



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **13TH DAY OF MAY, 2015** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz, Novick and Saltzman, 5.

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

On a Y-5 roll call, the Consent Agenda was adopted.

Council recessed at 9:52 a.m. and reconvened as Portland Development Commission Budget Committee (PDC) at 10:00. At 11:00 a.m. Council recessed as PDC Budget Committee and reconvened as City Council.

COMMUNICATIONS		Disposition:
461	Request of Marianne Fitzgerald to address Council regarding Bureau of Transportation-Bureau of Environmental Services Coordination Charter (Communication)	PLACED ON FILE
462	Request of Floy Jones to address Council regarding Water Bureau budget (Communication)	PLACED ON FILE
463	Request of Jamie Partridge to address Council regarding Contingent Worker Task Force (Communication)	PLACED ON FILE
464	Request of Xan Hamilton to address Council regarding mid-block street painting ordinance (Communication)	PLACED ON FILE
465	Request of Mike Summers to address Council regarding homeless issues (Communication)	PLACED ON FILE
TIMES CERTAIN		
466	TIME CERTAIN: 9:30 AM – Mayor’s Message to Budget Committee (Mayor convenes Council as the Budget Committee) 5 minutes requested	PLACED ON FILE

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467	TIME CERTAIN: 10:00 AM – Council to convene as Portland Development Commission Budget Committee to receive the proposed budget (Mayor convenes Portland Development Commission Budget Committee) 1 hour requested	PLACED ON FILE
CONSENT AGENDA – NO DISCUSSION		
Mayor Charlie Hales		
Bureau of Planning & Sustainability		
468	Amend Intergovernmental Agreement with Metro to accept an additional \$80,000 for administration of the City Master Recycler Program in FY 2015-2017 (Second Reading 441; amend Contract No. 30003529) (Y-5)	187118
Office of Management and Finance		
*469	Pay claim of Mary Haney in the sum of \$7,699 involving the Bureau of Environmental Services (Ordinance) (Y-5)	187119
*470	Pay claim of Christopher Hermann in the sum of \$7,360 involving the Portland Fire Bureau (Ordinance) (Y-5)	187120
471	Extend a right-of-way use agreement granted to Clear Wireless LLC for wireless broadband Internet access services (Ordinance; amend Ordinance No. 185716)	PASSED TO SECOND READING MAY 20, 2015 AT 9:30 AM
472	Extend term of a right-of-way use agreement granted to Sprint Spectrum, LP for mobile telecommunications services (Ordinance; amend Ordinance No. 185717)	PASSED TO SECOND READING MAY 20, 2015 AT 9:30 AM
473	Extend term of a right-of-way use agreement granted to Cricket Communications, Inc. for mobile telecommunications services (Ordinance; amend Ordinance No. 185788)	PASSED TO SECOND READING MAY 20, 2015 AT 9:30 AM
474	Extend term of right-of-way use agreement granted to New Cingular Wireless PCS, LLC for mobile telecommunications services (Ordinance; amend Ordinance No. 185789)	PASSED TO SECOND READING MAY 20, 2015 AT 9:30 AM
Commissioner Nick Fish		
Position No. 2		
Water Bureau		
475	Accept contract with JW Underground, Inc. for the construction of the Headworks Flow Meters project as complete, release retainage and authorize final payment (Report; Contract No. 30003570) (Y-5)	ACCEPTED

<p>Commissioner Dan Saltzman Position No. 3 Portland Fire & Rescue</p>		
<p>*476</p>	<p>Accept a grant in the amount of \$342,437 from the Federal Emergency Management Agency for Assistance to Firefighter Grant FY 2014 to fund firefighter bailout systems (Ordinance) (Y-5)</p>	<p>187121</p>
<p>Portland Housing Bureau</p>		
<p>477</p>	<p>Amend subrecipient contract with JOIN to add \$3,468 for enhanced outreach and operations during winter severe weather events for a total not to exceed \$1,780,741 (Second Reading Agenda 442; amend Contract No. 32001124) (Y-5)</p>	<p>187122</p>
<p>REGULAR AGENDA</p>		
<p>*478</p>	<p>Update City of Portland Fair Wage Policies to establish a minimum wage of \$15 per hour for employees working under covered service contracts (Ordinance introduced by Mayor Hales and Commissioner Saltzman; amend Code Chapter 3.99) 20 minutes requested (Y-5)</p>	<p>187124</p>
<p>Mayor Charlie Hales Bureau of Police</p>		
<p>*479</p>	<p>Authorize an Intergovernmental Agreement with the Oregon State Police Criminal Investigations Division for the use of Oregon Department of Justice Oregon High Intensity Drug Trafficking Area Program grant funds to reimburse the State for drug interdiction efforts on behalf of the HIDTA Interdiction Team (Ordinance) 20 minutes requested for items 479-481 Continued to May 13, 2015 at 2:00 pm. (Y-4; Novick absent)</p>	<p>187125</p>
<p>*480</p>	<p>Accept a grant in the amount of \$172,700 and appropriate \$40,000 for FY 2014-15 from the Oregon Department of Justice and the Oregon High Intensity Drug Trafficking Areas program for sworn personnel overtime and program expenses for Portland interdiction efforts (Ordinance) Continued to May 13, 2015 at 2:00 pm. Motion to amend directive b to add General Fund information: Moved by Fish and seconded by Saltzman. (Y-4; Novick absent) (Y-4; Novick absent)</p>	<p>187126 AS AMENDED</p>

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<p>*481 Accept a grant in the amount of \$36,000 from the Oregon Department of Justice and the Oregon High Intensity Drug Trafficking Areas program for program expenses for Portland Metro Gang Task Force interdiction efforts (Ordinance) Continued to May 13, 2015 at 2:00 pm. (Y-5)</p>	<p>187127</p>
<p>Commissioner Nick Fish Position No. 2 Water Bureau</p>	
<p>482 Authorize a contract with the lowest responsive bidder and provide payment for the construction components of the Road 10 MP 3.0-4.6 Project at an estimated cost of \$889,000 (Ordinance)</p>	<p>PASSED TO SECOND READING MAY 20, 2015 AT 9:30 AM</p>
<p>Commissioner Steve Novick Position No. 4 Bureau of Transportation</p>	
<p>483 Vacate a portion of SE Gideon St east of SE Milwaukie Ave subject to certain conditions and reservations (Second Reading Agenda 458; VAC-10092) (Y-5)</p>	<p>187123</p>
<p>City Auditor Mary Hull Caballero</p>	
<p>484 Assess property for sidewalk repair for the Bureau of Maintenance (Hearing; Ordinance; Y1086) 15 minutes requested</p>	<p>PASSED TO SECOND READING MAY 20, 2015 AT 9:30 AM</p>

At 12:00 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **13TH DAY OF MAY, 2015** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz, Novick and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn Beaumont, Chief Deputy City Attorney at 2:00 p.m.; Lisa Gramp, Deputy City Attorney at 2:52 p.m.; and Jim Wood and John Paolazzi, Sergeants at Arms.

The meeting recessed at 2:12 p.m. and reconvened at 2:45 p.m.

<p>485 TIME CERTAIN: 2:00 PM – Consider proposal of the City of Portland Water Bureau for Demolition Review and the Bureau of Development Services staff and Portland Historic Landmarks Commission recommendation of approval for the demolition of 1894 Reservoir #3, 1894 Reservoir #4 and the 1946 Weir Building, all contributing resources in the Washington Park Historic District at 2403 SW Jefferson St (Previous Agenda 414; Hearing introduced by Commissioner Fritz; LU 14-249689 DM) 10 minutes requested</p> <p>Motion to approve the application of the Water Bureau: Moved by Fritz and seconded by Fish. (Y-5)</p>	<p>Disposition:</p> <p>TENTATIVELY ACCEPT THE PROPOSAL AND RECOMMENDATION; PREPARE FINDINGS FOR JUNE 10, 2015 AT 2:00 PM TIME CERTAIN.</p>
<p>486 TIME CERTAIN: 2:00 PM – Amend timeline and Case File Review for Independent Police Review Citizen Review Committee appeals (Ordinance introduced by Auditor Hull Caballero; amend Code Section 3.21.140 and replace Code Section 3.21.150) 1 hour requested</p> <p>Motion to remove words in Section A to delete “a hearing consisting of”: Moved by Fritz and seconded by Fish. (Y-5)</p> <p>Motion to amend Section D phrase to read “...the committee shall vote on when to hold an Appeal Hearing”: Moved by Fritz and seconded by Fish. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED MAY 20, 2015 AT 2:00 PM</p>

At 4:42 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

MAY 13, 2015 9:30 AM

Hales: Good morning, everyone, and welcome to the May 13th meeting of the Portland City Council. Would you please call the roll?

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

Hales: Welcome, everyone. We'll take communications items up front and then we'll briefly convene as a budget committee. So, let's take item 461, please.

Item 461.

Hales: Good morning.

Marianne Fitzgerald: Good morning. I've submitted the charter and my written comments to you, but I want to just talk from my heart for this one because I was so excited when I saw this charter. It was signed last September -- same day as the constitution was signed, in a historical context -- but I think it has the similar potential in order to get the bureaus working together and working with the neighborhoods to resolve issues that seem unresolvable. But I also know that you need top management support in order to make these things work.

I worked for government for 31 years, and I have seen at least three separate efforts of cross-program coordination fizzle because they did not have top management checking in. So, on the first page, it's got wonderful words in here, like "both BES and PBOT will agree to coordinate on reassessing priorities to support more comprehensive program and project implementation. The purpose is to increase efficiency and effectiveness in supporting and implementing both bureaus' priorities while building lasting and improved working relationships across bureaus and improving livability in our neighborhoods." This is a win-win-win.

Two months ago, I met with PBOT and BES staff, and we were talking about our favorite project, SW Capitol Highway between Multnomah Boulevard and Taylor's Ferry Road. And the team leaders at the meeting said, "oh, perfect case study for this coordination charter." The issue is cost -- a high cost of the stormwater program, and the high cost of building the much-needed sidewalks and bike lanes. So, we have high hopes that this kind of charter can help us resolve the issues of cost, work with the neighborhoods on design, and get this project built. But I know that it needs your support.

It says in here that the leadership team will check in twice yearly. I hope you will check in with the leadership team and make sure that this continues. Thank you.

Hales: Thank you.

Novick: Thank you, Marianne.

Good morning.

Item 462.

Hales: Good morning.

Floy Jones: Good morning. It is truly difficult to fathom that City Council would be considering this afternoon demolishing two of the City's most significant historical resources, two of the City's most significant water system resources at a price tag of \$80 million.

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As you know, EPA does not require disconnecting or eliminating open reservoirs from the water system. They don't require demolishing historic structures. And as the Historic Landmarks Commission member wrote to you, at the March 30th Historic Landmarks Commission meeting, the Water Bureau admitted that they don't need the storage at Washington Park.

As you should know, water demand has declined since 1988. And that the basically stable landslide, historic landslide area will become destabilized with digging. And this was shared with me by a geologist at PSU who is now a consultant with the Water Bureau in 2012. He said as long they don't do any digging up there, everything will be fine. The Water Bureau further admitted that a new underground storage tank would likely not survive a major earthquake. So we're going to spend \$80 million for no public health benefit, degrade our system, create new and unique public health risks.

I wrote to you in April outlining options for avoiding cutting and plugging up at Tabor and demolishing the Washington Park reservoirs, and that was subsequent to doing a public records request at the Oregon Health Authority. I've had the pleasure of working with water managers in Rochester, New York, where they have two older historic open reservoirs set in city parks. They've no intention now or any time in the future of eliminating those from their water system. They're 25 years older than ours. And the difference between why they got a deferral and we didn't is that they collaborated with the health department. They didn't use a surrogate to send a message that we really want to bury the reservoirs, which our Water Bureau did. They worked with them in collaboration. Their mayor got involved. They work with the health authority. Their governor and their senator are both working on revising this poorly-crafted rule.

This afternoon, the Water Bureau is counting on your failure. They're counting on your failure to not have fully considered, have fully read all of the documentation and the comments submitted by the many who oppose these projects. In their rebuttal, they selectively ignore arguments. Radon -- you're not going to read about that. Underestimating dam break inundation. In small and large ways, misrepresent the information that was presented in opposition, even when it comes to their own documents. This is a final infrastructure master plan report. They suggest it's a draft, it says draft. It's a final. I did a public records request asking if there was a final. This is it.

Even on small points, they misrepresent. They don't discuss nitrification at all. They suggest, "oh, we only submitted information on an LA problem." They're already spending money on that. [beeping]

Hales: Ms. Jones, I need you to wrap up because you've used your time.

Jones: Yes. So, you really need to create an opportunity where all community stakeholders are seated at the table, as was outlined in a Council resolution that said you should follow your own adopted public involvement principles.

Hales: Thank you. OK, next person? [applause]

Item 463.

Hales: Good morning, welcome.

Jamie Partridge: Good morning, Mayor Hales, members of the Council. I'm Jamie Partridge, and I'm here representing 15 Now and Portland Jobs with Justice. We want to thank you for agreeing to our request to upgrade the Fair Wage policy and to pay a minimum of \$15 an hour for all full-time City and contracted workers, and we look forward to your vote today to seal the deal.

That leaves over 2000 City workers -- primarily Parks and Recreation -- who are classified as casual or seasonal who need to be upgraded to at least \$15 an hour. There are also Central City Concern and Transition Projects funded by the City who need the \$15

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upgrade. The money is available to bring these workers out of the poverty, it's in the budget surplus, or you can tax the rich. Portlanders clearly favor that.

You resolved on February 18th to set up a contingent workers task force to establish a path to upgrade these casual or seasonal workers to \$15. Apparently, there's some dispute about who should be on this task force. On February 18th, many of you acknowledged the value of labor and community voices in this conversation, and we urge you to include Laborers 483, AFSCME 189, Jobs with Justice, casual seasonal workers, Central City Concern and Transition Projects workers. In the interest of transparency and democracy, we urge you not to set up an internal Parks Bureau-only task force.

As of May 1st, the City is further mandated to move these workers to \$15. We encourage you to obey the May 1st arbitration which settled a long standing grievance from Laborers 483 ordering the union to cease and desist assigning bargaining union work to nonunion workers. These nonunion workers -- the casual and seasonal workers -- should be brought into the bargaining unit and paid bargaining unit wages. Again, the money is available. Put us on the task force and we'll show you where there's a will, there's a way. Thank you very much.

Hales: Thank you. Thanks very much. [applause]

Item 464.

Hales: Good morning.

Xan Hamilton: Good morning. Mayor Hales, Commissioners Novick, Fritz, Saltzman, and Fish, thank you for the opportunity to speak in front of you this morning to lodge my support for the mid-block community repair ordinance currently making the councilor rounds.

My name is Xan Hamilton, and I'm a resident of the large Cully neighborhood. As you are aware, Cully is a highly-diverse neighborhood comprised of streets that sidewalks and improved rights of way, featuring many houses on large lots with properties separating hedges, and few neighborhood embellishments or community gathering areas -- except K^hunamokwst Park -- thank you, Commissioner Fritz, thank you for that. We love that park.

I've lived on my block in Cully that stretches from NE 57th to NE 67th for five years. When my family and I moved into our house, there were two small children on this large block, and now there are 14 between the ages of newborn and 10. I'm an event organizer by passion and when I planned our block's first block party in 2013, I discovered that people who had been living on the block concurrently for 25 years or longer had never had occasion to meet. There was hardly a sense of community, and most neighbors didn't know each other's names. Our inaugural block party integrated games and food sharing to serve as introductions and community-building opportunities. People came together to offer what skills or items they could toward the event, and it was a blast.

This year, I became involved with City Repair, taking part in their many well-structured workshops geared towards participation in this year's village building convergence, affectionately known as the VBC. Interesting in fostering the social capital on our block, I held meetings with neighbors about the improvements we could potentially make on our street. As neighbors now gravitate to the center of our block to meet, we decided that a fabulous and colorful design stretching down the street would showcase our community.

From the Cully Association of Neighbors, I applied for and was awarded a mini-grant to defray the costs of paint and other supplies for the project. However, we then discovered there is no permit for us to paint mid-block.

Mayor Hales, I thank you for your support on the mid '90s while City Councilor of Mark Lakeman's community building projects, beginning with the shared square endeavor. I have had the pleasure of working with Greg [indistinguishable] from PBOT, and through

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PBOT and City Repair, we're working in tandem to extend opportunities to neighborhoods like mine by creating a mid-block community repair ordinance.

The passage of this ordinance would allow for my neighborhood to engage in the place-making and community building activities that we've excitedly designed and that we'd believe would best fit our block.

I would like to thank you in the advance for your support in the timely passage of this ordinance, soon to appear on your respective desks. It would allow my elongated block of Wygant Street to work together towards creating a sense of place while strengthening our social capital within Cully. And our block party date is the first of August, and you're all invited. Thank you.

Hales: Thank you. Thanks very much.

Item 465.

Hales: Mr. Summers? We'll give him an opportunity to come back. Let's move on to the consent calendar before our time concern item. I don't believe we have any requests to take anything off the consent calendar, is that right? None now? OK. Let's vote on the consent calendar as printed.

Roll on consent agenda.

Fish: Aye. **Saltzman:** Aye. **Novick:** Aye. **Fritz:** Aye. **Hales:** Aye.

Hales: We're starting the regular Council meeting now, so some of the basic rules and procedures here. If you're here to speak on a Council item, please state your name for the record. We don't need your address. If you're a lobbyist, you need to let us know that under our City Code. We typically allow citizens on items where testimony is taken to speak for three minutes if we have time for that, and it doesn't look like that will be a problem this morning. Please testify only to the matter at hand and we ask that during Council sessions, if you like what you're hearing from a fellow citizen, give them a thumbs up or a wave of the hand. If you don't, you're free to do the opposite, but please let's not have vocal demonstrations in favor or against our fellow citizens' opinions in this room so they have the chance to express them. And if you have handouts for the Council, please give them to the Council Clerk and she'll distribute them to us.

The first item this morning is actually where we actually reconvene momentarily as a budget committee as part of the formal process that we go through in the budget. There's obviously a lot of opportunities for citizens to testify on the proposed budget, and we have more of those coming up, but this morning's item is simply the transmission of my proposed budget to the Council. And that's what the clerk will read now.

Item 466.

At 9:46 a.m., Council convened as the budget committee.

Hales: I am convening the budget committee for the purpose of receiving the budget message. Committee members received copies of the budget document yesterday. This budget is the product of many months of work by City Council members, by bureaus, by our citizen advisers, by our great Budget Office, and is now is in the formal part of the process of consideration by the City Council.

This budget reflects, I believe, Portland's priorities -- and this Council has been very clear about those priorities over the last few years -- basic services like streets, investing in affordable housing, making good on our commitment to public safety and to changing the relationship between the Police Bureau and the community through how we deal with people suffering from mental illness, and investing in our kids.

This budget reflects about \$30.4 million of new funding for basic services, including over \$19 million allocated to transportation projects, \$6 million for affordable housing and

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homeless services -- and remember that that \$6 million proposed is on top of more than \$90 million already in the City budget for housing from all sources for a total of nearly \$100 million invested into housing.

It's proposed to allocate about \$9.6 million for public safety and emergency preparedness. That includes funds to renovate the Portland Building, to retain 26 firefighter positions that were potentially going to be cut because of the downturn that we had two budgets ago.

Over the last two years, as I mentioned, I really tried to prioritize improving the relationship between the Police Bureau and the community, so investing in analysts to support the Department of Justice settlement with the City, investing in domestic violence intervention, and gang enforcement further prioritized those efforts.

I'm proposing that we invest about \$4 million in our youth to expand the availability of Parks programs and to make it free and available for more of our teenagers to engage in recreation instead of in pursuits we would rather not them engage; to maintain funding for TriMet bus passes for young people in the city; summer internships; and a partnership with Concordia University to provide continuous support for children attending Faubion School in Northeast Portland.

I want to thank my colleagues on the Council and everyone in the community for helping to shape this proposed budget. I want to see if we have any comments or questions from us as budget committee before we return to being the City Council. Questions or comments from budget committee members? OK. Then this meeting of the budget committee is continued to Tuesday, May 19th, at 9:30 a.m. here in the City Council chambers. We will now reconvene as the City Council.

At 9:49 a.m., the budget committee adjourned.

Hales: Thank you, everyone. That's a formality that we are required to go through, and we made short work of it. Now, we will move on to the next item, which is the consideration of the PDC budget.

Fish: Mayor, since we are slightly ahead of time for the next time certain --

Hales: We are. You want to take some --

Fish: Can I suggest we do the second readings first?

Hales: I think that's a fine idea.

Fish: 483 is a second reading, for example.

Hales: Yeah, let's do that because we may not have a quorum later for those. I think you're right.

Item 483.

Hales: Roll call vote, please. Second reading.

Item 483 Roll.

Fish: Aye. **Saltzman:** Aye. **Novick:** Aye. **Fritz:** Aye. **Hales:** Aye.

Fish: Should we invite the Auditor if she wants to come up?

Hales: For 484?

Fish: Yes.

Hales: Is she here? I don't think she's here yet. Let's see. We can probably do 478, but I don't know if staff is in the room. Bear with us, folks. We have a time certain item for 10 o'clock and we're trying not to jump the gun on that.

Fritz: How about 482?

Fish: I don't know if we have the team here. We could take a 10-minute break.

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Hales: Yeah, I'm afraid we're going to have to do that. I think we're going to have to take a 10-minute break and return, because our next item on our calendar is set for 10 o'clock sharp, and we don't want to start before that. So, we will recess until 10:00 a.m.

At 9:52 a.m., Council recessed

At 10:00 a.m., Council reconvened.

Hales: We will reconvene and take up the next item.

Item 467.

Hales: I am now convening the Portland Development Commission budget committee for purpose of receiving the budget message.

At 10:00 a.m., Council reconvened as Portland Development Commission Budget Committee.

Hales: Budget committee members have received copies of this budget on Monday, May 11th, and request that we call the roll of the budget committee.

Fritz: Here. **Fish:** Here. **Novick:** Here. **Hales:** Here.

Fish: Karla, has there been a change in order?

Hales: [laughs] OK. Let me introduce Patrick Quinton and Chair Kelly to transmit the budget message. Good morning and welcome.

Tom Kelly, Portland Development Commission: Good morning. Mayor Hales, Commissioners, I'm Tom Kelly, the Chair of the Portland Development Commission. Thank you for the opportunity to present PDC's proposed budget for fiscal year 2015-16.

Last week, we presented our new five year strategic plan and highlighted our focus on addressing the disparities in income and opportunity within the city. As promised, the budget before you is intended to deliver on the first year of our new plan.

This budget, with \$213 million in forecasted expenditures, supports the agency's aggressive efforts to promote healthy, complete neighborhoods; access to high-quality employment; equitable wealth creation opportunities; expanded civic networks and partnerships; and a more equitable, innovative, and financially sustainable PDC.

In addition to its alignment with our new five-year strategic plan, the priorities of this proposed budget were established by the PDC board at its board retreat last December, and formed by the central city and neighborhood budget advisory committees. Lastly, the budget and five-year forecast also reflect changes resulting from the six urban renewal area amendments. While immediate impacts to fiscal year 15-16 budget are minimal, the budget does reflect the near-term project priorities identified for the River District, North Macadam, and Central Eastside URAs. With that, I will turn this over to Patrick.

Hales: Thank you. Good morning.

Patrick Quinton, Executive Director, Portland Development Commission: Good morning, Mayor Hales, Commissioners. I'm also joined by Tony Barnes here, who's our budget officer. I'll walk through the budget.

Our budget obviously is a fairly extensive budget. The presentation tries to kind of cover all the highlights, but certainly we can get into whatever detail you want, and Tony here is probably going to be the best person to get into details, so he's up here to answer any questions. We present this to you today, and we come back together again in two weeks to vote. So, any questions and comments you have here today -- if we can't answer them, we have time to get back to you.

As our chair mentioned, this budget is the first budget that you'll see that begins to implement a new strategic plan. It's broken down into funds as required by law, but I'll

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present it according to the structure of the new strategic plan so you can see how our expenditures break down.

Once again, as Chair Kelly mentioned, we are implementing also the budget impacts of the new urban renewal area amendments, so we'll see that when we get to those urban renewal area sections of the presentation. I'll point those out.

Equally important is that we're also -- this continues to fund the obligations and commitments we've made as part of our Lents and Old Town/Chinatown action plans, and it's the first step towards a Gateway action plan as well. And as is typically the case with our budgets, we have projects that carry over from year to year. Sometimes, the timing of projects is hard to predict. Some projects carry on for many years. But what you'll see here is a number of the big-ticket items that were in last year's budget have been carried forward into this upcoming year's budget, and obviously, our hope is always to bring these projects to fruition. Some of these on the list, like our Daimler loan, will definitely pay out over the next year. We would hope to have some of the other items on this, like our investments in the Central Eastside, happen in 15-16 as well.

Just as a reminder -- because over the past few months, we've talked a lot about spending priorities in various urban renewal areas. And so, this budget reflects a lot of those changes. With the River District, Downtown Waterfront, there's been a reduction in overall tax increment available to us. We still are able to reach maximum indebtedness in the River District, but it's a far more prescribed timeline. So, the priorities both in River District and the remaining funds in Downtown Waterfront are really focused on a few priorities. Old Town/China Town Action Plan is obviously at the top of the list, but we also are beginning to make a list on things like Centennial Mills and the post office, so you see those line items are more fully funded than they have went in the past.

I have already mentioned Lents Action Plan. You'll see in the Lents Urban Renewal Area -- that is more fully funded than in the past. Same is true of the Central Eastside. Interstate is relatively unchanged from a budget perspective. You will see the affordable housing dollars that were moved forward as part of our discussion last year, but on the ground we are beginning progress on projects like the MLK Alberta project.

Then obviously, we had the elimination of budget for the Willamette Industrial Urban Renewal Area as well as the Education Urban Renewal Area, which was closed down as a result of the budget amendments.

So here is our -- once again, when we walk through the budget at a high level, we talk about resources and we talk about expenditures. Resources and expenditures don't match because the resources we have on hand oftentimes exceed what we have forecasted for expenditures, and so you'll see that as well. We have just under \$300 million in total resources available to us in the coming fiscal year. What this chart shows you is that the bulk of these resources actually are on hand. They come from debt proceeds of bonds that have already been issued. That's the big blue part of the pie chart here. About \$180 million is money that's on hand. And we can talk about that if you want. It's a dynamic that's been growing over the past few years as projects have not moved forward as quickly as we've hoped, but we've had the proceeds to move forward on those and so they remain on hand.

Then the other big part of our current resource base what is we call short-term debt. That really means that it's pay as you go. So, we don't have to -- this is what we expect to receive during the upcoming fiscal year and is available for us to spend, and we don't have to like I said issue long-term debt. The long-term debt piece is about 7% of our resource base. So, right now, we're in this fortunate position that we really don't have to rely on any new debt -- long-term debt -- in order to cover the budget that we are proposing here. I would hope and expect over the next few years that we would begin to spend down this

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balance and then begin to have to borrow again, but that's really the position that we find ourselves in.

On the proposed budget side, as the chair mentioned, our proposed budget is about \$213 million in proposed expenditures, so that obviously leaves a difference we have in contingency, which is money that will roll over into future year budgets. If for some reason we have a need for additional expenditures beyond the 213, then we have that money to draw on if we need to.

Very high level categories in front of you, and I'll -- the slides that come after this will break it down according to the categories in our strategic plan. But you still see, it's still about half of the money we have on hand that we propose to spend in the coming fiscal year is in the broad category property redevelopment. When we get into the more detail, you'll see the bulk of that sits in a handful of projects. So, it's both in specific projects like the remaining dollars that are going to the County health building and things like that, but also in line items around commercial property redevelopment. So, the Old Town/Chinatown Action Plan is largely budgeted through opportunity funds that we can put into specific projects. We're putting money currently into something like the Society Hotel or the casket building in Old Town. These are \$6 million expenditures -- the numbers like that. Those add up to a fairly decent amount in our property redevelopment category.

The other big category obviously is our set-aside to housing. There's a chart that will walk through the set-aside that I think you've seen now for the past few years. The percentage reflects the amount of our total budget, so it's not just TIFs. The number is below 30% for that reason. It's also below because we spend more and less in certain years. So the set-aside won't be 30%, it actually reflects the cumulative percentage of housing investments.

So, this is the housing set aside table that I referenced. We've been working -- we have been showing you this now for a few years. It's a difficult slide to absorb in one sitting. Just a few things to point out.

It's a cumulative number -- the percentages -- so when you look on the right-hand column, if you say, "how are we tracking in terms of our set-aside and where we are ending up?" you can see that in the 15-16 column, the third column there, that's where we'll be as a result of our expenditures in affordable housing and the coming fiscal year.

On the far right is where we're tracking. So you can see that, for example, in the River District, through next year we will be at 40%. By the end of this forecast, we'll be at 32%. That's largely a result of expenditures that is occurred in prior years that bump the number over 30%. In Interstate, we're moving from 36% in this coming fiscal year up to 42% as a result of our \$20 million additional commitment. That's how it all kind of works out. I'm happy to pause if people want to ask any questions about this.

The last thing I will say on this chart is on the bottom, you can see the cumulative percentage, which at the end of next fiscal year will be about 36% and it will trend down a little bit over the next five years but still be about 34% above the overall City target.

Fritz: I do have a question about the North Macadam set-aside. The Council's policy is 36% per the ordinance passed in 2011. Why does it reference 42% after URA amendment?

Quinton: This was the result of the conversations that happened as part of that talk about the additional set-aside after five years. But the -- Tony, you can correct me if I'm wrong here -- but the five-year forecast does not include any of the additional set-aside amount above the 30 --

Fritz: It does start at 51% -- [speaking simultaneously] -- for the forecast for 16-17, it says 51%.

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Tony Barnes: Right. It's above the set-aside target right now, and over the life of the district, it will average out to 42%.

Hales: As you spend money on other things, right?

Barnes: Right.

Quinton: Once again, this is -- what we're looking at here -- and I know there's desire for future conversation on this. The requested budget is a '15-16 budget. That's what's in front of you. The forecast is simply that -- it's a forecast. It doesn't get approved, it just gives people a look ahead. When we get to North Macadam, what I would emphasize is we have the initial dollars in '15-16 and then the next big payment in '16-17 to get us to the \$19 million to get Parcel 3 done.

Fritz: I see.

Quinton: That's the near-term amount and looking out is when we -- it's really the next five to eight years where we have the remainder of the dollars to think about.

As I mentioned, when you take our budget and now restructure it according to the new strategic plan -- and I just want to as a caveat say this is the first year we're doing this, this is the first budget that we're presenting in this format, so we obviously do have a very-heavily weighted budget allocation towards the first objective into the plan. But you can see that when you create an objective around healthy, complete neighborhoods and you pull in all the work that we do -- whether it's downtown or near downtown or in East Portland -- it all falls into this big category now of healthy, complete neighborhoods. You can look at that in a positive way, as that's exactly what we're about and that's fundamentally what we should be spending our money on, or you can say this is too much money going to one objective.

I think part of this is just to get us thinking about in this way, and we can think definitionally about how we want to allocate the money, but as we currently spend our money now and as we currently define the objective, all the redevelopment money, all the commercial corridor work that all goes into this category -- I can show you in the next slide, I think I have it -- a few slides up, I can break that down in more detail, but that's how this gets broken out now.

Fish: Patrick, on this slide, where does the -- where do you book the general fund supports you receive for neighborhood economic development? Which of these categories does that fall within?

Quinton: It's in a combination of the equitable wealth creation, I think some of it goes into the access to high-quality employment, and then the remainder of it goes in 21st century networks. So, the general fund work is not in the green -- the big green pie.

Hales: That's all tax increment.

Quinton: Yeah.

Fish: Just -- this is stuff we are seeing for the first time and we're trying to create new categories to fit the strategic objectives. My initial reaction to this slide is I have no idea what you're talking about.

Quinton: Yeah, so let me --

Fish: So, if this slide is intended to tell the public something about our new mission, I have no idea what it says.

Quinton: OK, let me to get next few slides if you don't mind, because we have some tables that walk through this.

If you break each of these, if you dig into each of these categories -- and the numbers are still big -- this walks through the five objectives. So, the number that you had for healthy and complete neighborhoods, about \$113 million, \$114 million. You can see that it's almost exclusively tax increment, and it's roughly split between what we refer to as regional assets, but the big projects that I mentioned early on -- Centennial Mills,

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Convention Center hotel, post office, Union Station -- those are big-dollar amounts, and then the work we do throughout our different neighborhood projects -- so you can see they are listed. There are commercial loans, all the grants we make, the store front grants, the predevelopment grants, as well as all the transportation, the infrastructure investments that we make. So, that's how that breaks down. Like I said, almost entirely tax increment funded. Just one moment -- so the million dollars in the Union Station, is that's what's in that category, Tony?

Barnes: That's related to the contract place holder.

Quinton: Yeah, OK. So I think that's just non-TIF but I think it's over public money.

Next category down, you can see much smaller -- the access to high quality employment, you can a more even breakdown between TIF investments, non-TIF. The non-TIF -- a lot of this is where the economic development traded sector and economic development general fund money goes. It also reflects some of the EOI money we get, that's federal money as well, but more of an even split there between TIF and non-TIF, and you can see the split between the work that we do working directly with the business community, more traded sector job growth, as well as the work we do around workforce development and helping connect people to the jobs in the trade and sector companies we're working with.

Third category -- wealth creation within communities of color. This one is a combination of the entrepreneurship work that we do that's largely general fund supported as well as the small business development services that we provide, general fund supported. This would be where you would see the Venture Portland money that flows through us as a result of general fund, and then the TIF-funded loans that we make for businesses in our urban renewal areas. That's how we get to that number there.

The fourth objective -- 21st century civic network partnerships. As we've talked about in discussions around the strategic plan, this is once again somewhat of a new objective for us. And so from a funding perspective, there isn't a lot of money knowing into this at this point in time. I think some of that -- it will come as a result of initiatives that we undertake through this. But most of the money that you see here is our NPI work. We believe this is fundamentally about creating community capacity so we have partners at the neighborhood level who can develop the district plans and implement on the neighborhood level, and long-term that's what we are really building through this program. So, that would be, in my mind, the first of a series of initiatives that would come out of this part of the strategic plan and money would follow as well.

The last category really relates to the operations at PDC. Some of this is just the pure staffing overhead, administration operations, but there's also a fair amount in here around property management, management of our assets, of our loan portfolio, which carries a fair amount of expense associated with it as well but also generates return for us as well. So, that's the high level here.

The last slide on this section is in that big 71% category of healthy and complete neighborhoods. This is another way to look at it, which is here's how we are spending that money in that big part of the pie chart. Once again, \$113 million is what we're talking about. You can see the break down by program -- so very little spent on administration and business development. The bulk of the dollars are in property redevelopment, whether it's direct investments in redevelopment or loans and grants made to promote redevelopment projects, and then all the work -- the investments that we make in public infrastructure, parks, public facilities, and transportation. That's how we get to that number.

And then on the other side, you can see the break down, we call it by fund, but it also is by geography except for the bottom two funds. So you can see where the dollars within this budget category reside. The bulk of them are in obviously River District, and

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then the Convention Center -- Convention Center primarily because we still have the \$20 million sitting in our budget originally targeted to the renovation of the Coliseum, and then we have money targeted for the Convention Center hotel. So these two budgets, those two URAs have the bulk of the dollars but you can see the Gateway, Interstate, Lents also carries a fair amount of this budget as well.

Fritz: Next year when you do this, I'd like to see housing included as a part of healthy neighborhoods.

Quinton: OK.

Fritz: It's I think that's a really interesting graphic that you just showed us and to me, having affordable housing in neighborhoods is part of a healthy neighborhood. So that would be -- if you could just add that.

Quinton: Sure. We can do on the left side on the right side because we don't know exactly where the dollars will flow in the coming fiscal year on the housing side. But we can certainly include it on the programmatic side of it.

Fritz: Yeah, that's what I'm saying.

Quinton: Yes. Commissioner Fish, I just want to stop there. Does that help to provide that --

Fish: Yeah. My only suggestion is as you fine-tune the alignment with the strategic plan, I just have a basic rule of thumb if there's like three or more commas in a descriptor, you lose me.

Quinton: [laughs] Right.

Fish: I think it's easier to follow neighborhoods, operations and other things, then to load it up with all the value-based adjectives. It's hard to figure out what we are talking about.

Quinton: OK.

Fritz: I have a further clarification question. How much is the total general fund that you get?

Quinton: I have a slide at the end of this to remind you where we're at on this.

What I want to do is walk through one slide for each urban renewal area just to remind people of the key areas and the dollar amounts in terms of maximum indebtedness. River District -- Old Town/Chinatown Action Plan remains the larger priority within the River District in the coming year. That's going to be through a lot of smaller projects -- relatively smaller projects -- and so we're already moving forward on that. But then River District also carries the large signature projects, and so we do have Centennial Mills that we're moving forward on; Union Station, which we continue to make investments in; and the post office, which may not have significant expenditures in the coming fiscal year but we probably will have far more clarity on how we are proceeding during this fiscal year.

You can see as a result, River District expenditures are largely focused on property redevelopment, and then we have the housing set-aside as about \$15 million out of River District. I won't go through all the details on the current state of the River District, but as you know, we shrunk the River District. Still have the opportunity to reach maximum indebtedness. You can see we're about \$165 million away from reaching maximum indebtedness and we have until 2021 to reach that.

Next one is Downtown Waterfront. Downtown Waterfront is a closed district, meaning we've passed the last date to issue debt. We continue to have dollars in Downtown Waterfront that either haven't been spent or recycle. So the total amount that you see in this coming fiscal year, which is roughly \$8 million, is the result of that. And because we have property that we have purchased in Downtown Waterfront, as we dispose of those properties and the real estate market improves, we actually do get substantial value back. So, 3rd and Taylor is a property we recently sold. There's going to

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be a hotel developed. That's money that flows back into Downtown Waterfront so we can reinvest in our projects.

Right now, once again, like River District, the main priorities for the money we have in Downtown Waterfront is to support Old Town/Chinatown Action Plan. The two districts kind of gerrymander themselves to cover the entire geography, so the money that goes into this action plan will come from one of those two districts. As I mentioned, we've reached maximum indebtedness on this a long time ago, so this is one where we are slowly paying off the debt.

Convention Center -- once again a closed district. We issued last bonds in 2013. That cash is part of the cash balance that I showed you at the beginning. We have two major line items in the budget there, one is the \$20 plus million that we have. In this budget, we have actually moved it from a Coliseum-only line item to more of a Rose Quarter redevelopment item. It doesn't in any way change the availability of money, but we wanted to just kind of open up the conversation about what would happen with that money. And then we also have the \$4 million that is targeted to the contribution to the Convention Center hotel in this district. And then there's remaining set aside here of -- what's the total left set-aside? Is it more than \$11 million?

Barnes: About 12.

Quinton: There's about \$12 million left through the end of the district for set-aside, so housing I think may have one or two projects left to complete in the Convention Center district.

Fish: Patrick, as we know, the Convention Center hotel has been tied up in some litigation. There's been some recent press reports of apparently some negotiations between the plaintiff and Metro to put an end to that litigation. I assume whatever I've been reading is inaccurate or incomplete, but the question I have for you is, are any of the dollars that we've allocated for this project being discussed as part of any settlement of that lawsuit? Or is our money completely outside of that discussion?

Quinton: Our money is completely outside of the conversation. Certainly, when there's a conversation about properties that may be available for any kind of negotiation, people reference our property since we still own three or four of the major properties at the intersection. But our priorities are very clear with those properties. They all have substantial value. We expect to get full value for those properties, and we expect to see development on those properties. So, we're willing to talk with any party who wants to negotiate with us on those terms, and if it happens that the plaintiff has those interests, then there could be conversation. But beyond that, our properties have value and we expect to see outcomes on there that fit our strategic plan.

Central Eastside. We had a lot of conversations about Central Eastside as part of the urban renewal area amendments, so I don't think we need to rehash all those. The longer term priorities are listed here. The redevelopment along the light rail line, particularly the Clinton Triangle is a priority. In the near term, the dollars that we have relate more toward our proposed purchase of the ODOT blocks, which is moving along at a very deliberate pace with ODOT, but we expect to be able to complete that transaction. So the dollars we have would allow us to acquire those properties and then put those properties back out for redevelopment. We would hope that would end up with a complete recycling of those dollars so we have them for other purposes in the district, or an investment that helps further redevelopment on this site. Longer term, we would have the resources in the expanded district to support redevelopment in the Clinton Triangle.

We obviously have a lot -- there's a lot of activity on the Central Eastside, a lot of business activity. There's a lot of small-scale redevelopment activity. We don't have significant dollars to invest in those projects, but where we can, we do put small amounts

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to work whether it be through store front grants, those kinds of things, predevelopment grants or small scale business loans. But for the most part, this district -- the business activity in this district happens on its own, and that's I think as a result of a lot of public investments over many, many years.

North Macadam. As we talked about earlier, and we talked about a lot of it over the past few months, the budget for North Macadam if you look out next five years is pretty much been spoken for through all of our conversations with our partners, whether it be our affordable housing partners, with Zidell, with PSU, and OHSU. So what you see in the near term in North Macadam budget is the money being set aside for the Parcel 3 project we discussed, the affordable housing project; money being set aside for the construction of Bond; and money being set aside for completion of the greenway. Those really are the near term priorities for the district in addition to our initial investment in a project alongside PSU as well -- there's a \$2 million this fiscal year or next fiscal year. But that's really the kind of universe of investments we are talking about. We have a little bit of money in opportunity fund line item in the event that projects that come along that need our support. That most likely would be on the Zidell property, but it could be elsewhere in the district.

On Interstate, there's -- Interstate is -- obviously there's a lot happening in North and Northeast Portland, a lot of investment activity happening. We view the role of our dollars and our investments to help achieve the objectives that we've laid out in the strategic plan, that our community stakeholders have, so we are trying to be very strategic on activity that's happening on its own. But the market is driving, we're trying to stay out of those transactions, not encourage further speculation or appreciation of property values. And we're trying to work directly on a commercial corridors, making investments that benefit local businesses, working with locally-owned businesses, long time property owners, and then some of the more strategic work is along corridors we do think need some additional investment and help. So you may have seen we are now ramping up conversations with stakeholders along Lombard about how we can turn Lombard into a more kind of integrated commercial corridor, but have it happen in a way that once again that supports the existing businesses and residents along that corridor.

As I mentioned, we still have a significant amount of our loan -- our \$8 million to Daimler to disperse so I'm assuming that will happen in this fiscal year.

I think what's fascinating about Interstate is, if you look at bar chart here, you have this nice distribution of investments, and I think that really does reflect our ability to invest across a lot of different priority areas and it's not simply focused on property redevelopment. There's a fair amount that goes into infrastructure, to working with the small business community, and we also obviously have a significant commitment to affordable housing in Interstate.

Lents Town Center. If you take the requested budget that we sent you in February and now look at the proposed budget, what you'll see is an increase of about \$20 million over the next five years in our commercial property redevelopment line items. I think it goes 15 from February now to about 35 over the next five years. That's a reflection of -- as we completed the RFI for our properties in Lents Town Center and we selected the partners we're going to work with and we worked through their pro formas, we've now seen what it's going to take to move all these projects along. So, it's not \$35 million total, but it is a significant investment in our part as well as the Portland Housing Bureau is also going to make a significant investment. So, we're accelerating dollars there as well, but we have the resources to do it and it is the main priority in Lents and so it's exciting to think about putting that amount of money to work in Lents Town Center.

We do have some other projects in Lents around -- you can see the streetscape projects and other sidewalk and safety improvement projects.

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Gateway. Gateway is unlike Lents and Interstate, it actually is fairly resource constrained. So, the total amount you see in this fiscal year is about \$6 million, maybe \$7 million. You can see the priorities that we have there, so we're making investment in the park that Parks Bureau is developing. We have about \$3 million set aside for up to \$3 million for the development of the site that we have adjacent to the park and we're reviewing proposals on that. So those two projects alone will use up a fair amount of the money that we have budgeted. But we also have -- I just signed an IGA with PBOT to do some streetscape work, so we have some other infrastructure investments we plan to make in the coming year.

We will probably be coming back to you this fiscal year with a more in-depth strategy for Gateway. I know the Mayor has been spending a lot of time thinking about Gateway -- what are the set of activities we can be engaged in to activate that neighborhood?

And then we have our Neighborhood Prosperity Initiative districts. The dollar amount that goes into these districts is quite small, and actually, some of the districts haven't performed as well as we've projected from a tax increment perspective. In some respects, it validates our selection of these districts in that these really are districts that need the most attention and so we have supplemented the TIF with general fund dollars with revenue sharing dollars that flow back to the City, to the County. That money flows into this, and then PDC has also supported it with our enterprise zone business development funds.

I could spend all of this time talking about everything that's going on across our NPI districts, but I think you've heard different stories about what's happening in Jade or Rosewood or in Cully -- and so it's very exciting work. And the money that we have is barely covers the type of work they're doing, so it's always an issue to try to cobble together funds and we're helping them fund raise privately as well to meet their needs.

Commissioner Fritz, you asked for a recap on our general fund. This is the total general fund support that we receive, which you can see is split between the neighborhood work we do, including EOI, and the traded sector work that we do. We also receive pretty much every year an allocation for our small business loan fund that provides non-TIF working capital.

The ongoing is basically the same as last year, with the cost of living increase. We have the Southeast Works decision package added into this mix. I wasn't sure -- I think there's some conversation about Voz that's happening, so that may be added in as another decision package.

We had our two decision packages not included in the Mayor's proposed budget, so we have zeroed those out here, but basically this is a status quo general fund budget for us, and these are the kind of vital programs that we operate. So, this represents I think an appropriate amount of support.

Fish: Where do you fund [inaudible] -- is it general fund or [inaudible] --

Quinton: It's typically general fund. It typically comes out of the traded sector category. When we have projects that actually support work in our urban renewal areas, then we can -- some of our time can be paid for out of TIF, but a high percentage of it is general fund.

Fritz: And that Southeast Works is one-time money?

Quinton: Yeah, it was last year one-time money so it's once again one-time money.

Fritz: We need to keep track of that. And then Voz -- how much that is?

Barnes: \$30,000.

Fritz: OK. Because I think was another glitch so maybe we can see how we can maybe that ongoing.

Quinton: Yeah. I think because it was one-time is why it probably got lost in the shuffle.

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Fritz: Was there a third that got lost or no?

*****: The village market was added last year.

Quinton: Oh, the village market. That was one-time, yeah.

Fritz: OK, thank you.

Fish: Mayor, are you coming back in two weeks for us to adopt the budget?

Hales: We're coming back in one week for a hearing.

Quinton: We'll make a hearing, year, but two weeks you vote as our budget committee on the budget.

Fish: [inaudible]

Quinton: Yeah. So, that's my overview of our budget. I'm happy to -- we're happy to get into any questions about any anything in the budget, anything in the budget document itself. By budget law, we present our budget -- the document -- as the separate fund, so it's really our budget like the City's is basically a roll-up of all these legally separate funds and so that's what you see in the document here. Happy to translate. I think you're used to seeing the URA budgets that appear in the back of the budget document beginning on page 109. That's I think what you typically see from us in terms of a URA budget with resources up top, requirements below, and the line items in that format.

Hales: Can you remind us where we are again in total staff positions? You went down from 134 in 12-13 to 93 in 14-15. Where does this end up as proposed? How many total positions?

Barnes: A total of 95 positions, 93 full time.

Quinton: 95 is the number that we settled on and we just bounce around. We don't add FTE, but we might have vacancies and things like that. So, I don't know that we've been at 95 filled positions, but we have 95 positions.

Hales: Right. So you're at the new normal?

Quinton: That's the new normal. That was our plan all along, and we're staying at 95 unless something magically changes, but I don't see that happening.

Ben Walters, Chief Deputy City Attorney: Just a minor technical clarification. You are convened as the PDC budget committee today to receive the budget. You are not accepting it today.

Hales: Right. We're receiving it.

Fish: Patrick, I have a few questions and these are things I would be happy to get to follow up from you because I think we are going to lose a quorum. We are at risk of losing a quorum in about an hour, so I want to make sure we get throughout normal agenda.

Number one, could I get an update on the Multnomah County Health Department headquarters? And the specific issue that I have is what is the timeline for some decision on that? Because I don't believe -- since I was the sponsor of that particular budget item -- that it was indefinite.

Quinton: OK.

Fish: I understand they're on track to do something provided they get the height, but I would like to know what the timeline is because again, the Council doesn't make this an open-ended allocation and we did throw in the dirt. That's number one.

Number two, at what point in the process will we get an update on what's actually happening at Centennial Mills?

Quinton: We can do that any time.

Fish: At some point, could you just -- because you mention the there's two things happening. Could we get something, a follow-up just to let us know what phase are we tackling? What's happening? Because we're likely to start hearing from people just asking what's going on, and if we could get an update.

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Quinton: Are you suggesting you would like us come before Council? Or individually an update?

Fish: I'd settle for an email to tell me the moving pieces, and if we have any follow-up questions.

Quinton: OK, yeah.

Fish: But we've been approached about some meetings just to get some additional information and it would be helpful to know where we stand and where you are in your phasing and how much you're allocating to that project.

Quinton: OK.

Fish: On the two decision packages that were not funded in the Mayor's proposed budget, I'd like to know a little bit more about those asks and how they fit within your overall new strategic plan. And again, I would settle for something in writing and, you know, whether they're funded this year or if we have the luxury of budget surplus next year -- I just want to have better understanding of how those two asks that weren't funded fit within your overall vision for the bureau.

Quinton: OK, happy to do that.

Fish: And finally, if you had an extra \$100,000 of general fund money for neighborhood economic development, in the slides you showed us before, what would be your highest and best priority?

Quinton: You're asking to get back to you on that or you want me to answer off the cuff?

Fish: I'm just curious. You have a bunch of very laudable things. But as between things like NPIs, loan funds, various kinds of things -- I'm using this metaphorically -- if you had the extra \$100,000, what's your highest and best use?

Quinton: I'll give you my off the cuff answer -- I'm sure there's folks back at PDC who would have a variety of answers. We can always use more support for the NPIs -- the existing NPIs and then I think you recall that last year we received general fund money to kind of help the Lents Town Center folks, the Old Town and the stakeholders on MLK move along an NPI path as well, because we feel that's a model that really does work. So, those are fledgling efforts that are at different stages, so I would probably want to continue to support that work. I don't think we have the capacity given both our staff and also the funding constraints to like NPIs everywhere, but I do think we have a good sense of the universe now that we really want to be operating in and I would love to have more support for that. So we have the six NPIs, the two main streets we continue to operate in -- Alberta and St. Johns -- and I would love to see the same level of activity on MLK, Lents Town Center, and Old Town.

Fish: That kind of capacity building.

Quinton: Yeah, have the organization capacity -- as I mentioned, when we put it into this objective form on our strategic plan, what we're saying is we can talk about business development -- and I think it is business development, you can also talk about as community development. But what it really is growing the capacity to lead whatever -- the Jade district folks I think are the best example right now, just how they talk about it. Like, what we're doing here is creating the capacity to lead what's happening in our neighborhood. Because everybody now wants to be the Jade district. There's going to be bus rapid transit and people moving in. Does APANO and Jade district have the ability to be in the lead there? Because we think they should be in the lead -- not us, not Metro, not Planning. That means capacity, that means adding staff. And so I'd love to have the resources to help Jade and all the others get to that point where we're helping them with their plans.

Fish: One final comment. You've got a ton on your plate and it seems like we recently had that strategic plan conversation and now you are trying to match the budget to the plan,

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and you're doing so with fewer resources. So I get that you are slammed. I would request, though, that we get the proposed budget at least a week before this hearing.

Quinton: OK, that's fair.

Fish: I think we all work diligently to go through it yesterday, but it would be helpful if we had it the week before. Thank you.

Hales: Other questions, comments, direction?

Novick: Like Commissioner Fish, I'll rattle off a list of questions and you can answer the ones you think you can answer preliminarily quickly, or otherwise we'll hear offline.

One thing that CBO noted is that your history of spending budgeted resources varies significantly depending on category. Like, over the last several years, you've spent a fairly small amount of money budgeted for business development, a somewhat greater amount but still often much less than budgeted for property redevelopment, and then it sort of goes in a continuum to infrastructure, housing, and administration, where you spend the vast majority of what's budgeted. And CBO suggested that maybe we should look at shifting resources towards the categories where you seem better able to actually spend what's budgeted. So, I'm just curious what your present sense impression and reaction to that suggestion is.

Quinton: This is a dynamic that we've been tracking for years, so it's not a new dynamic. I would respectfully suggest it's kind of misdiagnosis of the issue. I think it's the type of work that drives timing of projects. So, you know, PBOT has a queue of projects for the next 30 years, right? So if there's money, put it together, you can move it forward. What happens on something like the post office or whatever -- there's just different variables at work. And so I've always -- I think we should do what we do, which is establish priorities by outcomes, by the type of work we're doing, and do our best to move those along. Every type of project, type of work is going to move in a different time line. And to make decisions based on which ones we can get the money out the door most quickly -- I just think that's the wrong lens on it.

But if the Council and our board says, "we should be spending more on infrastructure because it's right thing to do" then that's a different thing, that's an entirely legitimate way of talking about it. But the pace of investment I think is not the right lens to look at it, because then you would never do the big private real estate. You'd never do them. I don't think that's what anybody here would suggest.

Novick: I mean, it's a smaller category, but in business development, the history is of spending significantly less than 50% of the budget.

Quinton: Yeah. It's hard money to get out because it's tax increment, so tax increment has to be spent in a very specific way that is oftentimes ill-suited to do needs of businesses. It's a pretty small part of our budget, so if you look at percentage -- it's not like we are preventing other projects from happening, but we budget and you budget by URA -- legal funds -- so if I have money available, I'm going to it have across each URA so that I'm ready wherever the business opportunity comes. And it almost typically doesn't come in every URA, so that impacts it. And then some years -- yeah, we aren't able to use it because of the mismatch. I can't do working capital loan with TIF. If I'm going to put money into a business, it's got to go in tenant improvements. Well, that may not be what a business needs at that moment or that might mean that's a real estate investment, not a business investment. So, I would have the same thing. I would say, is it appropriate amount to have? Are we missing out on my priorities as a result? But if we have money available for one moment like Daimler, then I think we should keep doing it and allowing it.

The benefit of our -- people can have different views on this philosophically -- but the benefit of way that we're funded versus the way the City is funded is that I can use the money next year. So it's not like -- and there's an end to it as we all know, so at some point

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the money is going to end. So it's not -- we don't roll it over infinitely. So, we have this finite period of time to spend the money, and if it happens this year, great. But the fact that we have the flexibility to do it next year -- I think that allows us to take on the type of work that we take on, which is different than what other bureaus take on.

Novick: There's fairly large contingency numbers in some of the URA, like for Central Eastside for 15-16, it's \$6.5 million. For River District, it's \$14.3 million. What happens if that contingency money isn't actually needed for budgeted projects? I mean, does it -- do you have the flexibility to spend that on other stuff without coming back to Council? Or does it necessarily come back to Council to decide what to spend that amount on if it's not taken out?

Quinton: We used -- I'll answer the first half, I'll let Tony give the official answer.

Contingency is basically a fund balance. We use the term contingency not like a construction project, we use it as -- it's a term that we use -- what it really represents is the fund balance. So, it's the money, the resources that we have on hand that we don't have a forecasted use for in this coming fiscal year, so it rolls over to the next year. It is available in the event that we do need to be over budget, but we have very specific constraints on our ability to move things on the fly. There's certain things that trigger us going back to the board or going back to Council. So, we don't have ultimate flexibility to move all of that contingency back in without getting approval on it.

Barnes: Right. And adding to that -- some of the contingency is reserved for projects or programs that are forecasted in the five-year forecast, so it's a rolling balance. And there are contingencies in those later years, but sometimes what contributes to those contingencies are place holders, estimates for loan payoffs or potential property sales. So, they're somewhat contingent on --

Quinton: But it may not exist.

Barnes: Right.

Quinton: Some of the money that's in that contingency line item may not actually exist, it's just that we forecast it as paying off this year and if it doesn't, then it won't be there as well. It's basically fund balance is what it is.

Novick: Is there an argument that we should be more specific about what we think that it might be spent on given it's not sort of the classic construction contingency?

Quinton: If you look at our budget, I think one of the reasons why we do the forecast is that we show how the money flows through over the five-year period. So, the contingency -- if you look at the bottom of the contingency in any one [indistinguishable] will trend towards a much smaller number over the five-year period. That's what I would be worried about is if we just had this contingency and it wasn't ever going away or declining. But the fact that we have contingency for this coming fiscal year doesn't necessarily mean we don't have a use for it. It could be -- it's probably in the five-year forecast somewhere.

Once again, I mean, the board and Council have the ability to have a different philosophy, but we do a longer look in our budgets because of the work we do. And if we were year to year and spent everything in our hands year to year, we wouldn't be able to take on long-term projects. So, we do this five-year look and we have the benefit of forecasting out five years with our dollars because it's more of a fixed revenue source as opposed to the City, which has to worry about whether revenues are going to go up or down.

Novick: OK. So just to be clear, when you sight the contingency is declining in out years, does that mean you are assuming that the contingency left over from the previous years does get spent on specific things?

Quinton: Yeah, it ties out. The contingency number is on the bottom of one year, ends up being the fund balance starting point in the next column, and it works its way down. So it's

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more of an accounting mechanism than it is a true contingency like in a construction project.

Hales: So, I want to get anything else on the table and try to move on soon, because we are going to lose quorum.

Quinton: If you have any other questions, Commissioner, obviously I'm happy to take them offline and we'll get you answers.

Saltzman: I was curious whether the very popular storefront improvement grants survived your strategic plan. Do we still have those?

Quinton: Oh yes, absolutely.

Saltzman: OK.

Quinton: They are obviously -- yes, they are our most popular program and they are an important part of our work in our neighborhood commercial corridors.

Saltzman: OK, yeah.

Hales: Great stuff. OK, anything else that we want to get on the table now? Again, direct any further requests to Patrick before the public hearing, but at that point then I'm going to set that public hearing for May 20th at 6:30 p.m. here in Council chambers and adjourn this meeting of the PDC budget committee until then. Thank you very much --

*****: Mayor -- I'm sorry, I always forget to do this. We have invited testimony.

Hales: Oh, sorry, we did forget that. I'm going to reconvene as the budget committee. Yes, we did have one person as invited testimony. Alright, we'll take invited testimony and continue the hearing to the 20th after that. Mr. Kahl, come on up, please.

Nidal Kahl: Thank you. My name is Nidal Kahl. Thank you, Mayor and Commissioners, for giving me the opportunity to speak on the budget. I have the luxury of serving on the NED leadership group budget committee this last winter, and learned a lot and it was very productive. I also serve on the board of the Gateway Area Business Association.

One of the PDC programs that began last year was another committee that was set up to focus on the streetscape and create a vision plan for the Halsey-Weidler corridor. That group decided to formalize and eventually became a formal subcommittee of GABA, and three of us are now board members of GABA. I tell you this to give an example of the fact that we are at somewhat of a crossroads in the development of Gateway. And Gateway is merely an example of the potential we have citywide. The budget of course covered Interstate and Lents, and I'm going to focus a little on Gateway because that's where my efforts have been in the last year and a half.

Gateway, like many of the other business districts, is in severe need of economic development, economic growth. In my opinion, you cannot achieve that without also communicating well and developing relationships with the community. And so the Halsey-Weidler group also has many of the neighborhood association people on board, and it has been a real pleasure working with members of the PDC for the last year and a half. The effort and the resources that they've put into our district is really an integral part of our growth.

I also happen to be a property owner and a business owner on Halsey, and literally a week ago, just received a DOS grant from PDC for further development of my property. Those storefront improvement grants that we discussed -- I'll be taking full advantage of that. And without those, I wouldn't be able to make the change within my own property, won't be able to open more businesses. And I've shared a lot of these conversations with other business owners and property owners in the district.

I know there was a question earlier on regarding the usage of these programs and how sometimes it looks like they're not being utilized. I think a lot of that has more to do with the property owners maybe not necessarily understanding -- or historically, not being willing -- and I feel there's been a lot of change in the recent year or two in the open-

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mindedness of property owners to actually work with City Council and the City organizations to actually help us develop our properties and our businesses and our neighborhoods. So, I'm here in full support of the budget.

Hales: I just want to thank you and the other property owners you've gotten engaged. We're really at a point of takeoff in Lents because of advocacy from the neighborhood level, so it's really essential if we're going to achieve that takeoff in Gateway. Your role is pretty important.

Fish: Mayor, Mr. Kahl hosted Venture Portland and East Portland business leaders last week. And he's too modest to say so, but he owns Furniture Plus on Halsey. He's a franchisee with other business interests, and we learned recently he's also now a filmmaker and he and his brothers have expanded their business enterprises. So, we're very grateful for their work.

Kahl: Thank you.

Hales: Thank you very much. Appreciate your help.

Kahl: Thanks for the opportunity.

Hales: Then again, we will open the public hearing on May 20th at 6:30 p.m. here in Council chambers on this proposed budget. We will adjourn as PDC budget committee and reconvene as City Council.

At 11:00 a.m., Council recessed as Portland Development Commission Budget Committee and reconvened as City Council.

Hales: And we will take up item 478, I believe.

Joe Walsh: You had a sign-up sheet for this.

Hales: That was a mistake.

Walsh: So you're just eliminating this?

Hales: That was a mistake, it was on the 20th.

Moore-Love: That was my office that set up that sign-up sheet, sorry.

Walsh: OK.

Hales: OK. So let's move to 478.

Item 478.

Hales: Good morning, and welcome to our team that are making adjustments to this important Council policy.

Josh Alpert, Office of Mayor Hales: Thank you and good morning. Josh Alpert, Mayor Hales' office.

As you remember, about a month, month and a half ago, Council approved a \$15 minimum wage plan. At that time, we knew there were going to be some tweaks to make it more clear and so Betsy Ames has taken the lead with doing that, working with community stakeholders. And so, what you have before you are the tweaks. I'll turn it over to Betsy just to walk through what they are.

Betsy Ames, Office of Management and Finance: Good morning, Mayor and Council. My name is Betsy Ames, I'm with the Office of Management and Finance. As Josh mentioned, earlier this year Council passed a resolution and that resolution directed OMF to amend the City of Portland's Fair Wage Policy in City Code. It directed the Bureau of Human Resources to increase the pay of certain classified positions to at least \$15 an hour, and it directed the Parks Commissioner to create a task force to assess appropriate compensation for seasonal recreational and apprenticeship work. I'm here today to present the amendments to Portland City Code Chapter 3.99 to implement the first of those directives. Anna Kanwit, the City's HR Director has initiated the process for the second directive regarding City employees and budgeted positions within the classified service;

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and Commissioner Fritz is in the process of establishing the committee structure to implement the third directive.

The ordinance before you today updates City Code to implement Council's direction to increase minimum wage rate to \$15 per hour for janitorial services, security services, and parking garage attendant services under contracts covered by that chapter. The updates to the code language reflect the direction provided by Council earlier this year with further clarifications to be more precise about the timing of the annual cost of living increase and how that increase is determined.

The ordinance acknowledges changes to the benefits environment, including requirements under the Affordable Care Act and the City sick time requirements and updates to code provisions to focus on the minimum wage rate of \$15.

The ordinance directs bureaus to amend or renew contracts as needed to be implemented with an effective date of July 1st of this year for all covered contracts and employees. The City has approximately 20 contracts for these services that will need to be amended in the next month and a half.

The ordinance also clarifies that certain agreements are not covered by Chapter 3.99 to remove any ambiguities.

As noted in the impact statement, bureaus need final code language in order to amend their contracts and determine the financial impacts of these changes. We believe the \$900,000 included in the Mayor's proposed budget is a good estimate of the total increase in cost. We will be able to determine the final cost once the amended contracts are finalized.

Lastly, we have included an emergency clause in the ordinance in order to ensure bureaus can amend the contracts to meet that July 1 implementation date and to provide bureaus time to work with the City Budget Office as soon as possible to finalize the costs so they can be included in the adopted budget you'll be voting on later this year. Thank you.

Hales: Thank you.

Fritz: I have a clarifying question. Under the directs, part C, Council confirms that the stadium operating agreement, the intergovernmental agreement with TriMet and City of Portland for enhanced transit, mall upkeep, and the agreement with downtown Clean and Safe are not covered by 399, which I agree with. What does it mean "and direct bureaus to review and amend those agreements if necessary"?

Ames: I can speak to the stadium operating agreement. There's a reference to Chapter 3.99 in there, so we would need to amend that reference and we've already initiated conversations with Peregrin about keeping the wages that they have been paying for their seasonal part-time employees there at an even level and working on negotiating that before the start of the next calendar year.

Fritz: Thank you.

Hales: Other questions, comments from the Council? May have more at the end of the hearing. Thank you both. We'll see who has signed up to speak on this item.

Moore-Love: It looks like we have six people signed up. The first three, please come on up.

Linda Sporer: Good afternoon, Mayor Hales and Commissioners. My name is Linda Sporer, and I've been a security officer in the Portland Building for five years. I'm also a proud member of SEIU Local 49. I'm literally here today because of you and my union, SEIU Local 49.

I'm currently undergoing chemotherapy. And before security officers organized the SEIU Local 49 two years ago, all my wages would go to cover medical expenses. As a minimum wage worker, security officers are accustomed to not expect any wage

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increases, let alone dream of affordable health care coverage. Without the City's commitment to using a union contractor; without you, the Mayor and Commissioners supporting security officers during our first union contract bargaining; and without my union, I would not be able to afford the cost of my health care and I would not be alive today.

As a union security officer, after taxes I currently take home \$1560 a month. My utilities, including gas, water, electricity, cable, phone, and garbage service costs me \$570 a month. Each month, I pay 109 for car insurance, 150 for my medicine, and we pay \$1100 for rent. And I want to point out my husband and I only pay the 1100 for rent because my daughter is our landlord. Market value rent for my home could easily be upwards of \$1700 a month. After paying for all my bills, I have a mere \$439 left for food and other activities. If I was renting a house in Portland's expensive rental prices, I would not have anything to eat.

So, as you can see, I'm very excited that the Mayor and Commissioners are taking this important step to raise wages under the Fair Wage Policy. The extra income would mean I would be able to afford a Christmas gift for my grandchild. I might even be able to afford to pay my daughter the full rental price.

The City has proven time and time again that they will step up for the working class in our community, from passing mandatory sick days to standing with security officers as we organized our union to improve standards.

I would like to thank the Mayor for leading on this issue, the Commissioners for supporting the raise, and everyone else who has worked on this initiative. I appreciate you having me here and letting me share my stories. This raise is going to make an immediate, real, and meaningful impact on my family, my coworkers, and myself.

Hales: Thank you very much.

Sporer: You're welcome.

Felisa Hagins: Mayor Hales, members of the commission, for the record, my name is Felisa Hagins, I'm the political director of SEIU Local 49 and I'm a registered lobbyist at the City of Portland. Our mission at SEIU Local 49 is to improve the lives of working families, and we firmly believe that this initiative and this Council have gone farther than many Councils in the past to do exactly that. We applaud the City's work on their commitment to the \$15 an hour, and continuing to move forward in the piece by piece way that the City actually can do. And today, we had members here as you saw. We have about 200 members down in Salem trying to fight for this exact issue along with sick days and fair wage policies and other really important things for working families.

You'll notice in the update to the Fair Wage Policy that there's a provision that's been removed around health care costs. I'd like to address this directly with the Council. It's incredibly important for our workers. Our expectation isn't that the City will move backwards in expecting contractors to provide affordable healthcare for their employees. We know that employer-based health care continues to be part of our health care system, even as we transition to the Affordable Care Act. However, when fair wage policies were designed and implemented throughout the metro region and other areas of the state, the cost of health care inflation was increasing roughly close to the pace of inflation. Then decades happened, things changed, and medical inflation greatly outpaced the cost of inflation and was actually eating up large portions of the fair wage policy.

Under the current policy, most of the health care that you could offer to a worker at that cost the worker would not be able to uptake. So before the security guard officers were organized, the security company you had was actually meeting the fair wage policy standards. However, as Linda just spoke to, their health care was still incredibly unaffordable for the individual worker.

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We believe by removing this provision of the Fair Wage Policy and moving to contracting standards understand your sustainability policy to be more thoughtful about how you're contracting with employers who provide health care and a secure retirement is the wave of the future, and best value contracting is the way the City should move forward on that issue.

So, we're in complete and firm support of the Fair Wage Policy, and we look forward to the other updates that are coming. We know that this is the first step, and that the next steps are going to be to look at the things that were left out of this policy, as well as the other workers the City has. Thank you for your time, and I'm happy to answer any questions.

Fritz: You're happy with the health care provision -- you're OK with it?

Hagins: Commissioner Fritz, yes. It was actually our suggestion because it was just eating up so much of the wage that a lot of workers weren't making enough to take up both.

Hales: Welcome.

Hiram Asmuth: Hello. I'm Hiram Asmuth, I'm a volunteer with 15 Now. I really think that the recent PDC budget proposal brings to light a major factor as to why you need to raise to 15 at a bare minimum.

We're talking about -- Amanda asked the gentleman here, "why is housing not included for healthy, complete neighborhoods?" It's just my opinion as a Portlander that it's kind of a big deal with healthy, complete neighborhoods is affordable housing. With the rent skyrocketing left and right, with people like Eric Cress developing Division and other places around Portland with these high-rises and condos and what not, rent is going to go up significantly here the next few years. There's only so much you can do to stop that. There are certain irresponsible developments that you can shut down, and there's others that will be within City codes that will occur. It's inevitable. People are selling, people are moving in. The people moving in are not the native Portlanders.

These are the people that we are here to request -- the people currently employed by the City -- that you honor and respect their needs and wishes just like you respect people like Eric Cress. I'm quite frankly very distraught over what I heard about the budget committee. To think of housing as an afterthought when that should be if not the main thought, one of the main thoughts of the development commission -- it seems like we're not being represented by the right people. Seems like you're appointing people to these commissions that are going to price us out of Portland. That's just my opinion.

Fish: Sir, I appreciate your opinion, but as the person who has consistently fought for the 30% set-aside, can I just correct maybe one misimpression?

Asmuth: Sure.

Fish: The PDC does not provide housing services, it's a pass-through. So the dollars go to the Portland Housing Bureau and they show up on their budget, and that's where they are spent. So, I just want to be clear. We took housing out of PDC's plan and liberated it to do jobs and other things. So, we can argue about where it shows up on a spreadsheet but just to be clear, we have made a conscious decision that the Portland Housing Bureau directs those dollars, not PDC. I just don't want form over substance here.

Asmuth: I gotcha, OK.

Fish: They are not the Housing Bureau.

Hales: The presentation sort of gave a false impression that they didn't care about housing, but they have been told by the previous City Council, "you don't do that, the Housing Bureau does that." The money passes through PDC.

Asmuth: OK, so I did misunderstand that. It's still not debatable that we are facing increasing skyrocketing rent, and that's going to happen no matter what. So, you need to basically give your own employees a right way to stay in the city, which is being able to

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afford where they live -- not to mention cost of health care that these lovely ladies are fighting for as well. I mean, there are so many components to 15 an hour now .This is in my personal opinion a no brainer, and it would behoove all five of you to vote unanimously.

Hales: Thank you very much. Thank you all. Come on up.

Joe Walsh: My name is Joe Walsh, I represent individuals for justice. Congratulations. \$15 an hour is a concession level number. It's not a great number. It's \$30,000 a year if you figure it out. I get more than that in my retirement. Think about that.

I see your people working in this building, whether it be security or janitorial services. They are professional -- even though security and I disagree sometimes -- but they are professional. I like them. The janitorial service is outstanding. But as you pat yourself on the back, I want you to think about what my shirt says. My shirt says \$15 an hour for everyone, and that includes all the people that work for Parks. I know that's a huge problem for you, Amanda. However, it should be the goal of this City to make sure that anybody that is associated with the City, works for the City, or is represented by the unions in the City makes a minimum of \$15 an hour. That should be the goal.

I get really angry when I hear people say, "we don't have enough money, we've got all these temporary people and casual people and what do we do with them and how do we pay them \$15 an hour?" The goal should be to pay them \$15 an hour and then we figure it out. And I am really encouraged by you, Mayor, because it seems to me that every time you go down into the basement, you find a jar with more money. You found \$12 million first, and then you went down to the basement and you found \$50 million. Please go down again and take care of the Parks people, casual people.

And we can all be proud of that and we should be proud of that. What you're doing is a good thing. Let me end with that as a positive. But it's a small step. Pat yourself on the back gently, and work to get the other people -- if we pay people less than \$15 an hour, I don't care what you call them, it's a shame. A shame. Thank you.

Hales: Thank you.

Charles Johnson: Good morning, Commissioners. For the record, my name is Charles Johnson. I want to apologize for not being fully prepared. Next time I come to talk to you about wages, I will have done a break down about the presumption that with the large vacations you can take over the course of a year, you maybe do only 40, 45 hours per week of work. And we're going to talk about your hourly wage and the level of benefits you get and why you can't find the money to pay the hardworking people who save the lives of the homeless that police push around \$15 an hour at TPI, \$15 an hour Central City Concern. You, with your poor policies, make it very difficult for the Portland mall people to pick up trash because, in the City's brilliance, you can walk from here to Market Street in front of the extremely expensive high property tax valued Wells Fargo building, and there's no fricking public trash cans for five blocks. So, pay more people \$15 an hour to do it, not just the workers who have explained to you why it's fair and just for them to get 15, but all personnel working on primarily City-funded contracts, and work towards a policy where even City contractors, businesses that have living wage policies, businesses that have no employees needing public assistance and food stamps get contracting preference from the City.

As usually gets mentioned here, even though we have been trained to think of, "oh, \$15 is exorbitant," any economist worth anything can tell you that businesses seeking low wages have distorted the minimum wage since the '70s. If minimum wage had kept pace with cost of living and productivity, minimum wage should really be around \$20. So when we have this budget surplus and you do not adequately channel it to get everybody up to \$15 an hour, you should feel a little uncomfortable walking in this building, because the people you work with that are making less than 15 would be morally justified to spit in your

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faces because that's what you're doing to them when you do not pay them \$15 an hour. Find a way.

I'm a little bit disappointed, Mayor, that when you went down and found the \$50 million jar in the basement, you didn't do a better job of allocating more of it to bringing the lowest paid City workers up to living wage. But I know that you're going to do as Mr. Walsh suggested and going to find some more money in the basement jars or wherever it is and get these valuable, hardworking human beings up to a decent wage and set the trend so people are paid enough that they can afford to live out in Rosewood or somewhere. Bye.

Hales: Thanks very much. Further Council discussion? Let's take a roll call vote on the ordinance, please.

Item 478.

Fish: Mayor Hales and Commissioner Saltzman, thank you for bringing this matter forward. Betsy Ames and Josh Alpert, thank you for doing the staff work and bringing us the tweaks. I want to especially thank the rank and file folks of 15 Now and the rank and file members of SEIU, who have been advocating and lobbying extensively on this issue. We've heard from many of you, and you've made a compelling argument. As we heard today, this is just a first step and it's a down payment on a larger agenda, but it's something we can do and do right away. I'm pleased the Council is taking this action. Aye.

Saltzman: I want to thank the Mayor for his leadership on delivering on what he announced in his State of the City speech; and for Betsy Ames, Josh Alpert, Matt Grumm of my office for working with Felisa Hagins and others of SEIU 49 and the 15 Now coalition to make this moment finally here.

I agree that \$15 seems like a lot to a lot of people, but as we saw in our State of the Housing Report that was presented two weeks ago, a \$30,000 annual income will entitle you to rent exactly nothing in terms of a two-bedroom apartment in the city limits of Portland. So, we still have a long ways to go to boost people's income levels. This is a start, it's a good start, and it's money in people's pockets for our security, janitorial, and parking attendants and the few City employees that were not making \$15 an hour full-time. So, it's a good step in the right direction and I think as my colleague just said, I regard it as a down payment. Aye.

Novick: I simply echo what my colleagues have said. Congratulations, Commissioner Saltzman and the Mayor and the members of 15 Now, Felisa, Josh, Betsy, and again, as everybody has said, this is just a down payment. Aye.

Fritz: I'm very glad to hear my colleagues talking in terms of this being a down payment. There aren't any more buckets of money in the basement as far as I know. I think we've looked fairly thoroughly at this point. And so I'm going to be looking at my bureau's budget requests in light of this ordinance and revising some of my requests to Council, because it's not equitable that we pay part-time workers who are contracted workers much more than we pay our part-time workers in Parks. With have workers in Parks who make minimum wage. We have people doing the same work as others making 11 bucks an hour, and it's not OK.

I think we do have a big challenge ahead of us, and I think we need to start making that down payment for our Parks workers in this current budget. And I appreciate the Mayor's commitment to partner with me on that. Thank you also, Commissioners Saltzman, for your leadership on this; Felicia Hagins and community partners joined by Mark, our custodian here at City Hall; and thank you for the work you do. Very happy to provide this benefit to our contracted workers and I'm hopeful that we can at least make a start with our Parks workers this budget. Thanks to Betsy, too. Aye.

Hales: Thank you all. I'm really proud to be a member of this Council not just because I think we reflect the progressive values that are here in this room on this subject, and not

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just because we have great staff members like Josh and Betsy and Matt who not only do this work but are passionate about it -- and we appreciate that about them -- but because in a larger sense, I think this shows our understanding as a city that we're not passive passengers on a national ship that maybe is going somewhere we don't want to go.

I've quoted over and over from this appalling story in the New York Times last Sunday in which the statistic was pointed out that the bonus pool on Wall Street -- just the bonus pool, just for people that work in financial services on one street in one city in this country -- is twice the annual income of all the full-time workers in the United States working at minimum wage. That's appalling. And it also makes you feel sort hopeless, like, that's so bad, what hope do we have here? Well, I think Portland proves over and over on lots of subjects -- whether it's the environment or thinking about workers or thinking about affordable housing -- that we don't want to be a passive passenger on a trip we don't want to be on. We are going to chart our own course and say, "no, we're going to try to do with our own tools what we can to craft appear different kind of economy here." And this is a piece of that.

I think we've got a real record as a City that this is a part of showing that we can do that, and we have to start with what we can do this month, next month, this year, next year, and keep doing the work together. I'm very proud of our direction and our commitment again to not wait for even a progressive state government, much less a paralyzed federal government to take the leadership on these things. We get to lead on these issues, and this is a great example of us as a community doing that. I'm very proud to vote aye. Thank you. [applause] OK, so we're going to take testimony on some items on which we're not going to be able to act today because Commissioner Fritz and Commissioner Fish needs to leave for a very important event. We'll go ahead and take those items up, but we'll take action on them this afternoon and we'll start with -- I guess we'll do 479, 480, and 481 altogether. If you would read those three, Karla.

Item 479.

Item 480.

Item 481.

Hales: Thank you. Lieutenant Krantz, Sergeant Bates, welcome.

Jay Bates, Portland Police Bureau: Thank you, sir. Good morning, Mr. Mayor. Good morning, Commissioners. This ordinance is for \$172,700 grant. \$122,700 of that will be for the Portland Police Bureau interdiction team, and \$50,000 of that will be a pass-through to OSP, who's part of that interdiction team. We'll go into the IGA a little bit, but that's really for the fiscal years or the actual grant years of 2013, the current one of 2014, and for the 2015 grant of which we're requesting for this one.

It is to facilitate the interdiction of narcotics in the tri-county area. That team mainly focuses its efforts on the airport, train, bus, parcel, highway interdiction efforts. Trafficking or targeting drug trafficking organizations through coordinated efforts between the Portland Police Bureau and our federal and state partners.

Hales: I'm not sure if everyone saw the news reports, but there were pretty large amounts of I think it was cocaine and heroin interdicted this year, thanks to those efforts. So, some rather spectacular quantities, appalling quantities.

Bates: Yeah, we seized this past year roughly 37,000 grams of heroin and 34,000 grams of methamphetamine and 80,000 grams of cocaine. This past year. Up almost 500% in each one of those categories.

Hales: Wow. Questions from Council?

Saltzman: So, is there still crack cocaine? When you say cocaine, are you referring to --

Bates: Powdered cocaine. The seizures of crack cocaine have plummeted. We only seized roughly 100 grams last year.

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Saltzman: Great.

Hales: But sorry to see the resurgence of methamphetamine. I mean, all these drugs into terrible damage to the people that are addicted to them, but methamphetamine may be the worst.

Bates: It is terrible, it absolutely is. We're happy to see the production of methamphetamine move out of the city, but yeah, the use of methamphetamine is still very high.

Hales: Any other questions? Thank you both. Stand by, there may be more. We'll take public testimony on all three of these items. We won't be able to act on them until this afternoon. Lieutenant, did you want to add some things? I'm sorry.

Mike Krantz, Portland Police Bureau: I believe I have ordinance 481, which is the additional for the Metro Gang Task Force.

Hales: OK, good.

Krantz: My name is Mike Krantz, I'm Lieutenant with the tactical operations division assigned to the gang enforcement team and Metro Gang Task Force.

The ordinance is to accept a grant in the amount of \$36,000 from the Oregon Department of Justice HIDTA trafficking area program and for program expenses for the Portland Metro Gang Task Force efforts.

The mission of the Metro Gang Task Force is to identify a target for prosecution criminal enterprise street gangs or groups responsible for drug trafficking, money laundering, or violence acts in the Portland metro area. The grant will assist the ability of the Metro Gang Task Force to carry out its mission and will assist the Portland Police Bureau with the improvement of livability through the reduction of organized criminal gang activity and the provision of harm reduction through limitation of illegal drug supply through these gangs.

Police Bureau applied for the Oregon HIDTA grant in March of 2014 to support the Police Bureau and Portland Metro Gang Task Force initiative, which will assist in providing the means of investigation of violent street gang members who are involved in distribution of controlled substances in the Portland area. We were notified that Oregon HIDTA will grant the award of \$36,000 to the Portland Metro Gang Task Force via the Portland Police Bureau and reimburse us for a maximum of 36,000 for the approval calendar year of 2015. No match is required for this grant.

Hales: Thank you both. Thanks very much. Does anyone want to speak on these items? Come on up.

Steven Entwisle: Good morning, Mayor, two Commissioners. My name is Steven Entwisle, longtime Portland resident -- 55 years -- member of individuals for justice, and founder of healing man's sanctuary. Also, whistle-blower for less fortunate and helping 100 million friends. For the record, we're against this.

It reminds me back in the early 1980s when Ronald Reagan started his ramp-up of Richard Nixon's drug war. This is not a law enforcement issue, drugs. This is a health issue. Any time you use law enforcement, you're going to have all sorts of problems. Haven't we had enough of this the last 35 years? I mean, they got TV shows and everything all exciting and all the adrenaline and everything, and, "oh, you're such a good guy to get rid of these, you know, worthless vermin that are using these drugs." These are people. These people have families. These families have children. Law enforcement is not the way to solve this, OK? Because it will never be solved. This is just a way to keep in place a Jim Crow system which feeds off of this. They feed off of this money. They feed off of this suffering. Even got people that are waiting with catchers' mitts to catch houses and children. But they don't want to change it, they want to keep it just the way it is.

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Unfortunately for them, people are starting to wake up. People are starting to wake up about the drug laws, starting to read books like Michelle Alexander's *The New Jim Crow*, which I recommend everybody should read before they make any decisions on any kind of drug policies whatsoever. Our prisons -- we got too many people. Why aren't we having like a parole to payroll program? I don't hear anybody talking about that. All I hear about is people wanting to shove everybody out of the way to make it pretty for billionaires. The billionaires already have it made, they know where they are going to go when there's an emergency. The rest of the folks don't, they're all on their own. Making Portland a beautiful place for billionaires to come sit, where they have power in the parks, gentrification in the neighborhoods, where they get rid of the other is wrong. Thank you.

Hales: Thank you. Anyone else? OK, then we'll -- sorry. Didn't see you, Joe. Come on up.

Joe Walsh: For the record, my name is Joe Walsh, I represent individuals for justice. We get very nervous about these task forces, these police officers that specialize in gang enforcement or drug enforcement. We get nervous because what happens with these task forces or groups that break off from the police department and do something the majority of their time is they become isolated, and they become people that go to the streets and then in their interpretation, if you look like a gang member we're going to hassle you. So we get very nervous with these task forces. And I know these are grants, but it's money to pay for something that we get very nervous about. We would rather see the police department acknowledge that they have a problem and respond to that problem instead of setting up task forces which gets to be very dictatorial. So, that's our objection.

We would like you to consider that and try to put in some provisions as the Police Commissioner to say, "hey, you know, what is the definition that you're using for gang members?" And my understanding is the definition is so general that the three of us could be considered gangs. That's our problem. Because when you specialize in these kinds of things, you become dictatorial and you become very anchored in your definition. So, we would rather see the general police department sit down and discuss these things and that not just four or five guys that are hanging around and let's go kick some butts on the street. That's what's happening. You know that's happening. So, put some restraints on these guys. Thank you very much.

LaQuida Landford: Good afternoon, Mayor, Commissioners. I have not been around for a while. But as I listen to --

Hales: Just put your name in the record.

Landford: Oh, LaQuida Landford. Thank you, Mayor. About the funding that we're funneling it through. What my concerns are with that if it gets approved would be that I believe that we need more opportunity for people in the community of color to get help. And not just in the community of color, but as we know where the high numbers for methamphetamine and heroin is a really big deal in our communities. Downtown, I see it every single day, and our youth really need help, whether they're white, black, Asian, Latino -- there's the help that is needed. Like Mr. Joe said about gangs -- I was born in LA. And so ever since I've been in Portland I cannot identify with a gang because I don't see Crips and I don't see Bloods. So when I see information in the news about this is a gang-related activity, that is hard for me to distinguish because if I was in California, I would know where to or where not to go. But in Portland since January, we've had community violence in our communities that is very shocking to any individual, so wherever it is that I'm at, I'm as a person of color, have to be targeted by the police which I have been recently, and the work that I do to help build and mend those relationships are very uncomfortable for myself. So, my concern is -- or just when something -- just that we need help. And money with the police is not going to solve the help that the community needs. And when Commissioner Dan asked about crack cocaine -- crack is whack. Not that many

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people smoking crack anymore. So, those people that have been smoking crack for the last 30 years -- and my mother was addicted to crack for 20 years -- she has been clean for 15 years. She lives in Miracles, and she's doing very well and I'm very proud of my mother. She needs extensive rehabilitation, you know.

So these conversations that we have with the money that are coming through our city every single day -- there's opportunities for trade-in programs, apprenticeship to get young men and young women the sustainable help that they need long term, not to be in a rotating door of in and out of treatment centers on the block and then still end up smoking crack, if that's what you want to call it, or picking their faces because they're addicted to meth and they mentally are unable to be in the right state of mind.

I just wanted to say that that's the help that we really need in this city so that people can have sustainable lives, so that they can get back to reality of things. Thank you.

Charles Johnson: Good morning, remaining Commissioners. For the record, my name is Charles Johnson. And drug addiction and drug trafficking are no joke. The Portland Police is a joke. Right now on KOIN news, there's a story about idiotic police officers complaining about being filmed. "We were illegally recorded." So it's very difficult for us to have any faith in the Portland police department.

I know your new chief and I have had some engagement and I am still optimistic that there is a desire to make community-responsive policing that respects everybody equally in this city. But when the news is reporting that a man named Mr. Shaw has been investigated by the Portland police department and referred to the District Attorney because he records what the police do, I don't care what the circumstances are, that is a disgusting waste of money. That money should be going to this type of stuff that we're getting money from the Oregon State Police for, interdiction and prevention of drug trafficking.

So while generally, I recognize when we have these issues on the budget, it's important to get money from other sources into the Portland Police budget so that we can keep people from being harmed by drugs and not just reduced supply, but also help people so there's less demand, but I don't really think that I can encourage any money to go through the police department when I'm reading idiot things like Portland Police Officer Michael Honl and his business in the 10400 block of SE Knight Street gets involved with burglary Detective Douglas Halpin and they are complaining because a citizen recorded them. I don't care what they were doing -- if it was an undercover drug operation -- Portland police officers have dangerous habits, they have very little public trust.

I like some of the cops, I can deal with them. But public perception is what we're talking about here. Go ahead and vote -- well, you won't be voting because of the quorum issue -- but it's OK to take the grant. But Mayor, Portland Police Association and the lesser quality people there -- I don't know if that includes Daryl Turner, their president, or not -- but they are screwing up your efforts to have a police department that the people can believe in. So I hope that you will have a press conference with Officer Michael Honl and Detective Douglas Halpin and get this cleared up so that the District Attorney is not wasting time and money on this crap when we're trying to prevent people from being killed by methamphetamine or during trafficking of stuff like that. Thank you very much.

Hales: Thank you all. Anyone else? OK, I will set these three items over for this afternoon. We'll take up 482. Thank you.

Item 482.

Hales: Good morning.

David Peters, Portland Water Bureau: Good morning, Mayor Hales and Commissioners. I'm David Peters with the Portland Water Bureau, I'm a principal engineer in the engineering services group. I'm here with Scott Bryan, our project manager for this project.

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We're here to ask for the ability to authorize a contract to the lowest responsive bidder for improvements to Road 10 in the Bull Run watershed.

The maintenance of the road system in the Bull Run watershed has been the responsibility of the Portland Water Bureau since adoption of the Bull Run watershed management agreement in 2007. Road 10 is the primary route to the Portland Water Bureau facilities in the watershed.

This project is part of a multi-year project to improve this primary route, and there's many reasons why we want to improve this route. Operations and maintenance is a big one -- our employees are going in and out constantly. The safety of those employees is important, and this is also the emergency response route to anything that would happen up at our facilities.

The rating of the pavement condition index shows that this 1.6 mile portion of the road is in poor condition and it requires reconstruction, repair, and resurfacing. Significant sections of the road through the project limits do not meet established standards for safe use by large equipment and regular use by our employees or employees from other agencies.

The project includes multiple types of work including road widening, reconstruction of failed segments of pavement, construction of retaining walls, culvert replacement, and paving and striping. We anticipate the work to start this July and be completed throughout late summer and early fall. The estimated cost is \$189,000 and has a moderate level of confidence.

Hales: So this is a paved road, not a gravel road.

Peters: It's a paved road, yes.

Hales: OK, questions?

Saltzman: Commissioner Fish had to leave early, but he wanted to make sure we extend our thanks to both of you for your good work on this project.

Peters: Thank you.

Hales: Thank you very much, thank you both. Good work. Anyone want to speak on this item? If not, then it passes second reading next week. Thank you both. Then our final item for this morning is 484.

Item 484.

Hales: Come on up. Good morning.

Sherree Matias, Office of the City Auditor: Good morning. I'm Sherree Matias from the Auditor's Office. Bureau of Maintenance is running a little late, so I don't know if they will be able to make it. This ordinance is for sidewalk repair on property that is required by the City. Any remonstrances for assessment have been pulled and are not in this ordinance.

Hales: OK. And your reinforcements from PBOT have just arrived.

Mike Zeller, Portland Bureau of Transportation: I'm Mike Zeller, I'm one of the sidewalk inspectors.

Hales: Thank you both. Any questions about this particular assessment? OK, thanks very much. Anyone want to speak on this item? Come on up, please.

Miriam Patterson: Hi, I'm Miriam Paterson and I live in a 1922 house in NE 9th that is a land trust home. I'm a single parent of two teenage boys and have been in very difficult financial circumstances for a long time due to being laid off, divorced, etc.

At any rate, when I first moved into this land trust house, we had it looked at by an inspector recommended by the Portland Housing Center, and he said that there was a problem with the sewer line and we should have someone look at it. So, we paid for a company -- Steve McBee, I believe -- to do a scope underground and see, and indeed there was a problem. This was before we moved in, so the Sabin community land trust agreed to share the cost of fixing it with my ex-husband and I prior to our moving in. I got

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some estimates that were higher and they very much wanted to go with the cheapest, and so -- and I wasn't really in a position to do anything about that and just very much wanted to move into this home because otherwise, there's no way we could afford to raise our children in such a great location and large house and close-in Northeast by not owning the land but owning the house.

So we split the cost, but only a portion of it was fixed. It was sort of patched, I suppose. That's 10 years ago now, and gradually the porch, the sidewalk, the steps -- especially the sidewalk -- have been subsiding worse and worse, and I didn't have money to deal with the sewer problem underneath that was causing the sidewalk problem.

I looked for all kinds of possible help, including Sherree -- we emailed you were very helpful, by the way -- I was looking to see were there any funds available to help someone to pay for a sewer issue who didn't have the money because it was impacting on the sidewalk, etc., and I don't imagine it's that healthy. But apparently there wasn't funding.

I was five blocks from the MLK corridor and there are funds for senior citizens, but I'm not old enough yet and it seems there was no way I could get help to deal with underlying problems. So, when I was cited for the sidewalk I spoke [beeping] -- that means I have to stop talking?

Hales: Go ahead and finish up.

Patterson: I spoke with the inspector and I was told to contact the City Auditor. So, I looked into if there was any way possible to not just pave it over because the problem is underneath with the sewer and it's just going to have to be redone. But I wasn't able to get any help and it was paved over, which is clearly safer, I'm not really objecting to the fact that it was paved, but I'm now given a bill of \$3500 to pay for it and I still can't seem to locate any funds, any way to get help to pay for the underlying sewer problem that was the reason that the sidewalk has subsided. Thank you.

Hales: Thank you. We'll see if we can get some answers for that.

Shedrick Wilkins: I'm Shedrick Wilkins, a government-subsidized person that gets to shoot his mouth off because I was a veteran. Health care for me except dentistry costs absolutely nothing. I was in the military, so I get a lot of things free. These pills don't cost me anything

On Christmas 2013, I threw up on the sidewalk --

Hales: Sir, we're here on a sidewalk assessment.

Wilkins: I know, I threw up on a sidewalk in downtown Portland. They sprayed it down with water. Now, I think germs come from -- I am a Target employee, so little kids come into my store and throw up. Bleach water will disinfect something. I got dizzy, so I --

Hales: Are you subject to this sidewalk assessment?

Wilkins: No, I just want the sidewalk sprayed off.

Hales: OK, well that's a separate matter. We have to take up this particular question, which is charging people to fix the sidewalk in front of their house. That's what we're talking about here.

Wilkins: Oh, I'm sorry.

Hales: That's alright, mistakes happen. You'll need to talk with us at another time about that. Let's hear from you.

Wilkins: I'm sorry.

Hales: No problem.

Wilkins: These pills are free. OK, never mind.

Hales: Welcome.

Micaela Kelley: Hi, my name's Micaela Kelley, and this is Ms. Betty. I'm talking for her on her behalf for her property that's on Milwaukee Avenue. She owns a small bookstore and then she lives on site behind her house.

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The City came out and they wanted to fix her repairs in front of her sidewalk. She had people in the community that offered to help her fix the sidewalk. She doesn't know the City processes, she's from the Philippines. Her husband passed away with kidney failure, and he was supporting her. He had a pension, so she was getting a pension and she was running the bookstore after her husband passed. So, she gets this bill. She authorized the City to pay for the parking lot -- for the sidewalk to be repaired. She gave permission for them to fix it because she didn't want somebody in the community to just do it for her and not do it right. She wanted to make sure it was done right. She didn't know any of the legal processes or anything like that.

So, the City came out and billed her \$2000 to do her sidewalk. And she would normally be able to pay for it with the veteran's pension that she gets, but that got cut off and she had an annual -- her taxes last year were \$1900. The bill for the sidewalk is \$2000, and then she had a hearing or something they reduced it to \$1800.

I guess I just want the City -- I want you guys to know her situation. She's been living here, she's by herself, she doesn't have any family, she has no support, anybody that is able to help her. The people that are willing to help her are her neighbors, you know, people in the community. I just wanted to come to you, let you know what's going on and what the situation is.

Hales: And she's already received a bill for the project, right?

Kelley: She's got the bill. The final inspection August 13th, 2013, the final inspection was done. She got the assessment. She already had a -- I can't remember what the word is --

Hales: Deferral?

Kelley: She already came to you one time, and it was reduced from 2000 to 1800. I can't find where it is.

Hales: We'll get the staff back up in a minute to talk about both these situations.

Kelley: I wanted to know what her options are, you know, because I'm willing to help her and hopefully, you guys are willing to help her too.

Hales: Yes.

Kelley: I don't know what her options are. It says on the paperwork that she -- since you guys did the repairs, the City of Portland maintenance including new repairs must be considered part property ownership. I don't even -- what does that mean?

Hales: That means that it runs with the property, so the cost of improvements now are attached to the value of the property from the City's standpoint.

Kelley: OK.

Hales: But what we'll do is --

Wilkins: What's a safe sidewalk?

Hales: Sir --

Wilkins: OK, I'm going to leave -- [speaking simultaneously]

Hales: These folks have a particular problem to be dealt with. Maybe we could get staff could come back up for just a second.

Kelley: I know payment installments would be an option, but you're asking --the bill is her annual income for her taxes.

Hales: I understand. Let's get the staff to come back up and address the question of what options are there for low income property owners, if any, in a situation like this? Are there deferrals, are there payment plans? What are the options? Let me thank you and get them to come back up. We also may want them to spend more time with you after the hearing.

Kelley: She doesn't get government funding, she doesn't get social security, she doesn't get food stamps, she doesn't have any government help, but I know that people do get government help they have, like -- they based on what you make -- you know, the bill is

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based on what you make. That would be nice if that was some sort of option for her in her situation.

Hales: Thank you. Thank you for coming. We'll get them to respond. We might want them to follow up with you as well individually. Anyone else want to testify?

If you would come back up and just refresh our memories at the Council about what -- for either of these folks' situation -- what are the options at this point in the assessment process, if any?

Matias: Property owners have the option of financing the amount with us, but there is no other -- like senior deferral we used to have, but that's no longer a program going on with the state.

Hales: That was a state program?

Matias: That was a state program, yes.

Hales: Oh, because I remember that.

Matias: Yeah, they discontinued it.

Hales: The state just ended that program?

Matias: They did.

Hales: OK. Do we have the option of recreating our own? Not that we could do that today, but I'm saying do we have that option?

Matias: I'm not sure. That's definitely something to look into.

Hales: OK. So, we can finance the cost of the improvements. This property -- like all other properties in the area that got assessed -- are subject to that, but paying it over time is one option.

Matias: Yeah, they have a five or 10 year option to pay it.

Hales: OK. Any other suggestions? I might want to ask you to meet with them individually to make sure they understand what those options are. I know it may not solve the whole problem and may string it out, but nevertheless it might make the sticker shock of getting a \$2000 or \$3000 bill at least something that's a little more manageable.

Saltzman: What is our interest rate on financing?

Matias: It's a 5.2% interest rate.

Novick: And how long a repayment period do we offer?

Matias: On a \$2000 loan, it would be five or ten years.

Hales: So enough to make that a relatively modest annual amount. OK. Any other questions for staff? Then I'm going to close the hearing, and then this will come back as an ordinance, is that right? OK. In the meantime, could you please meet with these folks and give them that information?

Matias: Absolutely.

Hales: With that, we're going to recess until 2:00 p.m. Thank you all.

At 12:00 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

MAY 13, 2015 2:00 PM

Hales: Good afternoon, everyone. Welcome to the afternoon session of the May 13th Portland City Council meeting. Would you please call the roll?

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

Hales: We have a couple of items from this morning's calendar that we have to deal with and then we'll move on to the things that are actually scheduled for this afternoon. So bear with us, folks, while we dispose of a couple of things from this morning.

Let me make the usual announcements here at the beginning of the meeting. Welcome, everybody. If you're here to testify on a Council item this afternoon, please sign up on the signup sheet, which is either outside or now here in the room with our Council Clerk. If you are here to speak on a Council calendar item, just state your name. You don't have to give us your address, if you are a lobbyist under the City's Code, you are required to disclose that. You know who you are, so make sure that you do disclose that. Please testify only to the matter at hand. If you have handouts to present to the Council on a calendar item, please give them to the Council Clerk. And again, as usual, we ask that people maintain decorum in this room. If you want to indicate support or opposition to your fellow citizen's point of view, feel free to give a thumbs up or wave of the hand or if you really want to indicate disapproval, give them a thumbs down, but we ask that people don't make vocal demonstrations at any time and we sometimes have to gavel the meeting closed to reinforce that point because it is important that everyone's point of view be heard. So, those are the rules of procedure. If we can go back to the three items on the calendar this morning that have to be voted on now -- we had the hearings, but we also have an amendment to one of them. So, the first of them is item 479.

Item 479.

Hales: Any Council questions on that matter? Roll call vote on 479.

Item 479 Roll.

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

Item 480.

Hales: OK, so that's the language that was in the amendment. So, do we have to move that amendment or is it already -- it says included.

Moore-Love: Yeah, we have it. We haven't made a motion for the amendment to amend directive B to add general fund information.

Hales: I see, there it is. Can I have a motion, please, to add that amendment to the directive B?

Fish: So moved.

Saltzman: Second.

Hales: Any discussion? Roll call on the amendment, please.

Roll on amendment.

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

Hales: And on the amended ordinance.

Item 480 Roll.

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

Hales: OK, then finally, the third ordinance, 481.

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Item 481.

Hales: Any further Council discussion about this? Then roll call, please.

Item 481 Roll.

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

Hales: Just a quick comment about all three of these. We hear testimony sometimes sort of on one side of an issue, and that kind of was the case this morning. The Portland Police Bureau is not spending much time or money on dealing with marijuana, but we do have a huge upsurge in the use of heroin in our city, and a really terrible resurgence of the use of methamphetamine. And those are tragic addictions, and we've got a lot of addicted people, and some of them commit crimes and some of them are being supplied by gang members and gangs are fueling their operations, if you will, with a combination of human trafficking and drugs.

So far this year -- I've lost track as of this week, but as of Monday, we've had 45 gang violence incidents so far this year and well over 300 shots fired in our neighborhoods, including shots going through people's bedroom windows who have nothing to do with gangs. So, it's a serious problem and drugs are not just a public health concern. We have this wonderful service coordination team and we have Multnomah County doing all of the great work they're doing, but it's still a police matter. And I think sometimes, we forget that it's still a police matter. I wanted to get those points on the record and thank the folks at the Police Bureau that are focusing on the human cost of the huge wave of drugs that we're dealing with and the fact that that's a major profit center for gangs still pretty serious in our city. Aye. OK, now let's move to the afternoon calendar and take the first item.

Item 485.

Hales: I think our City Attorney has some instructions for us at this point, right?

Kathryn Beaumont, Chief Deputy City Attorney: Thank you.

Fish: Sir, can you move over a little bit so that we can see the City Attorney? Thank you.

Beaumont: Good afternoon. Just to briefly summarize where we are -- the Council held a hearing on April 23rd on this matter. The record was held open for two successive seven-day periods and closed at 5:00 p.m. on May 7th, and the evidentiary record has been closed since that time.

I understand this morning as part of Item 462, the communication section of the agenda, the Council members heard some comments from Floy Jones ostensibly on the Water Bureau budget but also primarily directed to the Washington Park Reservoir demo review that's before you. Since the evidentiary record is closed, my recommendation to you is that you disregard her testimony and make it explicit that you're doing so -- [booing] --

Hales: Hey -- folks, folks. I'll clear this chamber if that happens again.

*****: [indistinguishable] [shouting]

Hales: Maybe so, but I'll clear this chamber if that happens again. She's giving us legal information that we need to follow under state land use law. And depending on which side of the issue you're on at any given moment, you might like for us to follow state land use law. So please continue.

Beaumont: The purpose of today's proceeding is for Council discussion and deliberation. Any vote you take today should be tentative only, and we will bring this back at a future date for the adoption of findings and a final decision.

Hales: Thank you. Alright. We're at the point I believe on this item where we're ready for Council deliberation and possible motion, is that right? Any further questions for staff or City Attorney before we act? If not, do I have a motion?

Fritz: I move that we approve the application of the Water Bureau.

Fish: Second.

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****: No demo -- [indistinguishable] [shouting] --

Hales: Future discussion --

****: [shouting]

Hales: You're done -- you're done --

****: No demo -- [indistinguishable] [shouting] --

Hales: We're adjourned and we'll be back in 10 minutes.

At 2:12 p.m., Council recessed

At 2:45 p.m., Council reconvened.

Hales: OK, folks, we are going to reconvene in a minute. Again, I'm going to ask you to be respectful in this chamber. I really didn't appreciate what happened earlier -- [shouting] -- we are going to proceed folks. You don't get to come in here and shout.

****: Yeah, we do --

Hales: You don't. We're going to proceed. OK, Council will back to order. Without objection, I'm going to suspend the rules and reconvene and take up the motion that was on the table for item 485. Further discussion? Roll call.

Item 485 Roll,

Fish: Aye. **Saltzman:** Aye. **Novick:** Aye. **Fritz:** Aye. **Hales:** Aye.

Hales: Done. Thank you.

****: No -- [shouting] [indistinguishable]

Moore-Love: We need to set a date -- [inaudible] --

****: [indistinguishable] [shouting]

Hales: We'll set findings for June 10th, is that right?

Beaumont: Yes, June 10th for findings. What time?

Moore-Love: 10:00 a.m. --

****: [indistinguishable] [shouting]

Beaumont: What time?

Moore-Love: 10:00 a.m. --

****: [indistinguishable] [shouting]

Hales: 2:00 p.m.?

Moore-Love: 10:00 a.m.

Beaumont: June 10th at 10:00 a.m.

****: [indistinguishable] [shouting]

Hales: OK.

Hales: Item 486, please.

Item 486.

****: [shouting]

Hales: Let's ask the Auditor to come forward.

****: No demo! No demo! [shouting]

Hales: Go ahead, Constantin.

Constantin Severe, Director, Independent Police Review, Office of the City Auditor:

Good afternoon, Council members --

****: No! no -- [shouting]

Severe: I'm here on a proposed code change to City Council --

****: [shouting]

Severe: So, this is an ordinance item related to Department of Justice settlement agreement --

****: No! No! [shouting]

Fritz: So apparently, you people don't care about police accountability?

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****: No! No! [shouting]

Fritz: We're talking about police accountability right now.

****: [shouting]

Fritz: We're talking about police accountability.

****: [shouting]

Severe: Council members, I presented -- I have a proposal on the proposed code change. We have a PowerPoint --

****: [booing] [shouting]

Severe: So, a little bit of background --

Fritz: We're talking about police accountability. That's very important.

****: [booing] [shouting]

Severe: So, the Citizen Review Committee was created in 2001. There are 11 members of the CRC --

****: [booing] [shouting]

Severe: The CRC members are appointed by City Council. CRC members serve on the Police Review Board on a rotating basis, but they also serve as an advisory body to the Independent Police Review and the Chief of Police --

****: [booing] [shouting]

Fritz: [indistinguishable] we're not allowed to, it's a quasi-judicial land use issue --

****: No! No! No! [booing] [shouting]

Severe: Do you want me to go ahead?

****: [booing] [shouting] No demolition! [booing] [shouting]

Hales: We'll let you start over in a minute.

****: [booing] [shouting]

Hales: OK, Constantin, why don't you begin at the beginning?

****: [booing] [shouting]

Hales: Hang on. I don't think your microphone is on. Could you turn up Constantin's microphone?

****: [booing] [shouting] -- everyone who voted yes on the reservoir -- [shouting]

Hales: Go ahead, Constantin.

Severe: Thank you, Mr. Mayor. So, this is an item in front of Council about the proposed code change to the Citizen Review Committee. Put together a PowerPoint display about the Citizen Review Committee.

The Citizen Review Committee was created in 2001, it has 11 members. The Auditor recommends nominees to the City Council for appointment. They are three-year terms. The CRC members also serve as rotating members on the Police Review Board in use of force cases.

****: [shouting]

Severe: The Citizen Review Committee serves as an advisory body to the Independent Police Review and the Chief of Police.

****: [booing] [shouting]

Severe: So, a little bit of background on the City Code provisions related to CRC. City Code 321140 authorizes CRC to hear appeals of misconduct cases, either the community member or a police officer dissatisfied with the outcome of investigative cases can submit a request for review or what we also call an appeal. CRC members receive a full investigative file prior to an appeal. Requests for review consists of two hearings: a case file review, which is an opportunity for the Citizen Review Committee to assess the completeness and readiness of the completed investigation for an appeal; and an appeal hearing. The committee decides whether the decision by the Police Bureau fact-finder is supported by the evidence.

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Currently, the Citizen Review Committee may request an additional investigation at either stage. Right now, that's at the discretion of either Internal Affairs or IPR.

*****: [booing] [shouting]

Severe: So, the Department of Justice settlement agreement resolved litigation between the United States Department of Justice and City of Portland. This was a complaint filed back in 2012 from an investigation which started in 2011 that the Portland Police Bureau had engaged in a pattern and practice of unnecessary or unreasonable force during interaction with people experiencing mental illness.

*****: [booing] [shouting]

Severe: The Citizen Review Committee is mentioned in several places of the agreement. City Council approved the agreement in December of 2012. The agreement was made effective by Judge Michael Simon on August 29th, 2014.

*****: [shouting] [booing]

Severe: These are some of the changes that are part of the Department of Justice settlement agreement and involve the CRC. All administrative investigations of officer misconduct must occur within 180 days of receipt, which includes CRC appeals. Appeals to the Citizen Review Committee should be resolved within 21 days, which would be a big change compared to the way things work right now.

*****: [booing] [shouting]

Severe: CRC members would serve on a rotating basis on the Police Review Board, expansion of the CRC from nine to 11 members, and the CRC may make one request for additional investigation during the appeal process. And that request may include multiple points of inquiry.

*****: [shouting] [booing]

Severe: The need for code change based on the case file review and appeal hearing. Paragraph 121 of the settlement agreement talks about the 180 days. The current appeal process includes a waiting period of around 90 days. Paragraph 121 also talks about the 21 days that the CRC would have to conduct an appeal. The current base case scenario is about 60 days.

The time to file an appeal would be reduced from 30 to 14 days. Proposed changes would allow the case file review and appeal hearing to occur on the same day if the CRC believed the investigation was complete.

*****: [shouting] [booing]

Severe: The proposed code change would require additional investigation by either IPR or IA if the CRC voted to do so. That would not be at the discretion of either investigative entity.

Fish: Can I ask a question? What's the rationale for reducing the time to appeal from 30 to 14 days?

Severe: So, the --

*****: [shouting]

Severe: -- appeal period is included within the 180 days. So currently, only about 10% of our appellants or community members who filed a complaint request an appeal --

*****: [shouting] [booing]

Severe: As a way of compressing the timeline, we're making the proposed change that would go to 14 days. We have a pretty expansive good cause clause.

Fish: And in your view that doesn't prevent people from having a reasonable timeframe -- [indistinguishable] --

*****: [booing] [shouting]

Severe: I don't think so, based on some of the research we have done. It takes 10 to 11 days for people to decide whether they want to file an appeal or not.

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****: [booing] [shouting]

Severe: So this slide talks about the appeals that we've had over the last four, five years. 2013 was a pretty active year, there were five appeals. The CRC historically challenges the Police Bureau's findings at least a third of the time, some years as much as 60%.

****: [booing] [shouting]

Severe: We've had a relatively expensive public engagement process on this code change. It started in October 2014, where CRC members and IPR staff got together to come up with proposed code language that would meet the requirements of the Department of Justice settlement agreement as well as respect the community members who have engaged the City's complaint process. Draft language was put together and was presenting in front of the CRC in January of 2015. February 13th, we sent notification to the COCL, Council offices, and the public that's on our notification list. We heard some feedback from some COCL members that wanted additional time, so we decided to pull this item and set it for today.

Fritz: Which in retrospect may not have been the best of things. [laughs]

Severe: You know, democracy is a beautiful thing.

****: [shouting] [booing]

Fritz: Thank you so much.

Severe: So do you have any questions on that? Maybe later. Thank you.

Hales: Anything you want to add now or maybe later?

Severe: So, I believe there are three members of the community who follow these issues who have requested an opportunity to speak on this issue.

Hales: We'll let them speak and get you back up after that.

****: [shouting] [booing]

Moore-Love: We're calling public testimony for this item.

Hales: Tell him he can testify now, Mr. Walsh.

****: [booing] [shouting] Save our reservoirs! We love you Joe!

Hales: Go ahead, ma'am, then Mr. Walsh can follow you and Mr. Handelman after that.

Dan Handelman: Let me hand in my testimony here. Mayor Hales and Commissioners -- by the way, I don't cross picket lines and I'm not doing this to disrespect any of you or what you're doing. We came here to testify about this issue today, so I appreciate your devotion to the cause that you are here for. I just want to start by saying that. Oh, I also wanted to ask Mayor Hales if I might have an extra minute.

Hales: Sure.

Handelman: Thank you. Portland Copwatch extends thanks to the Auditor and the Independent Police Review -- I'm Dan Handelman with Portland Copwatch. A little thrown, but that's OK.

We extend our thanks to the Auditor and the Independent Police Review Division for postponing the changes to the IPR ordinance from February until today. The delay gave a chance for members of the Community Oversight Advisory Board and others to ask questions, make suggestions, and come up with a much better product that you are considering.

We still have concerns about some of the proposed language and the reluctance of IPR and Council to make bolder changes that would give Portland a truly independent civilian review board. Some of today's changes are supposed to get the Citizen Review Committee appeals process down to 21 days as listed in the DOJ agreement, but the DOJ itself told CRC that if they needed more time, that's acceptable. David Knight told CRC the 21-daytime line is one line in a 77-page document and the DOJ would not bring the City to court for lack of compliance if they take 45 days -- and I have posted video of that on our YouTube page.

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Examining the changes, here's what we find. The first one, the IPR is narrowing to 14 days the timeline for a person unsatisfied with the outcome of a complaint investigation to appeal the CRC. IPR's own analysis showed that people either file within a few days of receiving the disposition letter or wait until the end of the current 30-day period. The proposal from IPR allows the Director to make exceptions, citing language barriers and physical or cognitive issues as reasons to accept a late filing. We'd hope that the Director will be allowed to set a longer timeframe more broadly, since many people need more than 14 days just to understand what the CRC is, find someone to assist then in filing the paperwork, and file the appeal.

The next section, the ordinance now lumps the CRC's case file review and appeal hearing into one hearing. We strongly recommended that the words "a hearing consisted of" be removed from the revised ordinance so it would read, "when a Director receives and accepts a timely request for review, a case file review and appeal hearing shall be scheduled before the committee." Director Severe appeared to have agreed to remove the four words at the April 21 community meeting. Instead, he added a new sentence that said, "the case file review shall take place prior to the appeal hearing, either on the same day or on an earlier date." This takes care of our concern that someone will call foul if CRC votes to delay the appeal, though our proposal was less wordy and less confusing.

That same section says now that the Director will notify the CRC executive committee upon receipt of an appeal. This doesn't fully address our concern that under the old ordinance, the CRC chair was supposed to help schedule the hearings and was going to be cut out of a new one completely. By limiting the contact [indistinguishable] the notification of the appeal and not mentioning scheduling, this could take away CRC's ability to schedule its own hearings.

The most important changes proposed to the CRC under the DOJ agreement grants them the authority to order further investigation. IPR originally left out language from the agreement which says they will not be limited in their one opportunity to ask for, say, just one photograph or one follow-up interview. The ordinance now appropriately says, "the request for investigation may include multiple areas of inquiry." This is a very huge deal for the community that the CRC is going to have the power to tell the City we need more investigation.

Finally, IPR added a new section which at first seemed unnecessary, but there's new language that I see that Commissioner Fritz apparently is proposing that says the CRC should decide when they're going to hold the appeal hearing instead of just ordering them to vote to hold the appeal hearing. So, we approve of the proposed language. That's very helpful. There will be many instances where the CRC will not want to hold the appeal hearing on the same day as the case file review. How the system works now is a result of many years of trial and error and what has led to the separating of these two processes.

We've also suggested that IPR include a provision to explicitly allow CRC to recommend changes to the allegations as written. CRC has been able to do so a number of times but has also been blocked in doing so because it seems to be up to whoever is interpreting the code.

There are over a dozen other outstanding issues from the 2010 stakeholders group that needs to be addressed. For instance, we would like to see Council finish work you started over a year and a half ago to give IPR the power to compel officer testimony, as well as change CRC's deferential standard of review and give CRC the explicit ability to hear shootings and deaths appeals. Thank you for your time.

Hales: Questions? I've got some, but go ahead, Commissioner.

Fritz: Mayor, I would like to move the amendment so others can testify. I'm glad that Mr. Handelman knew about it so that he was able to comment. The amendment on 321150,

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case file review, and it responds to Mr. Handelman's concern about not directing the committee on what to vote, but rather that they shall vote on when to hold an appeal hearing. New section D would say, "if the committee agrees no further investigation and consideration of the evidence appears warranted, the committee shall vote on when to hold an appeal hearing."

Fish: I'll second it for discussion. Commissioner Fritz, is this a friendly amendment -- has the Auditor determined this is a friendly amendment?

Fritz: Yes. It was discussed and worked out with Mr. Severe. I will also -- I am also interested in Mr. Handelman's other requested amendment to section A to delete the words "a hearing consisting of," which I believe is consistent with the discussion that we've had, that there may be two separate hearings or there may not be.

Hales: I'm still trying to figure that one out, Dan. So what's the effect -- how does it function after you remove the four words?

Handelman: Well, I think it makes it clear that they're not going to have to be held at the same time. What my concern is is that it's probably is not going to come from the citizen, because citizens over the years have come to appreciate the way the CRC has been holding their hearings more thoroughly and they don't seem to mind how long it's taking. I'm afraid that it might come from the police side, that they're going to complain if CRC separates the appealing hearing and case file review to two different days and say that they're in violation of the new ordinance. And I understand the new sentence takes care of that, but it's kind of confusing to stay "on the same day or earlier date." It's very confusing temporally -- it doesn't make sense in the way we speak English to each other on a daily basis. But I think if you take those four words, you will have the same effect and it will remove that concern.

Hales: OK, yeah, I see.

Fritz: I haven't checked that one out with Mr. Severe or the Auditor. I'd like to hear their response, but that is something that would be interest --

Hales: Do you want to make the motion or hear from Constantin first? We've got other folks who want to speak. Let's hold that aside and give you a chance to make the motion in a while, but let's here from other citizens first, please. Thank you, Dan. Welcome, go ahead.

Joe Walsh: My name is Joe Walsh, I represent individuals for justice. We are concurring with everything that Dan just said with Copwatch, but we will also point out that unless the independent review board -- or whatever name you want to put on it -- if the organization does not have total independence, all of this is fluff. That board, that looks at the police department's behavior must be totally independent. They must answer to no one except the citizens of this city. Not to you, not to the police, and not to any committee. They have to be independent. That means you have to set up some funding for them. You have to set up independent investigators. You have to set up a funding and a place for them to meet outside of City Hall, away from you guys, as far as they can get away from the police department, and come down with realistic decisions and then have subpoena power to punish. I know the people that have that right now -- the Chief of Police and also the Mayor. I would suggest that you take that away from both of you.

Hales: I don't think we do, Joe.

Walsh: Wait a minute -- please don't interrupt me because you break my chain of thought and that's unfair. If you want to comment later, I'm sure you have a comment.

Hales: OK, well I'll check.

Walsh: All I'm saying is whatever organization or institution or creation you come up with -- with all of these deals and things that are coming out of the Department of Justice -- unless the independent review board is totally independent -- like they just did in Newark. My god,

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a Republican governor in Newark, New Jersey -- they are totally independent. And here they advise, that's it. These organizations advise the Chief of Police. They advise the Mayor. They are useless. And it has been shown to you over and over and over again, and you have to have investigations that even Joe Walsh looks at and says, "that is an independent investigation." And right now, you don't have anything close to that. And I'm losing my voice. And I'm sure you're happy. Thank you.

Hales: Thanks, Joe. Welcome. Good afternoon.

Edith Gillis: Hello, my name is Edith Gillis, and I am a citizen of Portland for over 35 years. And my deep concern is that we are defrauding our taxpayers and the voters and our public servants and we're putting at risk the safety of our emergency personnel, etc. when we call something an Independent Police Review when it's not independent. And what we need to do is to have it independent. Can you hear me?

Hales: Mm-hmm, yes.

Gillis: So I'm talking about an independent investigator and prosecutor. I'm talking about separate budget, separate location, separate staff, securing the evidence, subpoena powers, enforcement, and that when someone -- when a police officer or a private mercenary or other organization is in the jurisdiction of the city of Portland == or anyone wearing anything like riot gear in the city of Portland -- that if there is any death, if there is any injury to the civilian, any allegation of police brutality or corruption, that person is held for investigation, is held without pay, and is not allowed to be taking our money. Too much of our tax dollars are being spent on not only a few bad apples, but on a system that rewards corruption and bullying of police officers by police officers and withholding information that you need to do your job properly.

I'm wanting to have proper training that we do not have yet, and I'm wanting to also make sure that each of these are held accountable to the human rights and civil liberties of not only the police but of the civilians. And so, I do not want us to be having one where we're just kind of holding hands and everyone is afraid of the cops and the cops and police union get away with controlling what happens, and that important evidence of crimes have been destroyed or lost, that witnesses have been intimidated, and that good cops are forced out of the program.

Hales: Thank you. Thanks very much. Questions? Thank you all. Others? Good afternoon.

Debbie Aiona: Hi, I'm Debbie Aiona, representing the League of Women Voters of Portland. Although the League has significant concerns about shortening the timeline for appeals, in light of the DOJ settlement agreement, we support the IPR proposed changes.

The League was one of the many organizations and individuals raising concerns about the shortened timeline for appeals. As long-time observers of the Citizen Review Committee, we have seen firsthand what a positive difference the case file review and the volunteer advocates and appeals process advisors have made in the quality of appeals and in the satisfaction expressed by appellants, whether or not their appeal is successful. They walk away feeling as if they've been heard and supported, and that the CRC had the time and information needed to make a thoughtful decision.

The proposed code change allows the case file review and appeal hearing to continue to be scheduled separately when necessary. This should help ensure that the CRC can continue to give due consideration to each case.

It was encouraging to hear a DOJ representative state at a recent CRC meeting that they will not hold the City to the 21-day limit because they have come to understand that indeed more time is needed if we are to give the appellant time to prepare and give the CRC the ability to ensure the investigation is adequate. Furthermore, the volunteer National Lawyers Guild advocates and the IPR-provided appeals process advisors need time to meet with appellants to help them understand the process and present their cases

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effectively. The League does not want to see quality sacrificed in the interest of expediting the process.

We are concerned that the 14-day period to file an appeal may prevent worthy appellants from coming forward. The IPR should track concerns raised by appellants and be willing to consider amending the ordinance if 14 days proves to be a significant barrier.

Finally, the League truly appreciates the efforts IPR Director Severe has made by meeting with interested community members to discuss the proposed changes. We were especially pleased to observe his willingness to make revisions to the proposal after hearing from the public, CRC, and COAB representatives and others. Thank you very much.

Fish: Debbie, I just have a question. You regularly spoil us by giving us written testimony. Do you have a handout today, or is that your testimony?

Aiona: I just came away from two weeks in California and just kind of pulled this together a couple of hours ago.

Fish: It was very clear, but I wanted to make sure that we weren't missing --

Aiona: No, sorry -- sometimes you just have limits.

Fish: We'll give you a pass today.

Aiona: [laughs] Thanks.

Hales: Considering you are a volunteer, I think you can be excused for not always having written testimony.

Aiona: OK, thank you. [laughs]

Charles Johnson: Good afternoon, Commissioners. I appreciate Director Constantin Severe's patience as some of my friends and neighborhoods express their extreme concern with wasteful City policy. I'm glad to see we are trying to make the CRC appeal process more friendly to our citizens and more efficient so that we can get quality police oversight.

I do think that Mr. Handelman addressed the minutia of the changes adequately. But when we look in the PDF, Director Severe even found a group called the Portland Opportunities Industrialization Center, with which among other groups to discuss these changes. And I really think that between Mr. Severe and the Auditor general, there needs to be an honest comprehensive report -- perhaps facilitated by the LWV, the League of Women Voters -- that really states what people think about police accountability in Portland and what changes from the grassroots, not inside the structure of the COAB or settlement agreement or any of those things. I think there are many excluded and minimized voices who have thoughtful things to contribute to what we can really do to make people believe that we're moving towards stronger accountability and punishment for police misconduct. That's really the words we should be saying. The police and criminal justice is mostly a punitive system here. We really need to be talking about punishment for police wrongdoing. We know the wrongdoing happens and the punishment doesn't happen. Paid vacations happen, but -- and I'm hoping that Mr. Handelman will incorporate that in some of the Copwatch reporting. And I think it's a good thing for you to look at, Mayor -- how many hours of more than \$15 an hour police time is wasted because police engage in misconduct, get sidelined for vacations, get paid after wrongdoing? And it's unfortunate that we can't address this issue strictly as a human rights and civil rights issue, that we have to remember that part of the reason you guys are even in motion is because the United States of America Department of Justice had to investigate you, found a pattern of wrongdoing. And the other reason is dollars. The City has cops that are not good cops that do deliberately wrong things, get found liable in civil trials, and taxpayer dollars have to go to the injured parties. Our goal should be zero -- not just zero spending on that kind of thing, but zero injury to our fellow citizens and neighbors in Portland. So I hope that

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along with these minutia that were well addressed by Mr. Handelman -- these changes -- that the biggest focus is to bad cops out, do something about the crazy arbitration system that lets them come back, and a target of zero police misconduct and zero payouts. Thank you.

Hales: Thanks. And glad you raised the question about Portland Opportunities Industrialization Center. It's got probably the strangest name of any nonprofit in the city. It's a nonprofit, as you may know -- I urge you to take a look at the website to see what they do -- but they actually focus on at-risk youth, they provide outreach to gang members and potential gang members, they run the Rosemary Anderson High School. And one of the reasons I think it's excellent that the Auditor consulted POIC about the Police Bureau is that they had to deal with a massive police response there in December of last year when three of their students were shot on the sidewalk outside of the school, including one of my interns from my office. So, they've had a lot of experience with the Police Bureau, both sides of the issue. And although their name is really strange, they're so in contact with the community that's most at-risk in terms of the relationship with the Police Bureau. I'm glad you brought them up.

Johnson: And I appreciate you clarifying that because I think many people would have liked to see the documentation include interaction with Rosemary Anderson School staff and students.

Hales: Right. They do other things -- they have gang outreach workers and they do job training for particularly kids of color.

Johnson: And thanks for holding your remarks until after I was finished.

Hales: OK, others?

Moore-Love: That's all who signed up.

Hales: I think it would be good to get the Auditor and Mr. Severe back up, and then also to take up the question of the amendment that you were posing, Commissioner Fritz. So, I guess first question I would have is your response to some of the criticisms or constructive criticisms and suggestions that Mr. Handelman made, and then also this other potential amendment that has been mentioned.

Severe: I'll take the amendment first. On 321150, subparagraph A -- you know, I have no objection to removing "a hearing consisting of." That's something that came up during the public feedback period, and that is something that I committed to removing and just made it into this draft. So, I don't think it makes a huge substantive difference -- because hearings can be multiple days, as you folks are well aware of -- but I think if there is any possible impediment to members of the public accessing this or causing confusion among community members, particularly volunteers, I am more than willing to do that.

Hales: OK, good.

Fritz: Great, thank you.

Hales: Auditor Caballero, any other comments you would like it make?

Mary Hull Caballero, City Auditor: The one comment I would like to make is the fear that if IPR is doing the scheduling for the hearings that somehow we're going to cut the CRC out. We want those hearings to go forward. We are focused on people who walk in and file complaints and investigating those complaints, and so, it is in our best interest, it's in the civilian oversight system's best interest that we are coordinating closely with the volunteers of the Citizen Review Committee. And so, I don't interpret the language of this text in a way that construes any sort of authority to the Independent Police Review Division that was raised during the public testimony.

Hales: OK.

Severe: And just one other thing. The appeal process, IPR, CRC -- it doesn't belong to me, it doesn't belong to the Auditor. This is a system that has been built over the last 20

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years. It belongs to all of us. And one of the commitments that this Auditor and our office has made particularly during this particular code change process is trying to make it as open as possible. Talking to anybody and everybody. And we've gotten some really good feedback that we're able to incorporate into this, and it's been a learning experience for us as well and it's been so positive the response from community members that starting this month for the rest of the summer, we will try to do IPR info session talking about police accountability issues. And during the feedback that we heard from community members, a lot of people were talking about the future and wanting to engage in proactive change of not waiting for a Baltimore or Ferguson or whatever to happen here, but for us to be ahead of the curve because we are Portland and we are a progressive society I believe. So, May 27th is going to be the first one and we're going to have that in the Portland Building. June's is going to be in the Charles Jordan center in North Portland, and July, and August, and we will try to have different themes. It's not going to be me with my awesome PowerPoint, it's just going to be us sitting around as equals. I think staff has a role to participate, but I think this is an opportunity for members of the public to participate and find out what we're actually doing right now and if there are gaps and if there are things that we can do better. That we learn from members of the public and if there is something that needs to be legislated or something like that, put together -- I really like Mr. Johnson's point of putting together some sort of report or something at the end of the summer of saying, "OK, this is what we heard from members of the public" and providing that to the public at large.

Fritz: Thank you. I move the requested amendment to section A to delete the words "a hearing consisted of" from the first sentence.

Fish: Second.

Hales: OK. Further discussion on including that amendment? Then roll call and including that second amendment

Roll on amendment.

Fish: Aye. **Saltzman:** Aye. **Novick:** Aye. **Fritz:** Aye. **Hales:** Aye.

Hales: And did we act on the first amendment or put it on the table? Let's act on the first one as well, please.

Roll on amendment.

Fish: Aye. **Saltzman:** Aye. **Novick:** Aye. **Fritz:** Aye. **Hales:** Aye.

Hales: OK. Any further Council discussion on this item? And I'm just looking back to see -- it is not an emergency ordinance, right?

Severe: No, it is not.

Hales: It is not an emergency ordinance.

Fritz: Since it's not, I would like to make a comment. First of all, it was an awesome PowerPoint that you just presented, and it's fortunate that you had that written work. Obviously, you had already briefed all of the Council offices ahead of time so none of it was news to us, but because you had the PowerPoint, people at home were able to read what was up on the screen even though they may not have been able to hear what you said.

Second, I've been involved in several Independent Police Review code changes over my six and a bit years on the Council, and often the amount of anger that's expressed at these hearings have been directed at you and your staff. Although, I was really disheartened that people could not hear your presentation, I'm glad that this time there's so much more consensus, that you worked with the community, that with our new Auditor in charge, there's a renewed confidence in the independence of the process, and so I really commend you -- to have folks like Mr. Handelman and Ms. Aiona coming to say

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although they're still concerned about the timeline they support what you have done is a tremendous achievement. Thank you very much.

Severe: Thank you, ma'am.

Hales: Thank you both. This will come back for a second reading next week. OK, let's move into the final item this afternoon.

Item 487.

Hales: Commissioner Novick.

Novick: Thank you, Mayor and colleagues. I'd like to first thank Metro for the community planning and development grant that funded City staff participation in the planning process for this Powell Division transit development project. I also want to thank the following community members who provided valuable direction to the project's planning process: Judith Mowry of the Office of Equity and Human Rights; Kem Marks and Lori Boisen of the Division Midway Alliance; Raahi Reddy of APANO in the Jade district; Vivian Satterfield of OPAL Environmental Justice; Duncan Hwang of APANO; and Dr. Lisa Bates of Portland State University.

This is largely a transit project but fortunately, when we do this transit project we will also improve safety along inner Powell and outer Division. We were reminded again this week of the safety issues on Powell with the tragic crash at 26th and Powell. We've long known that crossing and safety improvements along Powell Boulevard could significantly improve the safety for everyone sharing the road whether you're driving, walking, or biking, and Director Treat and I are committed to reaching our Vision Zero goals to move towards zero traffic-related fatalities and serious injuries.

The need for safer and faster access to transit and faster more reliable transit service, especially to jobs and school, is particularly prevalent in the inner Powell outer Division corridor. The corridor now includes some of the highest ridership in the entire TriMet system. The number 4 bus in Division has over 9000 trips a day. The number 9 bus on Powell has over 8700 trips per day. Preliminary estimates indicate that a possible bus rapid transit line along Powell-Division might have average weekly day line riders of between 24,000 and 28,000 people and would generate -- some of those would be shifted from existing lines, but the preliminary estimates indicate that in the neighborhood of 6000 new average trips would be added to the TriMet system.

This project would clement the hoped-for implementation of the Outer Powell Conceptual Design Plan and safety improvements involved there, our efforts to improve safety at 127th, and hopefully TriMet will also add frequent service. These are all priority projects identified in the East Portland in Motion five-year strategy and the East Portland Action Plan.

Supporting the Powell-Division transit development project also reinforces elements of our comprehensive plan update. We are pleased that PBOT actually has some SDC funds we are prepared to commit towards this project. Our SDC funds will leverage federal and regional funds towards improving transit access to educational and employment opportunities -- among other things -- at PCC, PSU, OHSU, and Mount Hood Community College.

Throughout the planning process, the Bureau of Planning and Sustainability has been developing a land use vision and action plan to help guide and support future development and community building activities along the corridor. We want to be sure that this project actually serves existing members of the community and doesn't simply lead to gentrification. We of course very much hope the legislature will give us new tools to prevent gentrification. We also are confident the community benefits agreements, local hiring, and hiring of minorities and women-owned contractor companies during this actual project will be of great value to the community.

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Because the steering committee includes community partners and citizen representatives, displacement mitigation tools like these have been prioritized throughout the planning process, strengthening relationships of communities throughout the corridor. I'll ask Leah Treat, Director of the Bureau of Transportation, to share more details on this project.

Leah Treat, Director, Portland Bureau of Transportation. Thank you, Mayor and Commissioners. Again, I'm the Leah Treat, the Director of the Portland Bureau of Transportation. I'm pleased today to be bringing to you the Powell-Division transit and development project. It's a high-capacity transit project on the Powell-Division corridor and will connect downtown Portland to Gresham. We're here today to ask for your support to advance the project from the planning phase into its next phase of project development.

I have the honor of representing the City of Portland on the steering committee alongside our agency partners, elected officials, and community partners. Although Commissioner Novick is our official representative appointed by the Mayor, I have been participating on his behalf.

Planning for the project has been a collaborative effort involving the Bureau of Transportation, the Bureau of Planning and Sustainability, Metro, TriMet, ODOT, Multnomah County, and the City of Gresham. This partnership is a reflection of the multijurisdictional nature of the Powell-Division project corridor, including street segments belonging to Portland, Gresham, Multnomah County, and the State of Oregon.

Metro is leading the region's effort to plan the project, and TriMet is leading the design process. TriMet would also operate the new service. Given these significant roles, we invited Brian Monberg, Metro's planning and project manager; and Alan Lehto, TriMet's director of planning and policy to share more the details of the project with you today.

The Powell-Division project includes three of the city's high-crash corridors at Powell, 82nd, and Division. These streets have experience high demand from pedestrians and cyclists and people accessing transit. So, this project presents a really good opportunity for us to move forward on our Vision Zero goals and improve safety along these high-crash corridors. The high capacity transit project also ties into our Portland progress schools, and is identified as connecting Portlanders to economic opportunities. With that, I'll turn it over to Brian to share more about the project.

Brian Monberg: Good afternoon. We're very pleased to give you an update on the project. This project corridor does connect downtown Portland to Southeast Portland, East Portland, the City of Gresham with a vision to connect downtown to Mount Hood Community College near the eastern boundary of our region. There's a lot of opportunity to connect a number of major destinations in the corridor.

Just to highlight why we are moving forward with this project -- this was identified as one of two priority corridors out of regional transportation plan, including southwest corridor and the Powell-Division corridor -- those highlighted in green from the high capacity transit plan. As we've talked about, this is a corridor where a lot of people are riding transit every single day. There's a lot of line ridership, a lot of growth on the 4 and the 9, and a real opportunity exists to connect to existing investments in the orange line, the green line, and the blue line.

Just as an example of that, right in the middle of the corridor at the intersection of 82nd and Division, there's over 18,000 on/off's a week on that site. To put that in context, it's enough people to nearly fill up the Timbers soccer stadium. A lot of activity and people engaging in this project and engaging transit in our corridor.

When we're working on the transit project, we were very focused on making sure we build a project that could save time for people riding it, providing for a comfortable and safe trip, and importantly connecting the places we care about.

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As we've discussed, we've been really focused on developing the economic development strategy around this site, leveraging so much work the City the Portland has already put in place, like the Portland Milwaukie line, Foster-Powell, the Jade district, and East Portland. As we talked about, there's been an emerging theme for the education corridor, recognizing that this project can leverage investments in Portland State, Oregon Health Sciences University, with a significant investment Portland Community College has put at 82nd and Division and Mount Hood Community College campus. The two largest high schools in the state of Oregon are in the corridor at David Douglas and Reynolds High School, and several other high schools there. There's a lot of students transferring between all of these educational institutions.

We've also been working closely with the efforts the Portland Development Commission and the City of Portland have had around the Neighborhood Prosperity Initiative, in particular the Jade district and Division midway. When we put those together with this emerging action plan, this project has been on supporting the uniqueness of the communities along the corridor, providing amenities that really improve the neighborhood, and importantly, a real focus on supporting equitable development.

So just to briefly summarize the project. This is twofold, both a transit and development project. In this planning phase, we've been focused on developing vision around the route and the stations and supporting projects 6 for the transit. And the City of Portland has been leading the effort in partnership with the City of Gresham for development strategy, and we've been working together to find a series of actions and projects that can really help support the areas we'd like to see changed and the areas the community would like to see remain stable.

With that, we've really focused on the notion that everything is done in partnership. Metro has been leading the steering committee where the community and agency have been coming together to identify shared issues and really finding common ground. With that agreement, we look to pursue and collaborate on funding. That agreement and that effort working together in partnership really has provided a lot of value and opportunity to bring needed investments in the corridor.

As an example of that, we've been holding a lot of community-based workshops in the corridor over the last year and a half, and that has included both geographically-specific as well culturally and multilingual engagement, also working closely with high school students in the corridor, and local businesses.

We've also had a focus on a series of workshop discussions around equitable development. Our website and our work with the community has developed an equitable development resource kit. The emerging action plan the City has been developing has focused on housing, economic development, and real projects and policies that can support the communities in conjunction with the transit investment.

And also, I just want to acknowledge the online efforts and what we learned from the comprehensive plan and the online map app that was so successful. We've had a similar effort on this project. Just this spring, we had over 1500 comments online and a lot of engagement online as well as in person. As an example of that, I just wanted to share a quote from one of the community members we've engaged who said, "thank you for having me speak for our Tongan community at the steering committee and very much appreciate the ink time. I will share with my sewing class today, and the word of mouth will spread faster than the high speed internet at Metro. The Tongan community will know we've been heard." And Kolini did speak with our steering committee in March, and we've engaged many groups along the corridor to hear where they would like to see the investments.

What that has meant is our steering committee has partnered community and business organizations. The steering committee is a little unique. We have 22 members,

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and we've taken a triple bottom line approach. So in addition to elected officials and the neighborhood communities, we've had representatives of social, environmental, and economic interests on the corridor. It's been a real delight to work with a very abroad group to build a vision for the corridor. We developed goals around transportation, well-being, equity, and efficiency. Really important to focus on how this can support the community and equity goals.

Where we are with the project is we have developed a vision for our new bus rapid transit project that would run on inner Powell in Portland, connecting to Division, to Gresham, and to Mount Hood Community college. We're still working through some planning decisions about the actual route. There's been a strong interest on 82nd being the route, but we're doing some additional design work and also refining some choices in Gresham.

Finally, I just want to highlight some of the collaboration. One has been partnership with the philanthropic community and been doing a grant based on arts and place-making along the corridor, partnering with the Jade and Division Midway district. Also been working very closely with the Jade district. Their visioning process identified over the last year four key opportunities around traffic improvements, 82nd and Division, and a community space and green space. We're excited to say that led to a Metro transit-oriented development purchase for the former furniture store site right at 82nd and Division, right next to Portland Community College.

What's that led to is a partnership with APANO in order to have that as multicultural space as we work together to find a vision for the future housing on the site. And for those of you who attended the event last week to kick off this site, it was a really exciting event with a lot of community participation. It's been a great partnership to look at those kinds of investments parallel to the transit investment.

Just want to acknowledge there's a continued interest to actually site the station on the campus of Mount Hood Community College, which is significant. Their district does encompass much of East Portland and many students. So we've had an exciting partnership with the college and we're actually at the board tonight to discuss the project with them.

That's a brief overview, and I want to transition to Alan Lehto who's going to talk more about the project.

Alan Lehto: Thanks, Brain. We're very excited about the opportunity to develop this project. As you've heard, there are a number of transit riders in this corridor of course, but it's a real opportunity to bring what is effectively a new mood to the region to improve even more so that experience for existing riders and to attract new riders in this corridor, and to support the aspirations of the communities along the way both in Portland and in the city of Gresham. It's a real opportunity to bring that improvement in a way that is -- brings it in a relatively quick manner and really considers all of the needs and aspirations that can go into this kind of a project to improve transit in this set of the corridor.

What I'm going to do is talk just a little more about nuts and bolts -- and Brain, if you could go to the next slide there. In terms of timing, you've heard already that we've spent several years understanding and learning as much as we can connecting with the people of the community and understanding what the interests are and what the needs are to try to get to the big picture idea of what this improvement should be. Then what we do is we start to move into this next stage of project development and beyond that brings that from a conceptual idea and a promise to how we actually deliver that promise and ultimately go into construction and opening the service and running it for the very long term.

There will be lots more to work on for that, but for right now -- maybe if you go to the next one -- this next step is what FTA calls "project development." The term isn't as

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important as just understanding that it's taking what's a conceptual idea and putting a little bit more shape to it so that we can do that important analysis of the benefits and the potential impacts and how to mitigate some of those impacts as part of the project. And that's what you see -- the ability for us to work on the preliminary engineering, planning for the funding for the ultimate construction of the project, and on the environmental work. All of this is to essentially get into the queue, the pipeline for FTA to be able to work with our federal partners to have them help us do this project.

It's part of what's called Small Starts program, which has certain limits to it, but also has a lot of advantages in terms of being a simpler, faster, and easier to implement kind of program than we had to do for instance for the orange line that's going to be opened now in September. It allows us to benefit this decade hopefully rather than a decade from now.

And I know you've heard some about what bus rapid transit is, but just as a remind for you and for those who are listening, it's a whole range of improvements, most of which we have bits and pieces of around the region. So, exclusive bus lanes like we have in downtown leading to some of the bridges. Specialized vehicles, though, and larger stations, great information at those stations, connections to different places and different lines throughout the corridor, and the ability to really do something special with this corridor that we haven't done anywhere else in the region.

We also have the great opportunity -- unfortunately, we're not first with this one, but we have the opportunity to learn from some of the great successes and mistakes that have happened in other parts of the country. So, learning from a Cleveland health line or a Los Angeles orange line or other places that really understand now what you can do with bus rapid transit and how to make the work as well as possible.

I also want to emphasize that we have a real opportunity -- we've set it up right this time where we're talking about the corridor, the capital improvements to the corridor, and the service this one Powell Division corridor at the same time that we're talking about vision for the transit network as whole. So it's not just one line, it's how it connects in with the entire system so that people can make those important connections to educational opportunities, job opportunities, daily needs, health care -- all of things that people need on a day by day and week by week basis -- and not just travel in a single corridor but travel throughout East Portland, East County, the rest of the region.

As part of that -- to make sure that we're doing that, we've been doing what we call the service enhancement plans or the future of transit work to develop the vision for what that future network looks like and how it connects with this project. And so you can see a few of the things that we've been hearing on the eastside -- request for more coverage, especially for north-south service in areas that we don't have either improvements or new lines; service more often, earlier and later than we do today; connection with employee areas; enhancing access to education, healthy food, and services that are places in East Portland but are not convenient to every corridor; and of course, part of this project and partnerships throughout the region to try to improve access to transit in a safe and responsible way.

Treat: Alright. Thank you, Brain and Alan. We'll talk a little bit about the City of Portland's funding for the project. PBOT is able to help advance the project into project development with a financial contribution from our SDC funds. We're estimating spending roughly \$2 million in SDCs toward project development, and those funds would count towards the region's match to the future federal Small Starts grants of perhaps \$75 million. It'll be a great opportunity to leverage our SDC funds towards the project, and additional SDC funds are available for the project should it continue to advance into final design and construction. I don't know if you guys had that on your screen or not, but there's the snapshot -- sorry about that.

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Hales: We've got it.

Treat: Want me to leave the financials up for you for a little bit?

Hales: Yeah, please.

Treat: OK. We've already funded capital investments in the corridor. PBOT, ODOT, and TriMet all have safety and ped-bike access projects that are currently funded in the corridor, and there's over \$47 million allocated to East Portland alone to the EPIM East Portland in Motion Plan implementation by the City and other agencies between 2012 and 2018. Portland and Gresham are developing land use visions and action plans to complement the BRT project. Portland's action plan will focus on coordinating internally to better promote affordable housing and housing preservation, and economic development. The Bureau of Planning and Sustainability is working with the Portland Housing Bureau and the Portland Development Commission to find opportunities for joint or coordinated actions, and BPS will have a proposed draft this summer with a review before it goes to the PSC and ultimately City Council in the fall. I'll move ahead on the slides -- you've seen that one. If you want to go to the last one.

PBOT supports the project and we're very happy with the direction that it's headed, and we are very supportive of the region's effort to move into project development with the FTA. And those conclude our remarks. We're happy to take questions from the Council.

Hales: In the portion between I-205 and Cesar Chavez there, you show still two alternative routes. Is that because you're still at that penultimate phase before you select the locally preferred alternative -- you're still weighing both of those options whether it's, what, 60th or 82nd?

Treat: It's 82nd and 55th -- 52nd. And 82nd really rose to the top for people in their preferred route, but we're also concerned about timing --

Hales: About what?

Treat: Timing, and moving the -- being able to move the bus through quickly on a BRT route. And I think there are possible issues on 82nd in timing, if I remember correctly.

Lehto: As you know, the intersections of 82nd Powell and 82nd Division are exceptionally challenging, and so while there's certainly a lot of support for 82nd, we're doing our due diligence to make sure that we can travel through there and make the connections that people expect in a timely manner.

Fritz: What's the alternative?

Lehto: Right now what you see on there is either 50th or 52nd.

Fritz: But then doesn't that take you through the high-crash corridor on Division? That seems like it's even more challenging than 82nd.

Lehto: They both have real issues to work through, which is why we haven't quite settled on a single way to approach it. The point of project development is once you have the mode and the general line is to follow up with those details so that we all collectively agree that yes, this -- whatever it is -- is the best way to move forward in terms of the benefit of the project and the benefit of the other needs around the project.

Fritz: Have you looked at instead of turning on 82nd, turning on 102nd or 122nd?

Lehto: The real pearl here -- if we think about what we're trying to connect to -- is PCC Southeast, which is at 82nd and Division; and the Jade district, which is very interested in having access at 82nd.

Fritz: From somebody without a technical background, it seems that even with the challenges that the intersections with Division and Powell that 82nd is going to be more feasible than Division.

Lehto: I certainly would not tell you that's not true, we just haven't gotten to a consensus around the table that that's exactly what we need to do.

Fritz: And how that is decision made?

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Lehto: We go to the steering committee, which is made up as Brian described it, and describe the technical issues and kind of how that feeds in with the aspirations of the property project itself and then collectively make that decision.

Fritz: And who makes that decision?

Lehto: The steering committee makes a recommendation.

Fritz: Does the Council sign off on that?

Lehto: Formally, I think -- not at each stage -- correct me if I'm wrong, Leah.

Hales: The LPA stage we do, right?

Lehto: Right, when we get to the LPA --

Fritz: LPA?

Lehto: Sorry -- locally preferred alternative, which brings all of those into one package and describes what the package ought to be then yes, you do take a formal.

Fritz: There will be a public hearing at that point.

Hales: Yes.

Fritz: Alright, thank you.

Hales: I'm glad you're asking those questions, Commissioner Fritz. I think you may have been here -- I certainly was in a previous service through this phase of the process, and it's really important that the project team, obviously, to hear from Commissioner Novick frequently and it's important they hear from the whole Council. So that's why this kind of a check-in is really important so that they understand where we corporately are coming from -- and I have some notes, I want to make sure I get some things into the record for you as well -- but I think this is a chance to capture the sense of the Council about some of these issues that might affect your decision-making rather than have you make a decision that we don't like and have to try to go backwards. So, it's really important that we have this kind of open discussion now.

Fritz: Yeah, having been to PCC on 82nd down Division, I would find it difficult to figure out how to have rapid bus service down the narrow lanes past Franklin High School, along some of the intersections. And plus, with the parking in the apartments that are being built on that, my recommendation is you strongly look at the 82nd alternative.

Lehto: Thank you.

Hales: Yeah, let me make some comments as well -- I know we're going to take public testimony, but -- and this is something I think the whole Council ought to provide some reinforcement to Commissioner Novick and the project team on. I believe it remains the philosophy and the policy of the Portland City Council -- present company included -- that when it comes to a set of decisions like this that the pedestrian and the transit rider are the first class passenger in the system, that we accommodate bicycles, and that transit effectiveness trumps traffic operations. It was true before, true now. I hope it's always true. So, when it comes right down to the choices of is this a better transit project that will allow more people to get to where they want to go on time -- to get to their child's day care or get to work -- and traffic moves -- single occupancy automobile traffic moves a little more slowly, I believe it's still our corporate philosophy as a City that that's the right choice.

And I think we've demonstrated that recently in the decisions about the Foster streetscape plan, which is a traffic-calming, humanizing project for what it'll be like at street level on Foster. And so that would perhaps mean that things like if we have to jurisdictionally transfer portions of 82nd to the City in order to get to the design that you think is best, I suspect not just the Commissioner-in-Charge of Transportation but others on the Council will be willing to take up the question of partial jurisdictional transfer of portions of 82nd in order to get the transit project you believe would be the best one.

Again, at the risk of maybe stating the obvious -- those aren't original thoughts in this room -- but I think it's really important that is the approach we want you to take that we

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speaking clearly about that. And again, these are big investments, they're be around for a really long time, they shape the growth of the city, and so we really want to get it right.

Another set of instructions I want to make sure we express -- and it's actually not so much to you as to ourselves -- in my opinion, on the last transit project, the City of Portland was slow to get our piece of the work done. That is, we're about to open a billion-dollar light rail line where we still have station areas as zoned industrial. So, we are working on our comp plan now. It's really important, I believe, that we synchronize the work on the comp plan with the work on this transit project -- so, in soccer terms, we run to where the ball is going -- and have the land use pattern in place at least as a parentheses on the land use plan pending approval of the project. That once the project is funded, then this zoning is in effect, not that zoning anymore so that we don't have strip mall zoning on walkable urbanism -- transit. So, I think all those things -- again, sort of stating the obvious but I believe it's a good chance for all of us to weigh in on those things that that's the set of instructions that Commissioner Novick is expressing from not just himself but from all of us.

Treat: Those are very helpful reminders, thank you.

Novick: Mayor, actually, before we get to public testimony, we have a number of illustrious steering committee members here who are in fact so illustrious -- and I'm sure Commissioner Fritz would agree -- that there's no way this City Council would ever disagree with any recommendations they might make. So, with your permission, I'd like to call up Metro Councilor Bob Stacey; Raahi Reddy, APANO board member, Jade district steering committee member, and resident along the corridor; and Trell Anderson, the director of community development and housing at Catholic Charities to kick us off.

Hales: Great. Good afternoon.

Bob Stacey: Mr. Mayor, members of the Council -- first of all, I'm Bob Stacey, Metro Councilor. I'm the co-chair of steering committee along with my colleague Shirley Craddick, who represents the eastern part of this corridor. I'm going to depart from my prepared remarks to thank each of the members of Council who just spoke, and to thank Commissioner Saltzman as well. You're giving great direction, and I saw Mr. Lehto from TriMet writing it down, I saw Director Treat writing it down, and I'll remind Brian Monberg from our staff to make notes as well.

I have to say, I heartily concur with the observations the Mayor made about priority for transit pedestrians and transit riders; about Commissioner Fritz's observation essentially that this entire corridor alignment is a high-crash corridor, is replete with high-crash locations; and Commissioner Novick, for grounding this discussion in a reminder about Sunday night's terrible accident, terrible crash that once again demonstrates the real danger of the current design and operation of these very large traffic facilities.

As Commissioner Novick said, this is a great transportation project and a great opportunity to grow the 17,000 riders in this corridor now with thousands more with better, more efficient, speedier, safer transit. It's also an opportunity to make those streets safer for the people riding and accessing transit and just plain crossing the street or traveling along it.

In addition to a great transit project, we have a great steering committee. You know, TriMet has a standard operating procedure -- TriMet, Metro, and the partners -- in these corridor projects of identifying the usual governmental suspects, bringing them together -- myself included -- and making decisions about how to allocate resources.

This time, we involved the community that we're trying to represent. We all believe we do our best to represent the views and wishes of the community but here, we made sure -- as you can see by some of my colleagues at the table and others in the audience -- that we've engaged the educational institutions. You'll hear from President Howard of the

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Southeast Campus of PCC; the Mount Hood Community College is represented on our steering committee; Division Midway and Jade district NPI districts are represented as is Southeast Uplift, East Portland Neighbors, as is East Portland Action Plan, OPAL public health and active transportation advocates, and transit-dependent users of the transportation system -- all on our steering committee, all helping us discern what this community that will be served by a great transit project needs. And it was those community member who's raised an issue that wasn't on our starting agenda -- equity and displacement avoidance -- to the top line of what we hoped to accomplish in this project. We want economic development and prosperity in this corridor. We also want and intend to have strategies to avoid involuntary displacement of businesses and current residents as a result of that growth and opportunity.

We have a real intergovernmental partnership here. And Brian Monberg and your Director of Transportation Ms. Treat have spoken to many of the aspects of that theme -- mutual funding strategies. I'm really proud of the effort our transit-oriented development team played in securing this 100% coroner on Division and 82nd, which I hope also is the alignment we select, although I'm studiously neutral on the subject as co-chair. We got that furniture building, Discount Furniture -- it's a great, lively place overnight, thanks to APANO, its current tenant -- and we've used planning resources to make sure your very talented Planning and Transportation staff as well as Gresham's are assisting at an even higher level in this work.

So, thanks to that work by all these staff and the steering committee, we're on target to move into this phase of project design and deliver the region's first high-capacity bus rapid transit service by the fall of 2020. That's my goal. It's a little more than five years away. It's entirely achievable if we keep our sights on it. So, I encourage respectfully the Council to move forward with Metro, TriMet, Gresham, and ODOT into that phase by taking the actions requested by your Transportation Commissioner today. Thank you.

Hales: Welcome.

Raahi Reddy: Thank you, Commissioner Novick, for your invitation to speak. Good afternoon, Mayor Hales and Commissioner Fritz, Commissioner Saltzman. My name is Raahi Reddy, I live in the Powell-Division transit project area, and I'm also here to -- and I'm also a member of the Jade district community project with APANO, as well as serving on the Powell-Division steering committee.

I'm here to express my support for the City's endorsement of the Powell-Division transit and development project. I'm also here to emphasize to you just how important it is that we ensure that low-income communities and especially families of color benefit from the public dollars invested in this effort and to urge to you continue to engage these impacted communities in the planning and implementation phases of the project as well.

As you very well know -- and please, you all know this, but bear with me -- East Portland is home to over 35% of the city's population with a concentration of residents of color, many of whom who are immigrants. You also know it's home to 37% of our K-12 youth, and a third of its elderly population. So, a truly multigenerational region. And almost 41% of these families live on less than \$42,000 a year for a family of four. In the Jade district alone, we consider -- you know, I'm biased, but we consider the Jade the heart of this project, the heart of the corridor. It may be shown on the map, as well.

These families in the heart of this corridor -- for our community, 50% of our families earn less than \$42,000 a year for a family of four. A third of our children and 40% of our seniors live in poverty. And I say this -- we all know these statistics, but it's important to reemphasize them in the context of this project and the impacts it'll have. According to the Oregon Office of Economic Analysis, East Portland is also home to the highest

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concentration of low wage workers in the region. These are workers who work in food service, custodial, landscape, and low wage health care.

So it's no surprise to you that we see this project as not just a stand-alone effort to improve bus service, which is important and critical, but also as an opportunity to use our tax dollars to leverage smart community economic development that can uplift the most vulnerable workers in Portland. And with such a high concentration of youth in this region, really an opportunity to positively engage today Portland's future workforce.

Good economic development to us and to you as City leaders -- as you've said before in other instances -- means investing dollars to not only make improvements to our streets, but to make sure that the workers who are improving those streets are from the community, are in unions, and in future careers that started with the Powell-Division work but last a lifetime. So, those investment goes beyond just the work they do on the Powell-Division project.

There's clear equity strategies that we believe this can instill this type of comprehensive, equitable development. Community benefit agreements have been raised earlier today. Community benefit agreements on all work done in the corridor with strong local hire policy that encourages hiring of community workers into union construction careers and a robust recruitment of minority contractors.

Transit project dollars should also be used to support local training partners, great partnership with PCC Southeast, among other community colleges in our district to help our youth enter into transit careers -- maybe future transit planners -- but really looking at transit jobs that are family-sustaining jobs.

The other piece we really think is important to at any time investment you all are making is permanent jobs in the transit corridor, including those that service transit stations. So maintenance, custodial workers, adjacent retail and landscaping work that happens for the permanent stations should be quality union or family wage jobs. And ultimately, we need to have a place in this conversation to really build community stabilization.

We all know what are some of the unintended consequences of transit development -- kind of referred to before as some of the mistakes other places have made -- but we really need to ensure we have policies that help renters and low income homeowners to stay in their homes. And one of the strategies that we would love -- and I want to say thank you to Metro and Councilor Stacey for raising this issue of a community advisory team. I served on this committee, and it really makes a difference when you have a diversity of stakeholders that are weighing in on these decisions. And so, we urge you to continue a citizens advisory committee beyond this closing of this -- beyond the end of our kind of term here that includes residents and businesses and stakeholder organizations located along the alignment as well.

And I just want to share with you this idea of improvements for the communities that live there. It was a big topic of conversation for us at the steering committee. Last summer, as a part of my APANO Jade work, I knocked and doors and talked to residents in the Jade district along 84th Avenue. And I met a young man. He's 19 years old, he grew up in the district, he was at the time in community college hoping to build a career eventually after he gradients IT sector, and he coaches his little brother and other community kids in a soccer team and soccer -- you know, basically volunteers -- there's no program there. But he really loves living in this community. And he is living in his family home -- the home he grew up in -- with his mom, dad, siblings, grandparents. And I talked to him about the Jade work and the Powell-Division upgrade and how exciting it was. And he wants safe streets, he better lighting, he wants his little brother to be able to walk to Harrison Park School safely every day. But he also really wants to keep his family home. And he said to me that

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he worried that having all of these basic improvements means being unable to afford to stay in his home.

Now, if we can't assure him that he deserves all of those things that families on the westside of 82nd have -- safe streets, lighting, kids walking to school, my kid one of them - without losing everything, then I don't know what we're doing this for. So, we want smart future workers like him to continue to invest in his neighborhood, be able to see his family prosper without the worry of being pushed out. I know that's the kind of Portland I want to live in.

So thank you, Commissioner Novick, and Mayor Hales and Director Treat for your leadership in making this project a true win for communities. I look forward to further investment of your time, your ideas, and Portland's resources to ensure community members continue to give voice and direction on this project. What a great model. We could be on that map as a great model for other cities in the rest of country. Thank you so much.

Hales: Thank you.

Trell Anderson: Good afternoon, Mr. Mayor, City Council members. Thank you for this opportunity. My name is Trell Anderson. I'm here to support the resolution to enter into the project development phase of the Powell-Division transit and development project. I live in the corridor, my kids attend school in the corridor, I'm a bike rider and transit user in the corridor, and I'm the director of housing and community development at Catholic Charities and I'm serving as a member of Metro steering committee.

Catholic Charities is a major stakeholder in this corridor, serving people open-heartedly from all communities who are low income and in need. We are culturally responsive in providing immigration legal services, refugee resettlement, pregnancy and new family support, and licensed adoption services.

Our culturally-specific services through El Programa Hispano serve 15,000 Latino community members annually, including antipoverty programs, school-based programs, and project Unica which serves women fleeing domestic violence and sexual assault.

We own property within the Powell-Division corridor planning area, including offices and affordable housing communities. In addition, El Programa Hispano is headquartered in downtown Gresham. Our clients frequently rely on public transportation and infrastructure to access services, education, jobs, and their support networks.

I'd like to go a little bit more specifically here and advocate that it is especially the children who live in our properties at 27th and Powell -- many of whom are from refugee families -- who would benefit from the project components being proposed here. They attend school at Hosford Middle and Cleveland High School, and overcome the real dangers crossing Highway 26 two to four times a day, risking both life and limb, as sadly witnessed from Sunday's accident. Frankly, this is an equity issue. When low income kids are prevented safe routes to school, it hampers their access to education, limiting their opportunity to better paying employment, and as you know, these are critical pathways out of poverty.

Through the resident services that we provide, we emphasize and support school attendance, high school completion, college enrollment. We have graduating seniors this year who would benefit significantly from bus rapid transit to Portland State, and Mount Hood and Portland Community Colleges. We ask for your help here by entering into the project development phase as recommended and by working collaboratively with the County, Metro, ODOT on safety access issues that impact low income communities and communities of color.

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Kudos to the Metro staff and Council members for a robust process to gather input. Very early on we identified equity as a priority for our planning effort. There are many racially diverse and low income communities within this planning corridor, and I'm hoping we take a serious stand on our values of diversity and equity through the project development phase. I second Raahi's recommendation here for an ongoing advisory committee regarding equity. Please consider a yes vote to enter into the project development phase, joining in the request to seek FTA funding and advancing the good work that has been completed so far. Thank you.

Hales: Thank you. Questions? Thank you all very much. Is there more invited testimony?

Novick: There is. There's four other steering committee members here, and if we could try to squeeze them up in the space normally reserved for three. We have Duncan Hwang, Director of Development and Communications at APANO; Jessica Howard, President of the PCC Southeast Campus; Lori Boisen, Executive Director of the Division Midway Alliance; and Vivian Satterfield, Associate Director of OPAL Environmental Justice. And while they're sitting down, I have to say that although I love all these organizations, Lori, I've always particularly loved the name "Division Midway Alliance" because it kind of sounds like you won the Second World War. [laughter]

Duncan Hwang: Good afternoon and thank you again for this opportunity and thank you for all the support the City and Metro have offered the process. My name is Duncan Hwang, I'm the program director of the Jade district at APANO, and I'm also a resident, so I both live and work in the district, so I know this community is very dear to my heart.

APANO and the Jade district have had a substantial history of community engagement, both on this project and in general throughout the district. Just this spring, we convened about a hundred people at Fubon to talk about the Powell-Division BRT opportunity. It was done in three languages -- Chinese, Vietnamese, and English -- and there was really overwhelming support for the BRT and having it on 82nd. I think there was a lot of apprehension, though, around the potential interruption of business and also effects of gentrification and displacement. I think I just read somewhere in Cleveland, they saw a 10% to 30% bump in property values along their BRT, so I think that's a real threat that our community will be facing.

This project is just really important for our community because we want to connect people to school and work, but we want to make sure that we have the opportunity to stay and enjoy those benefits. We also want to make sure it's not just about transit, really. As Raahi said, it's an economic development opportunity. I was on that same canvas that Raahi was talking about as well, and I talked to someone who was a grandma that lived in the neighborhood for 30 years, and her son goes to community college. And I think their main priority was really walkability and safety. It's not just enough to have a transit line, but we needed the infrastructure around it so that people can go from their neighborhood to a bus stop to where they need to go. So, I think that really does require significant investment beyond just the transit line.

Last year, we also had a traffic fatality on Valentine's Day -- a 78-year-old community elder was killed walking across 85th and Division. So I think the need for this walkability and safety component is incredibly vital for the district, and I think the BRT project could really help leverage resources to address that. On behalf of the Jade district, I'd really like to offer our support for the BRT process, and particularly for 82nd alignment. Thank you.

Hales: Good afternoon.

Jessica Howard: Mr. Mayor and members of the Council, I'm Jessica Howard, and I'm the campus President of Portland Community College Southeast Campus, which is located at

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82nd and Division. I also am very privileged to be able to serve on this steering committee for this project, so thank you for allowing me to speak.

I must say, it's a little hard to do it when everyone who's come before you has made most of your points. However, what I'd like to offer to you are three things I think that make this particular project really extraordinary.

One is the area itself. This region of Portland has been historically underserved, and it certainly perceives that it has been historically underserved. To engage the community, to ask it to think in terms of a vision for the future makes this project far more than about transportation. It really is about not just getting from point A to point B or getting to connect to a point of opportunity, but it's about place-making and it's about community and it's about generations of people into the future. And it's about dealing with the threat of gentrification and what we want to do right. And so, I think that the stakes are very high in this region of the city and I think that the opportunity to do good is very great. So that makes this project extraordinary in my mind, number one.

Number two is this planning process has been tremendous. I am actually relatively new to Portland. I haven't been here yet three years. So, I come from a different state, that state is Texas. I couldn't be more different. And so I've never seen a process this inclusive, this respectful, this collaborative. It's been tremendous. It's been an amazing opportunity to see really everyone have a voice, and it's just been incredibly thoughtful. I can't commend the process itself enough.

There's been wide engagement and lots and lots of folks basically supporting views of youth, the views of business, and the views of various cultural communities. So it's been just really, really solid. I must say that makes this extraordinary.

The last thing I'll say -- and this may be no surprise -- is that I really do view this -- you've seen the image already of this being an education corridor, this concept, and I think that that makes this extraordinary too because it's about two very large community colleges, Mount Hood and Portland Community College, being connected on this line. But also, the entire innovation quadrant, so-called, of Southeast Portland with OHSU and PSU and also the PCC CLIMB Center, which is the incumbent worker training center, is also connected to the very western point of this proposed BRT line. All of these things make this I think truly an education corridor.

Also, note that assuming that 82nd is the north-south point on the line, any person who comes to the PCC campus is connected up to the free PCC shuttle service which runs through all of PCC, connecting anyone from Southeast Portland to locations as far away as the Rock Creek Campus, which is 27 miles away -- it's quite far. So that is a huge connecting point in terms of how all this would flow.

As you may be aware, the PCC Southeast Campus has undergone a huge change in the last two years because the community college, as result of the huge bond that we passed in 2008, put a lot of money and investment into the location. Now, that campus serves almost 12,000 students and is expected to serve twice that number and is poised to do so.

On the site of this particular campus is a small business development center. Unlike other campuses at PCC -- notably, Rock Creek, which has Intel in the backyard -- we don't have one big industry in that area. In fact, what you see are a tremendous number of small businesses. So, having that resource there I think is huge. So, all of those things to say I think this is an extraordinary project, and I really hope that you will support its work going forward. Thank you.

Hales: Thank you. Good afternoon.

Vivian Satterfield: Good afternoon, Mayor Hales, Commissioners, thank you so much for inviting me to come speak today. It's challenging to think of what else I can add to what's

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been said. For the record, my name is Vivian Satterfield, I work for OPAL Environmental Justice Oregon, I'm a steering committee member, I happen to also be a Foster Powell resident. I live just a block and a half off of Powell. And I don't have a driver's license, so I get around by bike and transit primarily, and I'm a budding new motorcyclist, which is really exciting. [laughter] All that to say is this is a project I really care about because it affects me, it affects my community, it affects people I care about, and I work along the corridor, as well.

I do want to thank Commissioner Novick for your work up to this point, and Director Treat's considerable time investment as well. The comments throughout the process really set the tone for how we can expect to work together, and greatly appreciate that.

Again, just underscoring a lot of comments that have come before. We really have an opportunity to create a healthy and better-connected community with opportunities for prosperity. At OPAL, we really do talk about transportation as access to opportunity, and I think we do have a unique opportunity here, especially connecting a lot of education components, cultural components of the Jade district as well. And moreover, just creating transit opportunities for folks who are quite frankly really struggling in the area.

The key priority is to ensure people prosper and that we, again, have strong anti-displacement strategies and tools. I think we've all learned lessons from the past in our region similar transportation investments, particularly high capacity transit, when not paired with robust and substantial anti-displacement tools, however unintentionally, does result in or lead to gentrification and displacement. So, we continue to talk about housing in primarily a transportation project, but I think it would be naive to not recognize the sort of investment that's being made in this area and how that's going to impact a variety of sectors and issues. So, housing does have to be addressed separately.

We need affordable housing by design and economic prosperity through living wage jobs in the corridor. I've said it in many community spaces, but I do strongly believe housing is a community right. So, housing production associated with transit investments is a right.

Yes again, this is a transportation project with more access to things. And I have heard a lot of concerns in the community about what our local bus service will look like as well, so that's something I will be tracking carefully along with our Bus Riders Unite group as we move forward. It's also a development project, however, that can really undercut some of these conceptual benefits that should go to the community. If the folks who live there now can't take advantage of it in the future, we will have failed at our jobs.

I do want to encourage Council to support the resolution in front of you today and to continue to track the community stabilization recommendations the steering committee members have been putting forward through implementation of this project. Obviously, we're working on getting more tools in our box to ensure that we've got more things we can do around housing, but we really can't afford to wait, especially with the recent housing report. I'm just starting to dig through it, but even just seeing the visualization of the maps and seeing the housing available being made in my community -- I became a first-time homeowner and my parents were immigrants and I'm living their dream of not having to go through the struggles they did at my age. I'm doing far better than they ever did. And I want to make sure that opportunity here in Portland -- I'm not a native Portlander, either -- I want to make sure the opportunity that I've been able to take to have my piece of some kind of pie will be afforded to other folks as well. It's real, it's tangible, and that's why we're being aggressive about it, quite frankly. Thank you so much for your support.

Hales: Good afternoon, welcome.

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Lori Boisen: Thank you very much, and thank you Mayor and Council members. I'm Lori Boisen, I'm the district manager for the Division Midway Alliance for community improvement -- and this is driving me crazy.

Hales: We're going to replace it this year.

Boisen: I also live near the corridor and I work along the corridor. I am part of the steering committee, I'm also part of EPAP and the economic development subcommittee of EPAP. I want to thank Commissioner Novick especially for the work he put into this project from the outset, and recognizing he didn't have the capacity and bringing Director Treat in when he was unable to attend was absolutely beneficial to us all.

I urge to you please adopt the project development phase of this joint jurisdictional Powell-Division rapid transit project. The work we've been doing has just been incredible. I really don't feel like I can add a lot to what's been said. I would like to speak a bit about my experience with the steering committee.

One of the things I found most impressive was the collaborative nature and the cooperation all of these organizations and jurisdictions brought together. We were able to create productive and new partnerships that we've been able to move forward to help build capacity in our communities. With the place-making grants that Brian spoke about earlier, Jade and Division Midway have been able to engage our community in a way I haven't seen before now and it just thrills me.

We also, with an eye on equity -- like-minded organizations joined together to establish community stabilization tools we can use as we move forward to prevent displacement of our community members and the businesses as well. We worked with the various jurisdictions involved to establish a list of tools that we thought would be feasible. And we've spoken to the citizens advisory committee and Vivian mentioned a bit about the no reduction in existing local transit service that we are -- our goal. We also are working on developing a robust construction mitigation program for local small businesses. We're working with PDC, Portland Bureau of Planning and Sustainability, City of Gresham to establish a cooperative and collaborative process.

I've always kind of viewed our city as -- we're like a spider web. We all work together, we have our little areas, but if you touch the web over here, it's going to affect it over here. And we have to keep that in mind. And this process has been really good for that.

My hope that is when we finish this process, we have a robust bus rapid transit system on the Powell-Division line that serves as a model for other municipalities to turn to, and I urge to you move forward in this effort. Thank you very much.

Hales: Thank you. Thank you all. Any other steering committee members here, Commissioner? If not, are there some other folks that want to speak on this item.

Moore-Love: No one else signed up.

Fish: I have a question to the Commissioner-in-Charge. I understand from the materials that the City's contribution would be the \$2 million in systems development charges, among other things.

Novick: For this next phase, yes.

Fish: For this next phase. And I just wanted to ask a technical question. You and the Director typically have the discretion to allocate SDCs as you deem fair, right? And is the difference here that we as a Council are agreeing that that would be the City's contribution to this collaborative project?

Novick: I think in a word, yes. Leah, do you have anything to add to that?

Fish: It's unusual for the Council to vote on a question of allocating SDCs. I think I understand the answer, I just wanted to make sure.

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Novick: Another purpose is to authorize City staff to prepare an IGA with the Metro, which will then come back to us.

Fish: Right. I actually like the fact that we're given the whole menu, but I just wanted to procedurally understand where we stand.

Treat: My understanding of the SDCs, Commissioner, is there's an approved list from Council, and this is on the approved SDC list. If we were to try to create a new project to fund out of SDCs, we would have to come back to Council to amend the list -- if I have that correct.

Novick: But I mean, since this is on the list, this is something normally we would be able to do, as the Commissioner said. However, we've chosen to bring this resolution -- including a reference to SDCs -- to Council.

Fish: In effect, what we're doing in memorializing -- that is in part our financial contributions to collective enterprise.

Treat: Correct. Thank you.

Hales: Further discussion before we take action on the resolution? If not, then roll call vote on the resolution please.

Item 487 Roll.

Fish: I'm very pleased to support this. This is the last official action I will take before I witness my daughter's graduation. And I'm pleased that it is in such a happy occasion with such a robust, collaborative effort. I want to thank the Commissioner-in-Charge and the Director for their good work, all of our partners, and all the people who have testified. I'm very pleased today to support this effort today. Aye.

Saltzman: Thank you for the work of the steering committee and everybody else, Commissioner Novick and everybody in the Bureau of Transportation, and I'm sure Planning and Sustainability is involved in this too up to their ears. Good work, it's a great and thoughtful planning process. It reminds me of my young days when I served on the westside light rail citizen advisory committee, and how we figured out things like do a tunnel or not at the zoo, things like that. So, you're grappling with issues that are very similar but I think with a special emphasis on displacement of people and affordable housing as considerations, and I like how it impacts existing transit riders, too. I think that's going to be very important -- how this project meshes up with the needs of people only going a few blocks as opposed to a couple miles. I think this is the first bus rapid transit project in the city of Portland. And I like Mr. Stacey's comments on how we have learned from other jurisdictions and we will build upon that experience that other jurisdictions have had. I'm sure we'll do a great job and we just need to piece together the funding to do it. Pleased to support it. Aye.

Novick: This is an extremely exciting project. I mean, I asked Leah to stand in for me as the official steering committee representative, but I still make to it as many meetings as I can and I think you can see why. The extent of community involvement and the excitement and initiative of people and from every organization involved is spectacular. And I mean, transit done right -- particularly transit in underserved communities -- can be a very powerful tool. If we can make it easier for people to get from place to place, if we can make it easier for people to save money by not having to use their car all the time, if we can reduce greenhouse gas emissions, that is building the world we want to live in. And this is a very exciting project not only because a few years ago I read that the Mayor of Bogota, Columbia had developed bus rapid transit and transformed the city -- so I've always wanted to do a bus rapid transit project -- but for all those other reasons. Aye.

Fritz: It's really terrific that this first bus rapid transit project is going to East Portland and indeed is interjurisdictional going all the way out to Gresham and looking at all of the key pearls along the way, and so I very much appreciate that. And also the testimony we heard

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here today, the collaborative spirit in which it's being done. I'm kind of envious as a resident of the deep southwest that it's going to move a lot faster than any kind of bus rapid transit or anything else on Barbur. Again, I think that's entirely appropriate given the needs in East Portland and the spirit which we've been working on this. Thank you very much, Commissioner, for bringing it to Council so that we can all affirm. Thank you, Mayor, for affirming that indeed we do prioritize transit and pedestrians, and that that is the highest priority for our investment. So, I appreciate your investment of system development charges on this. Aye.

Novick: Mayor, may I interrupt? I just embarrassed myself by neglecting to thank Andrea Valderrama on my staff who has worked tirelessly on this issue.

Hales: Thank you all. I've been excited about this project for a while. Having heard this set of presentations, I'm even more excited. It's really an impressive project and it's so well-founded in the community and in the geography.

One of my favorite transit projects that I've been involved in was the airport light rail line because it was scheduled to go into this kind of planning process in 2009 and we opened it in 2001. But that's because we as a community and with our partners decided to move quickly on an affordable project that we could actually do, and that's what you're about here. And in fact, the Small Starts program didn't exist at that time but this is exactly the kind of project that it was created to support -- when a community has its act together, it's a great project, it's affordable, and can move quickly. And that one -- actually I was thinking about the contrast. The public involvement process for that project consisted of two public meetings because there were only two neighborhood associations affected, Sumner and Parkrose, and basically the public involvement process was "do you want a station or not, and where would you like it?" And it was pretty simple, and the answer was yes, they did want a station and they knew exactly where they wanted it and that's what they got. This is much more complex. I mean, it's two jurisdictions, it's dozens of neighborhoods, and yet you've done such a great job of bringing people into the project.

Secondly, you've done such a great job thinking about equity and community uplift from the beginning. That's ironically the name of the district coalition for the neighborhoods here, Southeast Uplift, but we don't have to worry about uplifting real estate values in Southeast Portland anymore. We do have to worry about is uplifting the people that live there and who would like to stay there. Those points have been made really eloquently.

And just thinking about two other meetings that I have this week that apply so directly to this. I was at the Metropolitan Workforce Alliance the other day -- all these folks that are working together trying to get young people into the trades because construction is booming and the workforce is aging and we've got all these young people, particularly young people of color, that we want to say, "get into the trades, it's a great option." Maybe you need two years at PCC in order to qualify if you really want to be a welder, but here's how you do that. And so there's this huge need to make those connections. And on Saturday I along with a lot of other people are going to be out at Franklin High School to celebrate their \$100 million renovation, including the kind of space that enables the young people there to learn those trades.

And I guess it just hadn't dawned on me until this hearing the amazing number of students that are going to be on this line. You've probably added it up, but Mount Hood Community College, David Douglas High School, PCC, Franklin, Cleveland, OHSU, and PSU -- that's got to be 50,000, 60,000 students even today, much less what's going to be when those institutions continue to grow. And to connect all those kids to opportunity, to connect all those communities to the small businesses along this line -- it really is an exciting project.

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And Councilor Stacey, I loved your earnest insistence on this timeline. Let's get this built quickly. Let's make sure our planners are moving as quickly as you have to make sure we do have the land use plan in place to support this project -- that'll be part of my to-do list in commitments from this discussion. Very well done so far. This is going to be another great Portland success story, and I thank you all for queuing it up for the whole community. Aye. Thank you.

At 4:42 p.m., Council adjourned.