

Moore-Love, Karla

Feb 4

From: Schwab Mary Ann <e33maschwab@gmail.com>
Sent: Tuesday, December 02, 2014 6:43 AM
To: Moore-Love, Karla; Parsons Sue
Subject: MAS Communication PUBLIC Schedule: December 31, 2014

Good Morning Karla,
I trust the December 31st date remains open, if not January 7th works for me too.
I will be reviewing the Mt. Tabor Reservoir disconnect public involvement processes.
Thanks,

Mary Ann Schwab, Community Advocate
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Portland, OR 97214
(503) 236-3522

Dear Portland and Regional Water Rate Payers:

On Wednesday, December 10, Park Commissioner Amanda Fritz and Water Commissioner Nick Fish will host public meetings about the future of the Mt Tabor reservoir sites. At the first meeting held on November 18th, City staff described possible futures for the reservoirs. During the Wednesday, December 10th meeting, the Commissioners will announce the option they've chosen HOPEFULLY BASED ON THEIR SURVEY BELOW. The meeting will be held from 6:30 to 8:30pm. in the McGuire Auditorium at Warner Pacific College, 2219 SE 68th Ave. Public testimony is welcomed.

MESSAGE BELOW IS COMING FROM FLOY JONES, FRIENDS OF RESERVOIRS --

This Parks Bureau survey on what to with the open reservoirs after the disconnect degradation will only take you one minute to complete (if you do not include extensive comments). Choosing option #1 to retain water in Portland's open reservoirs sends an important message to City Hall reinforcing the message delivered at the Fritz/ Fish meeting - the community DOES NOT support disconnection of Portland's open reservoirs.

Apparently the city wants you to complete the survey by Monday, so take the time today.

<https://www.portlandoregon.gov/parks/66245>

PLEASE PASS THIS ON!

PLEASE LET'S LOBBY TOGETHER TO SUPPORT KEEPING OUR RESERVOIRS
FUNCTIONAL FOR THE NEXT SEVEN (7) GENERATIONS... .



Our 26th Year



Mosaic master Page 13



Down home Italian Page 15



Bruno morphs Page 14

The SOUTHEAST EXAMINER

FEB 2015



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"Your Neighborhood News Source"

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Commissioners Deny City on Tabor Disconnect

BY MIDGE PIERCE

In a stunning tour de force, the Historic Landmark Commission denied the City's application to disconnect Mt. Tabor's reservoirs from Portland's drinking water supplies. The three dissenting votes that split the decision turned on the lack of a clear plan for deferred maintenance that has allowed the structures to deteriorate.

The disconnection plan is the Portland Water Bureau's response to an Environmental Protection Agency ruling against open air reservoirs. Because the reservoirs are designated resources on the National Historic Register, the HLC was tasked as the final local agency review before project construction later this year.

"It's amazing commissioners had the backbone to stand-up to the City," said Mt. Tabor Neighborhood Association board member John Laursen echoing the surprise of citizens who have opposed disconnection for more than a decade.

But it's not game over. The Bureau of Development Services has called for a fourth HLC hearing to reconsider an adjusted application. Conditions needed to swing the vote include commitment to a maintenance plan that may cost \$3 million to execute.

Landmarks Commissioner Jessica Engeman said that once the basins are offline, maintenance incentives evaporate. "Without a purpose, the reservoirs will be at risk of further degradation."

Commissioner Carin Carlson said the disconnect would have major impact on the integrity of the structures. "It's irresponsible to approve a plan without funding and stewardship assurances."

Commissioner Harris Matarazzo said he could not support a project that spent money for interpretive panels when the reservoir concrete is crumbling. Cit-

ing City Council's lackluster leadership, he called for mandated mediation. "It's inconceivable that the government can't sit down with concerned parties. It holds private citizens to a much higher standard (than itself)."

One significant concession made by the Portland Water Bureau at an earlier hearing was its agreement to fill the basins, but, PWB has continually stonewalled requests by HLC to fully commit to a maintenance plan approved in 2009. One observer pointed out that at the current rate, repairs will take 57 years.

Citizens at the three HLC reservoir hearings have been staggered by BDS' strong-arming of the all-volunteer commission. "They badgered them, trying to force them to do their will," said Laursen.

It's difficult for volunteers appointed by the City and dependent on the City for information to resist the City's agenda, he explained. At each meeting, the HLC requested additional information from PWB and assurance that it would satisfy overdue maintenance needs. Three times the Bureau of Development Services pressed back for unconditional approval of the water bureau's disconnection plans.

After public testimony closed at the Jan. 12 hearing, Laursen said, "We out-testified the Water Bureau, but BDS hijacked the meetings. They pushed commissioners toward decisions they're reluctant to make."

The MTNA position is that maintenance costs could have been kept in check with ongoing repairs. Without a clear maintenance plan, the proposal could be invalidated. A violation of regulations leaves grounds for an appeal to the Land Use Board Authority (LUBA).

"MTNA is prepared for that possibility," said Stephanie Stewart, landuse chair and a member of the citizen's task force charged with mitigating reservoir disconnection damage. "The PWB only provided 6 of the 11 items initially requested by the landmarks commission."

Laursen added, "The staff giving wrong information is not actionable, but procedural violations are."

Last fall, after a public meeting about the future of the reservoirs turned contentious, PWB cancelled a planned public hearing about what comes after the reservoirs are disconnected.

During Landmark hearings on Dec. 1 and January 12, testimony was pointed but civil. "Historic preservation is about respect," said activist Johnnie Dwork, citing PWB broken promises and dismissive actions toward citizens.

Longtime water bureau critic Floy Jones called PWB masters of the mislead. "They said they would bring all stakeholders together. It never happened." She contends there were less onerous options to tearing up the park with construction and disconnecting Portland's drinking water from the reservoirs.

Joe Walsh testified that disconnection will leave the reservoirs vulnerable



Chester and the little people at 26th & SE Division Street

Art Reflects Life on Division

BY MIDGE PIERCE

Eight recent art installations along the new Division Streetscape are a testament to the powers of observation and imagination.

The title, This All Happened More or Less, was inspired by encounters along the street artists describe as great for people-

watching with the street's flourishing shops, businesses and restaurants.

"Division is loaded with characters we could draw from," says Crystal Schenk. Schenk and her husband, fellow sculptor Shelby Davis, devised the miniature figurines that sit upon boulders flanking both sides of the street from 11th to 36th.

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Robust Road Debate Rocks Council Resolve

BY DON MACGILLIVRAY

The search for badly-needed Portland street funding is finished for now, but it is not over. At the final public hearings before City Council on January 8, it was clear that much more work still remains to be done. Now, since the Oregon legislature is beginning its session this month, they will try to address this challenge for the entire state. The last year has been a disappointment for many people, proponents and opponents of street funding alike. Everyone agrees about the need, but not the solution.

Portland's streets were ranked the ninth worst in the nation in 2000. The current condition of the streets is that 29% are in good or very good condition and 52% are in poor or very poor condition.

The price for the street repair backlog has grown to \$910 million from \$780

million since 2004. Portland needs to spend \$75 million dollars annually to effectively bring down the backlog. Every dollar spent on less expensive street repairs can save almost ten dollars in later years. Investing in preventive maintenance is proactive and relatively inexpensive to keep our transportation system in good shape.

The issue of delayed street maintenance has been with the city since before 1988, but few people really seem to realize how much of a problem it is. This effort to find a way of funding the needed repairs was begun in early 2014.

After a number of public meetings and a telephone survey, the first street fee was unveiled in May. A contentious five hour public hearing May 29 led to a pause in deliberations on the fee. As there was much consternation, the decision was postponed until November.

As is the "Portland Way", it was

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sculpting a life-size semi-truck to developing storefront designs featuring wildlife such as flying owls and ravens.

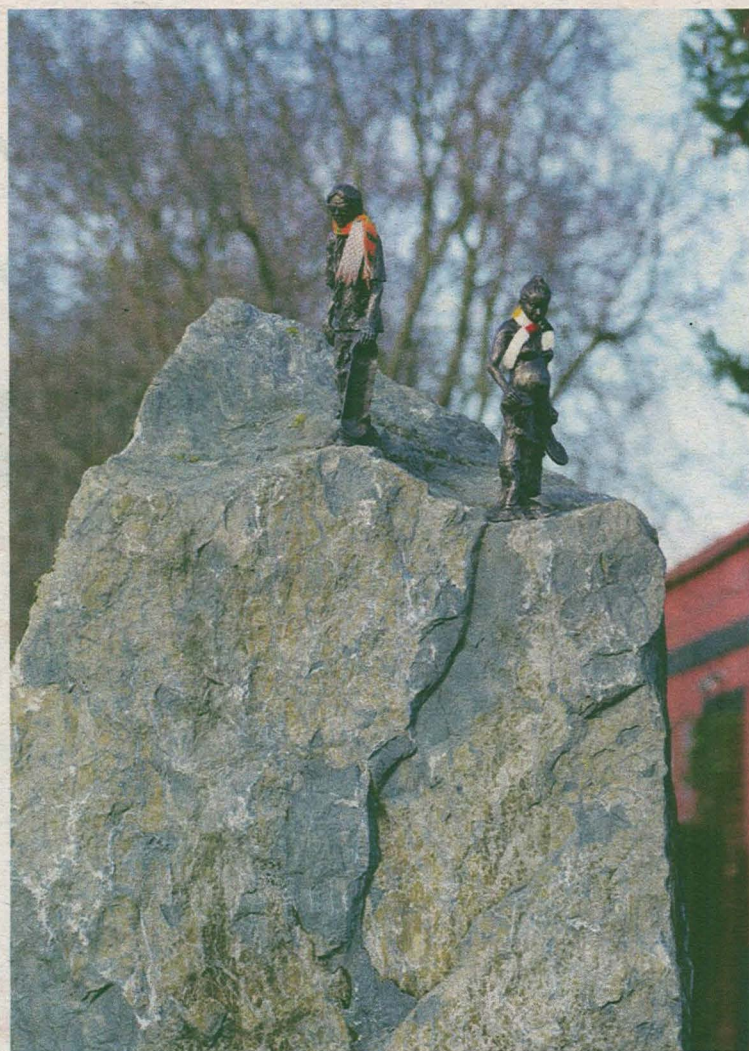
To make a living with their art, the couple wear many hats patchworking together studio commissions, teaching courses at local colleges and applying for grants.

The Division Street project was funded by the City's 2% for Art ordinance. Peggy Kendellen, public art manager of the Regional Arts and Culture Council says that out of 26 nominations, Davis and Schenk were unanimously selected by Richmond and Hosford-Abernethy neighbors and other local artists.

"Portland is a wonderful environment for making art, but it's a terrible place to sell art," Schenk laments.

"Yet, to have your art along an entire street is a privilege," says Davis.

For information about works by Schenk and Davis, take the tour at crashstudioart.com.



SE Division & 20th

Putting the Brakes on Tabor Disconnect to Review Policy

from cover

to development. "Take away the prime reason for their existence and somewhere along the way, some City Council will want to fill them in and sell the land."

Daniel Berger, M.D., aka Dr. Dan, offered, "It's worth pointing out that the rushed deadline to complete this project was fabricated by the City." He claimed it's not too late to submit new timelines for the Oregon

Health Authority to submit to the Environmental Protection Agency to delay closure.

"Other cities have done this and succeeded. Why is the City racing to complete this project... Because they and their corporate partners realize that the rules driving the project are very likely to change in 2016. Don't let the City bulldoze over proper policy and good governance."

Lawyer Steve Wax said he was astonished to hear PWB's

claim that there is no zone change involved in the disconnection. Calling the statement a clear inconsistency, he said that taking the reservoirs offline was certainly a usage change that would require rezoning.

Added lawyer Ty Wyman, BDS does not want "a conditional use application approval because of the level of scrutiny it summons. "This is a 120 year-old resource. The law requires it."

Street Repair—Who Will Bail Us Out?

from cover

decided to have a more inclusive process using three community task forces meeting over the summer to come up with more appropriate ideas about the residential and business fees.

In recent years, Portland Bureau of Transportation (PBOT) repairs about 30 miles of streets each year. Under the current administration in fiscal year 2013-14, a total of 103 miles were repaved or sealed.

With 5,000 lane-miles of roadways worth \$5 billion, much more revenue is needed. The streets are the city's largest asset and 100 miles of repair yearly is not enough. At the current level of funding it will take 50 years to do the needed repairs.

In May, the initial amount to be raised to fix our streets was set at \$56 million dollars. This was reduced to \$46 million with half of the funds coming from Portland businesses and half from residents. In May 2014, an annual flat fee was to be \$144 for most homeowners. In June, it was changed to a progressive income tax that could have been \$900 a year for those earning over \$350,000.

Now the latest residential tax proposal would charge individuals \$36, \$60, \$90, \$108,

or \$144 a year based on the income quintile in which they fall. The annual business fee would be from \$36 to \$1,728 for most businesses depending on type, size, and the revenue of the business.

Large institutions like schools, the Port of Portland, the Airport, hospitals, and government would pay more according to their size. At the end of the hearings process, it was well-known that the math for both street fees was flawed.

Hearings were held in mid-November with a decision expected by the end of the month. Southeast Uplift coalition requested to see the documents used to calculate Portland's street fee from residential income taxes and from business fees. When they weren't forthcoming, SE Uplift filed a lawsuit in Multnomah County Circuit Court claiming that Portland city officials were refusing to release the public records.

On December 12, before the Multnomah County Circuit judge, SE Uplift and the City of Portland agreed the city would deliver the documents by December 22 and SE Uplift would pay half of the \$2,720 demanded by the city.

The deadline passed without the city providing the requested documents to the neighborhood

coalition. When received, the street fee spreadsheets from PBOT were found to be full of errors, that would cause many businesses to be over or undercharged.

A council vote on the business fee was to take place January 14, but this was postponed for one week. In the meantime it was announced that the work on the street fund proposals would be tabled for several months to allow the state legislature time to formulate a transportation package.

It is expected a large transportation funding package will be a high priority in this year's session. In 2011 the Legislature approved a 6 cent gas tax increase. An 8 cent state gas tax increase would provide Portland with an additional \$10 million a year. This would still leave some heavy lifting for Portland to address street repair challenges.

The discussion over street funding will continue in the summer after the Legislature finishes its work and after the City Council has finalized its 2015/16 budget.

It is hoped a satisfactory proposal will be negotiated so that the city council can adopt a street fee without it being referred to the voters.

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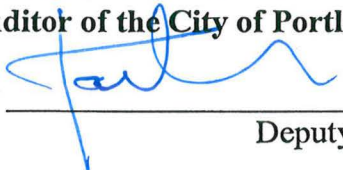
Request of Mary Ann Schwab to address Council regarding Mt. Tabor Reservoir disconnect public involvement processes (Communication)

FEB 04 2015

PLACED ON FILE

Filed JAN 30 2015

MARY HULL CABALLERO
Auditor of the City of Portland

By  Deputy

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Novick		
Hales		