be a two-way, bike facility, barrier separated on the east side of north Greeley avenue from going street in the North and connecting up to an existing pathway that connects over to interstate avenue to the east. As you know, north Greeley avenue is a very busy, high-speed road, and so we thought separating those bikes and pedestrians from heavy truck and vehicle traffic was a good idea. The connection at the north end will be a diagonal bike signal that will lead the southbound bicyclists to the path on the other side of the road, and then as I mentioned on the south ends, it will connect up to an existing pathway that leads to interstate avenue. We were working within the right-of-way that we had available on north Greeley, and the width of the multi-use path will be -- will range from 11.5 to 13 feet wide, and the lane widths for the vehicles, which I believe is mr. trejbal's concern is with the lane width for the vehicles -- will be the two, so there is four lanes for vehicle traffic. The two inside lanes will be 10.5-foot wide and the outside lanes on the eastbound side will be a 12-foot lane, and on the westbound side, the lane will vary in width from 12 feet to 13 feet.

Eudaly: I would like to add that this particular stretch is high on my priorities to correct. It's a heavily used bike path. It's an extremely dangerous stretch of the road.

Pierce: Yeah. At the south end, in the southbound direction, the current bike lane has to cross the on-ramp to i-5 there, and that's -

Eudaly: At the bottom of the hill.

Pierce: Exactly.

Eudaly: Thank you for being here. That concludes our presentation.

Wheeler: Very good. Public testimony. Thank you for being here. Good morning. Thank you for your patience.

Trejbal: No worries. Again, for the record, I am Chris trejbal, I'm chair of the overlook neighborhood association. As you know, this project is entirely within the overlook neighborhood association. As you know, this project is entirely within the overlook neighborhood. This stretch of Greeley is something that we have had our eyes on for safety concerns, as well. Some members of the neighbor, residence, members of the overlook association board have raised concerns about the width of the roads. I am not here to talk about that contrary to the assumptions of staff, generally I found staff to be very good to work with on this, and personally, I trust the engineers' analysis of the road. What I am here to do is to request a temporary delay on this, so that you might consider amending the project slightly. Specifically, with the relocation of hazelnut grove upcoming in the spring, is what we've been told, perhaps, in the summer, to the st. John's neighborhood, as discussed earlier, that site is at the southern end of this project. It is the bike lane that was referred to that will be connected to. That site is going to need to be

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cleaned up. There will be mitigation required there. We have been in discussions as a neighborhood and with the joint office on what to do with that site after hazelnut grove is relocated. One of the ideas being kicked around is putting in an off-road cycling track skills park there. We think that's a good use, and another idea is gardens. Either way, it's pbot property, it's going to need a lot of work. I encourage you to consider linking that cleanup to this project. If you are going to have crews on the site, dumpsters on the site, you might as well save a few dollars and coordinate all that work at once. The times align for the relocation and this project, and you can pull this and add that to the request for proposals. Or bids. Or whatever the correct term is, I apologize. In line with the idea of cycling, the north end of this project is at the going street intersection. That's where madrone park is, and we know that there is a lot of interest from cyclists, including with the still in development off-road cycling master plan, to use part of overlook park for off-road cycling, as well. The area on the west side of the park is an excellent place with hills, slopes, it already has trails cut into it, and that, also, could be incorporated into this project to create a seamless connection between off-road cycling locations and the bike trails that so many people use. Ideally, I think for some of our neighbors, you guys would have worked with the union pacific to expand the trail completely off of the right-of-way and allow for wider lanes. I recognize that's not possible. Staff assures us this safe. Some of my residents disagree. I am fine with the project as is and ask for you to look for the synergy of creating off-road facilities and cleanup of the hazelnut grove site in this project. Thank you.

Wheeler: Thank you.

Fish: Can I respond briefly to this idea of off-road cycling? Without it belaboring the point, the city has made a signature commitment to off-road cycling at gateway green. There is currently opportunities at forest park. There is a master planning process going on you alluded to, and there are community members who would like to see some safe options opened up in Riverview natural area, among others. Typically, the parks bureau has been the lead agency on these projects. They are all underfunded. I just don't want to leave the impression that there is an opportunity for off-road cycling here, and somehow in the next couple of years, we are going to take that vision and implement it. There is lots of folks already in the queue, and we don't have the resources to fund all the ones in the queue. And so I want to offer, preach a little caution here about any delay based on the notion that we are going to find the resources to do off-road cycling at overlook. In addition, we would have to go through a comprehensive public planning process, and I can -- and commissioner Fritz has, has gone through that herself and knows how complicated this issue is, so this is not something that is on the horizon. I like the fact that you are linking, suggesting that there is some potential linkage, but I want to preach caution here because I don't see this getting into the queue ahead of other things for now. I see no reason to wait to do the work to make the experience for the current cyclists safer.

Trejbai: If I can reply. We are not wedded to it.

Fish: That was a comment from my colleague. We are not having a --

Eudaly: I will want to invite staff back up, but it looks like mr. Johnson would like to give testimony.

Wheeler: Go ahead.

Johnson: Thanks. Charles bridgecrane Johnson. Having had the pleasure of visiting probably the cleanest, best maintained location of very low income housing and secure individuals who are being gentrified so we can have off-road cycling in the, st. John's, I don't think so. But the main thing is that the pre-existing use for this area was some form of community garden. I am not the biggest enthusiasm of everybody that lives in the overlook neighborhood but any low income people that live there, if they are going to go anything out of this, they should have access to an expanded community garden on the grounds that we're displaying homeless people from, well, the talk is happening now, during a

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month when we are going to have the place and time count, and find out what we have failed to do is keep this homeless village situated where it should have remained, and increase the number of homeless villages throughout the city so we have less tarps being blown around and windstorms like we experienced a few days ago, etc. As to whether there might be offered bike use there, something like that and cost, I think given the location of the facility, if we are going to have any talk about any other use other than an expanded community garden for people in the overlook neighborhood area and anybody that wants to commute to that area along the bike path, you know, any funding for fancy bike usage or whatever should be a conversation that really comes either after herbert hainer or patrik nilsson have talked to us about how much money they are willing to name this path the adidas way. If they don't want to spend money to name it the adidas way, it will be a multi-use path that helps people get to community gardens. I think if you are thinking about recalling staff for further testimony, it may turn out there is already synchronicity between when this work would take place. We are now authorizing the work today, so by the time we find the lowest bidder and engage in the work, it may be in direct synchronicity with the unfortunate removal of the good tenants at hazelnut grove. Thank you.

Eudaly: Thank you. Staff, if you could come back up, please. I just have a couple questions for you. First of all, it's my understanding this project has been delayed? Can you tell me how long? We've been waiting to move forward on this?

Pierce: I think we originally told the public we would be building this facility in 2017. It bubbled to the top as an opportunity to piggy-back on a paving project that rose to the level of maintenance paving. The since then the project has grown beyond the scope that can be done by our maintenance crews so we decided to contracted it out. It got rescheduled for last summer is, 2018, and it got delayed because of design issues, and the timing of bidding it. If we thought about pushing to get it out last summer but we would have had to bid it kind of in late spring, and we did not think that we could get favorable bid prices and with the paving window ending with the rain, we did not think it was feasible. It slipped another year, and the bike community is expecting it to be delivered this summer, in the summer of 2019.

Eudaly: I know you said it was your first time at council so I am not sure if you've been overseeing this project the entire two years since I have only had the bureau for a few months, but do you know what level of public engagement was done?

Pierce: Yeah. We've been to the overlook neighborhood association. That was back in April. They had some concerns, and a lot of them were traffic engineer concerns, and I responded with an email back then. Otherwise, there hasn't been a lot of public engagement done. When I first inherited the project, I did reach out to hazelnut grove, but when I realized they were moving, I didn't pursue that. We, you know, had been thinking about, you know, making sure that they could get to the dumpster for hazelnut grove and logistical things like that. It's not a project with a lot of alternatives, you know. When I inherited it, the decision was made that the path would be on the east side and be barrier separated.

Fritz: I would like to add to that. This has been in the works since before I was on the council. The heavy vehicle use tax, heavy vehicle use tax work groups selected, this is a project for funding in October of 2016, and the council allocated an additional \$650,000 of general fund to do this project, so there's been a lot of involvement before your tenure in the project. It's really just -- along to the contract stage at this point.

Eudaly: That leads me to my next question. What we're doing here today with this ordinance is authorizing a contact, a contract for the lowest responsible bidder, which means that we have to put it out for bid. So can you give us an estimate on roughly how

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long that bidding process will take? And when we anticipate starting actually shoveling is the ground.

Pierce: Yeah. Well, I am hoping to get it out to bid in mid march. It would be a three-week advertisement. We would open the bids in early April. Award the contract in may. Ground-breaking probably wouldn't happen until July.

Eudaly: Okay. So I am going to encourage the bureau to try to coordinate on the move of hazelnut grove to minimize disruption to the neighborhood, but if it gets held up, we are not delaying this any longer. it needs to happen. It is a serious safety concern. So that's, that's my direction to the bureau.

Pierce: I appreciate that. Thank you, commissioner Eudaly.

Wheeler: Very good. Thank you for your testimony. Any further discussion on this item? Sue, please call the roll.

Fritz: Thank you to staff for your presentation for the public testimony. Thank you to Yesenia Carrillo and my staff who looked into this item for me. I am really excited about it. The north Portland greenway has been in planning for more than a decade, and this project is a key safety feature.

Eudaly: We are getting gestures from the city attorney.

Linly Rees, Chief Deputy City Attorney: The version of the ordinance that I have in my packet has a title that says in an amount not to exceed \$1.5 million, but I am seeing in the public impact statement, or I'm seeing on the council agenda \$1.9, and as I add the numbers together, could I make sure that everybody, everybody else's ordinance has the right amount in the title? I apologize.

Eudaly: I have 1.5.

Fritz: Yes, you're right. The ordinance says 1.5 but then the impact statement says 1.9.

Rees: The title says 1.9.

Parsons: I can see there was a clerk edit to match the title to the impact statement.

Fritz: So which is it?

Fish: 1.9 or 1.5 after the edit?

Rees: 1.9.

Fritz: Do we need to move an amendment to the title?

Rees: Let's move an amendment to the title.

Eudaly: I move an amendment to the title.

Wheeler: A motion from commissioner Eudaly, second from commissioner Hardesty. Please call the roll on the amendment.

Fritz: This is to amend the amount to be 1.9, which is the correct amount. Not to exceed amount, so hopefully it will come in at 1.5. Aye.

Fish: Aye.

Hardesty: Aye.

Eudaly: Thanks for catching that aye.

Wheeler: Aye. The amendment is adopted to the main motion. Please call the roll.

Fritz: I will get back into the swing of my speech. Thank you to Yesenia carrillo and my staff and to all the community advocates who have been advocating for the north Portland Greenway trail for many, many years. It has been challenging work, the inability to work with union pacific rather than with union pacific. That's something that each of us runs into at one time or another, and it's just the way it is. I am very happy that the heavy vehicle use taxes, which commissioner novick passed in 2016 along with the gas tax are being used for this project, \$650,000, which was allocated by the working group. The council set aside an additional \$650,000 of general fund money because of the supreme importance of the project. We also got \$600,000 from house bill 2017, the transportation bill at the state to do this. So it has been a great collaboration. Thank you for staff moving it forward. Thank you, commissioner Eudaly, for taking it on. Aye.

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Fish: Aye.

Hardesty: Aye.

Eudaly: Just a few points about this project. North Greeley avenue is a busy, high speed road with heavy great vehicle traffic and a bike lane. This project will protect cyclists and pedestrians behind a continuous concrete barrier connecting north Portland neighborhoods and businesses with the rose quarter. The project is funded as commissioner Fritz mentioned with a combination of funds from the heavy vehicle use tax and a city council set-aside and house Bill 2017 funds. This ordinance will authorize pbot to bid and award the contract to construct the project. We hope to begin in July. I also want to point out that we had another bicycle infrastructure item on the consent agenda that was not pulled. That is what staff referred to as the hop greenway in northeast Portland, which is an exciting project to create a low impact greenway parallel to the high traffic northeast Halsey and Glisan corridors. Both of these projects will be constructed either this spring or summer, and I am confident will encourage more safe and active transportation options in the neighborhoods. I vote aye.

Wheeler: Thank you, everybody, who worked on this. Thank you city staff. Thank you commissioner Eudaly, and thank you to my two senior colleagues, who obviously have seen this before and worked on it. Glad to see it coming to fruition. I vote aye. The ordinance is adopted. We are adjourned.

At 11:35 a.m. Council recessed.

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Key: *** means unidentified speaker.**

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2:00 PM

Wheeler: Alright good afternoon everybody this is the Wednesday January 9, 2019 afternoon session of the Portland city council. Sue, hello, could you please call the roll?

Fritz: Here. **Fish:** Here. **Hardesty:** Here. **Eudaly:** Here.

Wheeler: Here. Good afternoon.

Lory Kraut, Senior Deputy Attorney: Welcome to the Portland city council, the city council representing all Portlanders and needs meets to do the city's business. The presiding business officer preserves and decorum during the city council meetings so everyone can feel welcome, comfortable, respected and safe. To participate in council meetings, you may sign up in advance with the council clerk's office for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions or first reading of ordinances. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record. Your address is not necessary. Please disclose if you are a lobbyist, if you are representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left, a yellow light goes on. When your time is done, a red light goes on. If you are in the audience and would like to show your support for something that is said, please feel free to do a thumbs-up. If you want to express you do not support something, please feel free to do a thumbs-down. Disruptive conduct such as shouting, interrupting testimony or council deliberates will not be allowed. If there are disruptions, a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected, a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.

Wheeler: Pretty good, that pretty much wraps up our business for today. Thank you all for coming. We only have one item this afternoon. Sue, could you read item 29?

Item 29

Wheeler: Commissioner Eudaly?

Eudaly: Thank you, Mayor. Before we begin, I want to introduce a substitute exhibit A that clarifies the makeup of the stakeholder, advisory committee, as well as further clarifies the priority for the spending on these dollars will be focused on our city's equity goals and strategies.

Wheeler: Commissioner Eudaly moves the substitute amendment.

Fritz: Second.

Wheeler: Commissioner Fish seconds the substitute. Any discussion? Please call the roll.

Fritz: Commissioner Eudaly and Matt Grumm, I appreciate your work on this and I especially appreciate the amendment. Aye.

Fish: Aye. **Hardesty:** Aye. **Eudaly:** Aye.

Wheeler: Aye, substitute amendments are on the table.

Eudaly: Okay, so as we all know, parking has been difficult in northwest parkland for a long time. I know this personally. I lived there from 1987 to 2006 but pbob has been

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working hard with northwest residents and business owners to make finding parking easier. In december 2016, council passed an ordinance allowing the northwest parking district to pilot the use of new tools to manage their on street parking. In the past two years, pbob has used innovative management tools in the northwest to encourage more people to park off street, take transit or bike to work. This all helps manage the demand for on street parking. The on street parking utilization data is used to make recommendations for changes to manage the on street parking. It's exciting to see our city not only using data to make smarter decisions and help improve quality of life but it's great to see us getting more creative, introducing new tools such as transportation wallet. Ideally, other neighborhoods with such issues could use the tools that northwest has had access to and we should take what we have learned from northwest and be able to apply that to other neighborhoods so they can manage their parking more efficiently. We will hear an update on the northwest parking permit pilot today and hear what they have learned. In addition to the northwest report, we will be voting on an ordinance to provides guideline use of the permit surcharge. These guidelines have been modeled on how the districts use their surcharge funds. The permit surcharge funds have two primary goals – manage parking demands using price and raise funds for transportation demand management strategies and programs in the district and capital projects. The parking districts that have permanent surcharge added to their permit costs have provisions that eliminate the surcharge for low-income residents. All programs and projects funded by surcharge funds will be evaluated against the citywide equity goals and strategies with the goal to alleviate transportation burdens on low-income, underserved communities and communities of color. Staff has a presentation and then we will have invited testimony. Can I have staff come up to the table, please? Welcome and please state your names for the record.

Chris Armes, Portland Bureau of Transportation: Chris from pbob.

Owen Ronchelli: With rick williams consulting.

Wheeler: Great, thanks for being here.

Ronchelli: So once again, I am Owen Ronchelli I am with rick williams consulting. We're a local parking and transportation firm here in Portland and we have been working with pbob on the parking management pilot since its inception. We have a couple of things to discuss with you today -- one is the update of the management pilot and the ordinance on the parking permit surcharge guidelines that chris will be talking about. As you have already stated previously, parking in northwest has been historically challenging with many different users competing to park on street. Many historic buildings that are still there today were built before cars became commonplace and today, parking challenges have been compounded with the growth of housing and employment, many vying for the same on street resource. Since we started implementation of the plan in 2015, more than 1000 new residential units have been built and 1000 more are in the pipeline. Couple that the growth of jobs, new storefronts, restaurants, the parking demand will only continue to increase. With only 5300 on-street spaces in northwest, one space for every three households, there is vital a need for focused and innovative parking management. After a multiyear planning process with intense public and community involvement -- oh, thank you. Got to keep up with myself here. After the planning process, the northwest parking management plan was adopted in 2012. The northwest parking stakeholder advisory committee was developed in 2014 to guide implementation of the plan. The parking permit plan was initiated in 2015, meters followed, installed 2016. Shortly thereafter, new tools were requested to better manage parking more efficiently and which launched the northwest pilot. The following year 2017, the permit pilot began. The fac advises the city on transportation and parking issues in northwest. They also provide input on identifying district transportation needs and priorities to support more efficient transportation access. They meet monthly in an open forum and more frequently when reviewing surveying results and prioritizing management

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strategies. Members are appointed by the commissioner in charge of transportation and the charter states the sac should have 13 members, four representatives from the northwest district association, four representatives from the northwest nothill business association and five at-large members. Additional outreach includes open houses, residential and employer surveys and even door to door outreach. The cornerstone of good parking management is regular and consistent data collection and evaluation. We actively manage on-street parking each year using industry best practices to make sure that it is conducted as efficiently as possible. the parking study is conducted annually in northwest to guide informed parking management decisions using good data. Pbot staff has worked with consultants and shares recommendations with northwest sac for deliberation and implementation. In 2016, pbot asked city council for parking requirements tied to new development as a way to mitigate unmet parking demand related to growth. City council did not approve that and directed pbot to try different strategies instead. The northwest parking management pilot ordinance passed in december of 2016, authorizing the use of new management tools like limiting the number of permits and using price to regulate demand. With new tools in place, sac recommended placing a surcharge on area permits in the 2017-18 year. The sac recommended adding a surcharge of \$120 with waivers for low-income residents to the cost of the zone and permit raising the annual cost to \$180. The surcharge on permit funds were to serve transportation programs and projects that encourage mode shift and to also reduce parking demand in the district. We are the only city in the united states that uses these tools to manage parking demand this way so far. In the first year of the pilot, we changed the permit program by limiting the number of permits based on building size and opening date. We also limited the number of employee permits and eliminated annual guest passes or guest permits. Permit surcharges helped to limit the number of permits sold and revenue raised went towards programs to introduce people to new transportation options such as the transportation wallet. This slide demonstrates the immediate changes following introduction of the pilot and the resulting recommendations. A net reduction of 1600 permits. A reduction in full-time equivalent ratio of will 80 percent and added the surcharge helping to reduce 700 business permits and again, the elimination of the guest permits. Although there was a small increase in the number of residential permits.

Wheeler: Commissioner hardesty has a question.

Hardesty: Excuse me, I hate to interrupt your flow but could you go back to the last slide you had? The 700-permit decrease, does that mean that 700 businesses are no longer doing business in northwest Portland?

Ronchelli: No, these are employee permits. These are permits for --

Hardesty: Individual vehicles?

Ronchelli: It is a pass rather than -- yes, so it is assigned to --

Armes: Well, no, businesses purchase permits for employees and are transferable from employee to employee to employee, so that is what we're encouraging people to do, is to share permits and we limited the number of permits issued to .8 per fte. That is how we received the reduction of 700. Before it was one permit per employee, and you could buy as many as you wanted.

Hardesty: Okay.

Ronchelli: It's not a reduction on number of businesses that have access to --

Armes: Or number of employees necessarily. We put a restriction on the ratio of what you could purchase.

Hardesty: Thank you, that is helpful.

Wheeler: Where do you get the data in terms of number of employees?

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Armes: The employer provides it. They give a roster with the number of employees and hours that they typically work, we total that, divide it by 40 and receive the number of permits --

Wheeler: Is that reliable information?

Armes: Yes, we believe that, we're trusting them to give good information.

Wheeler: And this being Portland of course is trustworthy?

Armes: Absolutely.

Wheeler: Got it.

Ronchelli: In year 1, the year 1 results, in addition to the permit side, parking occupancies were lower in each hour of the survey after implementing the meters in the permit program, roughly a 4-1/2 percent decrease. Peak hour decreased from 86 to 82 percent and these are what we would consider very positive strides. Each year changes are made based on parking study data and employing industry best practices. Here are some of the recommendations made after the year 1 study. Expanding coverage of the meters in the northwest parking district, redistribution of the number of 30-minute stalls and a reduction in a few of them, converting 1-hour, 2-hour stalls amongst others.

Wheeler: Can you explain to me and I am sorry I don't know the answer to this but I really don't. The 30-minute stalls I'm assuming are commercially oriented, is that a fair statement or how --

Ronchelli: In this case, it depends on the district. In this case it serves both residents and commercial purposes, so the intent was to provide 30-minute spaces for quick trips, in and out of businesses but also for residents if they're bringing lots of groceries home, they can use those the 30-minute spaces.

Wheeler: So there is a rationalization of the 30-minute spaces to the types of businesses in the area, is that correct?

Armes: Yeah, to the businesses and then also in the residential district, we're try to locate one per block face so residents in that area have a place to pick up and drop off whatever it is and then go out and search for a parking space.

Wheeler: That makes sense, I just wanted to make sure that what it was, thank you.

Ronchelli: The parking surcharge revenue supported the transportation wallet. It is a suite of passes and memberships for people who use active transportation. The 2018 wallet included a free annual bike town membership, one annual Portland street car pass and a \$100 in tri-met hop card value. The transportation, while offered free for all residents and employees who gave up their parking permit, it also was available to any other zone m employee or resident for the \$99. In addition, the parking studies, we surveyed businesses and residents and visitors regularly from. From a survey of people with transportation wallet, we learned that the wallet was successful in helping people take transit and bike town more often. While encouraging people to drive less helps the city reach overall transportation and climate goals, it is not yet clear if the transportation wallet will help reduce parking demand. Many people report needing or wanting a car for work, family errands or getting out of town on the weekends. There is an opportunity to do more outreach and encouragement for car sharing services to help those who don't need a car to further reduce parking demand in northwest. We're using the survey data to improve the transportation wallet. The next version of the wallet will include more tri-met value and credits to car-to-go to help people with car-sharing services.

Wheeler: Can you tell me how many wallets were actually issued? I am assuming initially it was a small number? Is that accurate?

Armes: So to date in northwest, I believe it is over 1000.

Wheeler: That is actually more than I would have thought for -- that is very good.

Armes: For people opting out and purchasing.

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Wheeler: Well that's fantastic, very good. and sounds like you're also trying to increase the incentives, then?

Armes: Yes.

Wheeler: Great.

Haresty: And how does that fit with the reduction, is it a direct one-on-one, the wallet is helping people use more public transit or other transportation.

Armes: Yes so if you are eligible for a permit or a business is eligible for say 10 permits and they opt out of 5 of them, they would get 5 wallets and could purchase 5 permits. And they can distribute the elements in the wallet amongst their employees, whatever fits their need the most.

Ronchelli: A nice incentive. What we learned from this effort was in year 1, the permit pilot, the approach to managing parking and permit, we had to modify it. So since the discussions with sac using data and recommendations from consultant, lessons learned from other cities and listening to residents and other community members, helped inform the recommended changes to further manage parking demand. The continued high parking occupancy coupled with the interest of neighborhoods and the parking sac to encourage new building tenants and owners to use offstreet parking spurred the parking sac and pbot staff to find additional approaches to manage parking demand and that is what we're looking at now. Next steps, parking management requires constant monitoring and in northwest, we will continue to collect data on parking utilization and survey resident, businesses and visitors on how to manage parking better using quality data. While we don't want to sugar-coat this, getting to this point has been a heavy lift with lots of meetings and open houses. Pbot staff continually check in with people as changes are made and get back to them and order to inform the program in process through surveys, open houses, meetings with partners and other sac meetings. Here are a few of the quotes we heard from our last permit and wallet holder survey. And they are not there. So I guess what I would say is that of course, you know it's not all rosy, so there were a few responses and critiques, but overwhelmingly I think the response has been positive about the proactive approach about how we address parking management in northwest and that was a big takeaway I think from this. I think the wallet was very innovative and we hope to expand its use and coverage as we go forward. Now chris is going to --

Armes: Okay, so I am going to talk about the permit surcharge. Currently northwest and central east side are the only parking districts allowed to have a permit surcharge. In january 2018, council directed pbot to initial 2 additional parking management pilot areas, and so in February, pbot asked for letters of interest from areas who wanted to participate in the pilots and we received 9 letters of interest. Pbot then collected occupancy data in April and may to evaluate the parking issues in each of these areas in north Mississippi and Hawthorne had the highest occupancy, and pbot contacting the areas and held informational open houses in june. In june and july, ballots were sent out for evaluate support for the pilots and unfortunately, neither of the ballots passed. So at that point, staff met from residents from both neighborhood areas, mississippi and hawthorne for feedback on what could be changed and what we could do moving forward. The boise neighborhood has asked pbot to undertake a full parking management plan for the neighborhood and hawthorne representatives said they would like to wait and not enter into a pilot program at this time. So now we've initiated a conversation with the community around southeast division so we're working with them on a pilot moving forward. But before we start working with the community on new pilot, guidelines are needed to outline appropriate use of funds if an area elects to add a surcharge to communities. Surcharge is added to the base cost of an area permit with the purpose of using price as a tool to manage parking and to fund transportation management programs for the district they are collected in. The purpose of the guidelines is to produce clarity on appropriate use of funds. based on these guidelines,

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funds will be focused on transportation management programs and projects. Examples include the transportation wallet, free transit passes to low-income residents and employees, car-share membership, bike town and added bike parking. All programs and projects funded by the permit surcharge will be evaluated against the citywide equity goals and strategies with the goal of alleviating transportation burden on low-income and underserved communities. Based on council input for the parking management manual this summer, members of the advisory committee will follow the same composition of what is outlined in the manual and that is what's reflected in the amendments to exhibit a. So there will be business owners, residents and employees who may not live in the district and all members will be identified with input from pbod equity and inclusion manager and public outreach coordinator. We would like to be able to take what we have learned in northwest and the central east side and apply this to other areas of the city. It is important for any new parking districts understand the appropriate use of surcharge funds so they can evaluate the benefits to their community before assessing a surcharge. We would like council to support these guidelines currently being used in northwest district for any new parking districts that may be formed. So do we have any questions.

Wheeler: Commissioner Fritz?

Fritz: Thank you for your presentation and for making the amendments. How are low-income residents exempted? What are the criteria for being exempted from the surcharge?

Armes: In northwest, it is a self-certification program so the guidelines are connected to -- and I think we have that directly -- it's the next slide, I believe.

Fritz: I'm sorry, is there more presentation?

Armes: No, we have a slide that shows the low-income limits right now that are used in northwest and it is a self-certification process. So these are the guidelines for what is identified as low-income and used northwest currently. It's a self-certification process and at that point, you do not pay the surcharge.

Fritz: Is that assessed in the community or is that a standard.

Armes: That was identified in northwest by the committee. The central east side has a slightly different program and it is more aligned with the tri-met program.

Fritz: So each district could be different on that?

Armes: It could be different, yes.

Fritz: And that's determined by the advisory committee?

Armes: They advise the city on how that is determined so it is not solely up to their discretion.

Fritz: Got it. So just so I am understanding this, you gave us a good report on the northwest district and some of the changes that have happened there. This item, this ordinance, is using that information and kind of making it city-wide, am I understanding that correctly?

Armes: Yes, the guidelines that are developed are based -- they're modeled after northwest and what we have learned and how we would like the surcharge funds to be used to make a direct impact on that community.

Fritz: And then you alluded to changing the hours of operation in northwest. Is that separate or part of this?

Armes: That is separate. Initially we had thought that would come forward, but there is more conversation that is happening so that is not part of what we're asking you to vote on at this time.

Fritz: And that will come to us, right?

Armes: Yes, it will.

Fritz: And then my final question is about establishing new permit districts. There was a lot discussion about the Lloyd area and convention center and moda center. What is the process for that kind of a program?

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Armes: For permits?

Fritz: Yes, expanding it and having like an event surcharge like in northwest?

Armes: So at this point, because they are fully metered districts and not a permit area, the event district would be somewhat similar to what is happening right now in providence park is the name of it now. Providence park. And so the meter rate would change based on the event. The area right adjacent to it in elliot is looking at potentially having a permit program but there would not be permits allowed in the metered area.

Fritz: And that would come to the council to approve the area in elliot?

Armes: No, that does not. If they are following the current app, the area parking permit process, then that is allowed in code. If they want something different, then that would come to council.

Fritz: And then event pricing for around the moda center, does that come to council?

Armes: That was outlined in the parking manual this summer so the parameters of that, we would be working with the community in that area and would be following the guidelines in the manual that was adopted.

Fritz: So you just get to do it

Armes: Based on the data --

Armes: Yes.

Fritz: Randomly. Great, thank you very much.

Wheeler: Commissioner hardesty?

Hardesty: Thank you very much. I absolutely believe this is the right direction for us to be headed. I guess my concern is what are the safeguards on how the money is spent? As I see, you are supposed to prioritize equity goals and strategies but I don't see anything in what you are presenting that talks about how you get to those equity goals and the strategies around that.

Armes: So each advisory committee would make recommendations and they would come to pbot and we would work with our equity inclusion manager to evaluate those based on the city-wide goals and strategies and the pbot's specific strategies. Did that answer your question?

Hardesty: Not really.

Armes: Let me try again.

Hardesty: So as a community member, so I live in a community that has like no sidewalks and really bad infrastructure and so if you were selling this permit project in east Portland where I live, I think people would be prioritizing safe travel to school. I think people would be prioritizing how do I get to a grocery store in a food desert area and so the equity goals in my neighborhood would be different than, say, the equity goals in lloyd center.

Armes: That's correct.

Hardesty: So how would that process work?

Armes: So what we anticipate and what has happened previously just in central eastside and northwest where we have the surcharge is we have an advisory committee and then we collect information from the public via meetings and surveys. We look at projects that identified, transportation projects that have been identified as a need through the transportation system plan and what is in the list of neighborhood specific projects. And then we go out and gather input from the community on what is a priority for them.

Hardesty: And my last question has to do with the low-income exemption. So the 625 per month, excuse me, permit for a low-income family, does that follow the mfi as well? So is that set based on the median family income.

******:** Yes.

Armes: Yes, so this is what is specific to northwest at this point.

Hardesty: Okay.

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Armes: So it is something different. The threshold is different in the central east side and that is following more of the tri-met low-income fare program where if you had an award letter from hud or snap or, the income threshold is different there. So we're following it --

Hardesty: I would caution you because the tri-met's low-income fare program is extremely new so we don't know who is being left out of that program. So I hope you wouldn't only focus on what tri-met is doing but that we're truly trying looking to make it equitable for very low-income people and we're not pricing them out of their community.

Armes: Absolutely. Absolutely.

Hardesty: Thank you.

Wheeler: Commissioner Fish?

Fish: I think you had an earlier slide recommendation that the sac in northwest is going to take up to push the time to 8:00? That is not an issue before us.

Armes: Correct.

Fish: That is what the stakeholder advisory committee may be contemplating in terms of pushing. So I think we're all used to reading meters. I actually find the meters in northwest Portland the hardest to read of all. If it is 5 or 6:00, it is impossible to read the way the new ones are structured but I get that for most of us, it is the 7 or 8:00 limit. Why around the convention center is it a 10:00 limit?

Armes: The events. The events that are specific. That's why it stops at I believe it's 6th avenue, so anywhere from 6th avenue to the west, and specific to events at the convention center and moda center and the coliseum.

Fish: Regardless of what the event is?

Armes: Correct.

Fish: But we have the technological capacity to tailor that, don't we?

Armes: Yes, we do. It's very difficult but yes.

Fish: Well, I raised this with commissioner eudaly earlier. I found it ironic, anomalous, I don't know what the right word is but on new year's eve when 5000 people celebrating sobriety were doing a pow-wow at the convention center--

Fritz: Excuse me, commissioner, your mic isn't on.

Fish: When 5000 people off the streets, not drinking at one of our most dangerous evenings at the convention center, we were charging full freight until 10:00, the pow-wow went to midnight but still, for families, many of them low-income families, they were coming to that event, say, at 5, to hit the prime events, they were being charged for 5 hours to be there. I would think that we would want to find a way to incentivize people on new year's eve to stay off the streets and be at a sobriety pow-wow given all the other negative things that happen on our streets. But technologically, we have the ability to tailor that at least for specific events?

Armes: Yes, we do.

Fish: Okay, thank you.

Wheeler: Very good. Does that complete your presentation?

Armes: It does.

Ronchelli: It does.

Wheeler: Alright, thank you, that was very helpful. Public testimony, sue?

Parsons: We have one testifier. Tony Jordan -- oh, there are other testifiers.

Wheeler: Oh, there's invited testimony. Okay we'll do the invited testimony first then. Commissioner eudaly? If you were invited, come on up. Everybody will get a chance, I promise.

Eudaly: Welcome, please state your name for the record.

Juliana Lukasik: Hi, i'm juliana Lukasik.

Wheeler: Go ahead.

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Lukasik: So I am juliana lukasik and many of you know me through my association and work with the central east side industrial council but today I am here to express my personal opinions as a business owner and property owner in the central east side. The central east side is an example of the broader use of a permit surcharge. We have utilized it on the esd and we have also used it to clean up and promote safety on our right-of-ways. A large percentage is dedicated to transportation demand managements projects for which we have statistics that indicate we have been highly successful in efforts to help employees and visitors use alternative transportation options. We're especially interested in expanding transit options with these resources. One of the things we're very proud of is that, and I don't have the numbers of course but we also have been using the transportation wallet with great success because the central east side is a particularly difficult district for parking and the more permits we can reduce, the better for us. So we have been really successful in that use of the surcharge. The permit surcharge is essential -- the permit surcharge in the central east side would be a part of the proposed esd city match which includes 51 percent of net meter revenue. We will be asking you to improve the implementation of our esd later this month, which will be an excellent example of a program that creates a partnership between businesses and the city of Portland.

Fish: Ms. Lukasik. Could you restate that again because the question I was going to ask you is what is the relationship between the surcharge program and the esd application that we have coming up I think next week? Are they separate and distinct programs or if they overlap, how do they overlap?

Lukasik: We were the original -- we are the reason the permit surcharge exists and we sort of have used it in ways that others have not necessarily used it. We are currently using the permit surcharge to help us in the massive undertaking of outreach to implement an esd. How that is used in other districts is sort of the question of the day. And we believe that it could be used to help districts form an esd potentially, but there should also be -- [overlapping speakers]

Lukasik: I'm sorry, an enhanced services district. So they are separate and a formation of an esd is a one-time event. So all of the funds from the permit surcharge are really more -- we are more interested in using those funds for transportation demand management and transit.

Fish: Thank you.

Lukasik: So basically the permit surcharge in the central east side would be a part of the proposed esd match which I mentioned also includes 50 percent of the net meter revenue. So in our case, in the central east side we started with the parking permit surcharge as we collected data to demonstrate the need for meters. And as meters come into the district, we have a 51 percent of net meter revenue so eventually, the parking permits should disappear and the permit and the meters should actually become a greater presence in our district. The esd, enhanced service district, will be an excellent example of a program that creates a partnership between businesses and the city of Portland. It is important to note that the esd and industrial district are those supporting the formation of the esd are predominantly small business owners like me so I wanted to note that in the central east side, the mass majority of the property owners and businesses are all businesses under 20 employees so that is an important distinction. That is unlike any of the other business districts and it's something I am particularly proud of being a part of that community. The central east side is a successful example of how a diverse district that includes mostly small businesses and residential can work together to promote programs that work for everyone and the permit surcharge has been a big part of that success. While the central east side industrial council utilized our permit surcharge to form a esd, I strongly encourage you all to direct an effort to establish a comprehensive program for a neighborhood or a district to establish a esd. Permit surcharges could be a funding source

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but we need alternative sources for smaller districts who may not have a substantial enough permit surcharge or no surcharge at all to utilize it for esd formation which again, I feel strongly the goal of that is to help people have transportation demand management options and that, I think, is an excellent use of the permit surcharge. I am very pleased to have partnered with the dedicated staff of pbot over the years and I as a private citizen, ask that you approve their guidelines for future apps.

Fritz: I am a little confused because the enhanced service district does more than transportation management.

Lukasik: Yes, it does.

Fritz: So it doesn't seem to me this is an allowable use of surcharge money.

Lukasik: The esd is the private funding side of a relationship with the city, much like the Lloyd district. We have a partnership with the city. The transportation side of it is the permit surcharge would be used for the transportation demand management. The private money raised through an esd which is separate from, so they are two separate entities, would be used for other things such as safety, cleanup and security.

Fritz: Okay, thank you.

Lukasik: I also wanted to assure you, mayor wheeler, that as a business owner who has used permits, I am a very reliable source for fte information.

Wheeler: All right, we know one person --

Lukasik: I can vouch for many businesses --

Wheeler: Unquestionably.

Fish: Is that because the form says under penalty of perjury --

Lukasik: Exactly, we do not want to answer to chris arnes, so

Fritz: Well plus you're all watching what each other are doing so if one business has magically a permit per employee --

Lukasik: Exactly. It really does self --

*******:** Police?

Lukasik: Thank you. Self police because it's like the parking is so hard in our district so if we saw some other business having a whole bunch of permits, we would question that.

Wheeler: Well, you know me, I can't help myself on this. I appreciate it. Thanks for your time. Commissioner eudaly?

Eudaly: I would just like to clarify something in the ordinance. We create a definition and list that clearly focuses these funds on transportation-related items, not liveability. So I am afraid we have gotten a little offtrack and I want to focus on the matter at hand today.

Lukasik: I apologize for that. I did want to make the distinction that there are two, the private side and then there is the transportation side and those definitely are two different things.

Eudaly: And you did that at the end so I appreciate that but there's been a flurry of what is she talking about in the room so I needed to clarify that.

Wheeler: Thank you for the clarification. Thank you.

Rick Michaelson: Good afternoon, I'm Rick Michaelson, I am the chair of the northwest Portland sac and I have been working parking issues for over 40 years in northwest Portland now.

Wheeler: You still haven't found a parking spot? [laughter]

Michaelson: I own a number of parking spots, in fact. We won't get into that. As you know, northwest Portland has grown quickly with increasing jobs, increasing housing units but it remains a really diverse community and the two main census tracts in northwest Portland, are actually low enough income that they would qualify for the opportunities zone program so we are dealing with equity and dealing with trying to make sure that people are dealt with fairly throughout the district which also means it's very hard to charge people a lot of money for permits when they need their cars to go to work which is why we instituted the

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low-come thing. We started out selling 10,000 permits the first year for 5000 parking spaces. That was kind of out of whack. The combination of the surcharge and putting some limits on spaces and on the number of permits a business could have, for instance, that number has been reduced to around 7000 permits sold. Our consultants tell us we need to get that number down to around 5900 which is going to be really tough. We have done the easy stuff so far. By putting a permit surcharge in businesses that were just buying a permit for every employee, even though those employees only work two days a week, are now sharing those permits. Residents who had permits for five cars initially because they were so inexpensive have cut it back to one or two cars so we have made those kinds of charges but getting people to give up their cars because of the price of permits, would make it inordinately expensive for many of our residents. We estimate the market value of a parking space on-street is probably \$60-\$80 a month but to charge anything near that would be for the people who need their cars to work, would not be allowed to live in our neighborhood anymore. Another interesting thing about this, it really doesn't matter how many permits are out there, it is how many permits are being used at any given time. For instance, we have 3000 employee permits but our recent survey showed only about 800 of them were being used on a given day so to get down to the number being used is not really important. Similarly, the residential permits, the best thing that could happen to northwest Portland is if all the residents drove to work every day and freed up those spaces, but that is so contrary to our livability goals and everything, that that's a direction we're moving in. What we're trying to do through the tdm programs and through the surcharge is really incentivize people to look at alternatives to keeping a car in the neighborhood. Owning a car is very convenient and I think most people will continue to own cars if they can afford to so we're looking at better ways of managing it. One of the things we learned recently is that in addition to the of 6000 on-street spaces in northwest Portland, there are 12,000 off-street spaces, so one of our next focuses is going to be focusing on more on shared parking, making sure those spaces are used to the extent possible and are not sitting empty while there is spaces on-street are there . We probably need control or access to about another 700 parking spaces in northwest to get the system in balance and one way obviously would be to build them but we're not proposing that. The other way is to make sure the spaces are off-street are used more efficiently by more people so we increase the availability of parking without increasing the number of parking spaces. As Owen said, this is a work in progress. Things will change every year for the next few years but we think we have gotten a handle on the data and gotten a handle on what is going on so we can continue moving forward. You raised the question about the changes in hours for enforcement and while it is not before us today, I thought I would make two comments. One is we want to start enforcing later in the morning because the spaces at 21st and 23rd avenue don't fill until 11:00 and if didn't start enforcing until 10:00, a resident who couldn't find a space anywhere but on 21st or 23rd would not have to get up so early to move their car out of there before they started getting tickets. The evening recommendation of extending it is for our consultants feel strongly that meters are one of the ways we control usage and if the usage is too high, we should do things like increasing the cost of the meter or increasing the enforcement availability. We have two peak hours of parking demand in northwest Portland. One is from 11 to 12 which is well covered by enforcement of the meters now, but the other is between 7 and 9 p.m. which is not enforced at this point. So that is why we're looking at extending those hours to 8 to pick up enforcement there. It's hasn't been debated, hasn't been discussed by the sac, yet, so we don't know whether that is going to be a real or not.

Hardesty: So is the concern a business concern, or a residential or both?

Michaelson: At that time, the biggest concern is for residents who come home from work and can't find a place to park because other people are there. We don't know who those

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people are there at that time and that is one of the things we need to find out. If it's turning out that those spaces in the evening are being used by people that should be there, customers or others, we don't want to chase them away.

Hardesty: Right and that is what I was just thinking.

Fish: Rick, in 21st and 23rd, you have an interesting mix of businesses but let's take just the service business, on 21st the guy who repairs shoes or does shoe-shine or lets go on 23rd, the place where my son dispatches me regularly to pick up a pizza escape from new york, and places like that. Do we have the right mix of short-term parking that allows people to go in and do a quick transaction at some of those businesses or what is your overall assessment?

Michaelson: I think the balance is about right. One of the things we did most recently is to look at the number of 30-minute spaces and how they're being used. Those are the short pickup spaces and they will be way under used. In other words, there was not as much demand as we were providing supply for so we have cut back on the supply by about half to get that better in balance. The other place of balance now, is there are some spaces that can be used only if you pay and other spaces that can be used if you pay or if you have a permit. The balance is those is probably off and we're adjusting we're adjusting that as well. We're also doing some work at looking at loading zones and seeing if they are being used appropriately. So I think we have the balance fairly close but it is never going to be perfect and will continue to be adjusted.

Wheeler: Thank you.

Tony Jordan: Good afternoon --

Wheeler: Good afternoon. Commissioner Fritz had a question, sorry, sorry.

Fritz: I just wanted to comment and thank you, Rick, that we had this a month ago in december and I couldn't help but remember December 2012 when I, I think I still have e-mails that I should have responded to because of the volume of concern and the fact that you and the group have been able to get it so that it is basically moving forward and people may have suggestions and such, and not be entirely happy with it but what a difference and thank you very much.

Michaelson: I think it was one of the best decisions for northwest Portland to implement this program. It hasn't been easy but I think it is well worth doing and I think it's well worth the amount of energy the committee spends on it. As you see we meet 18 times a year to make sure everything is working right.

Fritz: Could you thank the whole committee from the council because we are all very grateful.

Michaelson: I will, thank you.

Wheeler: Thank you.

Jordan: Good afternoon, my name tony jordan, I represent Portlanders for parking reform. I think this northwest parking pilot is really important and the result show that better management of our parking supply can work to make parking more accessible and convenient. The results also show that I think a lot more can done and needs to be done to truly make parking equitably accessible, convenient and to ensure that parking management helps us meet our various goals. Some citizens are understandably frustrated that it is still hard to park and they still have to pay. Until we're charging a rate that supports an optimal occupancy and that rate might change depending on the time of the day, the day of the week, then there is a valid argument to be made that the city is charging more without solving the problem for people. So I think we should certainly aim to speed up the implementation of performance pricing and adjusting hours of enforcement so the public right-of-way can be used to facilitate commerce and fellowship with a minimum of greenhouse gas emissions and traffic collisions. How we spend the revenue from parking is also very important and I think the northwest parking district is hitting the

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nail right on the head with the transportation wallet. It is a really innovative program. I promote it every chance I get. The surcharge revenue guidelines proposed are great because they are in line with that and I strongly encourage you to approve them and I think it will be good when they're implemented city-wide. I do think the one caveat would be that wherein we're using those revenues for shared parking, I do think it is important in the short-term to try and provide additional capacity but the long-term goals of the city are to reduce car trips. So if you are adding capacity or opening up capacity, you are potentially increasing the amount of trips so I think that those should always be looked at with caution and with a good balance of how new supply balances with just trying to convince other people who can take other modes. I am happy to see that equity considerations are in the revenue allocation guidelines but I also think we need to do more to bridge the gap of transportation subsidies we provide to low-income people with cars, versus those we provide to people without them. It's understandable that we provide discounts to low-income drivers who buy permits a \$105 annual subsidy currently in the northwest but why don't we provide free transportation wallets to low-income residents who don't buy a permit at all? So I do think in a lot of these programs we subsidize and it's good, make it easier for people with low-incomes to need to drive for their job but there are people who don't own a car and there is no subsidy being provided to them and I think that is an area that needs to be focused on. Done properly, parking management can be a win, win, win. We can meet climate goals, make it safer and more convenient to visit our commercial districts and can use the money in a redistributive manner to further shift modes and to provide economic assistance to people who need it the most. So I think we should do it and this is good stuff.

Eudaly: Thank you, mr. Jordan. What title would you give yourself in respect to the role you play in this issue. Because calling you a parking advocate sounds like you are advocating for parking?

Jordan: Parking reform advocacy, yes.

Eudaly: Parking reform advocate, okay. And I just want to let you know that providing free transportation wallet would be an appropriate use of the surcharge and it's something that my staff made sure was included in this list because we are diligently working in my office and in pbot to avoid further burdening low-income residents. It is a top priority when we we're talking about transportation as equity and access and inclusion. And finally I'll just say, if tony jordan likes something we are doing, I must be doing something right but I'm probably ticking off a bunch of other people. [laughter]

Jordan: Maybe. My son says a lot of people in town don't like you.

Eudaly: Oh, that is -- How old is he?

Jordan: He is 12. [laughter] [overlapping speakers] When something comes up, a comment on the internet, we will sometimes talk about it and he knows that not everyone agrees with what I think we should do.

Eudaly: I appreciate your work and your support.

Michaelson: And if I can add just one thing about the low-income transportation wallet, we would love to be able to provide those free for all the people who get them.

Eudaly: Thank you.

Michaelson: We don't have the revenue source. We can look at increasing the surcharge, some more for subsidies, but it is too complicated for us to deal with as our first step

Eudaly: That's good feedback.

Fritz: We need to make trimet free for everyone, don't we?

Armes: I think that central eastside would echo that. We're very interested in those kinds of conversations for sure.

Wheeler: Very good. Thank you. Does that conclude invited testimony?

Eudaly: That does conclude invited testimony.

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Wheeler: Sue, did we have a couple of folks signed up? Nobody else? Anybody here who wanted to testify who didn't the opportunity? No takers? Alright. Very good, please call the roll.

Fritz: Thank you very much to everybody who has been involved, Dave Benson, Matt Grumm, Yesenia Carrillo on my staff and as the commissioner in charge of the office of equity and human rights, I really appreciate the use of the council's adopted city-wide racial equity goals and strategies and the commitment to use that. You do have a fantastic equity manager in the Portland bureau of transportation and I appreciate all my colleagues having that up front and center of all of the concerns that we're looking at here, and indeed the acknowledgement from Rick Michaelson that there are some low-income people who have to be able to drive to work -- either the bus doesn't go there at the right time or it just takes too long to get between jobs to make ends meet so thank you for bringing that and I greatly appreciate commissioner eudaly and your staffs' helping me figure this out as to what we're doing and why, and I'm very supportive now. Aye.

Fish: Well, Commissioner Fritz for the first time in the 10 years that I've served with hr, today confessed that she was behind in responding to her e-mails. [laughter]

*****: I don't believe it.

Fish: But I think the point that she was making is that the easiest way to fill this chamber and to extend the cock on a hearing was to either talk about transportation and parking in northwest Portland, or a rate increase in our public utilities, or some combination of the two, and we literally could pack the place on both issues. It took a long time for us to get both right but on the transportation side, the fact that this is now no drama and instead, we're talking about how to use these resources wisely and how to align them better with equity is a quantum leap from the conversation we used to have here which is basically a huge level of skepticism about implementing any plan and then huge opposition. And here we are. So to the sac and people like rick michaelson who have been working on this issue for a long time, I want to echo what commissioner Fritz said, we owe you an enormous debt of gratitude. There are a lot of issues we currently deal with where two or three people show up and testify where hundreds used to sign up and we used to go into the evening and there was genuine rancor. And it takes a lot of hard work to get to the point where there is this level of trust and where the system is working and on balance pretty well. And as I have learned, it almost invariably requires the intervention of people outside this building to get us to that point. It is the trust and credibility that the citizens who are engaged in these issues bring which is really the secret sauce. So I couldn't be more pleased with the presentation. I want to thank commissioner eudaly for bringing this forward. It was an outstanding presentation and I couldn't be happier with the direction that we're headed. And the idea that offering this wallet of incentives as an inducement to not use a parking pass is really inspired and the fact that we actually see a trend line where we could be under capacity at some point is really encouraging. So congratulations to all and I am very pleased to vote aye.

Hardesty: I also want to appreciate the hard work that has gone into bringing this initiative forward and certainly northwest Portland has had parking problems the entire time I have lived here and I am coming up on my 30th year. So the good news is the rest of Portland has an opportunity to learn from you and to learn from how community and government and businesses can work together and try to find the best solution possible and so I am very grateful for the hard work that has been done. I would be remiss if I didn't put on the record that I just want to make sure we're using these resources to actually reduce the transit barriers for very low-income people. And that we are very mindful that the range of incomes in northwest and other areas of our city are enormous and so the more we can do to make public transit available for more people, the better we're going to be as a city. So

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thank you all for your good work. Thank you, commissioner eudaly and your staff for the work that you've done and I vote aye.

Eudaly: I want to start by reiterating our commitment to coming up with innovative solutions to mitigate, reduce, eliminate barriers to low-income residents. We cannot be making it harder for low-income individuals to live and work in the city and I also would just like to add disability to that list. It's something that I didn't have a chance to discuss but I am concerned with how these plans may impact people with mobility challenges or other health issues that legitimately need to park who are reliant on cars because we don't have the greatest accessible city-wide public transit service and need to park closer to their homes so that is another little angle for us to get at. Thank you for the presentation, testimony and discussion. It is clear this is complex and challenging work and it's great to know we have such dedicated volunteers and staff digging into the myriad issues that parking permit programs produce. I am especially gratified by the opportunity this gives us to be innovators in the country as well as around the rest of the city around parking privileges and to highlight how we can effectively use these privileges to directly benefit those without them. It is my hope that communities who opt to utilize this parking program will choose to spend that money to the greatest benefit for the most disadvantaged residents. Now, I would like to thank all the community partners and specifically the chairs of our advisory committees in northwest and the central eastside, who are rick michaelson and juliana lukasik respectively who both spoke today, as well as tony jordan. Tony, I appreciate you acknowledging that we may in the short term need to increase the supply but as I think you know by now, I am firmly committed to reducing the reliance on single occupant vehicles but we need to be increasing public transit, bicycle, walking, other options alongside, I guess, making driving your own car less appealing. So thank you for your support in that area. I would also like to thank staff, chris arnes, dave benson, scott cohen, antonina pattiz, colleen mossor and Kathryn Doherty-Chapman from pbots as well as rick williams and owen ronchelli from rick williams consulting. This is an important step in pbots's efforts to effectively and actively manage parking in our close in neighborhoods. I look forward to bringing more neighborhoods and innovative ideas to council in the months to come. I vote aye.

Wheeler: First of all, I want to yield some time to commissioner Fritz?

Fritz: Thank you mayor. One of the disadvantages to speaking first is that everybody else reminds of you what you of what you should have said so I appreciate that. This one extremely important person that needs to be recognized and that is mayor sam adams because the northwest parking district would not have happened without sam adams in December of 2010, and it was a very close vote and a lot of community concern and a lot of people who said this is totally not going to work and doom and disaster. So I do feel it's important to acknowledge mayor sam adams.

Wheeler: I think that is excellent and I assume that sam watches each and every one of these councils -- [laughter] So sam, good to hear from you and thank you for that acknowledgment, understanding there is a lot of history that goes into this. There was a very intentional effort over the period of many years and the community in particular came forward and really helped lead this and we're seeing that again today. Commissioner eudaly, you continue the fine line of people who help steward these programs forward and continuing to innovate and keep us on the cutting edge and making things work, balancing all of these competing and important values, making sure that people have accessibility, making sure the equity is in the equation, making sure that we have vibrant economically successful businesses in the neighborhoods, making share that we achieve our climate action goals and acknowledging the hard cold fact which is that assuming we maintain our preference to have an urban growth boundary and protect the wildlands outside of the urban growth boundary, that just means by necessity in the decades ahead we are going

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to continue to have more density inside the urban growth boundary which means we have to find smarter transportation solutions. I thought this was actually a very fun council session. I learned a lot today and I always feel proud to be part of a city that has the community and government working together very effectively to help us be on the cutting edge of how to address these issues. Today is yet one more example. Thank you all for your great work, for your hard work. I vote aye. The ordinance is adopted as amended. And we're adjourned.

At 3:06, Council adjourned.