



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **20TH DAY OF JUNE, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. Commissioner Fish teleconferenced for items 679 and 680.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Chief Deputy City Attorney; Karen Moynahan, Chief Deputy City Attorney at 10:30; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item No. 671 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 11:28 a.m. and reconvened at 11:46 a.m.

COMMUNICATIONS		Disposition:
658	Request of Francisco Holdman to address Council regarding homeless/houseless issues and solutions (Communication)	PLACED ON FILE
659	Request of Craig Rogers to address Council regarding trust and local government (Communication)	PLACED ON FILE
660	Request of John Petty to address Council regarding Airbnb issues (Communication)	PLACED ON FILE
661	Request of Dana Lynn Louis to address Council regarding Gather:Make:Shelter a citywide collaboration with the population experiencing homelessness (Communication)	PLACED ON FILE

TIMES CERTAIN		
<p>*662 TIME CERTAIN: 9:45 AM – Adopt the Supplemental Budget for the FY 2017-18 Over-Expenditure Process and make budget adjustments in various funds (Ordinance introduced by Mayor Wheeler) 10 minutes requested for items 662 and 663</p> <p>1. Motion to make adjustment in the Bureau of Revenue and Financial Services (Fund 223) of \$175,000 to ensure the Arts Education & Access Fund is not over-expended in the external materials and services major object category. Funding is provided via transfer of existing appropriation from contingency to external materials and services. Update exhibits 1-4 as needed to reflect this change: Moved by Wheeler and seconded by Fritz. (Y-4; Fish absent)</p> <p>2. Motion to reduce external materials and services in the Mayor’s Office General Fund appropriation by \$23,000, and set aside the resources in program carryover contingency to be reallocated during the Fall Supplemental Budget Process. The \$23,000 will be used to pay for two vacation payouts that are due in FY 2018-19. Update exhibits 1-4 as needed to reflect this change: Moved by Wheeler and seconded by Fritz. (Y-4; Fish absent)</p> <p>3. Increase bureau expenses and revenues in the Bureau of Human Resources for Kaiser Payments in PPA Health Fund (707) by \$120,000. Update exhibits 1-4 as needed to reflect this change: Moved by Wheeler and seconded by Saltzman. (Y-4; Fish absent)</p> <p>4. Increase bureau expenses in personnel services by \$75,000, internal materials and services by \$60,000, and external materials and services by \$65,000 in the Portland Parks & Recreation’s Portland International Raceway Fund (604) to ensure that these categories are not over-expended by year end. Funding is provided via a decrease in appropriation of fund contingency. Update exhibits 1- 4 as needed to reflect this change: Moved by Fritz and seconded by Wheeler. (Y-4; Fish absent)</p> <p>(Y-4; Fish absent)</p>	<p style="text-align: right;">189029 AS AMENDED</p>	
<p>663 Authorize temporary operating loans between various funds to provide interim funding to cover lags in federal, state and other grant reimbursements and other negative cash and fund balances (Resolution introduced by Mayor Wheeler)</p> <p>Motion to address a scrivener error to change the repayment date from June 30, 2018 to June 30, 2019: Moved by Wheeler and seconded by Eudaly. (Y-4; Fish absent)</p> <p>(Y-4; Fish absent)</p>	<p style="text-align: right;">37367 AS AMENDED</p>	
<p>664 TIME CERTAIN: 10:00 AM – Accept Disability Power PDX 2018 Report (Report introduced by Commissioner Eudaly) 30 minutes requested</p> <p>Motion to accept report: Moved by Eudaly and seconded by Fritz. (Y-4; Fish absent)</p>	<p style="text-align: right;">ACCEPTED</p>	
<p>665 TIME CERTAIN: 10:30 AM – Accept report on 2018 Summer Free For All program (Report introduced by Commissioner Fritz) 30 minutes requested</p> <p>Motion to accept report: Moved by Fritz and seconded by Wheeler. (Y-4; Fish absent)</p>	<p style="text-align: right;">ACCEPTED</p>	

CONSENT AGENDA – NO DISCUSSION		
Bureau of Transportation		
666	<p>Authorize an Intergovernmental Agreement with Oregon Department of Transportation and accept a grant in the amount of \$2,000,000 for the design, right-of-way and construction of the Seventies Neighborhood Greenway project (Second Reading Agenda 630; introduced by Mayor Wheeler and Commissioner Saltzman)</p> <p>(Y-4; Fish absent)</p>	189021
Mayor Ted Wheeler		
Bureau of Planning & Sustainability		
*667	<p>Authorize an Intergovernmental Agreement with Metro in the amount of \$20,000 to provide funding for Momentum Alliance to conduct community engagement as part of the Southwest Corridor Equitable Development Strategy (Ordinance)</p> <p>(Y-4; Fish absent)</p>	189022
Office of Management and Finance		
668	<p>Accept proposal of Sherpa Government Solutions, LLC for a new budgeting software system for the City Budget Office for an initial term of five years not to exceed \$1,198,753 (Procurement Report-RFP No. 0000789)</p> <p>(Y-4; Fish absent)</p>	ACCEPTED PREPARE CONTRACT
*669	<p>Pay property damage claim of Victoria Efray in the sum of \$8,251 resulting from a motor vehicle collision involving the Portland Bureau of Transportation (Ordinance)</p> <p>(Y-4; Fish absent)</p>	189023
*670	<p>Pay property damage and bodily injury claims of Tesfaye Worku in the sum of \$22,806 resulting from a motor vehicle collision involving the Portland Water Bureau (Ordinance)</p> <p>(Y-4; Fish absent)</p>	189024
*671	<p>Create a new represented classification of Public Safety Support Specialist and establish an interim compensation rate for this classification (Ordinance)</p> <p>(Y-4; Fish absent)</p>	189033
*672	<p>Increase contract with Qwest Corporation, dba Century Link QC, for ongoing land line and data transport services in the amount of \$7,500,000 (Ordinance; amend Contract No. 30003662)</p> <p>(Y-4; Fish absent)</p>	189025
Commissioner Nick Fish		
Bureau of Environmental Services		
673	<p>Authorize an Intergovernmental Agreement and Joint Funding Agreement with the U.S. Geological Survey in an amount not to exceed \$60,000 to model chinook habitat in the Willamette River (Second Reading Agenda 634)</p> <p>(Y-4; Fish absent)</p>	189026

Commissioner Dan Saltzman		
Portland Fire & Rescue		
674	Authorize contract with Burlington Water District for fire prevention, suppression and emergency response services for FY 2018-19 for \$129,662 (Ordinance; Contract No. 30006346)	PASSED TO SECOND READING JUNE 27, 2018 AT 9:30 AM
City Auditor Mary Hull Caballero		
*675	Authorize the Auditor to award, execute and amend Intergovernmental Agreements for services to carry out the duties of the Auditor's Office (Ordinance) (Y-4; Fish absent)	189027
REGULAR AGENDA		
676	Appoint Jeffrey Cordial, Aron Faegre, Joshua Klyber, David Posada and Bob Sweeney to the Alternative Technology Advisory Committee for terms to expire June 19, 2021 (Report introduced by Mayor Wheeler and Commissioner Eudaly) 10 minutes requested Motion to accept report: Moved by Eudaly and seconded by Wheeler. (Y-4; Fish absent)	CONFIRMED
Bureau of Transportation		
677	Vacate a portion of SW Falcon St east of SW Barbur Blvd subject to certain conditions and reservations (Second Reading Agenda 642; introduced by Mayor Wheeler and Commissioner Saltzman; VAC-10098) (Y-4; Fish absent)	189030
678	Adopt Parking Management Manual to establish guidelines for managing public parking in the City of Portland (Second Reading Agenda 652; introduced by Mayor Wheeler and Commissioner Saltzman)	REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS
Office of Management and Finance		
679	Add a new per night fee assessed on Booking Agents or Transient Lodging Intermediaries for the privilege of facilitating a Short-Term Rental Occupancy (Second Reading Agenda 626; introduced by Mayor Wheeler and Commissioner Fish; add Code Chapter 6.09) The item was continued to a date to be announced. Subsequently, a date for all Commissioners was not available in the near future and the item was taken up again without objection. Motion to change fee from \$4 per night fee to 3.25% fee with staff to come back with the details on how to do that: Moved by Fritz and seconded by Eudaly. (Y-2 Fritz, Eudaly. N-3 Fish, Saltzman, Wheeler.) Motion failed. (Y-3 Fish, Saltzman, Wheeler. N-2 Fritz, Eudaly.)	189031 AS AMENDED

<p>680</p>	<p>Amend Tourism Improvement District code to include short-term rental hosts who use Booking Agents to advertise or accept reservations and other housekeeping changes (Second Reading Agenda 627; introduced by Mayor Wheeler and Commissioner Fish; amend Code Chapter 6.05) (Y-5)</p>	<p>189028 AS AMENDED</p>
<p style="text-align: center;">Mayor Ted Wheeler Office of Management and Finance</p>		
<p>681</p>	<p>Accept bid of Interlaken, Inc. for the Sunnyside East Reconstruction & Green Streets Project for \$2,926,743 (Procurement Report - Bid No. 00000911) 15 minutes requested Motion to accept report: Moved by Saltzman and seconded by Fritz. (Y-4; Fish absent)</p>	<p>ACCEPTED PREPARE CONTRACT</p>
<p>*682</p>	<p>Ratify a Letter of Agreement with the District Council of Trade Unions to authorize a 4% wage increase to each step of the Water Bureau Operating Engineer III Classification (Previous Agenda 479; Ordinance) 20 minutes requested (Y-4; Fish absent)</p>	<p>189032</p>
<p style="text-align: center;">Portland Housing Bureau</p>		
<p>683</p>	<p>Direct the Portland Housing Bureau to create an expungement pilot program to reduce barriers and increase access to housing opportunities (Resolution) 30 minutes requested (Y-4; Fish absent)</p>	<p>37368</p>
<p style="text-align: center;">Commissioner Nick Fish Bureau of Environmental Services</p>		
<p>684</p>	<p>Authorize grant agreement awarding up to \$73,000 in FY 18/19 to Southwest Neighborhoods, Inc. to provide outreach, technical assistance and community involvement for watershed projects in Portland's westside sub-watersheds (Ordinance)</p>	<p>PASSED TO SECOND READING JUNE 27, 2018 AT 9:30 AM</p>
<p>685</p>	<p>Authorize contract with Tetra Tech Inc. to provide engineering services for the Columbia Blvd Wastewater Treatment Plant Main Substation Replacement Project No. E10897 in the amount of \$650,630 (Ordinance) 10 minutes requested</p>	<p>PASSED TO SECOND READING JUNE 27, 2018 AT 9:30 AM</p>
<p>686</p>	<p>Amend contract with enfoTech and Consulting Inc. to increase the not-to-exceed amount to \$1,545,000 for the implementation, support, and maintenance of a new Environmental Compliance Information Management System (Second Reading Agenda 633; amend Contract No. 30003170) (Y-4; Fish absent)</p>	<p>189035</p>

<p>Commissioner Chloe Eudaly</p> <p>Office of Neighborhood Involvement</p>		
<p>687</p>	<p>Amend fee schedule for the Office of Neighborhood Involvement Noise Program (Ordinance; amend ENB-5.02) 15 minutes requested</p>	<p>PASSED TO SECOND READING JUNE 27, 2018 AT 9:30 AM</p>
<p>City Auditor Mary Hull Caballero</p>		
<p>688</p>	<p>Assess property for sidewalk repair for the Portland Bureau of Transportation (Second Reading Agenda 651; Y1095, Y1096) Continued to June 20, 2018 at 2:00 p.m. (Y-3; Fish and Saltzman absent)</p>	<p>189036 AS AMENDED</p>
<p>FOUR-FIFTHS AGENDA</p> <p>Mayor Wheeler</p> <p>Portland Housing Bureau</p>		
<p>*688-1</p>	<p>Approve application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for the project 5434 SE Milwaukie, located at 5434 SE Milwaukie Ave (Ordinance) (Y-4; Fish absent)</p>	<p>189034</p>

At 1:01 p.m., Council recessed.

June 20-21, 2018

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **20TH DAY OF JUNE, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4. Commissioner Saltzman left at 2:30 p.m., 3.

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

The meeting recessed at 2:57 p.m. and reconvened at 2:59 p.m.

The meeting recessed at 3:56 p.m. and reconvened at 4:02 p.m.

		Disposition:
689	TIME CERTAIN: 2:00 PM – Adopt the Enhanced Transit Corridors Plan and endorse a list of Enhanced Transit candidate project locations for submittal to the Metro Regional Enhanced Transit Concept Pilot Program to help advance project development (Resolution introduced by Mayor Wheeler and Commissioner Saltzman) 1.5 hours requested (Y-3; Fish and Saltzman absent)	37369
*690	TIME CERTAIN: 3:30 PM – Increase commercial solid waste fees effective July 1, 2018 (Ordinance introduced by Mayor Wheeler; amend Code Section 17.102.250) 30 minutes requested for items 690 and 691 Continued to June 21, 2018 at 2:30 pm. (Y-4; Fish absent)	189037
691	Direct the Bureau of Planning and Sustainability to develop a strategy to reduce single-use, non-recyclable plastics with an emphasis on plastic straws (Resolution introduced by Mayor Wheeler) Motion to include requirement to address considerations of the Americans with Disabilities Act: Moved by Eudaly and seconded by Wheeler. (Y-3; Fish and Saltzman absent) (Y-3; Fish and Saltzman absent)	37370 AS AMENDED

At 4:38 p.m., Council recessed.

June 20-21, 2018

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **21ST DAY OF JUNE, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4. Commissioner Saltzman teleconferenced for items 690, 693-695.

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

692	TIME CERTAIN: 2:00 PM – Update on Affordable Commercial Space Bonus Administrative Rules (Report introduced by Mayor Wheeler) 30 minutes requested Motion to accept report: Moved by Eudaly and seconded by Wheeler. (Y-3; Saltzman absent)	Disposition: ACCEPTED
*693	TIME CERTAIN: 2:30 PM – Approve the Mt. Hood Cable Regulatory Commission FY 2018-19 budget (Ordinance introduced by Mayor Wheeler) 40 minutes requested for items 693 and 694 (Y-4)	189038
*694	Authorize grant agreement with Portland Community Media for public, educational and governmental access resources, and to provide community media and digital literacy services on a city-wide basis not to exceed \$912,514 (Ordinance introduced by Mayor Wheeler) (Y-4)	189039
*695	TIME CERTAIN: 3:15 PM – Authorize a Sponsorship Agreement with NIKE, Inc., the Portland Trail Blazers and Verde to resurface basketball courts at City parks (Ordinance introduced by Commissioner Fritz) 15 minutes requested (Y-4)	189040
696	TIME CERTAIN: 3:30 PM – Establish a Priorities Framework for the City of Portland’s Smart City PDX Initiative (Previous Agenda 655; Resolution introduced by Mayor Wheeler) 40 minutes requested Motion to accept replacement exhibit: Moved by Fritz and seconded by Eudaly. (Y-3; Saltzman absent) (Y-3; Saltzman absent)	37371 AS AMENDED

At 4:25 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.

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.**

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9:30 AM

Wheeler: This is the June 20, 2018 morning session. Portland city council. Welcome on this beautiful day. Karla please call the roll. [roll taken]

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

Wheeler: Thank you. I apologize, I wanted to make sure I got the sequencing right here for when commissioner Fish will join us, he will join us for the items that we're going to add two items right after communications. So first up Karla, is communications. Could you please invite the first individual, please.

Item 658.

Francisco Holdman: Good morning.

Wheeler: The microphone slides around when you have about 30 seconds left, he will See the yellow light, light up, when your time is done, it's the red light. Thank you, sir.

Holdman: I am francisco holdman. I am an employee of the Multnomah county library. While researching the right to return for a patron, I discovered that with the Oregonian called zombie house, and I was interested in purchasing these zombie houses for the amount that is owed and converting them to low income section 8 housing. Also as I was researching this, I found that there is properties from the water bureau, and I would also like to develop these properties into low income housing and veteran housing. Or disabled veteran housing. I found that the easiest way to approach the city council would be to come here and speak because to approach you individually there is a wait to get scheduled unless you're an organization, and I don't currently have an organization but I would form one, there is a drop in the bucket. It's not a lot of housing, but anyone knows drops in the bucket could fill t it's a complicated issue, but this could be one of the

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processes to reduce homelessness in Portland. So if that's even something that the city can do, I know if you know you want to sell it to developers for a profit, but developers will develop the properties for the highest amount of profit, and that's not going to be to serve low income people. That's it. If you think that's something That we could work on I would like to meet with you in person and develop a plan to make this happen. That's it.

Wheeler: Commissioner Fritz.

Fritz: Thank you very much. I worked on the zombie houses with commissioner Saltzman, and mayor hales, and it turns out it's more complicated due to state laws about what the process has to be to make sure that the property owners are not unfairly having their property taken, and then it has to go through a year's wait and has to be a process for offering it on the open market.

Holdman: We saw that, and we don't want to take property from people who want to keep them. If the original owners are not going to pay for them, we would like the opportunity to use that housing to develop for low income.

Fritz: We have for the first time in decades gone through that process, and it turns out that once the foreclosure process seems to be in earnest, many of the owners do show up and start making the changes to their properties, so it hasn't resulted in as many actual turning over of the properties into productive uses. Regarding the surplus water bureau properties and the environmental services, commissioner Fish is out today but he would tell you that he established a process for declaring those surplus when they are, and it has to go through a full process of, unfortunately, it does have to go to the highest bidder because Of the rates having purchased the property. They have to get as much return on those properties. They can't dedicate them to affordable housing.

Holdman: Well, I understand that, and I understand that we're trying to solve the problem and if going to the highest bidder makes the problem worse, which it will because they will not make low income housing, so.

Fritz: Commissioner Fish shares your frustration because he's been working on the crisis for a very long time so I am sure that he will continue looking into that, and I appreciate you coming to talk to us about it.

Holdman: Okay.

Wheeler: I want to thank you for your initiative, if you would like a follow-up question on these issues to get more detail, since you took the initiative, I think it's the least that we can do. I guess jennifer is staffing, wave your hand again, jennifer. We will connect you with the appropriate person in our office who deals with these issues and you can dive as deeply as you want to, but I think your ideas are good and sound and agree with commissioner Fritz, there are unfortunate formidable options but we should at least have the conversation and maybe new ideas will be sparked.

Holdman: Thank you.

Wheeler: Thanks for coming. We appreciate it. Next individual, please.

Item 659.

Karla: He will not be coming today.

Wheeler: Next Individual, please.

Item 660.

Karla: He is also not coming.

Wheeler: I am feeling like a little jilted today. Next individual.

Item 661

Wheeler: Very good. Welcome. Thank you for being here.

Dana Lynn Louis: My name is dana lynn louis. Can you hear me?

Wheeler: You bet.

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Louis: Just want to play this video because it says a lot about the project. I started this project in october.

Louis: I am dana lynn louis and I am an artist, and i've been in Portland for the last 30 years. Gather makes shelter came about because I feel like i've been feeling this disconnect between people walking down the street not looking at each other or talking to each other, and I wanted to create an art project where people are encouraged to meet each other at their base level of humanity on a more regular basis. Recently i've been engaged in a project in Senegal, and there I taught some women who are potters how to draw and how to paint, and it turned into a new income stream for them. When I came back to Portland I thought, how could I make something happen here. I am working with ten different social service agencies at this point. There is potters all over Portland that are making pots. People are really exciting about contributing to this project. Then what I will do is take those ceramic bowls into ten Social service agencies and teach some drawing and painting skill workshops relative to working on pottery with people who are experiencing homelessness. Those artists working through the social service agencies, are going to be paid to do this project and that's an important piece of this project for me. So in the end after we do all these wonderful workshops and everybody has made all these bowls, we're going to have festivals in the fall. You will come and bring your friends and you will buy a bowl, and the end point of that festival is all those bowls sold and everybody that has come together to produce them, they are going to be creating this big fundraiser because we're going to sell those bowls and all that money is going to be turned right over to get people into housing. I have been honored and inspired that so many are interested and engaged and think that this matters, and that the actions we take through gather make shelter will make a difference.

Louis: I don't want to squander my three minutes so I will just tell you a few more things, the final events are taking shape. And I was invited, or gather a shelter was gathered to come to pioneer courthouse square, which is exciting. Another event, and that's going to be the big public event where we sell the bowls and everybody comes, and there will be food there, and it's a cross pollination of chefs in town working with youth experiencing Homelessness to teach them culinary skills, and music coming onboard, it's getting bigger and bigger. And in addition I am teaching 60 workshops between now and september, I am teaching those workshops. Ten social service agencies, that was the count, in april when we made this video. And now it's probably 12, and then there is a couple others, right to survive and right to dream. And a couple of other individuals groups that called me. I get calls every day about people wanting to jump onboard. At this point the project is completely funded by the citizens. I need money, and I would love for you guys to spread the word to dig deep in some pockets if there are any. Inform everybody you know, gather make shelter is the place where you can access our fundraising make, gathermakeshelter.com and you can arrange a meeting with me, and I am happy to meet with everybody and their mother and father and sister and brother to talk about this project. Not only are the housed citizens funding this project, the people who are currently experiencing homelessness have given me money for that project. And people are shocked when I offer them a stipend to participate. The elevation of people's morale around thinking that what they are doing makes a difference is growing daily. So thank you for your time. I appreciate it.

Wheeler: Could I ask you a question? You mentioned the big event at pioneer courthouse square. Do you have a date?

Louis: Yes, september 23.

Wheeler: September 23. What time?

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Louis: We don't have a time on that but there is going to be a lot of publicity around that, there is also going to be an artist only party because the painters and potters are really interested in each other. I would bring in photo album with me every day when I teach to show, this person made this motte and this person signed this pot, and you are collaborating with this person and as much as I can I text the potter and say look what happened today. And it's great. But there is an artist party, the party is going to be artists only, and there is rumor that it's going to be close to this room but we're not sure yet.

Wheeler: And just to, if I want to know more I go to gathermakeshelter.org. Is that correct?

Louis: Yeah. And gathermakeshelter@gmail.com. And I am having these studio, open studios once a month, and that ranges from anybody who wants to come, who has participated in the project or curious about the project, the next one is tomorrow night. So if you are interested in that, my studio is not far from here. And it's from 6:00 to 7:30, gather make shelter, and you can get all the information.

Fritz: I like your leadership. We have a special appropriations process where people can apply for small grants for projects like this, and starting in the summer so you could look out for that because that's the place where we, if we have any spare cash, that's -- you can apply for it.

Louis: I've been in touch with commissioner eudaly's office and also commissioner Fish's office and actually i've been at your office, too. So who do I follow up with on that? Same people?

Fritz: Yeah, you could get in touch with the mayor's office because his staff and the office of finance will be on that process.

Louis: Thank you very much.

Eudaly: I wanted to point out in case people missed it, dana is the artist who created the installation in the north atrium at city hall.

Wheeler: That's great.

Louis: Thanks.

Wheeler: Thank you very much.

Louis: I am on my way to the southeast industrial business association, and I am speaking with mark jolin and people from central city concern about the positive things happening in the city relative to people who are working with people experiencing homelessness so make it better.

Wheeler: So I just spent two hours with them at a different event talking about progress around homeless services. It is a small town. Say hi to them. They are probably sick of me already.

Louis: It's really great. And I am really honored to be part of that, too.

Wheeler: Thanks for coming in and sharing this with us. It is really exciting. Very good. I believe I pulled one item off of the consent agenda. 671. Are there other items pulled, Karla?

Karla: I have had no other requests.

Wheeler: Very good, call the roll.

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

Wheeler: Aye. Consent agenda is adopted and now we are going to invite commissioner Fish and so I believe that I have the appropriate script that I need to read. Pursuant to pcc3.02.025 commissioner Fish is participating by telephone because he's traveling. Failure to allow participation of the absent city council member by electronic communication would jeopardize the public interest, health, safety or welfare. All other city council members are physically present in the chamber. Do any of the council members physically present object to having commissioner Fish participate by telephone, and although it's not part of the script, colleagues I believe that he is just participating for items

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679 and 680. And I am getting a head nod on That. Seeing no objection, let's go ahead and ring him in.

Karla: Commissioner Fish are you there?

Fish: Thank you, Karla.

Karla: You are welcome.

Wheeler: My understanding we are going to do 679. Is that correct?

Karla: And 680.

Wheeler: Very good. If you could read those two together, please.

Item 679 and 680.

Wheeler: Colleagues we had extensive testimony and presentations on this last week. These are both second readings. Is there anything else that people would like to raise private the vote? Commissioner Fritz?

Fritz: We had a discussion about whether to change to a percentage rather than a flat fee. So a percentage fee rather than a flat fee, and so I did some research. And in Portland, you can rent a room for \$15 per night. You can also rent an entire apartment for \$1,200 per night. And either way, under what we have on the table the proposed fee would be \$4. The percentage fee on the \$15 room is 27%, the percentage fee on the 1,200 apartment is 0.3%. If we went to a 3.25% fee which is estimated to raise the similar amount of money, for the housing investment fund, the fee on the \$15 room would be less than 50 cents whereas the fee on the apartment would be \$39. And it seems to me to be basic fairness to avoid the regressive impact from people as much as Possible. And the person renting the \$15 room is going to be much more impacted by a \$4 charge than the person paying \$1200 for a night. And I believe that we should take the time to get it right. At the very first public hearing I went to, at metro, on the 1995 green spaces bond measure in southwest Portland, they made the point that they had missed the whole of southwest Portland and lake oswego in crafting the bond measure, the person who had been in charge of the committee said we've been doing this for two years, and this is the last hearing, and you are too late. And judy, the metro presiding officer at the time, said there is no point in having a public hearing, if it doesn't matter what the public says when they show up. And these people are my constituents, and they have made a point, and what are we going to do about it? And she would not let them continue before they had that discussion, and I believe that this is really important, we had a tremendous public hearing, and in which we did hear from the platform companies and the host that opened to participating in the system. They have some suggestions on how to make it better. I believe that it would be worth taking the time to make it better.

Wheeler: 679. Is there any further discussion? Commissioner eudaly?

Eudaly: Did you just propose an amendment?

Fritz: I thought that we Should have discussion since we had a public hearing and people asked for this and we said maybe it would be an amendment, and I thought that we should have a discussion.

Eudaly: Sure, so commissioner Fritz and I have come to similar conclusions independently, and I would prefer a percentage. It's my understanding that, and I am a little confused why we would be moving forward with a vote without talking about this, it was my understanding that we were going to look a little more closely at this. We have had a request to delay implementation from one or more of the platforms until the end of the summer. So is that not the case? Okay. Well.

Wheeler: I will speak up since I don't see staff here for either of these items. It is my understanding that the implementation will not take place until october 1. This is an interesting conversation. But I was persuaded by commissioner Fish's amendment, which allows us to go into a data collection and dissemination mode and therefore we have the

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ability to evaluate the policy. There are pros and cons and trade-offs to flat fee versus a percentage fee. My personal preference would be not to delay this further.

Fritz: The affected date is august 1.

Eudaly: But there's been a request to delay it until labor, after labor day. What I am suggesting, we are Going to delay it for two months, that we look into the question of percentage versus flat fee.

Fish: Can I be heard for a second?

Wheeler: Commissioner Fish, sure.

Fish: I can barely hear you, I am in the former soviet union watching football. Here's one option that we could pursue. The second item today, I think, we have consensus, and we are ready to move on. I believe that there are both spectacle revenue and legal issues relating to whether you do a flat fee or a percentage. I would lover to be present for that debate or the discussions with my colleagues before the next debate. Would the mayor consider a brief [inaudible] over the first matter so we can see if we can reach consensus? I share his view that based on what I have been briefed and learned, I think that the flat fee is the better way to go, but if there is a -- if the implementation is not until august or later, I would see no harm in a brief set over so we could have those conversations, which I would like to be present for. And then we could just take a vote on the second item.

Eudaly: I would also like to be present for and included in the conversation. My understanding is that anything that we try to implement above \$2 puts us at risk for one or two of the platforms to pull out. I am not convinced a flat fee is More desirable or safer than a percentage. I was compelled by the testimony given last week, especially from the smaller house offering lower end rooms.

Fish: If I could add, mayor, there is a set of legal issues as well about what is the most offensable. I don't want to have that conversation by telephone. But if it seems to me if two colleagues feel strongly about this, mayor, a brief set over of this item so we can catch a vote on the second and see if we can reach consensus, is in order.

Wheeler: Does that work for you? So I am certainly happy to do that. I want to be crystal clear. I am ready to move forward. I think it is a mistake tactically to delay this any further. I am hearing my colleagues and I want to honor the wishes of the majority of my colleagues. Therefore 679, we will set it over, the next opportunity where we actually have a quorum would be july 19. If you want to pencil that in.

Karla: 19th is a thursday.

Wheeler: I am hearing commissioner Fritz is not available for that.

Fish: Can we do a time certain?

Wheeler: Yeah, we are looking into that, commissioner Fish.

Karla: 3:00 p.m. Thursday, july 19. 3:00 p.m.

Wheeler: Does that work for everybody?

Karla: Commissioner Fritz is out.

Wheeler: Okay. No. So when is the next date when we are all available?

Karla: August 22.

Fritz: And we could do an emergency. Because I agree, I concur with the mayor it is important to do this.

Fish: Can we find a date in july and have the colleague not here phone in?

Fritz: I will be in england, I could -- I could phone in. My mom has voiceover internet. She doesn't have the internet, so it would be challenging to watch it.

Fish: If there is any way that we could keep a july date I would urge us to do that.

Karla: On the 25th commissioner Fish you are out. You are the only one out, if you want to call in on the 25th.

Fish: I will make myself available on the 25th.

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Fritz: Thank you both for being willing to delay it and also for being willing to have that flexibility. Thank you.

Fish: Sure.

Karla: Do you prefer a morning or afternoon?

Fish: If we could do a time certain in the morning, Karla.

Karla: 10:45.

Fish: Karla has assured me that the photographs superimposed over myself is my high school graduation pictures, can people confirm that for me?

Fritz: I am not seeing anything, commissioner.

Fish: That's probably even better.

Wheeler: So colleagues let's do this. Because we could spend the whole session doing, this lets sort this out with our staff, we will hold over 679, leave it open, and 680, please call the roll.

Fish: I am very pleased that we are moving forward with what I would hope with both items but I think a brief delay is in order in the first item and I want to thank the mayor for the leadership he's shown on both items. I think we're heading in the right direction and I vote aye.

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

Fritz: This is sad 2% tourism improvement district to the short-term rentals, and I was not understanding how that fee is used. Until I was reminded that it's to publicize Portland as a whole as a destination. It does not say stay at a particular hotel x or list the hotel options. It basically just says Portland is a great place and come and visit us, so it does benefit the short-term rentals as well as the hotels, and I appreciate that they are willing to accept this. Aye.

Wheeler: I am ready to go. I vote aye. The ordinances and adopted. Thank you.

Fish: Thank you, karla.

Karla: You are welcome.

Wheeler: Thanks, commissioner Fish. Next item, 662 and 663. Can you read those together, please.

Item 662 and 663.

Wheeler: We have our budget team, good morning. And we have a couple of amendments, I understand, as well. I am going to introduce several and then commissioner Fritz has at least one.

Claudio Campazuno, Interim Director City Budget Office: I am [inaudible] the interim city budget director joined by jessica eden, our process coordinator, I am presenting two items, the supplemental budget ordinances and loan resolution, I will start with the over-expenditure ordinance. The over-expenditure ordinance is the third of three scheduled mid-year adjustments for the city budget. The focus of this action is constrained to addressing areas where expenses have a reasonable likelihood of exceeding current appropriations, and I will highlight the changes and take any questions. Then I believe that there are several amendments as the mayor mentioned that may be moved. In the general fund there is several items of note. Two items to ensure that the city is compliant with the state budget law, not overspending the current appropriation levels. The first is an increase of 1 million in discretionary appropriation to Portland parks and recreation. To address the projected under-collection of fee revenues. And the bureau is discretionary funded, but has a considerable, a considerable fee revenue budge as well. And that's primarily from recreation fees. So to the degree that these do not materialize, discretionary general fund fills the gap so this action addresses that possibility. And this year we've been seeing a weakness in the revenues, and while they were projected reasonably, we are seeing a little under-collection. So bureau leadership has been working to address that, and there is a

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reasonable likelihood that the additional funds will not be needed but we want to make sure that we don't over expend. Are there any questions on that one?

Saltzman: Who controls that decision whether the funds need to be spent or not?

Campazuno: They will be -- they will be spent if the bureau actually has expenses that exceed their -- so they have got a discretionary budget, and if the expenses are in excess of the discretionary budget which they will be, but you have got the non-discretionary portion that fills that gap. And if the non-discretionary does not come in, we will just need to have other revenues to back the expenses that happen, so at this late point in the year we have got very little opportunity to turn it around. So it's going to land where it's going to lands at this point. I know that. For the current fiscal year. 2017-2018, so really, I know that the bureau leadership has been, has identified this issue several months ago and has been working to address it, and we've been working closely with them to identify the reasons for it, And also to address the situation.

Fritz: You may remember that we did the same thing three years ago. And in the full bump the report comes back to council and in that case, we were able to not need the million dollars at that point, too. So I am hopeful that that's the case.

Campazuno: To the degree that the resources are needed, the bureaus would be responsible, the bureaus that overspend would be responsible for a one-time reduction to make the general fund whole. It is a net zero cross ears.

Wheeler: Thank you.

Campazuno: Next is an increase of \$25,000 in the city budget office. To address the unanticipated costs associated with the vacation leave payout for the director. Once again the expectation is that the additional appropriation will not be necessary based on the current's projections, it's really just a conservative measure to ensure we don't overspend. As I said, the bureaus would be responsible for a one-time reduction next year if they do need to use those funds. So it should be noted that unrestricted contingency is at 353,000, it's not sufficient to cover these items but we have 15.9 million overall in contingency. That's including several policy set asides and those are funded again in the next year. And so any repayment from -- any cuts necessary would, we would Refund those set asides in the following year. In addition to the general fund, we have got two reductions that have been included. In addition to that, we have two reductions included for carryover into 2018-2019, we have commissioner eudaly's office carried over 15,000 to fund the coalition budgets in oni and the office of -- sorry, the office of community and civic life, and the discretionary portion of this has been included, and in the 2018-2019 budget. The office of finance is reducing \$288,307 to carry over funding to 2018-2019 to fund a recruitment strategy to fill a number of vacancies and I believe council is aware of that. Outside of the general fund there are a number of actions described in the exhibit to the ordinance. Most notable a shift of 15.1 million from the development services fund contingency to fund the inter-fund loan to the Portland housing bureau and it's an interim financing mechanism for affordable housing projects, and that's really the only major one. If anybody has any questions we would be happy to answer. So we received a couple of amendments. So I want to move those.

Wheeler: Number one, I would like to move the following language adjustment in the bureau of revenue and financial services. This is fund 223 of 175,000 to Ensure the arts education and access fund is not over-expended in the external materials and services, major object category. And funding is provided via transfer of existing appropriation from contingency security services to external materials and services. This updates exhibits 1, 2, 4 as needed to reflect this change. Do I have a second?

Fritz: Second.

Wheeler: This one is equally exciting. Amendment 2, commissioner Saltzman?

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Saltzman: I will ask a question or two.

Wheeler: Thank you. And staff will be more than thrilled to answer any questions. Number two, reduce external materials and services in the mayor's office, general fund appropriation by 23,000 and set aside the resources and program carryover contingency to be reallocated during the fall supplemental budget process. The 23,000 will be used to pay for two vacation payouts that are due in 2018-2019. This would update exhibits 1, 2, 4 as needed to reflect this change. Can I get a second?

Fritz: Second.

Wheeler: Thank you. And number three, increase the bureau expenses and revenues in the bureau of human resources for kaiser payments and ppa health fund 707 by 120,000. This updates the exhibits 1-4 as needed to reflect this change. Could I also get a second for this, please?

Saltzman: Second.

Wheeler: A second from commissioner Saltzman. Thank you. Commissioner Saltzman had some questions.

Saltzman: On the first amendment mayor, so the arts tax has a revenue, a fund set up, I guess fund 223? If I am reading it correctly?

Wheeler: That's correct. Are we taking general fund money?

Campazuno: No. This would really -- this alliance the tax collections, and because the external material and the services is the disbursements. So to the degree that they are higher than anticipated, the expenses are also higher than anticipated. So we need to increase that expense to account for the larger collection.

Saltzman: But it's still arts?

Campazuno: Yes. All within the same fund, yes.

Saltzman: Thank you.

Wheeler: Any further questions on these amendments? Commissioner Fritz, you have an amendment.

Fritz: I do. I move to make the following adjustments to the supplemental budget as proposed. Increase the bureau expenses and personnel services by \$75,000, internal materials and services by \$60,000, and external materials services by 65,000. And in the Portland parks and recreation Portland international raceway fund to ensure that these categories are Not over-expended by year end. Funding is provided by a decrease in appropriation fund contingency, and updates exhibit 1-4 as needed to reflect the change.

Wheeler: Second.

Fritz: So this is just moving money around within the Portland international raceway as some of these are related to the indy cars coming labor day weekend. And it does not require any general fund investments in that fund, just making sure that we do everything right.

Campazuno: It's an accelerated expense, anticipated in the next fiscal year, and so since it was done this year, but the revenue associated with the event will be coming next year.

Fritz: I appreciate the city budget office paying attention to all these different funds and to assure the taxpayers that we are looking out for the money carefully.

Wheeler: Colleagues, I have one more, this is a scrivener's error but we might as well --

Campazuno: That's for the next item.

Wheeler: You are right, but we have read them together so I would like to put it on the table if that's okay. It's just a word change. So it addresses -- this is related to item 663, which has been read. This is to address the scrivener's error to change the repayment date from June 30, 2018 to June 30, 2019. Can I get a second on that, please? Thank you so we have one, two, three, four, five amendments on The table. Very good. Is that the end of the presentation? Any public testimony?

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Campazuno: I can talk about the resolution.

Wheeler: We don't need that. Karla is grabbing the list. Are there any questions meanwhile while Karla is out of the chamber? We can talk about Karla while she's out of the chamber.

Eudaly: I have a lot of questions but none of them about these items.

Wheeler: Very good. Karla will get back and let's see who has signed up for public testimony. There she is. The lovely Karla. 662 or 663.

Karla: No one signed up for either.

Wheeler: Very good. So with that, any further questions before I call the roll on 662? Please call the roll.

Wheeler: I am sorry the amendments. Thank you legal counsel, this is on amendment number 1, adjusting the adjustment revenue finances fund 223. Please call the roll.

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

Wheeler: Aye. [gavel pounded] amendment 1 is adopted. Amendment 2, reducing the external materials and services in the mayor's office general fund, please call the roll.

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

Wheeler: Aye. [gavel pounded] so amendment 2 is also adopted. Amendment 3, this is the increasing the bureau expenses and revenues in the. Human resources, call the roll.

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

Wheeler: Aye. [gavel pounded] the amendment is on the table. Commissioner Fritz's item that increases the bureau expenses and personnel services. Please call the roll.

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

Wheeler: Aye. [gavel pounded] the amendment is adopted. And last pertaining to 663, the scrivener's error. Please call the roll.

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

Wheeler: Aye. Amendment is adopted. And main motion, item 662, please call the roll.

Saltzman: Aye.

Eudaly: I want to thank you for getting the new name of oni correct, however it is not necessary until July 1, which is when we are going to roll it out. That is why I will continue to say oni until then, aye.

Fritz: I think we have to make a code change, too.

Eudaly: Yeah, we are working on that, as well.

Fritz: I look forward to that. So the changes in the Portland Parks and recreation allocation and the contingency funding, really is evidence for why we are doing the cost recovery projects and the financial sustainability program, and looking at how parks has been funded over the last several decades. And how it needs to be funded moving forward. We are hopeful that with the cost containment measures that have been implemented and the increased revenue at the end of the year which is what always happens in parks, that we will not need the allocation. And it really points out that there are reserves in parks, and that's something that needs to be addressed. And so the whole counsel needs to be involved in those discussions over the next year, so that we collectively put parks in a more sustainable, financial path moving forward. People love their parks and they are willing to pay for them and we need to figure out how that's going to work together. Aye.

Wheeler: Aye. The ordinance is adopted as amended. Next item please call the roll on 663.

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

Wheeler: Aye. [gavel pounded] the resolution is adopted as amended. Next item please, call 664.

Item 664.

Wheeler: This is a report. Commissioner Eudaly.

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Eudaly: Thank you mayor. I am pleased to introduce the disability power PDX report. Disability powered pdx is a community engagement and leadership program that operates out of the office of the neighborhood involvement. Through disability power PDX Portlanders with disabilities were able to build relationships, learn about existing resources and develop skills to effectively engage in Portland's community and civic life, and I am looking forward to hearing more about this year's program from staff, but especially from participants of the cohort. With that I will turn it over to Joanne Johnson, there she is, who is a disability program coordinator at oni. Welcome, Joanne.

Joanne Johnson, Office of Neighborhood Involvement Disability: Thank you commissioner Eudaly.

Fritz: Excuse me you have to talk into the microphone otherwise the captioners can't get it.

Johnson: Of course. Thank you for the access reminder. We are all on the journey. Thank you commissioner Eudaly. I and the members of disability power PDX truly appreciate your unwavering support and dedication to uplifting disability issues and access. I feel hopeful when I think of the ways that each of our commissioners and our mayor has contributed to disability equity and justice in our city. Please allow me to continue by sharing with you a bit about the structure of disability power PDX and how we strive to create a welcoming, equitable Environment. Could the members of the disability power PDX raise their hands and show us all who you are? Thank you all for being here. Thank you for what you have created. Together. To gather this powerful group of people, application materials were translated into ten languages and a variety of electronic formats. Disability program staff share disability powered PDX materials with numerous disabilities and culturally specific organizations. Our most powerful recruitment tool was, of course, word of mouth. The people before you today cross disability culture, language, religion, race, gender, and generations, and demonstrate the power of community sharing and coming together. For any group to do its most powerful work, members must be supported to show up fully. Supports like stipend, transportation tickets, childcare, accommodations and disability access and language access are essential for any group to sustain this level of dedication and support. For equitable and sustainability participation in any of our groups. During disability powered PDX we developed shared community agreements, and we practice creating access and supporting each other. We did this during lighthearted moments and we did this during complex conversations. Like the ways, racism, ableism, and gender-ism and heterosexualism impacts members to our group. Our 16 members came together for eight sessions over just a few months. Including five, five-hour Saturday sessions. Beyond the sessions the members worked in pair to set up meetings with government organizations and community organizations. Sustaining this level of dedication is possible when we provide practical supports and strive for an accessible, equitable environment. In this way we can recognize, receive, and truly honor the gifts that each person brings to our communities. I am thrilled that you get to experience just a small part of our group's thoughtfulness, commitment and passion today. Next, graduates of our 2018 disability power PDX will share a bet about the different parts of disability power PDX and how it impacted them. And it is my privilege today to introduce to you Mohammed Usrof to share with us what is disability power PDX.

Mohammed Usrof: Thank you, Joanne. And good morning to everybody. I want to start by saying thank you for our city council for allowing us to have this presentation and the program, PDX, the disability power, and we are here because of you so thank you very much. Throughout the program, we were very, we started discovering the program by actually going through it because we thought it would be like any civic Engagement program, but we -- the moments that we have together to end that program, the

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discussions that we had, it, basically, uncovered how unique it is. And let me share with you like some of the, some of the jewels of that program. Like I would say this program has like the diverse people that made a variety of communications together. Look at us. We are from different backgrounds. We are from different religions and different languages and different ages, and we all come around the concept of respecting each other, understanding access needs for everybody, and talking together as a community to see what is better for us. Throughout this program we have an introduction to government. And services, and how to access this and how to participate in government as a participator, not just as somebody who receives services. Through this program, also we feel that this space gives us the underrepresented people a voice, and a space. I can say for everybody in the group, that we all felt important in that room. When we had our voices being heard and our concerns being addressed among each other. It's not surprising to say that we had hope. I know it sounds weird, and this time period but we literally, in that room we had hope and we still have it, and we're going to continue holding onto it because through us, through our participation, we know that we are the future and hope is a key to that future. I want to start to talk about another segment of our presentation, which is like the publics, and the subjects that we have through the program. Through our discussions as Joanne said, we had multiple sessions in regarding of covering so many topics, including the disability, film-making, and addressing issues related to the disability, and art and the disability services and the disability and participation, including also subjects about safety, being a person of color and disabled, being a queer or lgbtq and a disabled and what that means to be in the community that mostly does not understand where you are coming from as a person. So we explored various topics. Obviously, all of us has different responses to the topics that we discussed, but all of us have had the opportunity to speak their mind and be part of like the ritual of brainstorming and have more agency on their opinion and how to express it. We also had an opportunity to discuss with presenters, and some of us had very close interests in some of the stuff like for example, we had a film-maker who was talking about disability. And one of our members actually is a film-maker, and he's going to speak to you very soon. None of us knows everything, so throughout these discussions and these topics, some of us had the chance to listen and to participate in topics that they have not or they may have not considered even like giving it a chance. So that was like a win for the disability for PDX. So I want to end this, which is my piece, and thank you very much again. Before I end I want to ask you to ask us questions. We are eager to answer your questions. We would be happy to talk to you as well. That's my piece. And I want to introduce my colleague.

Dean McCrae: Thank you. Hello, I am dean mccrae. I am very happy to be here today representing our committee and speaking to the work that we did with community and government meetings. As an exercise these activities had two purposes. The first purpose was to raise awareness among those of us participating in the academy as in regard to the depth and breadth of the resources here in Portland. The second purpose was to provide an experience for reach of us in identifying a community resource arranging in scheduling a meeting preparing for and actually participating in that meeting. We were divided into teams of two, and we each chose a resourced explorer and eventually scheduled a meeting. There was a wide variety of experiences, the meeting that I was involved with went very well and exceeded our expectations. Others reported back their meetings were not all that fruitful for a number of different reasons. Each small team reported back to the full committee regarding our individual experiences. As I stated, there were a variety of issues that impacted the value of each of these meetings. Some issues were logistical and some were matters of accessibility and some were cultural. My meetings turned out to be interesting. My partner, and I chose to meet with commissioner eudaly's office,

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commissioner eudaly's staff member, scheduled to meet with us, ended up not being available that day, and of the meeting but rather than reschedule they assigned another staff member to our meeting. And that was Josiah Barber. It was interesting. Josiah came to the meeting prepared to walk us through the process of how city council works, we came with a completely different agenda. We shared a list of questions with him, and he adapted very quickly, and ended up providing us a beneficial meeting, and we were both very impressed. The value to me in having participated in these meetings can be measured on a couple of fronts. I would highly encourage those that planned the 2019 PDX to continue and include this activity for their community committee members. I think it's very valuable, and now I would like to turn it over to Alyson who is going to talk to us about what's next.

Alyson Osborn: Hi. We say nothing about us without us in this community. Disability power PDX provided a place for us to explore what exactly we want to say about ourselves. It provided opportunities to determine what the about us actually about. And how to use our shared experiences to build understanding and contribute to making Portland the best it can be for all who live here. For some of us the struggle is just to stay alive and not give up. And others had the luxury of enough bandwidth to take on additional issues. From this pool of 16 graduates, you had a documentary film-maker, and a therapist, and a blogger with a unique perspective, and a grad student determined to improve healthcare for the disabled and aging, and someone working to improve relations between Portland police and marginalized citizens, and another concentrating on intersectionality and students who will focus on their education, several who are now reinvigorated to meet with elected officials, and others with increased strength and ability to advocate for themselves, and at least one who now has hope to reach his dream. We will take action with the momentum created by our time together, and it's happening. One of the outreach groups that we connected with was the disability arts and culture project. And they are planning a disability pride march this summer and you can Bet that we will be there and actively helping to promote it. [applause] we plan to stay in touch with each other, and many of us hope to stay in touch with you. Perhaps projects will come up where our skills and experiences will come in handy, and we have so much to offer, and we are so keen to offer it, so please utilize this solid resource that truly you helped to create. After luan speaks we will have time for questions, and we hope you will ask a few. In closing with me here one of our members wondered what it was, what it would take to function as a group out in the world as well as we did around our table, and being around that table was not always easy. There was a sliding scale of annoying glitches from oh, well to you have got, kidding. Yet we persevered and cared about each other and the work and the disability community to keep going. And another reason we function so well as has been mentioned was because of the encouragement to succeed. We did our best to try to make sure that everyone had what they needed in order to participate to the best of their ability. We were valued and respected and experience concrete examples of equity around that table. There is more work to be done before that is commonplace in the world at large. By building upon what we have gained, we hope to start by seeing the city of roses be a leader in creating an equitable environment for all the people and we look forward to playing An integral part in making it happen. Thank you and now here's luam with closing comments.

Luam Yohannes: Hello, my name is luam. This has helped me grow. It has helped me mature for my future. And we hope that people will keep walking with us. This is the beginning. We can make it better for people, different people. This is -- I should like to tell you that everyone that makes this possible and we -- I made our people to have the strength. And that's it. Thank you.

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Wheeler: Thank you.

Eudaly: Mayor, I want to congratulate Iuan on her recent graduation. And, yeah. [applause] and also note that she is the sister of Winta Yohannes, and we have now had three Yohannes come to city council so we are only missing mom and grandma, I think. Are they here?

Yohannes: No.

Eudaly: Okay. Thank you Iuan.

Fritz: I have a question. What is next? Because I know part of this training was so that you are going within your communities and also continuing to contribute.

McCrea: I can speak to that for myself. We, as you heard, the meetings I spoke about, we had guest speakers come in each session and topics. A wide variety of guest speakers. And one of the speakers was a woman named Cheryl Green whom I knew by reputation. But I never met her before. And she showed one of her films, and talked about the work that she is doing which is producing documentary films around and supporting disability on a film-maker, been a film-maker for a long time. And converted what I am doing into purely documentary about three or four years ago. After that presentation, I met with her and we met two other times outside, but I pitched the project to her, and it looks like we're going to move forward with it, and it will be a disability, essentially, it's not completely flushed out yet, but essentially what we are going to do is try to demonstrate what it's like for disabled people in Portland, mobility issues, blind issues. Mental disability issues, and whether it's a like to navigate Portland as a disabled person. And we have some interesting ideas. For my own personal experience, I can tell you in my circle, my family, my friends, they see my struggles each day but they don't understand exactly how deep they go. The example that I used when we were talking around the table was sidewalks. In my scooter there is plenty of places that I can't go in northeast Portland for one reason or another. But the average mobile human doesn't ever register to them. There is a number of restaurants in my neighborhood. So that's going to be the purpose of what we're doing, and that's how I am moving forward. That's the next step.

Osborn: We are forming a Facebook group, and that will be a way for everyone to stay in touch with us, and as I said the disability pride march is coming up in August or September. That's probably the next time where we will be able to be physically in a similar space. We know how important it is to keep the connection going. And we are doing a lot of outreach with each other through emails every time that there is an event. We just had the Real Abilities film festival about disabled film-makers, and disabled actors, and everybody was invited to all those. We are trying to really keep up with letting people know all the things that are happening.

Fritz: I expect that each of you got on fire about the aspects that you learned that you will pursue in more depth.

Osborn: I am very excited about the police accountability commission, so that was already something that I was friends with Dave and have dealt with some issues.

Fritz: That would be helpful. Thank you.

Osborn: I think I can present a good example because I don't look like somebody who would have troubles.

Fritz: Thank you.

Wheeler: Could I ask a question related to that? This was the part that was -- it's a fantastic report. A fantastic group. I am really energized by the work you are doing, and we want to support it. I am interested in the conversations that you are having with the police on interactions with people with disabilities. And as mayor, lucky me, I get to be the police commissioner. I am very interested in moving that conversation so if you could let me know how to approach that and what your needs are with regard to how best to have that

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conversation take place. And what space makes the most sense for you to have that conversation. I am all in, related to that we are beginning our process, we're in the early stages of re-engaging through our settlement agreement with the community engagement piece. I want your perspective so if we could talk about that at a later date. And finally, later on this morning we are going to take up what are called our public safety support specialists, these are non-sworn police folks who are going to be engaged in a lot of administrative work, but I feel like there is going to be some intersects as well with the needs and interests of your community. Maybe not on interactions of the police directly but on other issues, and I would like to start that as a fresh meaningful relationship from the get-go. So if we could work together on that, I will take your lead on it, and in the way that you want to approach it. But consider me a partner who is all in any way that you think is useful.

Osborn: And tell me the name again? The public support safety.

Wheeler: The name keeps changing but it's public safety support specialist.

Osborn: Psss.

Wheeler: Thank you. It was originally called community service officers, and then we ran into labor problems. Nothing is easy around here.

Eudaly: I think that wraps up our presentation. Thank you everyone.

Usrof: Can I have one second? We forgot to thank joanne. [applause] thank you and Alexis and every person who was in the disability part with us, I am so proud to be a part of that. And thank you again.

Wheeler: Thank you all for being here. We appreciate it. I will accept a motion.

Eudaly: Move to accept the report.

Fritz: Second.

Wheeler: Call the roll, Karla.

Saltzman: Thank you very much for your uplifting report and I wish you all the success in your future endeavors and providing a more discussions for council on issues around people with disabilities and how we help them to be successful. Aye.

Eudaly: So I want to highlight the process and thoughtfulness that went into planning for this year's cohort because I think that it just keeps getting better and better every year. Disability powered pdx's structure and content were informed by feedback from last year's disability leadership academy, which is what we called it last year. As a result we have a cohort that models the cross disability cross cultural multi-racial and multi-generational approach that I would love to see in all of the city's programs. We as elected officials cannot do our jobs well if we don't have the representative voices who are informed and empowered advocates and I include myself in that. I am a disability advocate but my experience is as a parent around a very specific set of challenges. That does not reflect the broad spectrum of needs and challenges experienced by the larger disability community. So while I might be real aware of curb cuts and accessible playgrounds, I can't, I can't serve the entire community without your input, so I want to just acknowledge that and encourage you to continue. I appreciate the work that pbx is doing to build that pipeline of advocates and I am pleased to hear that the participants want to continue working with one another and the city and I look forward to finding additional ways that my office and my bureau can support those efforts. When I spoke of the kick-off I emphasized one of the lessons I learned in my own work as an advocate, as many of you know I went through a similar program for parents and adults experiencing disabilities called Partners and policy-making. And while I may have forgotten 90% of what we learned, in that program, I have not forgotten the relationships that I formed and I am still in touch with the large number of people that I went through that program with. All of us became better advocates for our kids and for ourselves, and for other community members. Some of us

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are known to work with disability organizations. And some of us went on to found organizations, and some of us went on to elected office, so the cohort, and we supported each other along the way. And I want to point out that nico, one of the participants here, is the child of a friend of mine who I made during that period of time, and I have known nico since he was in kindergarten. I think that he just finished his senior year -- no?

*****: This fall.

Eudaly: So as my son, so maybe you can talk henry into participating in this program next year, nico. I don't think that I would succeed with that. So, I want to thank Joanne for her work. She's always disappearing on me, there she is. For facilitate the disability powered PDX. I have seen in the report and heard from the participants how meaningful the relationship is through this process. And that is a testament to your good work. And I just wanted to say that about the sliding scale of annoying languages you described Welcome to city hall. It is just a fact of life here so finally, I want to thank the participants, the presenters for being here with us today, and I vote aye.

Fritz: Thank you to everybody who came for this report and participated in this program. And sometimes it gets discouraging on the council, but just in this past week I announced that we are going to be building the third fully accessible playground that I have been able to announce since i've been in charge of Portland parks and recreation in gabriel park in southwest Portland. We opened the spring garden playground which also has accessibility features of and the spring garden park, and the mayor and I celebrated the opening of green cannabis business on saturday. And which provides is a grant, that's going to provide support for another disproportionately impacted community. And last night commissioner eudaly and I celebrated ten years of somsue betty being in the united states and he's had this rise to establishing the new Portland, the parks for the new Portlanders commission, and earlier today commissioner eudaly and I voiced a concern and the mayor heard about the short-term rentals. So this program is another example of something that you think of, and it turns into something wildly more wonderful than you ever thought that it might be. So I want to thank demaris and nicolle who helped to guide The disability program within the office of neighborhood involvement, and have the good sense to hire joanne johnson after nicolle moved to the office of human rights. And joanne johnson, you have just taken this program along with commissioner eudaly to incredibly wonderful new heights. Expanding this particular program and building on what has been done before and just making it so much better. So I am so grateful, and joanne is everywhere. You don't see her because she's just everywhere. Representing the city and the disability community in such a charming and wonderful way. And I really appreciate. You look like you are coming forward to say something.

Johnson: I want to add something, is that okay?

Fritz: I would like to yield a bit of my time to joanne johnson.

Johnson: I want to reiterate that this could not have been done without community. Sure, I put in a lot of work. But the cross disability cross cultural and religion and generation, that is because our community has come around, and spread the word and encouraged and supported each other. We have members in the audience today from last year, who were supporting members this year. So I really deeply appreciate your kind words, and I just want to say that this is us. Not me, it's us.

Fritz: This is all of us and this is how it is supposed to be, and so yes, my final Piece was going to be thanks to the communities, and many different communities as commissioner eudaly noted. Each of us has challenges, some of them are seen and not seen, and together we are so much better than the individuals and some of our parts together we can do really great things, and this is a really great thing, thank you very much for leading it, aye.

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Wheeler: This is a fantastic collaboration and thank you commissioner eudaly for bringing forward a great report and fantastic presentation, and to me, it opens up a world of opportunity, and I look forward to seeing where this will go over the course of the next year. I certainly expressed my narrow hopes and dreams for how I see a potential partnership unfolding here around some public safety interaction issues, and joanne I have to add, you know, I know that you don't like being singled out. I agree with you that this is a community effort, and this has been a group effort. I want to talk about an important aspect of you. I never get a chance to say this in public. Being mayor is a very challenging job. Some of you may have noticed that. I don't always -- I usually do but don't always walk into city hall going, so glad I am back. Always fun to be in city hall. Wherever you are in city hall, you have an attitude that inspires me. You have got a can do attitude, And you have a really uplifting attitude. And even when we just sort of pass in the hallways, you smile and say hello and the way you ask me how things are going. You are just a really good person. I think that that's part of the reason that you were successful in convening these important policy issues, so I didn't want that moment to pass. I vote aye, the report is accepted. Thank you for fabulous work. Next item, 665.

Item 665.

Wheeler: Commissioner Fritz.

Fritz: Thank you mayor. Colleagues, this is a report on the parks free for all program. This program has been going for many years and provides fun summer activities and services to children and families who are out this summer including lunches. The activities also include live music, and representing the cultural diversity of Portland, family friendly movies, free lunches for kids and as well as arts and crafts and sports and games. There is something free and fun for everyone in our parks this summer and everyone is welcomed. Everyone is welcomed. And it's not free. It's taxpayer funded and funded by volunteers and donations. And we appreciate that it's somewhat similar to the previous item, it's where everybody gets together and city staff helps to support the community. So summer free for all has partnered with 49 community groups including local Businesses, neighborhood associations and culturally specific communities and nonprofits across the city. One of the core services is the lunch program. And thanks for your ongoing support of that. You were the glue that kept it together, and during the recession and making sure that those children get their lunches. I am a free for all, more than 100,000 lunches at 25 different sites, which will make a big difference to the kids and families most in need but anybody who shows up can get one. This would not be possible without the partnership of five local school districts, meals on wheels, urban cleaners, and Oregon food bank who we thanks for your collaboration. Now Portland parks and recreation services manager, Eileen Argentina will do the rest of it, guide the rest of the presentation. Welcome.

Eileen Argentina, Portland Parks and Recreation: Thank you, commissioner Fritz. Mayor. Commissioners. I am joined today by sue, our arts culture and special events manager, as well as kelly torres, our developing manager. And in 2017, do we have this? In 2017, Portland parks and recreation conducted a community need survey, the 2003 participants who responded were statistical representative of Portland built by neighborhood coalition and race and ethnicity. When participants were asked to rate the importance of Recreation programs outdoor arts and culture events rated the highest with an average score of 3.8 out of five. So we thank council for the 500,000 of general fund support for the beloved program. With the cost of living rapidly rising, these community gatherings for free events are more important to the city's livability, and to families that may not have access otherwise. Minimum wage increases now through [inaudible] will improve livability but these increase summer free for alls operating budget which has gone from 850,000 last year to 1.1 million this year. 29% increase. Due to accelerated minimum

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wage increases and newly represented seasonal staff. Onto the next slide. Not only are free outdoor arts and culture programs in high demand, but summer free for all in an important program advancing the city of Portland and pp&r's racial equity goals. This summer we will provide job opportunities for 110 Portlanders including youth and hire 315 local performing artists. As a citywide program we are insuring that summer free for all staff reflect the community and discussed -- kids we serve. 50% of staff supporting the music and concert are people of color.

Fritz: I will interrupt you because we don't have a quorum at this point. So if we could just wait until we do.

Argentina: Of course. Thank you, commissioner.

Fritz: It happened at a time when we have an interesting slide but lots of information but here we go.

Wheeler: Sorry.

Argentina: We will provide job opportunities for 110 Portlanders including youth and hire 315 local performing artists. The citywide program we are insuring that the summer free for all staff reflect the communities and discussed we serve. This year 50% of the seasonal staff supporting the movie and concert events are people of color. 39% of free lunch and play program staff speak a second language. As you can see in the summer free for all guides in the packets the program lineup reflects our diverse culture and communities. We have forged new partnerships this year to increased access and engagement with the communities of color and immigrants and refugees and as always the guides are produced in nine languages to provide the greatest access. We thank you again for your continued investment in summer free for all and the services it provides to the community. Soo pak, arts, culture, and special events manager will talk to you more about our new partnerships.

Soo Pak, Portland Parks and Recreation: Thank you Eileen. Good morning mayor and commissioners.

Wheeler: Good morning.

Pak: So the mission of summer free for all is to build community and celebrate Portland's Diversity. Our movie and concert events are organized with community partners. Each partner group hosts an event choosing their park locations, selecting the movies and musical talent, and bringing people together from their community. Historically summer free for all community partnerships somewhere been defined by geography with a majority of our partners being neighborhood associations and groups. As Portland communities are displaced with the greatest impact on people of color and immigrants and refugees we have actively worked to expand the definition of community to include culturally specific and identity-based groups that span a citywide geography. And some of our new community partners this year include apano, that's the Asian pacific American network of Oregon. Hosting a film in English and Vietnamese at Harrison park as a part of their mic check series. And black parent initiative, hosting the Dawson park concert series, and Baliwood dreams, hosting our first movie in Hindi and English at Laurelhurst park in celebration of India's Independence Day. And the Tongan community hosting a movie as part of the Tonga day 2018 at the gateway discovery park and the artists collective young gifted and brown or ygb Portland hosting black panther at Lents park. And your ongoing partnership with Latino network continues with the fourth annual festival Latino featuring the movie cocoa in Spanish, with English subtitles at the new park built in partnership with Verde. Our free lunch and play program is cited in neighborhoods where more than 50% of the kids qualify for free or reduced lunches. This summer we are pleased to add an additional Monday through Friday lunch site at the new lulette view park, and in east Portland --

Fritz: You have to be six inches away from it.

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Pak: Thank you. Thank you. In east Portland an area without parks we have the mobile play program. With staff traveling to apartment complexes providing fun activities and positive social engagement for kids most in need. This program is community-driven evolves with decision being made in collaboration with an advisory committee made up of the partners listed on the screen. As you might recall this group was honored to receive the equity in practice award at the 2017 spirit of Portland awards. Partnership is critical to advancing parks equity goals. And we are proud of summer free for all's commitment and efforts in this area. Now I would like to turn it over to Kelly Torres our development manager who will share with you how we are leveraging general fund dollars to make summer free for all possible. Thank you.

Kelly Torres, Portland Parks and Recreation: Thank you Eileen and Sue for highlighting so many positive aspects of summer free for all. Sharing our diverse and impactful program options with potential sponsors in 2018 has been a privilege. Our team has had the confidence to deliver on our mission and the results of that confidence are tangible. From a development standpoint the idea of cultivating community encouraged many sponsors, grantors and individuals to lean in a bit more this year. We also acknowledge our philanthropic partner the Portland Parks Foundation who is joining us here today. We also acknowledge the dozens of community members raising funds, and you will get a chance to hear from one of those members today. For every general fund dollar designated to summer free for all we leveraged 65 cents in cash and \$3.27 in in-kind program support. I would like to draw your focus to the sponsor page and our summer free for all guide. This highlights the commitment of local businesses and contributors such as Elmer's restaurant, who has local owners and in their own words, love supporting programs that allow families to enjoy time together making memories. We are proud this local business is also a new premiere sponsor this year, and we are excited for you to hear from Jill today representing Elmer's restaurant. And we would like you to notice the foundational support of partners at the base of that page. These partners represent school districts, arts organizations, local nonprofits and corporations, all of whom fill the gap to provide critical services throughout the summer and Eileen will now introduce our invited guests. Thank you.

Argentina: Thank you Kelly and Soo. Community partnerships have become the heartbeat of summer free for all, and I am proud to introduce two community partners to share their heartfelt testimony today. First I would like to invite Jill Ramos, the vice president of Elmer's restaurants.

Wheeler: Good morning.

Jill Ramos, Vice President Elmer's Restaurants: Good morning, mayor, commissioners, I am from Elmer's restaurant, it is my pleasure to be here today to join in with our excitement of the summer free for all this year. We know how important it is to give back and build strong connections in the communities that we serve. Walt and his wife Dorothy and three sons wanted to create a place where families would enjoy spending time together and making memories over a fresh quality home meal. 58 years later, our owner's strife towards that same goal and delight in our guests. Our local owners would enjoy keeping marketing dollars in our local community but are considering more in our proactive report to do more than write a check. We want to engage in meaningful relationships and extend outward in the community. Team members, diverse hard-working families and individuals as more memories connect and a way to be together. It is a bonus to be able to get out and enjoy the beautiful parks and each other. Our team is looking to enjoy the events as a sponsor and community member. We have chosen to participate in the events closest to our restaurants to truly connect owners and team members with their local

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community. We look forward to working outside the restaurant and learning and growing along the way. Thank you for your time.

Fritz: I want to thank you in Particular, a family favorite of ours particularly on stark and Washington, and the place I traditionally go for my election morning breakfast, so I am really pleased you are joining our family here and for your personalized support so thank you for being here today as well.

Argentina: I would like to invite our other speaker, the leader of the Tonga community and leader of the 2018 committee.

*******:** Good morning. Yes, I am a program coordinator at ocole, that is my 9 to 5 job and my other job is being a leader of my community. I am happy to be here to support movie in the park and free for all and I want to share our experience with the program and where it is and where it started from. Last year they reach out to me that they want to invite us, the Tonga community, in movie in the park. That started in southwest Portland with one movie. It was exciting for our community because this was the first we were invited to perform in a movie that is about us and while we were there, we had q & a during the session and a question from the audience was asked how do you guys see the perceived character because it doesn't always show accurately the person they are trying to portray and I told them this is as close as anything in the past, this is real for us and we appreciate it and feel like Hollywood is reaching out and doing their homework before they start selling their product and we feel this is what Buena park is doing, wanting to hear Specifically for us how we -- you know what it is for us to be part of movie in the park. Because of the political climate, sometimes parents and families hesitate to go in public area but this event has brought multigeneration, grandparents, parents, children, to the park and have a family bonding. This is very important for us because we're very collective community. That is just part of our culture and this program does provide culture specific. The last year when we went to the park, not only did we perform, we had a band and a young man that was hired from the program that was part of the setup team so that is something that not only that got invited but they hired someone from our community. This year we are again partnering for the 2018 tonga day, august '18. Thank you, commissioner Fritz for joining us last year so that you scheduled time to speak was not our time and I am hoping that our mayor will join us. I know you were not available last year but hopefully this year you can join us with the rest of the commissioners and we appreciate everything. Thank you.

Wheeler: Thank you.

Argentina: Thank you so much. Mayor, commissioners, thank you for the opportunity to report on 20,918 summer free for all program. We're excited for another great program with the Portland parks system and all of us are available to answer any questions.

Saltzman: I have a question. That is around the free lunches and I know we talk about this every year, around august 17th or 31st and still quite a bit of summer left for kids who no longer have access to a free lunch, school has not started yet, so I thought we would solve this. Have we?

Argentina: It is a primary problem. Some of it has to do with the availability of staffing and being able to keep the program going.

Soo: I would like to bring up chariti montez who has more information on the lunch program.

Chariti Montez: Good morning. Our workers provide the lunches and our staff serve the lunches in the parks. There is a timing issue, even though school has not started yet, they have switched their kitchens. At the end of the season, they switch their kitchens to start prepping for the school year so the things that end august 22nd, that is because the Portland public school district goes back to school soon after that and then other districts

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go back to school after that. So we work with our lunch partners, the lunch providers, to create the best schedule that we can to make sure that the kids have lunch.

Saltzman: So if I am hearing you right, somehow the fact that pps is gearing up for the school year means they can no longer provide the meals to us for that two or three-week period?

Montez: It makes it very difficult for them to have their kitchens make thousands of lunches for The summer programs while they are also transitioning to make the lunches for the school year.

Fritz: So if I can answer your question, commissioner, yes, we have the lunches for as long as physically possible. When the school kitchens are closed for cleaning and getting ready for the school year, there just isn't any staff there to make them but yes we try to understand and try to maximize the length of serving lunches.

Saltzman: I see meals on wheels is one of the sponsors as is the children's levy. Have they been approached about providing meals during the interim period?

Montz: Yes, we have had extensive conversations in the spring and not able to make that happen during the summer but we were looking into that for next year.

Saltzman: Thank you.

Wheeler: Great, we will entertain a motion.

Fritz: Move to accept the report.

Wheeler: Second.

Wheeler: Call the roll. [roll called]

Fritz: Thank you so much for your work and all the work done in the community. Like the previous item, this program has grown much under commissioner Fish leadership during vacation when it became absolutely essential. Now that we have more experience and more commitment to culturally specific events, I think you have heard the wide variety of things happening in the parks this summer so I encourage everybody not only to go to your local park and if you are fortunate to have one, try some of the parks In other areas of the city that you might not be as familiar with. Good ways to meet you don't need an invitation to go to one, you just pack your picnic and go and you're welcome in all of the parks. Thank you.

Wheeler: Thank you for your hard work on that. Next up, 676.

Item 676.

Wheeler: Commissioner Eudaly?

*******:** Thank you, I have the pleasure of appointing the five new appointees to the alternative technology advisory committee or atac. The bureau of department of services established the alternative atac to provide expert advice on the viability of new sustainable technology that aren't covered by the code. They review available test data, case studies or any other relevant information submitted by the applicant. Based on the submitted information, atac will make a recommendation to the bureau of development services on the use of technology. And now mieke Keenan from bds will present the list of appointees.

Mieke Keenan, Bureau of Development Services: Good morning. My name is mieke Keenan, with the department of services and I am here on behalf of terry whiting. Portland City code 24 requires that the technology advisory committee have a minimum of three members appointed by the mayor and approved by the city council. They shall consist of design professionals, construction contractors and persons associated with the university with an engineering school. Our first appointee is Jeffrey cordial to atac and Jeffrey has spent the last nine years of his career learning the ins and outs of building sustainable technology and green energy Production. He has been heavily involved in the solar and green industry in Portland through his role at pac northwest district manager of greentec and both a business member of the u.s. Building green council and solar energy

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association. The second appointee is Aaron Faygree who has 35 years of experience in arts and engineering and worked on his own projects in California, Washington, British Columbia and many other locations. He is a physicist, architect, civil engineer and landscape architect who specializes in work with citizen cooperation, public agencies and the business community with a particular interest in public and community facilities. The third appointee is Joshua Clyborn with over six years of code consulting experience in Portland and other jurisdictions and ten years of residential remodeling. Over the years, he has worked with architects, plan reviewers and inspectors on a daily basis running the gamut to residential owners to design teams of multinational corporations based in the U.S., China, Bangladesh, Ghana and other countries. The fourth appointee is David Posada. David was the co-designer of the first Portland metro habitat for humanity houses to achieve LEED certification. He served as passive house consultant for one of the first certified multifamily pass projects in the U.S. And finally Bob Swaney is the last appointee and has 40 years in environmental help and public health, design inspection, trouble shooting and training. He has extensive experience approving, reviewing and applying for approval of innovative technology. Does anybody have any questions?

Wheeler: Commissioner Fritz?

Fritz: There doesn't appear to be a woman on this committee?

Keenan: No.

Fritz: Why is that?

Keenan: I couldn't answer that specifically. I believe that the process for selecting committee members is to do an open recruitment and the applicants are reviewed based on skills, so it could be that maybe nobody -- no women applied for this committee. I am not really sure. I can get back to you on that and check --

Fritz: You mentioned there were a minimum of three. Is there a specified number of people that can be on it?

Keenan: I don't believe so.

Fritz: As we know, sometimes women don't volunteer, because maybe we think we are not worthy or whatever. Would you be willing to do some additional outreach and bring back a couple of nominees that identify as women? It just is extremely troubling for me in 2018 especially with engineering because we know from experience with parks and environmental services, we do have people to engineers.

Keenan: Right, absolutely.

Fritz: And maybe people could take this -- who may be watching at home. So what is the time commitment for this committee?

Keenan: The committee I believe convenes on an as-needed basis. When there are applications that come in. These technologies are outside the building code so there is not really a code for them to follow. The committee was in place in 2006-07 but disbanded because there wasn't any need for the committee in the downturned economy so it was basically brought together based on need. As applications come in, I think the committee comes together to review them.

Fritz: So could you give an estimate, if someone is thinking maybe I could volunteer for this, how often and how long would they be meeting?

Keenan: I know most of the committees work on a monthly basis, sometimes boards don't meet if there is no application, so I would say the most the committee would probably meet is monthly.

Fritz: And for an hour or two at a time? during their workday?

Keenan: Correct.

Fritz: And how would somebody get in touch with you to volunteer her services?

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Keenan: Well, I would say the best person to contact would be Terry Whitehall who is our building official. I can work with Terry on doing additional outreach and get you more information on how these folks were selected.

Fritz: Or someone could call and say I would like to be on the technology committee?

Keenan: Yes.

Fritz: Thank you very much.

Wheeler: If I could just add, there are a number of organizations that focus on partnership and leadership development of women specifically focus on women in technology and we should be very deliberate with that outreach potentially interested candidates. I share Commissioner Fritz' concern with the lack of women as well as the lack of people of color on committee. Given the adjustments and investments we're making through Prosper Portland to facilitate growth for entrepreneurial and technology opportunities for women and people of color, it just feels like there is a disconnect here and it's on us to address it and I hear you saying that loudly and clearly but that is your objective and I'm glad to hear that. Any further items? Otherwise I will take a motion.

Eudaly: I move to accept the nominations.

Wheeler: Second.

Wheeler: Please call the roll.

Saltzman: Thank you to the community members for your service. Aye.

Eudaly: Thank you, Mieke for being here and thank you to the new committee members. I vote aye.

Fritz: I thank you having worked for you on the –

Wheeler: Excuse me, this is a report. Excuse me this is an interruption in violation of policy.

Joe Walsh: That is not a report.

Fritz: Thank you, Mieke having worked on the report with you. Thank you for working on the tree code and I know how hard you have worked to be inclusive--

Wheeler: Excuse me, Mr. Walsh, you have been warned. I am sorry for the interruption.

Walsh: Would you explain that?

Wheeler: This is a report. There is in public testimony on a report. [audience member shouting]

Eudaly: This is a report. [shouting continues]

Wheeler: Did I already call the roll?

Fritz: I was in the middle and hoping I would not be disrupted again. So my comments in no way disparage you or the five people volunteering to serve on this committee. I appreciate them stepping up to serve, I just know there are people out there who can add a different perspective [audience member shouting]

Wheeler: Well, that shows us. Sorry.

Fritz: Never a dull moment. Really challenging to keep one's train of thought in circumstances like this.

Wheeler: Thank you, I think this is a great time to be involved in this committee. Your very positive response to Commissioner Fritz's questions about the participation of women in particular. The city is moving ahead in leaps and bounds to adopt technologies, find new ways to engage technologies in all of our bureaus and activities and I believe this committee will be the nexus of a lot of those opportunities so thank you and I report aye on the report. The report is accepted. We will do a second reading and have Commissioner Fish coming back.

Item 677.

Wheeler: Colleagues, this is a second reading of an ordinance. This has been previously presented. Public testimony has been taken. Please call the roll. [roll called]

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Saltzman: Well, I appreciate the presentation we had last week and very impressed with the plans the family has for property they have owned for quite a while and probably acquired over the years to make an outstanding development for the people who live in southwest Portland. So looking forward to it. Aye.

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

Wheeler: Aye. I believe we have commissioner Fish coming back on the line?

Karla: Commissioner Fish, are you there?

Fish: Yes, I am.

Wheeler: So we will take this up without objection. My understanding is the staffs have met and not successfully found a date any time in the near future where we have a full quorum on this item so I would like it to be considered now but I want to have a further conversation per my colleague's discussions.

Fritz: I move to change from four dollars a night fee to a 3.25 percentage fee and staff to come back with the details on how to do that.

Eudaly: Second for the sake of a discussion.

Wheeler: Very good. Shall we take up your amendment, commissioner Fritz?

Fritz: I said what I thought was persuasive to the majority council before, that it doesn't seem equitable that a \$15 a night room would be charged the same as a \$1200 a room and I think doing it on a percentage basis is more likely to withstand objections.

Wheeler: So I will just put in my two cents on this again. While I agree a percentage is obviously a more progressive strategy, I also want to honor there has been months of work in this, this is legally defensible. We heard from the bureau they evaluated different strategies and settled on this strategy which I think is acceptable. Commissioner fish put in an amendment which I supported which makes a lot of sense to do the data collection and get the information. We always reserve the right as a city council if we need to revisit this under a different structure, that we can do so. Any further discussion on the amendment? Commissioner Fish, I want to make sure you can hear us okay.

Fish: Crystal clear.

Wheeler: Call the roll on the amendment.

Fish: No.

Saltzman: No

Eudaly: I am surprised to hear that there have been months of discussion on this topic because my office has not been meaningfully engaged. I am frustrated in the moment. In my conversations with revenue, I am not convinced that a percentage puts us at a considerably higher risk for challenge than a flat fee so I vote yes.

Fritz: We heard from 30-some people last week who said it was the first opportunity they had to comment. I also was not involved in a meaningful way of shall we do it this way or another way. Starting to wonder if it makes any difference if I show up, never mind if the public shows up. Aye.

Wheeler: No. The motion fails. Any further discussion to the main motion? Please call the roll.

Fish: I am going to vote aye. Glad to cosponsor. I think it is carefully calibrated. It has been reviewed by the office of revenue and our legal council. It is defensible. I do not believe that it will trigger an exit clause on any of our platforms and furthermore, we desperately need the proceeds applied to the most urgent issue of our time which is affordable housing and a lot of room to be defined in the different categories for urgency, so I vote aye.

Saltzman: Aye.

Eudaly: I want to encourage my colleagues to actually engage my office on issues around affordable housing, short term rentals, and tenant protections since that is the primary

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reason I am here and the most urgent issue to me. I want to thank all the people who came out last week and gave very inciteful and reasonable testimony, especially the very small time, short-term rental operators who are on the low end of the spectrum and especially those who are offering up their home as a way to remain in their homes and I am sorry that your valid testimony was not taken into account in this island. No.

Fritz: This is an example of a work session, if we had had a hearing away from our work, we could have come back with something really good that everybody could have supported. I am getting very frustrated with hearing people time and again from people coming the to the testimony table saying it is the first time they have had to weigh in when they are the people most effected. I also getting frustrated and agree with Commissioner Eudaly about not being included in discussions ahead of time. No.

Wheeler: First of all, I want to express that I hear what my colleagues are saying and if there is more in better work that we can do around internal communication or inter relationships between bureaus that are working on issues and commissioner staff, I will absolutely work on that. I will commit to doing whatever we can do to improve that process. So I want to start by saying I am hearing and respecting what my colleagues are saying. Second of all, I want to acknowledge this has been in the works for several months. There were different alternatives explored as per staff testimony when we heard this item the first time. The revenues being raised from this were going both towards housing affordability and homelessness, something that is a priority for this city council and I look forward to continuing to work on this issue, both in the near term as well as the long-term. I vote aye. The ordinances is adopted as amended. Next item, 678.

Fish: May I just weigh in on that?

Wheeler: I'm sorry, commissioner Fish.

Fish: I just want to say a friendly objection. I understand a prior speaker got up and as he was leaving the room and made insulting comments to all five members of the council and I would like to record that I was not present.

Wheeler: Thank you, commissioner Fish.

Karla: Just a note. We are now disconnecting with commissioner Fish. Item 678?

Wheeler: Yes.

Item 678.

Wheeler: Colleagues, this is the second reading, commissioner Saltzman?

Saltzman: I would like to have this returned to my office, please.

Wheeler: Without objection. Next item is 681.

Item 681.

Wheeler: Colleagues, commissioner Fish asked for a really brief talking point to this. The purpose for the legislation is to authorize the execution of a construction contract for the Sunnyside east and green street project and Larry will give a presentation --

Karla: Sorry to interrupt, we don't have a quorum.

Wheeler: Let's take a ten-minute recess and will reconvene at 11:40. [gavel pounding]

Wheeler: My statement again on behalf of commissioner Fish, I want to make sure I do it right. The purpose of this is to execute a construction contract for the Sunnyside east reconstruction and green streets project. Larry Pelatt, purchasing manager will give a brief presentation. Emily short for the product manager from the bureau of environmental services will be here to it answer any questions.

Wheeler: Larry, is your mic on? Very good, thank you.

Larry Pelatt, Chief Procurement Officer: I have before you the report recommending a contract for Interlaken, inc for Sunnyside east reconstruction and green Streets project for \$2,926,743. The engineers estimate on the project was 2,641,000 confidence level was high. On august 30, 2017, council approved the ordinance 188578 to solicit the project.

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Project was advertised on the city's electronic procurement system. It was opened on May 8th, five bids received in response, Interlaken, Inc was the lowest responsible bidder at 2,926,743 which is 10.9 percent over the engineer's estimate. Portland Bureau of Environmental Services along with procurement services identified an aspirational goal for certified disadvantaged minority women and emerging small business subcontractor and supply utilization of 20% of the hard construction cost of the project. There is a total of 604,475 which is 20.65% of disadvantaged minority women, subcontractor participation apportioned as follows, dba \$276,583 composed of 4 firms providing trucking, traffic control, saw cutting. There is minority business enterprise at \$319,750 one firm performing concrete work. There is an emerging small business 8,142 performing pest control. Interlaken, Inc is a state of Oregon certified dba and wbe firm and such the total value to state certified firm and the rate is approximately 80 percent. Because the prime contractor has met the aspirational goal of 20 percent or more, we did not ask them to be here for this presentation. They are located in Fairview Oregon, they have a city of Portland tax business registration number and in full compliance with the city's contracting requirements. If the council has any questions relative to the procurement itself, I can answer those. We have Ruben Gonzalez and Emily Short in chambers to answer specific project questions if needed. And that is my report.

Wheeler: Very good, excellent report, thank you. Please call the roll --

Karla: A motion?

Saltzman: Move to accept the report.

Fritz: Second.

Wheeler: Please call the roll.

Saltzman: Aye.

Eudaly: Aye.

Fritz: More good work on the minority businesses.

Pelatt: I very much appreciate it,

Wheeler: Aye. Motion passes.

Item 682.

Wheeler: Colleagues, commissioner Fish asked I read this introductory statement. This will ratify a letter of agreement with the city and district council of trade unions. Jamal Anthony, labor relations coordinator from the office of human resources and Danny Alison from the Portland water bureau will give a presentation of the agreement.

Jamaal Anthony, Bureau of Human Resources: Thank you, good morning. Pleasure to see you all again.

Wheeler: Thank you.

Anthony: Based on the size and complexity of the water system, city of Portland has long been classified as a level 4 distribution center by the state of Oregon. The Portland water bureau has historically asked its operating engineer 3's have a level 2 water distribution certification. A person with that certification can make decisions for population groups up to 15,000 citizens. In the past, employees who have obtained their level 3 and level 4 water distribution cert would receive a 3 percent premium for reaching level 3 and a 4 percent premium for reaching level 4. In the current, to better suit the bureau, Portland water change the requirements of the classification stating employees in this position would now have to have a level 3, increased from level 2 certification which allows the employees to make decisions for population groups 15,001 to 50,000. To match the decision-making and level of responsibility, the city works to increase the rate of pay by 4 percent. Lastly the 3 percent premium formerly attached for having a level 3 certification will go away and employees with a level 4 will now receive 3 percent premium versus the 4 percent they received in the past. Do you have any questions?

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Saltzman: So going from a level 1 to a level 2 does not get a premium increase? This is only level 3? Am I getting that right?

Anthony: The minimum certification level for the 3 position is distribution 2 this change would make the premium only for distribution 4.

Wheeler: Is it fair to characterize this -- and I don't want to be too general, this is getting at some of the discrepancy around the private sector engineering talent, is that correct, in terms of recruiting and maintaining employees?

Anthony: No, actually, our management Thought process on this is that the operating engineer group is a very small group, responsible for the overall operation and 24/7 operations of our control center and basically water systems as a whole and so this was our attempt to increase their decision-making capacity as far as the state regulations are concerned and better use our resources.

Wheeler: Very good, thank you. Colleagues need further questions before we open this up for public testimony? Is there anyone signed up for public testimony?

Karla: Yes, I have two people.

Wheeler: Very good. Come on up. Gentlemen, if you want to cool your heels for a couple of minutes, we'll take public testimony.

Karla: I'll need to you turn that on since it got turned off. Thank you.

Charles Bridgecrane: So good morning, commissioners, good to be in front of you here on world refugee day, declared world refugee day where millions of people around the world are having much greater water problems than we face here in Portland. When we talk about giving more fair market rate compensation for our water engineers, I think we need to be mindful and hopefully there has been some internal discussion in the water bureau about the blooming algae and the sienna bloom around salem and the loss of confidence really in government. So while we give these people market rate pay, we also make Sure the skills set and public transparency is in place for citizens to still be thrilled with our Portland water which of course you will mix less and less well field water with the Portland water. It is also an issue for people facing immigrant detention, our president is flip-flopping again and hopefully don't have to send any agents down there and stay in peace and quench our thirst. But I hope this 4 percent pay raise, we want to make sure the dctu has also been able to get all of its other represented classes up to good pay. Thank you.

Wheeler: Thank you, appreciate it, good morning.

Mimi German: Hi, I want to acknowledge also world refugee day and to all of the people who are at occupation ice pdx, they fortunately this morning, the message this morning was they are all good on the waterfront but they do need other supplies and one of the things that I have to say is that I want to be sure that our sanctuary city is not using our police force here, our money from Portland to go to the police to work for ice over at the detention center. They need to be removed regardless of the tesla property in the back or anywhere else that our police in the sanctuary city cannot work with ice and that we need to abolish ice from Portland, from Oregon. Maybe you could speak to the governor and say Portland no longer has any use for ice or that building and open that building up for actual houseless people on the streets who need housing, turn it into apartments and we would have a new building that we could use for much more humanitarian purposes including good pipes for good water. So that is really what I wanted to testify to today, to say that we need to make sure our sanctuary city is not using any of our money for police efforts to support ice and that we need to abolish ice from Portland. Can you address that?

Wheeler: I want to stick to the agenda but I will briefly go off script because I know people want to know my feelings on this and I am happy to give them. The current policy, being enacted by the federal government around the separation of very small children from their

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parents is an abomination. It is very unamerican. And I am glad to see, as was mentioned earlier, the president seems to be reconsidering this very ill-conceived policy. And so I hope that happens forthwith. I drove by the demonstration yesterday. It seemed to be very peaceful. And I was pleased to see that and I want to be very clear, do I not want the Portland police bureau to be engaged or sucked into a conflict, particularly from a federal agency that I believe is on the wrong track, that has not fully lived American values of inclusion and is also an agency where the former head suggested that people who leave cities that are sanctuary cities like this one should be arrested. So if they are looking for a bailout from this mayor, they are looking in the wrong place.

German: Thank you.

Wheeler: Thank you for your testimony. Any further discussion on this item and questions? Please call the roll. [roll called]

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

Wheeler: Aye. Next item, please.

Item 683.

Wheeler: Colleagues, we know a criminal record can serve as a permanent barrier to housing employment and other opportunities. We also know that as many as 100 million u.s. Adults, nearly one-third of our entire population have a criminal record of some kind or another. Additionally, we can't ignore the disproportionate impact the interaction with the justice system has on marginalized communities. In an effort to increase Portlanders ability to access historic housing and increasing economic opportunities being created in our communities, this is an important step forward. The Portland housing bureau is aiming to pilot an expungement program aiming to help residents who are eligible to having their records expunged access these services. Here to discuss the details of the ordinance is cupid alexander, senior policy advisor to me as mayor, Victoria James, senior policy analyst in the Portland housing bureau and an attorney with the metropolitan public defenders. Welcome and thank you all for being here today.

Cupid Alexander, Sr Policy Advisor Mayor: Good morning, mayor, commissioners, my name is cupid alexander, one of the senior policy advisors in the office of mayor ted wheeler. Over the last few years, the city has mobilized its resources to achieve record levels of housing production. To support increased housing development, this is every indication this trend will continue. As we continue this level of investment in creating more affordable housing who will be able to access the housing is the pressing equity question we still must address. As the mayor mentioned, one-third of Americans have a record of one sort. It can appear on a background check and create barriers to accessing housing, education, employment, receiving a license and even volunteering opportunities. It is impossible to ignore the disproportionate impact this has on marginalized communities. Oregon maintains the 7th highest African American incarceration rate in the country and in Multnomah county, African Americans represent 6 percent of residents but 27 percent of the inmate population. Through intensive outreach work during the application process for the policy, for example, the housing bureau has had the opportunity to hear directly from community members about the barriers they face to accessing housing. Among the concerns they have shared is the fear that something in their background or a family member's background could prevent them from being eligible for housing or to live together. Increasing access to expungement services can help mitigate the access issues to city housing and programs. While there is a growing general awareness around the city resources to those who have been impacted by cannabis laws as well as other government entities to expand expungement service to youth and family, we know many continue to face these barriers due to their histories. It is important to create a point by which those

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eligible for some kind of relief can access these services. To get an idea how this works, I will hand it off to two of my colleagues.

Victoria James, Portland Housing Bureau: Good morning, mayor wheeler and commissioners.

Wheeler: Good morning.

James: All right, so I will just be clarifying what an expungement is and sort of how that works and if we have specific questions, we will all look at that at the same time because she will be the expert on any questions you have. So what is an expungement? It is a motion to set aside a conviction or record of arrest. Once that is approved, it officially seals off any record of that case and it is inaccessible without a further order from the court. To get an expungement, a person needs to make a motion with the county circuit court or municipal court in the area which they were convicted or arrested. So for instance, if you have an arrest with the Portland housing bureau, you will need to file a motion from the Multnomah county circuit court. The expungement process essentially is three steps. Step one is that a person needs to file a motion and affidavit to the court. Step two, the district attorney will receive a copy of that motion and then they have the opportunity to object. In the event that they object the expungement, the applicant is informed and then has the chance to request a hearing. If they go through with that hearing, the court basically hears the case and rules on it. At that time the applicant may be represented. If the district attorney does not object to the expungement, the applicant receives a notice of that decision and there after the court mails them the arrest record in which it has been expunged. After that, it is up to the district attorney how long that process will take but generally if the district attorney is objecting or not objecting, it is around four to six months for an applicant to know that decision. A person is eligible for expungement three years after the initial judgment. They are eligible if they have no other convictions in the last ten years, if they have fully complied with and performed the sentence of the court and if they have no pending charges. There are a couple of things that can not be expunged off the record and generally that is a & b felonies which are the most serious types of felonies so it would be aggravated assaults, manslaughter, that kind of thing, convictions for traffic crimes at any level are also not eligible for any sort of expungement and pretty much every sex crime, elderabuse and any other child crime is not going to be eligible for expungement and that is expungement in a nutshell.

Alexanderr: Any questions?

Fritz: I understand the metropolitan public defenders also received a grant through the city's cannabis tax program. How will that interrupt that program or will it?

Juhi Aggarwal, Attorney at Metro public Defenders: Thank you, for the record, I am an attorney at metro public defenders in the community law division. We're known for our critical -- criminal defense but in the past few years, been working with ex-offenders to increase their opportunities. With the excess cannabis grant, we will be working to find those with marijuana crimes on their record and working to expunge them and our hope is that the funding can be used together to reach the community most impacted by a cannabis conviction and they will be able to work with an attorney funded under that grant and if they don't have a crime eligible to be funded under that grant, they can work with an attorney under this program.

Fritz: And presumably, if they are getting expunged for a cannabis crime the same attorney can work on any other eligible expungements at the same time?

Aggarwal: Correct. The process required is that the attorney does the analysis under Oregon state law to determine what others may be dismissed and files that with the court.

Fritz: Thank you and how many do you hope to serve?

Aggarwal: Up to 300 households and after that, as many as possible.

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Fritz: Great, thank you.

Aggarwal: We also have testimony from Ian Day who uses the office of the public defender to help their clients.

Ian Davy, Chief Operating Office at Home Forward: Good afternoon, commissioners, my name is ian davy with home forward and I want to tell a quick story. I was fortunate to represent Ms. Ally Walton who grew up in the Jim Crowe south like many African American families at that time and emigrated to the northeast for opportunities. They recalled to me getting on a train and getting off in the south Bronx. She lived there and still lives there over 40 years. She recalled the betansis house was being built when the government took the initiative for public housing. She would tell me when the andrew jackson houses went up and told me she could tell the development with how tall the saplings were. And then after over 40 years of an unblemished tenancy, she received a eviction notice and wound up in my office. That was because her grandson had pled guilty to two marijuana charges, 19 years old. Not on her property, miles away from her apartment, didn't reside in the residence but had received mail in the residence and the housing authority thought that was the reason to evict her. We were able to save her tenancy but this really stood out to me as a consequence of the collateral involvement with the criminal justice system. We know they don't just hit housing, they hit employment, immigration and also know they affect people of color disproportionately and plague people for years, for decades. So I want to just say at home forward, we thought a little bit different about our role as a housing authority, trying to focus a little bit more on what it would be like to partner with the social justice agency like metropolitan public defenders. This focuses on a few primary goals. People being able to access fair housing, having the opportunity to move to neighborhoods and people being able to depart our housing, to move into unsubsidized housing and have the opportunities to do so. These approaches have been very successful. Metropolitan defenders has served over 1000 un-duplicated individuals and nearly 70 percent of those are people with color. This is a success. These are not approaches that traditionally come to mind when you think of a housing committee, but items that matter, impact disparities and I urge your support of these initiatives. Thank you.

Wheeler: Very good. Any public testimony on this item?

Karla: Yes, we have three people signed up.

Wheeler: Very good.

Mary Sipe: Good morning, everyone.

Wheeler: Good morning.

Sipe: I just want to say that I strongly support this. I think it's a great pilot program. I hope it is so successful that it just spreads all over. You know, with the work I am doing with the Reagan harbor of hope and really focusing on some of the issues of trying to get people into permanent housing, people that live on the streets, many of the things that we do in the privacy of our homes, because they live their lives in public, they can do the same things and yet it is a crime and they can be arrested for it. And that is just another barrier for them getting into housing. One of the things I noticed in the affordable project that I live in is that they have completely revamped their eligibility. We have a full waiting list and they can be very selective now. If you don't have a full two years of rental history, \$1000 or more in delinquent debt, any kind of criminal background, record, whatsoever, you don't qualify and can't begin to get there. I think this is a great program, strongly support it and hope that it will become kind of a part of every shelter that we have in this city at some point so that they have had ability within the shelter to bring somebody in and do this. I know, I helped a friend of mine who was very destitute, got arrested three times for shoplifting. I helped her go through the expungement program and it was daunting, so I support this.

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Shedrick J Wilkins: I support this also because I think marijuana was passed on the west coast recently, Washington state, 2012, Oregon, 2014 and California so it is kind of this medical idea and a lot of people were involved with marijuana when it was illegal, but it wasn't really that bad. So, there is a lot of stuff there that people were persecuted for making a little money off something that became legal, like bootlegging in the 20s. If you don't see me around city hall I prefer Kate Brown her release in bend which, I don't know Is urban society are something like that, probably a truck stop to the east side of people but she runs, listens to people and on some of these issues, I went to the democratic party of the county and kate brown has an army because trump has a lot of people coming out of the woodwork so I want to help her and if you don't see me around, I am doing that, helping governor kate brown get reelected who is an urban democrat and her opponent is a rural republican where there is less housing issues.

Wheeler: Thank you. Good afternoon.

Charles Bridgecrane Johnson: Good afternoon, commissioners, Charles Bridgecrane Johnson for the record and I think the first and maybe the most important thing I want to bring up about this in light of the other testimony we had earlier today on 664 is intersectionality. We did have a very clear expression of how there is a disproportionate impact on people of color and our black neighbors and mentioned that somehow in a city or metropolitan area where 6 percent people are black, we're incarcerating them at a rate of 27 percent. Another group that this initiative needs to interact with is people with disabilities. Only this year did we have a deaf person run for a seat on city council but there is probably an unknown number of people that have physical and cognitive issues that have been caught up in the criminal justice system back before the former treasurer became our mayor and ms. Eudaly came here, some of our city council crafted a formal order with police and put a prosecuting attorney on there. That has gotten me to meet some of the women of the justice system, judge batts, today I got to meet judge Kathleen Daley and this is for a white guy splashing a cup of water on a white guy, two years of criminal justice process. So it is great to see the housing bureau is finally going to be able to work with the defenders to really correct over enforcement mistakes of the past. You know, we're talking about expungement but when we talk about them, we need to say those are bad public policy decisions and need to make sure we're not repeating them. We need to continue to work with chief outlaw for a more responsive, responsible community policing so more people will not have to deal with the crazy time-consuming issues like expungement and create more money for the housing bureau. Thank you.

Wheeler: Very good, any further discussion before I call the roll? Please call the roll on the resolution.

Saltzman: Thank you mayor and members of the housing bureau for bringing forward this pilot and I think it is important we figure out how to help more residents get into housing. Aye.

Eudaly: I am keenly interested in this issue and grateful that the mayor's office has recognized urgent need to evaluate hosing how criminal histories are preventing people from accessing permanent housing. Expunging records is part of an increasing access to housing is a key element on the work I am doing in my office around housing discrimination and tenant protections. Our office in collaboration with commissioner Fritz' office helped lead a grant process with last year's cannabis tax allocation that just awarded an additional \$125,000 specifically to expunge cannabis records. In addition our office has been working on a screening criteria proposal for over a year we have done a tremendous amount of work around improving the use of federally required individualized assessments so that criminal histories can't be used as a blanket prohibition to housing. So far, we have worked with 23 community partners and held 17 workshops including the landlord industry

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to develop a draft that accomplishes the access to housing in an innovative way that is fair and equitable for renters and landlords. We have a workshop scheduled for this summer and greatly appreciate the collaboration with the mayor's office as well as any of my colleagues who wish to engage. I vote aye.

Fritz: I am really happy that this augments the funding that is available through the cannabis tax allocation. It's been an honor to work with commissioner Eudaly on that process and I'm glad that this allocation will expand the number of offenses that can be assisted on something so basic that if you are eligible for this program, you need the resources to be able to do it which then makes the rest of your life so much easier to navigate. So thank you very much to everybody involved. Aye.

Wheeler: I want to thank Shannon Callahan, the interim housing director, Mathew sheibold and Victoria James at the housing bureau, cupid alexander on my team and Kyle Chisek member of my team in helping to increase the access Portlanders have to the necessary resources. Additionally, like to thank home forward for coming to the council to share their success with a similar program. I want to say thank you to my colleagues for the work they are doing around this and I vote aye. The resolution is adopted.

Wheeler: Colleagues, I would like to dice this up a bit in terms of the path forward. I promised commissioner Fritz we would take a poll at 12:30 to see what people are feeling like as far as moving forward or setting items aside so think about that for the next ten minutes. I would like to do commissioner Eudaly's item which is number 687 next. I would like to follow that with item 671 because I see a.c. Davis is sitting there and need to get him on the road. I would like to take on the four-fifths items which is a multi-project after that and hopefully we can get through that quickly and then we will see where we are, if we want to continue or hold these other items over. So if you could do 687 next, I would appreciate it.

Item 687.

Wheeler: Commissioner eudaly?

Eudaly: Thank you mayor, this noise program located in the office of neighborhood involvement and responsible for managing the city's noise regulations. Today's Council action has been approved unanimously by the review board to increase noise fees by 5 percent. These are not intended to provide full cost for recovery but critical in our ability to enforce title 18 noise regulations. I'd like to introduce our noise officer to walk us through this item.

Paul Van Order, Office of Neighborhood Involvement: Paul van orden, city control noise officer. Today's standard increase in fees by 5 percent, this is pretty traditional for the noise office. We have explored higher fees in the recent past but right now are just sticking with the basic 5 percent increase in our fees. There is one notable item that folks should take a look at which is our administrative review fees had previously been in some cases higher than our citation fees for people to review cases and so we have lowered those down to a more reasonable rate to \$25 from \$250 that is a notable change before us. This was reviewed at the last noise review meeting and the members did not have any challenges or concerns with what is before us at this time. We expect in the next several years, the noise office will be exploring additional changes that may be higher than this but at this time are just bringing forward the standard 5 percent fee increase from our fees last year. And it is a straightforward proposal on the table. Not sure if council members have any specific questions.

Wheeler: Commissioner Saltzman?

Saltzman: I don't have a question about fees but since you are here, we had quite a discussion a few months ago from many of our residents about pile-driving and I was

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under the impression you had prepared some levels that were acceptable to both the construction industry and the residents

Van Orden: Yes.

Saltzman: And the rules have not come to us so where are they and why not?

Van Orden: Yes, on the question of pile-driving, the noise review board is comfortable with changing the standards in our code that require or have previously not required a specific decibel level for pile-driving and the board wants to afford removing an exemption from pile-driving to require it to come before the noise review board and the city's noise staff and management have looked at this situation and there are so few pile-driving projects that what we want to do is bring back to council in the fall a proposal that has the industry onboard. Because at this point, the industry is trying to abate the sound and fix the challenge and what they want to do is work hand in hand with the city's noise office and the office of neighborhood involvement so we're all on the same page about where we're going with the project so we will be coming back to council, we anticipate, in the fall. We only anticipate at best one project that could potentially start between now in the fall in the pearl so the number of pile-driving projects that happen in the city are quite small and we have worked collaboratively in that industry even without the regulations having changed with the management and city's noise office do not feel in our busy season with all the things on our plate to serve all the citizens in Portland that making a change at this point is the most prudent thing to do and are already headed in that direction. So, we would be looking to make the formal changes in the fall and if a project comes to fruition, we feel confident we would be able to work with the developers and do the same thing we did for the Hoyt Street project that impacted one of the kindergarten classes down in the Pearl. So, we're confident we will not have any significant issues between now and when we present the project to council.

Wheeler: So when you do present in the fall, it will basically make sure the pile-driving projects do fall under the advisory review board?

Van Orden: Yes, and what we anticipate is much like we have done with leaf blowers and other pieces of equipment, there would be a phase-in period where we would propose coming back to council once a year for the first year or two to make sure everything is working. So we would remove it from the exemption, report each year on how it is going and then possibly formalize specific methodologies for abatement.

Wheeler: Very good, any public testimony on the fee schedule specifically?

Karla: Yes, we have one.

Wheeler: Good afternoon.

Mary Sipe: Good afternoon. Yeah, it is afternoon, isn't it? I oppose this request. Simply increasing the fees by 5 percent every year does not adequately address the inequities of the structure of the fee schedule. Last year I testified about the April 2016 proposed permit fee schedule revision that was projected to generate \$90,000 in increased revenue for the noise program. I also told you at the public meeting the proposed fee schedule seemed to be moving forward but in August, the noise control office advised city council they would propose a nominal increase 15 percent to the existing fee schedule. That was in August 2016. In explanation was ever given as to why the structure of the fee schedule was not included. On August 2016 e-mail from Kathy Couch advice stakeholders, it said this fall, the noise office will provide a tracking study to be presented to the city council in 2017 identifying actually staff time costs associated with the process. The noise program is interested in exploring new and creative ways to increase funding for the noise control office. My question is was that study ever conducted? Was anything ever done with it? I am not aware of any results of the study being presented to city council. Are you? City council should deny this request and direct the noise control office to report the results of

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that study and what new and creative ways to plan to increase the funding. The current structure of the fee schedule favors construction which is the most disruptive and widespread noise in our city. As you will see I did some power point slides and as you will see, I will share those with you, for the motor vehicle racing, the annual Labor Day vintage car races, they pay a total for a three-year variance of \$5,465. This comes to approximately 600 per day for their total of nine days racing. Now the construction noise variance permits for say 30 early morning concrete pours, which is not unusual, the way the fee structure is, the way the fees are structured, they actually, they have a maximum of 1,080 for a 12-month period so they can do 30 pours in a 12-month period, and it comes out to 36 a day. Now, if pile driving required a noise variance permit, 55-day project like the block 20, would have cost approximately 19 per day. As we all know it does not require a noise variance permit but hopefully it soon will. With the current fee schedule structure, the more days that a construction project makes noise, the less they pay per Day. This doesn't make sense. Seems to me that if we are going to give variance permits, we should be charging a fee for each day that they make noise. Thank you.

Wheeler: Very good. Thank you. And commissioner Saltzman, did you have a question?

Saltzman: No.

Wheeler: Very good. So any further questions, colleagues, before I move this to second?

Fritz: I would like to say in response I would support some changes and more cost recovery at the commissioner is in charge direction. At the commissioner in charge's direction.

Eudaly: I am interested in cost recovery. However, I think that there is obvious reasons why we wouldn't charge as much to construction projects as we would to a racetrack. At a time when we are trying to incentivize the building as much housing as possible. It's just kind of apples and oranges situation, but.

Sipe: The racetrack has their own noise meters. They do most of their own endorsement.

Van Orden: That's not a correct statement.

Eudaly: It's not a debate. You gave your testimony and I am responding. Thank you.

Fritz: I know it's more complicated than it might seem so I will take your lead.

Eudaly: Thank you.

Wheeler: This is a First reading of the non-emergency ordinance that moves to second reading. Thank you all for that, so per my promise to commissioner Fritz I would like to take a breather for a second. Colleagues, what I would propose is 671, it is an emergency ordinance and we have a.c. Davis cooling his heels, I would like to do the 4/5 item, which is a multi-project, as you know those are required to come to the city council before we can execute. We have a couple of second readings that we can dispose of quickly. The bes has informed me 684, they invited testimony sitting here patiently so I am hopeful that we can get to that. 685 if necessary, they said that they could move that but it's not a long item. What is your will?

Fritz: Why don't we get started and see how long it looks like it's going to take.

Eudaly: I have to leave by 1:00.

Wheeler: I would like to wrap this up by 1:00. We had a long wednesday last week and I think we agreed the wall-to-wall really robbed the afternoon of some of the energy and the consideration that it should have had. So eight hours straight just doesn't work. With that we will then move to 671. Please, Karla.

Item 671.

Wheeler: I will probably say most of what needs to be said. The public safety sport specialist positions are Foundational to the chief's outlaw vision of a community centered police bureau. These positions are foundational to the community's vision of the police bureau in recognition of the fact that the police officers are not always necessary for every

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type of call. The roll of the public safety support specialist or ps-3 is to respond to non-emergency calls for services that don't require a sworn officer. This position was first called a community service officer, but the position name has been changed to better reflect the goals of the position which are to enhance the public safety service and community engagement for the public. Among other duties, public safety support specialists will respond to non-injury traffic collisions. If you get into a fender-bender or your car breaks down, ps-3s will be dispatched to provide immediate aid and will also be made available for pedestrians, bicyclists and other community members in need of assistance. They will follow up on property crimes, where there is no suspect information placing an emphasis on victims' rights. These specialists will attend your neighborhood meetings and community events. They will respond as I said to pedestrians, bicyclists and other community members in need of basic assistance, and where a sworn officer is not always needed. The public safety support specialist will ultimately increase the bandwidth of sworn Officers and enable the bureau to engage in a community policing model. They will support sworn officers by taking some of the administrative duties done by sworn officers. This is a pilot program, so we're initially planning to deploy 12ps-3s with the intention of growing that number as the success of the program is assessed through data. I am excited about the opportunity this presents for the Portland police bureau. Thank you to the Portland police association for collaborating with us on what this program will ultimately look like. I am looking forward to the first appointment of public safety support specialists. A.c. Davis, thank you.

A.C. Davis, Assistant Chief Portland Police Bureau: Thank you. I don't have anything to add to that but I am here, and Elizabeth is here from the bureau of human resources, and I don't know if she has anything but I am here for any questions you might have.

Wheeler: Colleagues? Any particular questions on this item? Seeing none is there any public testimony on this item?

Karla: I didn't have sign-up sheet. This was pulled from consent.

Saltzman: I was curious how the number of 12 was arrived at. Is that some magic to having 12 people? Public safety support specialists versus 24?

Davis: That decision was made before I got involved in this, so I am not sure, but I can try to track that down.

Wheeler: I know where it came from, it was budget resources.

Eudaly: That's what's budgeted.

Wheeler: There is no magic to it that 12 is, of course, an ancient number. Seeped in history. Very good. Seeing no public testimony, please call the roll.

Saltzman: Aye.

Eudaly: Well I appreciate the clarification around the name and the function of these positions. There's been a lot of confusion in the community, and I think that inside the building. There has always been a lot of anticipation in the community. I am hoping that this goes well, and that we bring onboard many more than 12 because I am certain that we are overloading our officers with work that could be delegated to non-delegated, delegated, I just made up a word, dedicated, and now I have to make a moaning but delegated to non-sworn staff. I vote aye.

Fritz: I am very glad that the chief outlaw and mayor wheeler are supportive of this program. As some will remember commissioner Fish and mayor haes and I took grief from the community about the contract that we approved for the Portland police association, which specifies that these positions would be allowed. I am grateful that they have worked with staff, with human resources, not only to define what the positions will do but also to make sure that there is Not any overlap with the park rangers. We did not want to, the rangers to be head hunted to these positions, but I am satisfied that the job

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descriptions are different and that our park rangers will want to stay being park rangers because that's what they excel at. So I am glad that we are getting to going. I am disappointed that starting age is 21, but I think that having the probationary period being 12 months is right choice. As we all know we need people out on to the streets as soon as possible, helping Portlanders when trouble arises so thank you very much, mayor, I appreciate your continuing to push in and I want to thank Tim my chief of staff who at every meeting with any Portland police chief or mayor has raised this issue and were happy to get it started, aye.

Wheeler: It takes a year and a half to two years to certify and properly train a police officer. It's obvious that you do not need a sworn armed police officer to go to every circumstance in the community. So I believe that this will serve both the function of enhancing the community connectedness and community trust with our police bureau, and it will address some of the fiscal issues facing the police bureau including the overtime costs, so I am certainly enthusiastic about this, and I am glad that we are getting it going and thank you a.c. Davis for your hard work and I vote aye. The ordinance is adopted. Thank you for your patience, as well. Next step, 4/5 item, 688-1.

Item 688-1

Wheeler: This apartment building 5334 southeast Milwaukie will make all 28 units affordable households earning up to 60% of the area median income for 99 years. As part of the inclusionary housing program. The project itself is subject to inclusionary housing requirements. It will be a receiving site for another project that is also subject to inclusionary housing. In addition, this project is voluntarily opted to provide the units as i.h. Units restricted at family income for [inaudible] for 99 years. All units in both buildings are proposed as studios and therefore all the ih units will be studios. The owners' main street development, inc. Are building 28 new units in this project and are also the owners of the building at 5605 southeast milwaukee, which has 30 total proposed new units. The multiple unit limited tax exemption or multi-program is one of the financial incentives provided to inclusionary housing projects choosing to make financial, to make units affordable rather than paying the fee. Each multi-application comes before the city council for approval, in addition to the ten-year tax exemption provided by the multi, this project will receive an exemption of the affordable housing construction excise tax and system development charges that Otherwise would have been due on the affordable units. This project will join the other 32 private sector projects in the inclusionary housing permit approval pipeline, again, 32 private sector projects in the inclusionary housing permit approval pipeline making a minimum of 177 units affordable in otherwise market rate developments. We have interim director shannon callahan here to answer any questions or add any further commentary.

Shannon Clalahan, Portland Housing Bureau Interim Director: Thank you, mayor. Shannon Callahan here to answer any questions.

Wheeler: Very good, any public testimony.

Karla: No one signed up.

Saltzman: Sounds very good, aye.

Eudaly: Great, thanks, aye.

Fritz: Aye.

Wheeler: I want to thank everybody who worked super hard on this. Cupid alexander in my office and everybody in the housing bureau and my colleagues particularly commissioner Saltzman and Fritz who helped lay the foundation for this. Very good program. I vote aye. [gavel pounded] good teamwork everybody. Thank you. Next item. I believe it is 684.

Item 684.

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Wheeler: Commissioner Fish asked I read this brief opening statement. The southwest watershed resource center has been providing technical assistance and outreach services for watershed programs since 1999. This grant agreement will continue that good work. Becky Tillson, environmental program manager from the bureau of environmental services will present an overview of the grant. Good afternoon.

Becky Tillson, Bureau of Environmental Services: Hi, thanks for having us. I am going to hit a few key points and I want to give most of the time here to our invited testimony members of the public. Like you said, I am Becky with the bureau of environmental services. So kind of big picture, the watershed resource center provides technical assistance, and grant support and other sorts of support to the community. Their mission is awareness and action on behalf of the watershed health in southwest Portland neighborhoods. Bes recognizes partnering with private property owners and assisting with the restoration efforts is critical to meeting our watershed health goals. And our permit requirements, and the resource center enables us to have an exponentially larger reach in the community than our staffing levels would allow. This is an overview of what the program provides, and you will hear more from these folks in a second. I will kind of buzz through this. Southwest Portland has unique watershed characteristics that call for this sort of support and this, in this region and the watershed resource center provides a critical key part of the network of organizations and groups including bes, providing Services. Around for watershed management and health in southwest Portland. The budget is 72,000, included here, the breakdown of the budget included in the Oregon packet, included in the bes's budget for this year, and the work plan is also included in your ordinance packet. So again, that's a super brief version of my presentation but I want to give Michelle here an opportunity to speak. So thank you for having us and squeezing us in under the wire.

Michelle Mahan: Good afternoon, I suppose at this point. I'm michelle, my husband brian and I were one of four households in the southwest neighborhood to receive a stormwater stars grant. Truly grateful to have the opportunity to come here today and share with you what an incredibly remarkable resource it is that we have this in our neighborhood. Hilary, loraina and sylvia out of the sweeney office have been just incredible. They have boundless energy and enthusiasm for the project and that's been incredible and contagious to all of us around them. Not only do they have this wonderful enthusiasm, but their knowledge is limitless as well, and they shared that with me, and in particular, five of the key practices that I have learned that are a part of the stormwater stars project enabled the community to limit the run-off and preventing water pollution in the community. The practices improves the Infiltration of the water and they really limit these damaging overland flows. And our site in particular and our yard, we were able to remove an amount of grass, we were able to do quite a bit of native planting and we were able to amend the soil, touching on three of those five practices. Since the project came to our site, an understanding of what we can do to improve that has encouraged us to remove additional hard surfaces to put in permeable pathways to look at the container plantings, and those have been a wonderful asset that we really were unaware of prior to the project. Beyond the fact that we have a beautiful section of our yard now, the other thing is that we really have seen a community coming together around these ideas. We were able to canvas the neighborhood and share these ideas on the day of the site. And we were able to bring in a lot of people who in turn have become new advocates from the program, and since our neighbors have continued to come and ask how is it going and what's happening and visiting the site again, which has been quite nice to see. Finally it is incredible to have a resource in our community that is dedicated to providing a resource to help improve the

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health of our watershed, and I encourage you to support them in every way possible. They are making a difference in our neighborhood. Thank you.

Wheeler: Thank you. Thanks for being here.

Vicki McNamara: Good afternoon, I am Vicki McNamara and my husband, and I have lived in the southwest area for over 20 years. As you know southwest Portland is a water haven. A watershed havens. The southwest watershed resource center has been involved in multiple projects in the southwest area, and expertise in developing and implementing creative and engaging programs. For the entire diversity of the community has been outstanding. This past year wrc was involved in an educational environmental program at Jackson middle school. Through that program they engaged over 25 students throughout the year in environmental education being at the core of the work, but also involving the kids in rehabilitation of trail areas, and I will explain that. They were very, very instrumental in engaging our diverse community students in this project and eradicating i.v. And blackberry along this trail. In April they asked the community involvement to reconstruct the trail that had become a walkable mud field, and what we called our sloppy walking area. And to a walkable wood chip trail. It's a trail that comes off the southwest 39th on the back side. South side is Jackson. And if you take a right as a student, you can walk about, oh, 30 to 40 yards to access Jackson middle school. If you take a left there is an Adult, you walk about 50 yards up a hill to southwest 40th, which then takes you to the barber transit center, so this is a trail used by kids and adults in the community as well. It's accessed every day by at least 100 individuals, students, and adults alike. Like I said, the trail had become very muddy. Wrc was instrumental in getting the wood chips donated, and pulling 75 community members, children and families including the diversity of the Muslim and east African families to work on an April Saturday and to reconstitute the trail with wood chips. So, we now have a walkable wood chip trail instead of a sloppy mud trail. And the downpour that we had, has been become to mud but on Monday, it was walkable and doable. And we still have neighbors talking about it and asking how it was done. In addition to the work they planted 70 new plants. I marked them and identified them along the trail, and the kids on that day make what they called clay rocks. And they dried them and placed them along the trail, and the communities are having a great time moving them around because they are decorating and redecorating the trail every day. And so I want to say kudos to the wrc for their efforts and inclusion in the hard work that they did in making this community effort, and to let you know, that they also have fabulous walk-in resources that Are free for our neighborhood. They have their free tool library which is a fabulous idea, and walk-in resources, the plant swap and the workshop water series that you are involved in. Kudos to wrc for all that they have done for southwest neighborhoods. Thank you.

Wheeler: Very good, thank you for being here.

Eudaly: I wish you had brought pictures.

McNamara: I should, have they been in the Sweeney newspaper. Great ones.

Tillson: I have a copy here.

Eudaly: There we go. The sort of press day at Jackson middle school. It is on the screen.

McNamara: They have a blast.

Eudaly: I can't keep a plant alive, but I would be happy to help you.

Wheeler: Thank you for your testimony, is there any public testimony?

Karla: No one signed up.

Wheeler: Very good, this is a first reading of a non-emergency ordinance and moves to second reading. Thank you for being here, we appreciate it. 685. And after that we just have a couple of second readings.

Item 685.

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Wheeler: This will authorize a contract to provide engineering services for the Columbia boulevard wastewater treatment plant main substation replacement. Paul and Clarence Thompson from the bureau of environmental services will give a brief presentation about this project.

Paul Suto, Bureau of Environmental Services: Good afternoon mayor wheeler and commissioners. Clarence will run through the presentation quickly. I'm paul suto with bes

Clarence Thompson, Bureau of Environmental Services: So, I need -- okay, here we go. Good morning mayor wheeler and commissioners. For the record I am Clarence Thompson, engineer with BES and here with me today is Paul Suto, the principal engineer. The purpose of the presentation today is to request approval of the ordinances to authorize a contract with tetra tech, Inc. To provide engineering services for the Columbia boulevard wastewater treatment plant substation replacement project. This slide provides as picture of the location. The map on the left shows the location of the treatment plant on Columbia boulevard, the photo on the right shows the location of the substation. On the treatment plant property. The main substation is a primary electric power interface between pge, which is Portland general electric, and the treatment plant. This is a picture of the exterior of the main substation. An electrical substation takes power from a utility or point of electric supply and distributes it to the circuit facility by means of switches also known as circuit breakers which control the flow of power to various parts of the facility. The substation at our plant was built during the 1970s. It is a critical component of the main 12,000 volt or 12kv power distribution system for the entire plant. It is a primary facility to receive power from pge and distribute that. The failure of the substation could cause an outage that would last six to eight weeks. Because the substation is so old, it is becoming unsafe for plant staff to perform routine maintenance on the substation while it is energized. This requires extra coordination with pge to work safely. This slide shows a picture of the inside of the main 15, kv switch, which is part of the substation. On the left you can see the circuit breakers and relays. Tetra tech has been selected as a successful bidder. We negotiated a contract amount of 615,630. The contract estimate level of confidence is optimal. The construction cost estimate is around 4 million. The level of confidence for that is low because the project has not been designed yet. The project schedule consists of four major phases. Three design advertising and construction. Near the end of the design phase, there will be a pre-purchase phase for the procurement of equipment with long lead times prior to the start of construction. The design will be complete by july 2019 and [inaudible] in October of 2019 for construction. Following completion of the design portion of the project, we will return to counsel to request approval to advertise and award construction contracts. Construction is planned to be complete by august 2020. There were four engineering firms who submitted proposals for the project, and these firms were evaluated by a qualification-based selection process. It ranks architectural and engineering firms on the basis of technical qualifications. The highest-ranking firm is selected as a successful proposer, and once the selection process is made, the city negotiations a project scope of work scheduled budget and consultant fee. Tetra tech was selected as the most qualified firm. The dmwesb participation is excellent for this project. Dmwesb stands for disabled minority woman and emerging small business. Tetra tech did an excellent job identifying subcontractors for design portions of this project. The amount is 384,994, which is 59% of the contract, allocated to the subcontractors. The percentage of this contract is designated for dmwesb firms, significantly is higher than the average for city contracts, and I have representatives from tetra tech here today if there are any questions as to how they achieved that level of participation.

Fritz: I just want to say thank you.

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Eudaly: I would like to applaud that, good job.

Thomson: Today therefore we request an ordinance to approve a contract for tetra tech, inc. In the amount of 650,630 for engineering services. Thank you.

Wheeler: Colleagues, any further questions? Any further public testimony on this item, Karla?

Karla: No one else signed up.

Wheeler: Excellent. Well done. This is a first reading of a non-emergency ordinance, moves to second reading. [gavel pounded] thank you. Well done. All right, just a couple of cleanup items here. Second readings. Make sure I don't miss any of them. The next item is 679.

Karla: 686 do I have?

Wheeler: Sorry, 686 next?

Wheeler: I am sorry, that's really weird. I must be having vision issues. 686, yes.

Item 686.

Wheeler: This is a second reading, we have had a first reading and testimony, please call the roll.

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

Wheeler: Aye. Left is 688.

Item 688.

Wheeler: Commissioner Fritz.

Fritz: Is this what we were going to do extra work on? That we had the objection?

Wheeler: Is there anybody here representing the auditor?

Karla: There isn't but this is the property that mr. Bell had.

Fritz: And I thought it would be a month and we would get a report on the outcome. Could we defer this one, please?

Wheeler: Should we bring it back and see if we can get the auditor? Why don't we go ahead and do that.

Karla: My impact statement has a different amount in it.

Wheeler: Why don't we hold this off until this afternoon. At 2:00 p.m. Have I missed any, Karla? Looks like we covered everything.

Karla: Last one that I have.

Wheeler: Very good, thank you, and we are adjourned. [gavel pounded]

Adjourned at 1:01 p.m.

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Closed Caption File of Portland City Council Meeting

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Key: ***** means unidentified speaker.

June 20, 2018 2pm

Wheeler: This is the afternoon session of the Portland city council June 20, 2018. Karla, please call the roll. [roll call taken]

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

Wheeler: Good. Colleague, we are going to do the time certain 2:00 p.m. First. We, commissioner Saltzman has an excused absence in a half an hour, I to make sure we get through that first. Then we will bring the item forward from this morning's session, it's my understanding somebody from the auditor's office will be here to discuss that we will move into the time certain 690, but we will not have sufficient quorum to be able to take a vote, but we will open the record and take testimony on that and then we will continue that item Thursday at a time certain that I'll mention later and do 691 as the wrap-up. Does that square with people's understanding and expectations? Very good. So, without further ado, item 689, please.

Item 689.

Wheeler: I want to thank commissioner Saltzman for bringing this item forward today. This represents an opportunity on how we improve transit corridors to provide active transportation. Fundamentally, these projects can transform transit connection. Particularly in east Portland. One thing I've heard consistently is east Portland needs better transit service on 122nd, outer stark street, 82nd and sandy. I'm excited that these projects are identified as tier 1 projects. So I'd like to thank commissioner Saltzman and pass this to him right now.

Saltzman: I'm pleased to introduce the item. The enhanced transit corridor plan is an important step in the city's effort to make transit better in our city and to increase transit rider slap. We need transit to be quicker, more reliable and more frequent. The

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recommendations of this plan will improve the experience for current riders and make transit a more effective and option for new riders. We have already received many e-mails and letters in support of the enhanced transit corridor plan prior to this hearing. I want to acknowledge the letter received this weekend from the Portland bus lane project, urging us to implement bus lanes quickly, or probably more quickly. I will work hard to see that they have the resources to do the studies and outreach needed, but right size to quickly deliver projects that improve transit performance. I want to express my support for adopting the enhanced transit corridor plan and endorsing the list of candidate project locations for submittal to the metro regional enhanced transit corridor pilot program. As the said, I do have to leave at 2:30, I will not be able to stay here for the vote on this item, I trust my colleagues will deliver on this. With that, I'll turn it over to art pierce.

Art Pearce, Portland Bureau of Transportation: Hello city council. I'm art pierce, the policy planning and projects manager for the bureau of transportation. Really am pleased to help to introduce this item today, this is an item I've worked on for a number of years, I'm pleased to see this come together to this moment here today. Today what we have for you is a recommendation to adopt the plan itself and also the specific list of projects we want to forward onto the regional corridors. We'll bring you more information on those two items. One of the realizations that really has come to me and my staff and now 209 regional table is realizing that transit and the degree to which you can navigate the city through transit does face real crisis in terms of the opportunity that it provides. The more that transit is hampered by congestion and other things, the harder it is for us to navigate the city and navigate freely and particularly for youth and elders and people with disabilities, this is of critical importance for us and for Portland to take action on. Through our transportation system plan, we have really clearly articulated that single occupancy vehicles is the least efficient way to move people throughout the city. And that we need to prioritize people first, people walking, but then prioritize transit, mobility, as well as cycling and walking, and we really need to bring that level of intentionality to all of the work we do here at the bureau and bringing transit more strong eventually the fore is the purpose of this conversation today, this is really an important modal need we have to emphasize. Some evidence behind this, over the last 15 years, we have seen pretty rapid increase in cycling usage from 2 percent to 7 percent, but over that same time frame, our transit ridership, particularly bus transit ridership has essentially stayed the same. So when you think about how the tools we might deploy to answering continued growth and continued influx of people, we need transit to be a competitive option that works well for our citizens. You look at some out of our most critical bus lines, line 75 or 72. You start seeing how over time, bus speeds are declining, we are losing ground with each passing year in terms of how competitive our transit system is. It's important for us to acknowledge and the city to acknowledge, this is really something that is in our hands, the city's hands to resolve. TriMet can do their piece of adding more buses to the line, but if we are not prioritizing the right-of-way, we are not doing adequate service to the intention there. One way that we have been looking at this is about the reach. You might be able to accomplish as a transit rider from a specific location, so in this specific instance, 82nd avenue and foster, how far can you get within Portland in 45 minutes, the area in red is the area essentially shrinking between 2009 and now, it's not a radical strength yet, but it's moving slow there I to less and less of a mobility you might be offered by the transit system in this time period. We really see that as a reduction in sort of offering and life choices that might be accomplished there. From the different locations, this means less access to specific job opportunities, less access to specific residential opportunities, based on the mobility you would have for the 45-minute time period. Why is this happening, there's a couple of key messages, one of the main ones is traffic congestion, the use of our roadways is increasingly becoming

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congested and demanded by many uses and we are not prioritizing the use of the buses enough through this system. The other is the degree which we are updating the operations of the system in terms of how the stops are organized and how the dwell time allowing buses to stop in the lane rather than pulling over, the buses are losing time with each of the successive steps. One of the interesting realizations is this is not just a Portland problem, this is a regional dilemma. You'll see there is red on this map in terms of areas where transit is most delayed. It is happening throughout the region, this is something that is curing certainly -- occurring in inner Portland and something that's happening in east Portland and Washington county. Many different areas.

Fritz: Sorry to interrupt. I have this thing in my head that's stopping me from listening. If the percentage stayed the same at 13 percent, but we have more people, that means more people are riding buses?

Pearce: More people are riding buses, but as a percentage, they are not increasing.

Fritz: So pretty much all the buses I ride are jam packed full. So I don't -- I'm struggling to understand why this is -- why the speeds are a problem when it may be that people just don't like standing up on the bus?

Pearce: Right. This is part of the importance and why we have some special guests, including doug kelcey coming today to talk about the partnership, as we bring greater intentionality, TriMet is bringing additional bus service to see lift the whole system up. It is a paired effort for sure.

Fritz: You're not saying the number of bus riders is down, in fact, it's up?

Pearce: The number of bus riders has increased; the share of their ridership has stayed stagnant. So in terms of how we are thinking about where new growth is going, transit has not been able to capture as much of the new growth.

Fritz: I can concentrate now. Thank you.

Pearce: So as I said, this is a regional effort, one that definitely Portland advocated very hard, and I thank commission Saltzman very hard to take this to a regional level and really look at how this service can be improved. One of the reasons why that's very important is of course these lines, many of them traverse jurisdictional boundaries. It's more important that the line is being improved. We really do need this to be a regional scale conversation to get it right. We have great examples of some peer cities, thought to spur the competition, but we have great examples of our neighbor cities, Seattle, san Francisco, Vancouver, bc that are very aggressively using paint on the roads in a number of other tools to really bring transit priority to the foreign, this is the type of examples that we really think we need to bring these tools to Portland. We really believe that apart from the transit mall, Portland has not brought the level of intentionality we need to specifically for buses and giving them the space, they need. I think it's very important -- we had an interesting dialogue a year ago when we brought this concept to council, where it was really raising the question again for us, who gets to decide if we produce a bus priority lane and the answer, of course, is this is the city does. So as much as TriMet would like to make the choice about the road, the way we have set up the governance, we need to do it in concert with TriMet. So before we move on to that, we have invited guests I want to be respectful of their time, we'll invite them up to join the conversation, after they speak, April will give more details on the specifics of the plan. I invite up, Doug Kelsey, Ian canyon, Chris smith, if he's arrived, and I'm not sure who our bps -- I'll hop out of the way.

Doug Kelsey, General Manager TriMet: My name is Doug Kelsey. Mayor, council members, I'm the general manager at TriMet. I'm proud to be here to share with you, TriMet's strong support today for this great idea from commissioner Saltzman about the city's enhanced transit corridors plan. Thank you for that leadership and it's important at an important time. We do appreciate all the hard work in what has become a regional

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movement. It's taken a couple of years to advance the concept. I would like to thank our collective staffs, it takes a lot of time and effort to put these things together. We are very supportive and excited for the city's enhanced transit concepts, the candidate project submittal to metro. We are looking forward to this important partnership and we do believe it takes a partnership. TriMet supports allocating hb2017 funding for transit towards capital projects, to help fund and build enhanced transit projects, as well as enhancing transit safety and access to transit improvements. While recognizing the role of the transit advisory committee, TriMet board of directors and Oregon transportation commission. Who all are required to support and approve. TriMet intends to develop a new type of service, we'll refer to as the frequent service plus. With more frequency and more capacity. This type of service is best for corridors to etc treatments. Transit signal priority and yes even hov lanes. Or high occupancy vehicle lanes. We'll target lines with high ridership, high equity benefit, and also where local jurisdictions help make improvements to increase transit reliability and reduce travel time for our collective customers. It's vital that the region reduce customer travel times. To do this, we need to reduce what I'll refer to as points of friction to keep our customers moving. TriMet is committed to working with the city on critical transit performance issues and establishing an ongoing partnership that is mutually beneficial and advances our common goals for transit. This will include regular updates on transit travel times and ridership. So we can quickly and collectively diagnose issues, with the system, and also, most importantly, implement the adjustments and needed solutions to keep our riders moving. Yes, we need to be faster. And we need to do it together. Transit needs to share in the importance with cycling and walking. With the city. Both are great contributors to a healthy and competitive city and region. Believe it's a very exciting time here and we applaud the etc vision and efforts to date. This program is timely and important and we want to work with the city to implement these projects quickly. We need to be bold, the speed of implementation is important as the population continues to ground all of us. Thank you for your time this afternoon.

Wheeler: Thank you.

Fritz: Are you going to be staying?

Kelsey: For a little bit. I have another commitment I'm booked at.

Fritz: After the other two panelists have spoken, I have questions and comments.

Ian Cannon, Multnomah County Engineer and Transportation Division Director: I'm I am canyon the transportation director and county engineer for Multnomah county. We are pleased to partner we this step other agencies on this regional enhanced transit corridor's plan to improve transit reliability and efficiency. There are projects identified on both the Hawthorne and Burnside bridges. We feel that it supports reliability to traditional underserved communities. Enhanced safety for cyclists and pedestrians and travel by modes by other than single occupancy motor vehicle on our congested roadway system, we are happy to support this project.

Wheeler: Thank you, it's good to see you again. We appreciate the work you do.

Chris Smith, Vice Chair Bureau of Planning and Sustainability: Good afternoon. Chris smith, vice chair of the Portland planning and sustainability commission. We are enthusiastically supportive of this package, we have been pushing through the entire process for better service for east Portland and transit in general, happy to see the city and TriMet responding. To commissioner Fritz's point about absolute ridership versus the mode share, I'll just remind you our newly adopted comp plan, newly effective comp plan sets the target by 2035 of 25 percent transit mode share. If we're just hanging in there at 12 or 13 percent, we are not going to get there. It's vital that we adopt measures like this that respond to our strategies for people movement in the tsp, which says we have to give transit priority over single occupancy vehicles, we are just not going to get there any other

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way. This is an important first step. I do want to add a couple of caveats around equity. The first in general, we are assessing the projects, we make sure east Portland continues to get extra focus. The other is just to make sure in the big picture of how we are allocating the resources we had a very stringent prioritization process, we'd like to make sure that as amendments are made to the tsp as the projects advance, that same overall priority scheme is assessed and adhered to. So we are doing the same balancing we set forth in the comp plan. Sometimes the shiny new project can bolt to the top and we want to make sure we keep it all in context and balance all the equity objectives. Thank you and I urge your support for this.

Wheeler: Commissioner Fritz.

Fritz: I'm not challenging the assumption that we need to increase the mode share. I'm challenging the assumption in this document that doing so means speeding up the service. I'm wondering what kind of polling was done to reach the conclusions that are in this recommendation, that speeding it up. Maybe that's a question for staff, particularly for TriMet, we have had an extended discussion on the division, rapid bus service, east Portland action plan, withdrew support because of not having enough stops to get people to it. So this document says that transit is the optimal mode for trips more than 3 miles long, for shorter trips, most people can go faster by bike and sometimes even by walking. Well, I just having the assumption one has to walk 3 miles to get to a rapid bus doesn't seem reasonable to me, i'm wondering what is TriMet doing to increase the frequency of the buses?

Kelsey: Well, the -- this is part of frequency, unlocking the network allows more buses to turn and move quicker so part of hb17's funding, plus the employer payroll tax combined, plus some of our own internal growth, combines for, you'll see, the -- the next number of years, we anticipate growing the bus fleet and services from approximately 600 buses, it goes up and down, directionally 600 bus to see over 900 buses, so you're going to see as part of hb17 more buses, more frequency, we'll be looking at hours of service, even extending hours of service, and where based on the allowed funding. Can we remove the barriers to when those buses themselves are running, so whether they sit or run, the cost is the same, the fixed costs are the same, the variable cost -- we want to make those assets work hard, and the more you can turn the buses, the more you can compare, the more seats you can reuse and free up the network --

Fritz: More buses on streets?

Kelsey: No question. Literally we are going to grow by 40 percent, 50 percent in the next number of years and number of buses which gets to all of those things, in addition to adding amenities, not just the hours and support.

Wheeler: 30 to 40 percent over what number of years?

Kelsey: Approximately 8 years.

Wheeler: Thank you.

Kelsey: We haven't completed the hb17 consulting around how fast do people want to go, what does the trajectory of electric buses do, because a cost between existing diesel bus and electrification, that's a premium right now until the marketplace matches itself through technology advancement. That will come out of the total pool of the choices moving to sustainable bus fleet.

Wheeler: Great. Have you developed a strategic plan in terms of how you're going to prioritize the deployment of those new buses?

Kelsey: We are in the process of developing that right now. That's part of the outreach consultation we are doing with the hb2017 advisory committee, plus my own forums we have been doing as we formulate the plan, which we plan to bring back to the TriMet board

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through the advisory committee and ultimately submit to the otc or Oregon transit commission this fall.

Wheeler: Thank you. Appreciate it. Commissioner eudaly.

Eudaly: I want to raise an issue i'm concerned with, and that is the impact of gentrification and displacements in areas where we have really excellent mass transit service, and part of the issue on our roads right now are workers who have been forced out to the edges of the city altogether, who -- there's simply not enough time in the day for them to take public transportation in and out of the central city. So I just hope that we can address that issue as well as we move forward because it's my feeling or my hunch that part of why we are not see the overall percentage go up is because of this phenomenon.

Smith: Commissioner eudaly, if I may, one of the goals we have discussed is those additional units are able to create in neighborhoods may hopefully be populated by people who would be transit users as opposed to bringing a car with them.

Eudaly: Agree. We need to achieve greater density in east Portland to support more mass transit. So many moving parts.

Kelsey: You're quite right. There are many moving parts, part of what we also need to look at is north-south travel, east-west travel, not just travel in and out of the central business district. I think the world is changing, travel patterns are changing and that's part of unlocking not only the frequency through the enhanced transit corridors but need to address those other elements as people age to move around the city in faster times, not slower times, which conclude into their livability.

Eudaly: Thank you.

Wheeler: Very good.

Eric Engstrom, Bureau of Planning and Sustainability: Commissioner, I'm Eric Engstrom. I think I'm the final invited person to speak. I'm here representing the director Anderson who couldn't make it this afternoon, as was mentioned earlier, a few weeks ago the city's new comprehensive plan took effect, as well as your final vote on the accompanying transportation system plan. The 2035 plan emphasizes organizing growth in centers and corridors well served by transit. Transit is key to achieving our goals, particularly goals related to access, mobility and climate impact. The share of trips by transit as the commissioner mentions, needs to more or less double from what it is today, increasing by 25 percent to 2035. And not only do we need to be investing in the continued buildout of the more capital intensive aspects of transit, but taking these tactical approaches to our existing bus lines to keep them moving, it's a key element to be able to get us to that goal and literally without the approaches in the etc there's a risk that transit will be stuck in traffic in 2035, that kind of unravels all these other goals. To commissioner eudaly's comment about the housing, we need to be treating, as we work on transit planning, we need to be treating housing infrastructure as an accompanying infrastructure that goes with that. And it will not work otherwise.

Fritz: I have a question, Eric, for you and art. I'm interested in the resolution where you call out three of the comprehensive plan goals and policies, the ones that are in here, 9.22 public transportation, 9.24, transit service and 9.25 transit equity. Why did you not call out 9.23 transportation to job centers which speaks to commissioner Eudaly's concern, policy 9.26 which is about transit funding, including looking at decreasing fees and fares, or policy 9.27, transit service to centers and corridors.

Engstrom: I guess I was not involved with writing the resolution, so I'd have to defer to PBOT. Those policies are supportive of this.

Fritz: Yes, I know you are a planner too, these are intended to work together, they're not one -- some are more important than others, is that correct?

Engstrom: Correct.

Fritz: Thank you.

Pearce: It's a fair comment. I think April, who prepared the resolution, I'm sure, really is supportive of all of those policy intentions as she was picking ones she was thinking were most salient. Turn it over to April who can talk more about specifically what's in the plan and the recommendations for the regional and then we have the ability to answer additional questions.

April Bertelsen, Bureau of Transportation: Thank you. Since we were here last year, I believe July 13, that we had a mid-point presentation to you, around enhanced transit, I thought it would be good to have a little refresher, quick, what is enhanced transit? And we are defining it as -- improvements that help to increase the capacity, reliability and transit travel speed through moderate capital and operational investments. That are flexible, context sensitive and can be deployed relatively quickly and include bus or streetcar, and that these could come in various shapes and sizes, the projects themselves. It could be a series of hot spots or improvements throughout the network of bus and streetcar lines or it could be a series of improvements along a corridor that serves one or multiple bus lines. Or it could be a full line improvement. So we want to work from the ground up where the delay is and the problems are and then shape projects based on opportunity for funding or where the needs are most and then scale the project. So the key mantra is capacity, reliability and quicker buses. We developed a capital and operational toolbox of enhanced transit treatments, about 20 tools in there that could be applied on the street and to transit fleets. To help make those improvements, and it is included by reference as an appendix to the plan. Just to highlight a few of the tools in our toolbox, have a few slides here. One is the dedicated bus line and this, I would say, is a premiere treatment where bus has exclusive use or any transit has exclusive use of the lane. Our primary example of that is the transit mall on 5th and 6th avenue. There are small spots where we have dedicated bus lines such as in southeast, southeast Milwaukie avenue. In addition, business access and transit lanes, another example where it is a shared space with buses having priority to go through other vehicles are allowed to use that lane to access adjacent properties or make right turns, they couldn't continue through. So a blend that's still providing transit priority.

Fritz: I would like to say, having the coloration would really make a difference. We look out into the transit mall, it's sad how many people don't understand or just don't get cued as to which lane they're supposed to be in. I like that a lot.

Bertelsen: I agree. And many of us who are interested in seeing deploying red treatment in lanes in Portland, I would highlight it is currently an experimental treatment, and there's a federal study underway now to evaluate that treatment and some cities have applied to -- a request to experiment and apply the red treatment, so Seattle is an example of that, and we are -- one of the action items in our plan is to recommend applying to participate in that study or start using it once it's approved, if it happens sooner, working with metro and trying to coordinate on an effort to start that application process.

Fritz: Great, thank you.

Bertelsen: You're welcome. Another tool is time transit lane, we'll talk about a bit. We have one -- a couple on the streets, here's a picture of southeast madison approaching the hawthorne bridge where it is parking except during the am peak hours, where it becomes a bus lane, enabling it to pass by a cue of traffic. Additionally, there could be cue jumps, some tools could be used to focus on congested intersections at points. Any other questions about the tools and what is enhanced transit before I move on? Okay. Highlight some of the recommendations from the plan. We do have a three-pronged implementation strategy, that was to develop a 20-year regional transit vision with a strong enhanced transit component and implementation, as well as to adopt policies and actions to better

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support transit and then strengthen an ongoing monitoring of the frequent lines and transit performance. One, to understand where new problems may arise, but also to track our success and as we make improvements to the system. So our new vision includes the three elements to the approach. We have them largely focused on high capacity transit as well as growing transit and now we want to really elevate enhanced transit, this will continue to be a three-pronged strategy that we'll be working on all three of these fronts. Growing transit is really focused on the areas where there's new lines proposed or recently opened, such as on 162nd avenue, as well as lines less than frequent today, but plan for frequent service and what can we do to make sure that we are removing barriers in the transportation system to make it safer and easier to access the transit. It's focused on the already frequent lines or planned frequent and focusing on the reliability and the speed and then high capacity being of course the largest carrying vehicles and going the longest distance in the greatest amount of exclusive right-of-way. Working in an up ward spiral and may even do them together. Both growing transit and improving access and safety as well as addressing transit reliability and speed and depending on where a particular spot or line, what the needs are, we want to tailor our solutions to the right mix of those, some may have more of an emphasis on the reliability side, some may have more of an emphasis on the access and safety side. We'll be working on both. Just reinforcing our enhanced transit corridors are building primarily on the existing and planned frequent service network. There are other needs in the system we will also address. Through this planning process, we have identified an initial network of enhanced transit corridors, through an evaluation process using criteria to identify where is it most needed now and in the most potential. Equity, future growth and transit ridership today. So where is transit being slowed down and scored on each of the criteria. We use this to help us prioritize which projects are needed sooner for recommending to be added to the regional transportation plan as well as the transportation system plan and future updates. We then incorporated the enhanced transit network into a broader vision for network. This is what we are sharing as our new vision, including improvements, coordinated with TriMet as well. And other things highlighted, it includes the needs for addressing transit through a future refinement plan as well as addressing some key bottle necks, particularly through the central city with a future regional connector. We have projects that form the vision and have recommended time frames for inclusion in the regional transportation plan, the ultimate time frames are how these are integrated into the transportation system plan may indeed rely upon that process and the criteria referenced in terms of tsp prioritization. Then the other element is a policy and zone actions to better support transit. So I'll highlight a few things from our recommendations chapter, but there are certainly more. One is a focus on longer trips. Particularly transit trips being the preferred mode for trips over 3 miles. This is not to say that we -- people who also take transit that are less than 3 miles, indeed, we know that to be the case, but the focus on having the longer trips is how can we make transit more competitive with the automobile and driving so it becomes a reasonable and logical choice and more competitive. In addition, it's thinking -- as we understand people are living further from their jobs and, that some people are taking longer trips than they were, and that there's an equity component to making sure that they can get to them, make those longer trips in a quicker time frame.

Fritz: The challenge is you've got to get to the longer trip. So if we focus on the longer trips without concurrently the connector rides, people are still not -- to get to the longer trip, you won't walk 3 miles.

Pearce: This isn't emphasizing someone would walk that far to access transit, this is -- making sure that for a longer trip, it is competitive. We are making it fast enough. Coverage wise, someone would be walking a half mile or less in terms of our target.

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Fritz: Both are in your report. But the challenge is, many people might not be able to find housing that's on the direct line. So they're probably -- they may well be connecting to it. So there has to be fast, convenient -- has to be convenient access to it. So that -- so I'm just concerned about only focusing on the longer trips without recognizing that many people are going to be changing buses.

Bertelsen: I completely agree. We should unpack this more indeed. So by -- we know people are transferring as well, as Doug Kelsey was referencing, they are increasing service, they know the need for north-south and the floor frequency we can get on both those service lines as well as the other connector lines, the quicker people can make those transfers and the more reliable we can make these trips where there are lines having delays, people can more -- better make those transfers and not miss their transfer point, so we think that overall by increasing the frequency across the whole network of transit lines, that we will improve people's overall access. Now, on the walking trip, there may be spots where there's less stops, but they're likely only walking a couple of blocks at most more, in those circumstances, we are hoping to build out a grid of bus lines that provides overall access to more places.

Fritz: Was there any polling done to find out what bus riders actually wanted?

Bertelsen: Yes. I can speak to -- through the division transit project, there are surveys and bus rider outreach directly to the bus riders on the lines, and trying to conduct broader surveys. Having buses faster and more reliable did score high and the responses. And we can invite someone from TriMet if you want to hear more robustly about that. Very clear message.

Fritz: Transit system is my preferred mode, which is why I'm weighing in a lot here because I feel like I know a lot about this from a rider's perspective. The bus just doesn't go often enough or late enough, those kinds of things, and for -- having ridden transit for the last ten years to and from work, no outreach has ever been done on the bus or elsewhere. Would you like to take a survey, I have the annual pass, nobody has asked me if I wanted to take a survey, there could be more data gathering as we move forward so we are not making assumptions like I think we did in division, that people would be willing to walk those extra two blocks whereas, in fact, when push came to shove the community said no, I would prefer to be able to get on closer to where I'm getting out --

Pearce: One thing we have heard through multiple processes, for an individual, kind of wherever you live, you're making choices based on what's most efficient for you, what's the faster choice at that time. Part of the intention of laying it out this way is being really clear, unless we make transit competitive, someone will choose to drive, if it takes 20 minutes to drive and takes an hour to take transit, the choice is clear, the priority for making transit a fast and efficient choice is trying to really appeal to people's daily choices about how they might navigate the city.

Bertelsen: I would be happy to follow up too with more of the survey findings, if that.

Fritz: Yes.

Bertelsen: So moving on to the other points here. We also are making the case that we need to space and time for transit and the right-of-way and prioritizing that for better transit performance. So that would mean reallocating space from other things, such as on street parking and motor vehicle capacity, but that is indeed a part of the recommendations. We also are looking to integrate enhanced transit tools and treatments and to our design guides, our capital projects and development and review requirements, performance measures, this is really about changing the way we do business and acknowledging that transit performance is part of something that we do and how can we integrate that into our business practices, and transportation projects. That is not just the stand-alone project where we do enhanced transit, it's a part of the way we do business. We are

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recommending more future funding to help support enhanced transit and several points around forging a deeper partnership with TriMet.

Fritz: Could we possibly expand -- we do have policy 9.26 about transit funding that says consider funding strategies and partnership opportunities that improve access to and equity in transit service such as raising metro wide funding to improve service and decrease use of fees and fares, what we found with youth pass is that when you don't have the barrier of how much it costs to buy the ticket, lo and behold, people ride transit more, young people told us -- showed that they did. I know that this is -- so along with not wanting to stand up for a 3-mile trip or 5-mile trip or whatever, there's the issue of can I afford that, which although studies show it's more expensive to own a vehicle, in the moment, if your gas tank happens to be full and you don't have 5 bucks to put in the fare slot, it's, again, maybe more likely you'll get your car out rather than taking a bus ride, I do think that's -- I realize this is just one aspect to the whole how are we going to support transit. I just -- every time you bring it here, I'm going to probably say the same things over and over again because I think there's multiple ways we need to do even as we are doing - - looking at enhanced transit.

Bertelsen: To make it more affordable for riders, understood, yes. I would give a shout out to our regional transit strategy, that is a part of the vision that the regional level, is including making transit more affordable.

Fritz: Thank you.

Bertelsen: And our third prong strategy, ongoing monitoring of transit performance. We have developed a framework and recommendations for how to launch our ongoing program for monitoring transit. Looking at the frequent service network and streetcar lines and looking for how -- established thresholds and performance measures and having that guide to future improvements and how we partner with TriMet. And in concept the idea we want to monitor lines and intercept them as we see decline in their speed and reliability and have the thresholds in place that would be triggers for us to talk and take action and make those improvements and continue to evaluate how they perform. I'll highlight one of our performance measures that will be our first-tier performance, and that's transit peak delay, how much transit and all the people on it. Slows during the peak congested time of the day, and establishing some thresholds, that would be the triggers for us to take a closer look and calling those out, that if we have over 75 percent delay variation between the peak and the off-peak, those are urgent priorities to take action. If it's 50 to 75, that's also where we want to be taking action, if it's below 50, that could be acceptable and that - - going to be delayed during congested times, but that we may take a closer look if there is some other cause for concern, but really to summarize, if it takes over 50 percent longer to take a trip during the peak, we are saying that we should intervene and try to do something. And then I wanted to shift over to the how. We have already begun implementation, but we are starting to think through a framework. Doing this is challenging, it's going to come with tradeoffs. But we have some policy to guide us. The transportation strategy for people movement provides policy support for prioritizing transit over single occupant vehicles, and our etc plan provides tools for where and how to achieve that. The plan really starts by showing us where the need the greatest, most need to get started. So this policy can help us as we start to evaluate the benefits, impacts and tradeoffs. We -- we need to reallocate space and time in the street that is guided by policy, in addition to the transportation system plan, we also have vision zero and complete street policies to consider. We want to be informed by data. Grounded in that, and sensitive to context, and consider efficient use of the space so it's not a one size fits all solution.

Eudaly: Could I ask you to go back to the triangle. Where do people using wheelchairs fit into that triangle, I assume it's walking?

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Bertelsen: Yes, walking. There are a variety of ways through ways we have identified projects which we can start to deliver them, and whether those are the ones we have already identified or identified in the future. We have a transit priority spot improvement program, one of our ten transportation system plan program areas, we are already implementing projects through that and will continue to do so, and in addition, we -- some projects are delivered as standalone major capital improvements that are delivered by the city or they could be in partnership with metro or TriMet. There may be some projects that come out of this process eventually that warrant federal funding. Similar to, say, the division transit project. We are looking at the whole spectrum on how to implement projects and be agile as well as make major moves. How can we integrate this into the projects we already have going or projects coming up? I want to show you some examples of early implementation, highlights from our spot improvement program, we have made an improvement along the lane 12 on northeast sandy inbound, from 74th to 72nd approaching the signal there. Where there's parking -- we added parking restrictions and allowed to the bus to make the right turn to get around the cue to go through the intersection, similar extremity for line 14, approaching Powell, where we had parking removal to allow the bus to get around the cue and use the right turn. On Morrison, where we already had a lane, we enhanced that to include a bike protected bike lane. And we will continue to look at ways to improvement that. On Burnside, during construction, we initiated business access and transit cue jump lane for the buses to get around the traffic approaching the bridge and we are planning to leave this improvement in place. Again, looking for opportunities to provide additional transit priority. Coming soon, this year, in 2018, we have a project working with streetcar, which will benefit streetcar and the bus line 6, it's a business exit and transit lane on grand, approaching Burnside and then to northeast Everett, the i-84 on ramp. This will help the transit get through the congestion there. And another way in which we want to advance implementation, we are very excited to participate in the regional etc pilot program led by metro and their team. This is an opportunity for us to take some of these locations where we know there is need from a fat line and concept level to further evaluate and develop projects and identifying promising projects where we can then take to full design and construct. We want to identified projects we can construct within two years, and fund those, as well as to develop a pipeline of projects to seek future funding for, this will help us put a sharper pencil to those: Skip on that. This is highlighting the locations we are submitting to metro for consideration. Outside the central city and inside. Those are exhibit b attached to the resolution.

Wheeler: Could I stop you for a minute. Do I need to take a recess while commissioner eudaly is out of the room.

Bertelsen: I'll back up and can study the exhibits.

Wheeler: Folks who are going to testify, we have quite a few people testifying, so think two and a half minutes in terms of testimony time.

Bertelsen: I will highlight that this is -- these are my last couple of slides, so we are near the end of the presentation.

Wheeler: Thank you.

Bertelsen: Focused on exhibit b, which is in the packet that council documents of the locations that we are submitting to metro both outside the central city on the slide and within the central city on the slide. We will be looking for opportunities to advance some of these projects through, undergoing -- projects underway including the central city in motion, so the projects that advance through the -- planning effort led by our project manager, Gabe Graph, has its own public engagement process as well, we will hope to come back to you this fall with recommendations on priority projects to advance in the central city, including, hopefully, some of these lines on this map, as well as more

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information about what we might be able to do. And then in terms of that time line, we are looking to do project development and advance to 15 percent design by the end of the year on a select number of these and complete design on a set where we can commit funding to. So we'll be back sometime in 2019 with a recommended projects of which ones to advance past 30 percent design and to commit funding to. So this process will help us narrow down which are those ones we can build in the two years and with what funding, and come back with an iga that we would execute with your support.

Fritz: What kinds of funding sources would be used?

Bertelsen: A number of projects could be eligible for transportation system development charges, in addition we have funding for the central city in motion project already, including regional funds. 122nd avenue is another example where we have fixing our street funds, roughly 2 million and enhanced transit could be incorporated into that project and could be eligible for system development charges. Our spot -- transit priority spot improvement program could also be a source and we'll looking for others.

Fritz: Thank you.

Bertelsen: You're welcome. I'm just ending on the slide again, our recommendation for council action today. Thank you very much.

Wheeler: Very good, thank you for your presentation. Public testimony. How many people do we have signed up, Karla?

Karla: 12, possibly 15.

Wheeler: Two and a half minutes for either 12 or possibly 15 folks. So the microphones slide around, when you have 30 seconds left, you'll see a yellow light come on, when the red light comes on, that means stop, your time is up. Don't make me be mic cop. Name for the record, don't need your address, do need to know if you're a lobbyist. Thank you.

Karla: It is 15, I have a clarification.

Wheeler: Terry, kick us off today, please.

Terry Parker: I'm terry parker, 4th generation Portlander, over next 20 years, car trips are expected to increase by 49 percent, regardless of how much mass transit service is added, for TriMet's latest survey, congestion road maintenance was among the top priorities not directly related to transit. Only homeless and housing issues scored higher. PBOT has been reducing motor vehicle capacity with road diets and street design changes that create more congestion which leads to engines idling and running longer, increasing fuel consumption, many of the tools in the etc plan will not fit within already constrained rights-of-way without doing more of the same or removing on street parking. Even adding curb extensions that allow bus to see obstruct other traffic and travel lanes when stopping for passengers add congestion, I call this artificial congestion. With the high volume of traffic, sandy boulevard is a major traffic route, identify etc transit corridor and a high crash corridor, city park neighborhood association has twice voted retain two full motor vehicle lanes in each direction in sandy. Also suggested is the development of alternative bicycle routes. One two axle bus does as much damage to the streets and roads as 1200 cars, transit fares only cover 25 percent of the operating costs, instead of attempting to dictate how people travel and just representing the alternative mode users that don't pay their share of infrastructure cost, when will the city council put reality over. Consider the results of TriMet survey and start representing drivers who are the primary financial stakeholders that actually pay the taxes and fees that fund the majority of tsp projects, when will city hall see the light and make room for more cars which includes requiring adequate off-street parking for all new residential development. The most efficient way to jointly speed up transit service and reduce congestion at the same time is to straight forwardly make entire streets and corridors flow better. Thank you.

Wheeler: Thank you, sir. Afternoon.

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Kem Marks, Rosewood Initiative: Is this working? I would like to ask for a few extra seconds as an accommodation while I read my statement. I'm Ken Marks I'm why the Rosewood Initiative and I am a paid lobbyist. With all due respect to the hard-working people who worked on this plan, it will not achieve the goals of the desired outcomes, the reason is simple. I do not believe there will be the political will to find the funding or support, the transformative changes needed on these corridors, thus all that will happen will be tinkering along the edges that will not have any long-term discernible impacts on either congestion or on bus service as more cars fill the streets along with the buses. The issue previously came up before this council last year, I provided testimony, regarding one of the tools identified in this plan, and that is consolidation of bus stops. I still have these concerns, especially given the Division Transit prospect and its devolving nature. The executive summary almost -- sorry. The executive summary almost a whole page is dedicated to stop consolidation, nothing close to that is spent on dedicated bus lanes, so it is not hard to see where the bias is. In the name of optimal efficient system, people will be required to walk further and not just a block or two, as the summary suggests, the need for good grid -- this thing isn't working well. The need for a good grid is included as almost an afterthought. I want to remind you all of a few facts. Significant portions of this city do not have a good grid system. In addition to not having a grid, the streets in much of the city do not have sidewalks. Drainage is nonexistent on these streets. Adequate riding is a dream. These are the conditions people have to walk to just to get to the street with a bus before they have to walk, quote, unquote, an extra block, when they get to the -- they will probably find an overcrowded bus system. Just going to cut to the chase and not read the rest of this if you give me a second, there's going to be a lot of people, especially in east Portland, that are going to lose bus stops, Division Transit left 50 percent and if you look at how they're trying to design or redesign those stops, they're not even platforms anymore, they're talking about people walking into the street, across a bus -- bike lane just to -- frankly, this plan isn't worth the paper it was written on, I'm sorry, this is very emotional for me because I am a bus user, and I'm going to be living with people and using the system that you're targeting or TriMet is targeting to create very unsafe situations for people.

Wheeler: Thank you. Grown, as you discerned about 6 inches is about the right distance, these are very sensitive microphones.

Joe Rowe: Commissioner Eudaly and Fritz and Mayor, this is a very hard decision to make, and Commissioner Fritz, I really sometimes don't understand your statements, but the one I did clearly understand, which is I think 90 percent of our residents would keep their cars in their garage, I'm a cyclist, but 90 percent of us share your vision of we'd rather leave the car in the garage if the buses got us to work at an equitable time. Here's my speech, I urge the council to commute only by bus for a month, same for all city and staff and TriMet employees including the board, talk to people on the bus and drive ask them, do you drive to your bus, they will guide your decisions. The No. 4 bus is trapped behind cars for 40 to 80 percent of the travel time. That 45-minute map on page 6 doesn't show the damage of people driving alone and blocking buses, the elephant in the room is we have to admit the problem in Portland is people driving alone, they are nice people, I do it sometimes, but we are forced into that situation and your job is to force them out of that situation. Car ownership is a nine-thousand-dollar burden on low income people. Data I've researched from universities. How's that for moving parts? Cities care about equity and they liberate low income people by investing in transit by keeping cars from blocking a bus with 50 people. If you really care about equity, you need to make these hard decisions. Also, the city and TriMet can't keep blaming Salem for a lack of money, that's what you do with the dollars, I'm running low on time. Other cities are aggressive on transit. Seattle has grown to 25 percent of trips by bus, New York has drastically reduced their deaths, you

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need to take bold action on policy and budget and you're not doing it. You're not taking bold action, the budget for etc, \$75,000 a year for the first year, that's pitiful. Okay. We need you take bold action with budget and policy, many of these things are free, you just need to make the hard decisions, thank you.

Wheeler: Thank you.

Wheeler: Only had three people and heard completely diametrically opposed testimony. Help save us.

Rina Jimmerson: I'm rena jimmerson, I work for the industrial council and tpac advisory committee program manager. The central city is the dynamic and evolving part of Portland's central city. Over the past decade the central east side has been an economic development success story, playing an important role in the city's economic and job growth. The central east side is home to more than 1, 400 businesses and 17,000 jobs, more than any other district, industrial use, largely family wage jobs and creative businesses sit side by side, while the scale and types of businesses are rapidly involving, the central southeast side remains an important center for the manufacturing sector. Just two important examples include franz bakery and produce row with pacific coast fruit that moves 4 million pounds of produce and 100,000 packages a week into and out of the central east side. The company's 60 plus trucks load and unload products 24 hours a day, serving places as far away as victoria and vancouver, bc. The industrial district thrives or dies depending on how well it is served by freight and the central east side industrial district nearly every business in the district receives raw materials in ships their products by freight. But just the first page of enhanced transit corridor plan says we have to get better as sharing the space that we have. So that's why the central east side industrial council, as well as the Portland freight committee, have agreed to ask council and to and report to recognize a request that bus lanes are a large part of the plan. While we agree with improved transit, the reason we are asking for this is through our many conversations, it's clear to us the enhanced transit corridor plan will have narrow certain -- will narrow certain streets which would hinder freight transportation and the use of dedicated lanes for freight would be much easier, during nonpeak hours, freight would travel more efficiently, which should have an impact on the congestion. And lastly, we witnessed many businesses move out of the district because of roads and lanes are too narrow. We truly believe this is vital.

Wheeler: An interesting idea. I have a question for you, in this context, how are you defining freight?

Jimmerson: Well, like I said, everything --

Wheeler: Not all trucks.

Jimmerson: It could be trucks, it could be small vans, I mean, like I said, the way they divide here, box trucks, flat beds, semitrailer trucks. All we are asking is that they share the lanes, they do speak of exclusivity for bus, but I do think it would help particularly in the central east side if they could share that.

Wheeler: Thank you, commissioner eudaly, do you have a comment.

Eudaly: I was listening it. I think it's interesting, thinking ahead, whether that would require a permit if we would allow them on specific roadways most vital connectors to the central east side.

Wheeler: Good afternoon

Ashley Henry: I'm ashley henry, the chief collaboration officer for business area better Portland. I'm here on behalf of 50 members of ours who signed onto a letter I shared with the clerk about our support for enhanced transit corridors, it shares a simple message that our city's economic health requires a dependable transit system and it desperately needs our help, as our city's population has grown, people riding the bus to work have become

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subject to ever increasing commute times. If we're serious about supporting business, reducing pollution and creating economic opportunity for all, it's critical that we free the city's buses from traffic gridlock, for a model of how to transform our transportation network, we should look to seattle, over the past decades, seattle has seen the country's largest increase in bus ridership in 2016 alone, ridership grew by 4.1 percent, double that of any other city, what is seattle's secret, inexpensive targeted improvements to fix bottle necks, resulting in streamlined service that is fast, efficient and reliable, they of succeeded in creating a bus service that scales with population growth. Here in Portland, bus service has gotten worse as we have grown, despite carrying far more passengers, they are stuck alongside personal vehicles and ride share services. It has particularly degraded along arterial roads carrying commuters from east Portland. Thankfully you have a plan in front of you to significantly improve service without huge increases in spending, the enhanced transit corridors plan will make targeted fixes to improve service on some of the city's most critical bus lines, the plan is smart and tailors its solutions for different locations. As business owners and employers, we recognize that a dependable transit network is key to ensuring that our employees, customers and families can get around without losing time stuck in traffic. It's also important that freight is able to move freely and trucks are easily able to access areas to load and unload in the central city. Thankfully pb o t has actively engaged with the region's freight strip as they develop this plan and are still having those conversations. Thank you.

Wheeler: Thank you. Thanks for being here.

Doug Allen: wheeler and commissioners, i'm doug allen. I want to thank the city of Portland for taking on a leadership role in attempting to reverse TriMet's declining ridership, I want to emphasize the ridership in absolute terms is declining, which TriMet clearly shows on their website year-over-year for at least the past five years and it's been pretty flat for the last decade. And I think the enhanced transit corridor program is an excellent start in reversing this trend, but perhaps equally important, it's provided leadership for working on a regional program. I want to congratulate the city for doing this. I have a couple of suggestions are improving the program and I want to say that having followed this program, I believe that already a number of suggestions could have been contributed -- have been followed, i've seen program -- as I see it, change from -- oriented to consulting firms doing projects on long stretches of streets to something more embedded within pbot, particularly the spot improvement program, is great. I think it would be great if you renamed it even handing transit movement. Or something similar, rather than corridors. I think corridors reflects a mistaken idea of how transit should work. Because effective transit is not linear or one dimensional, it must serve origins and destinations throughout a two dimensional surface region. Among other suggestions i'd make, I think really it should be concentrated on trips under 5 miles rather than trips over 3 miles. Trips over 5 miles are probably better handled on transitway system, light rail, and whatever we come up with in the future to improve our light rail network. And also I think division transit corridor is an example of something that was unfortunate that came before the enhanced transit corridor project, unfortunately too many stops from the plan. But overall, I would like to see this project move forward and continue to improve. Thank you very much.

Wheeler: Thank you, thanks to all three of you. Next three, please.

Brad Baker: I'm brad baker, i'll be brief. I ask that you please adopt the plan before you. Additionally, the corridors that were outlined that are experiencing great delays during peak hours, move forward with minimal outreach, you'll hear a lot of crying about the changes the folks who currently drive along those routes, people who use it now will complain, obviously, but once it goes into effect, it will make the system better, and I just

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ask that you rely on the experts that do the analysis and can see the system as a whole, rather than individuals focused on their own individual, personal situation. And then finally, I'll just say to your point with people saying this is a great solution, it is a pain to ride the bus sometimes when you have to stand up for a mile ride and you're stopping and it's a workout, so by allowing the buses to move quickly, you can address that, so thank you.

Wheeler: Thank you.

Bradley Bondy: I'm Bradley Bondy, good distance here. When I heard about the etc plan, I was very excited about it, because as a transit rider, I know how slow buses have become, this plan is not what I hoped it would become, it's too timid. As currently written, this plan focuses too much on traffic impacts, parking studies and the need for public process around anything that might inconvenience drivers. Unless this changes, this plan will not accomplish a significant improvement to transit, I don't think. To change this plan into what the city really needs, I ask that you have pbot prioritize bus lanes, whenever a bus line fails to meet the metrics contained within the plan. So if a bus line is failing and the road that is two or more redundant traffic lanes in the same direction, or if there is parking, some of that should be reallocated towards bus lanes, as a matter of policy. So I ask that you guys be bold and make the hard decisions to make the transit in the city what it needs to be.

Wheeler: Thank you.

Jillian Detweiler: commissioners, my name is Jillian detweiler, I am registered as a lobbyist. We urge the adoption of this plan, the plan documents the need for transit priority. The loss of job access for people alone is compelling. The plan identifies tools that are available to expedite transit service. There are many. There is money, there's money at metro. There's money at TriMet. Both new money through hb2017 and cost savings. The plan documents that 1 to \$2 million a year are being wasted just trying to maintain current headways as buses are stuck in traffic. But this plan overstates the difficulty of implementing these measures, if you're committed to mitigating displacement, to expanding economic opportunity, to low income people, and to making growth tolerable, you must get buses out of traffic. And the street trust is eager to be a partner with the city and TriMet to elevate the voices of bus riders who are stuck in traffic and need relief. We stand ready to help work out the details where there may be a conflict between bus service and bikes. We don't want this effort to be like sitting on the no. 12 bus on the burnside bridge, everybody knows where we want to go and we don't know when we will get there. We do urge you to amend the resolution, to have a date certain for PBOT to come back with a plan. April showed a schedule, it was heartening that there is a schedule, but we think that this iga with TriMet should be back here by January 30 and that we should be providing relief to bus drivers by this time next year. Thank you.

Wheeler: Thank you to all three of you. Next three, please.

Wheeler: good afternoon

David Bouchard: So my name is David Bouchard. I'm the chair of the bus riders unite research and advisory committee and I am also a member of its steering committee. And I'm here before you today to express preliminary support for the plan as it moves forward. We -- I believe it is -- it's a step in the right direction. There does need to be more work done to prioritize bus movements in dedicated lanes and to avoid the removal of bus stops. I actually just -- a personal story, I had my appendix removed last week, and as I recover, very well, I have to walk slower. So I end up taking the bus a little bit more, I use it a little bit more heavily than I already do, and I use it a lot as it is, I can appreciate the need to have bus stops close by to -- because you never know when you might need that. So I'm just putting that out there. Another thing to think about as this plan moves forward and how you're going to fund it, Chicago has done something really interesting, and that city

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has instituted a tax on ride sharing services that will pay for transit improvements. So that is something I think the council should look at in the future. Is how to get the most out of the ride sharing services that are here and to ensure that they pay their fair share for mitigating the congestion and also to induce more transit demand by continuing to make ride sharing services and other services which rely on use of an automobile more expensive and harder so that we -- in conjunction with increased transit service, of course. So that's really what I have to say around that. Good first step. Let's make bigger steps in the future.

Wheeler: Thank you, appreciate it.

Keith Scholz: Okay, hello, my name is Keith Schultz. I've been a resident of the Portland area for over 40 years. I'm a transit dependent, disabled senior. Who purposely lives on one of the major bus lines, this makes it easier to do the volunteer work I spend my time with. Most of my work involves transportation with bus riders unite, and housing with community alliance of tenants. Both of these issues are connected. Urban lift, a ride sharing services, which claim to reduce congestion, when actually the opposite is true. These services take riders off mass transit and taxi services. Uber and Lyft should be paying their fair share considering the amount of congestion they are adding to our streets. I can't tell you how many times the no. 4, no. 9, no. 72 have been running late because of traffic. This has caused me to arrive late to several doctors and other appointments, and I hate getting there late. Reducing transit stops also is a false solution. It would negatively impact the elderly and disabled folks. And we need to invest more on street improvements and traffic signals that prioritize buses. And these additional vehicles on the road have also been adding to our air quality problems. By emitting more carbon and other toxic pollutants. Let's meet our climate goals together by investing more on our public transportation system.

Wheeler: Thank you. Thanks. I am sorry, you have yet to testify. Thank you.

Orlando Lopez: Good afternoon. My name is Orlando Lopez, and I am a community organizer with Opal Environmental Justice. And we are here to show our support for the enhance transit corridors. As long as we prioritize bus lanes and not the consolidation of bus stops. My job is to talk to folks and how we can work to make the transit system better. It was our group that pressured TriMet to create a low income fare and the fruits of our labor will be realized on July 2 when the program goes live. This is part of a larger vision that we have to increase ridership in our region. For the past two years we have seen a decline in TriMet ridership, which is due to a number of issues such as gentrification, people being pushed from transit-rich neighborhoods, safety and security, hours of service, frequency and reliability. The numbers you saw earlier today on the graph, that's ridership, that only covered up to 2015, but between 2015 and 2017, TriMet has lost 3 million rides, and the numbers for 2018 are not looking good. So most of these issues are issues that TriMet could address. But prioritizing buses is an area that the city of Portland must show great leadership in. As more and more people move into our region and ODOT moves towards tolling highways, congestion will be moving into our streets and delaying our buses further. Where we differ from the recommendations of the corridor proposal is a funding. Adding these projects onto the regional transportation plan to wait for funding may take years. The city of Portland should consider what other cities are doing to fund their programs. Increasing the fees or taxes on transportation network companies such as Uber and Lyft. Portland charges 50 cents per each ride that a driver gets and last year Portland collected 6.5 million, which is 13 million rides, Chicago, Philadelphia, New York City and the state of Massachusetts among others have taken steps to ensure TNC's are paying their fair share. The city should not be given discounted rides to Uber and Lyft users because as, I don't know if you remember but I was here the last time as a Lyft driver. The folks who

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typically take rides during those times are people with means, not low-income people. So if you do an equity report about who is getting those discounts, it will show you that it's not low income people Taking, getting nose discounts. Studies by northeastern university, boston, shaylor consulting and the metropolitan planning council and others will show you that uber, lyft are adding to congestion, so they need to pay their fair share. That is all, thank you.

Wheeler: Thank you. Thank you all. Next three, please, Karla.

Wheeler: Good afternoon.

Tony Jordan: Good afternoon. Hello commissioner, I am tony jordan, I was here last week. My birthday to testify in favor.

Wheeler: You look a little familiar.

Jordan: In favor of the parking management. And unfortunately, I understand that item has been pulled from its vote today. Largely I believe in, due to concerns about access to lower income people, to the downtown and commercial corridors. So I found it appropriate to come today and to say that this is -- if we are concerned about access for people to downtown and the rest of our city, that the corridors, particularly bus priority lanes, are the way to actually do that. So I encourage and in fact, expect that any commissioner who is truly concerned about access to our city for people will take the lead on strengthening this proposal and making sure it gets funded so that we get these bus lanes, because we can't spend our money on roads and parking garages. Transit is the solution to equitable and sustainability and safe cities for people to get Around. And following the bus lane projects' recommendations of automatically triggering rededication of road space and parking space, two bus lanes, when quality of service degrades, is critical if we are going to do this, and I think that spend the money on this, and find it ironic that just the -- we don't -- I feel like we don't look at things holistically. I am involved in this and in parking and housing and it's interesting that I find that because these projects are proceeding at different paces, they are used as almost arguments to hold each other up. We can't you know, we can't increase the bus transit or prioritize the bus traffic because people cannot live near it or build more infill because that will lead to more traffic. These solutions work together, if we were, for example, using performance pricing in corridors and downtown, that money would be used to subsidize the transit passes, use to improve bus stops and to fund some of these projects included in this plan. So just I commit the money to mass transit because it's our only way out of the messes that we are in right now.

Wheeler: Good afternoon.

Allen Kessler: Good afternoon. I am allen kessler here with the Portland bus lane project to support the enhanced corridor and ask you to go further. We want to thank pbot and the city so much for the change that we have seen over the last year in the consciousness about the Importance of making transit work. We think that the plan is excellent. We are especially interested in the dedicated space, the bus lanes that will make the system work better. We also share some of the concerns that you have heard and mentioned today. Going off the script here, the division transit corridor was, has been a disaster. That is what a corridor process takes. Let's give nice facilities and do everything at once, and in the end, the numbers didn't play out, and it's going to slow down the corridor. It's not the right way to do it. Our allies at opal have the right idea. We need to start with the hard things. Start with the dedicated bus lanes and with the queue jumps and to do those where the data says that it will free up the free buses out of congestion. As the report says tri-met is spending a couple million a year to just keep services the same because of the cars in the way. And as soon as you get the cars out of the way you free up that money to increase the frequency. Commissioner Fritz's point of having to stand, I live on the four so my experience may be a bit different, but I frequently see when I ride the bus, and when it's

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congested, the first bus I see will be packed to the gills, and one or two empty buses will be stacked just a minute or two behind them. And that comes from the lack of reliability. So we find all of those friction points. We start to ease them. The buses space out. They don't stack. They become more regular. And a great way to measure that is the variable speed difference between a segment. Like commissioner Fritz we are not that interested in speeding up the buses so much as increasing the reliability and making the experience better for users so that you know that you are going to get where you are going and you know that you are going to get there in a reasonable amount of time. We would like you to do those two things listed in our letter. We would like you to amend this to direct pbob that where there is a redundant car lane or parking, and we're in 75 or 50% urgent zone that we need to fix it, we automatically do give the space. We don't need endless public process to get there but to do it as a matter of policy.

Wheeler: Thank you both. That concludes public testimony on this item. Do we want to bring staff back if you have follow-up questions? Are you ready to go? I think we're good to go. I can sit there while we take the vote. That's fine. Karla please call the roll.

Eudaly: So this is an interesting, challenging conversation for late in the day. Portland is at what I am going to call an awkward phase where we have had this massive increase in population, accompanying congestion on our streets, and transit system that has not kept up with the demand, and tncs that have perhaps been able to swoop in and grab some of those customers that would otherwise be taking mass transit. I generally support the plan. I want to thank bus lane projects for bringing their concerns, business for better Portland, and the central east side, I think you brought up relevant points. My primary concern with this as is, is around accessibility for people experiencing mobility challenges and adding a block or two of walking to these trips each way can be a hardship. So I would really want to see a commitment to us using all of the tools that we have available, and I will say I somewhat agree with bus lane projects that more public engagement is not necessarily going to result in a better plan for certain aspects of this. Certainly we need to do public engagement around accessibility and make sure that we are not making our system less accessible. I will say as a parent who sometimes attempts to use public transportation with a child in a wheelchair, we really have inadequate and unreliable, accessible transportation already. Sometimes the people, especially wheelchair users have to wait for a second or even third bus to get on the bus because the spots are already taken. So adding more commute time and to an already lengthy wait, I think, is a hardship. So I want to call that out. Very interested in the freight conversation. I think that should be looked at for a limited area. And I am always up for talking about how we can rein in the tncs. There are too many of these on the road and I am not convinced that they are paying their fair share to offset the impact to our roads and to congestion. So I am going to vote aye. I am going to keep pressing the city on these issues, and I welcome your continued feedback and involvement in this process.

Fritz: I concur with everything that commissioner Eudaly just said. Thanks to [inaudible] for your commendable process and also for bearing the brunt of my questions earlier in the session. I know that you would be able to answer them even though I had not raised them before. Thanks to Janine gates on my staff, too, who has been looking out for the equity aspects of this in particular. I will not support reducing bus stops, so I have had a long discussion about that on division, and I went back and forth you can but it's clear to me that as commissioner Eudaly said just a block or two is a hardship, particularly as mentioned in areas that don't have sidewalks or streetlights or drainage. And to me being able to get to the bus stop first and get on the bus in a short frame of time, that's the issue that's going to determine in a lot of cases whether or not I take the Bus. Not the one-time only, I am in the drive and someone else is driving, I don't agree with some of the

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assertions made in terms of people would use transit more because the alternative is sitting in your own car in traffic where you have to pay attention, or you still are just sitting there stopped, and it's really unpleasant. Mr. Rowe challenged the council to use transit exclusively for a month, I use it exclusively for six months every year because I don't see very well at night. So, I would appreciate having late night bus service. The buses just don't go. I grew up in east England, which is the same size as Portland, and I still know which buses, where the bus stops are, and I know -- I don't have to look at the schedule because the buses arrive every five minutes, and never very crowded, there is always a certainty that this one is going to be showing up and if it does happen to be a crowded bus, you wait for the next one. And so, I believe that it is the frequency is the thing that gets that and the schedule in terms of how late they went, did they go on weekends, and you get people used to going on peak times but not everybody is going downtown. And was mentioned the north and south routes but there are all kinds of different routes that people may actually need to use to get to where they want to go. 72 is one of the highest ridership in Portland, and because it connects east Portland with the swan island and along Killingsworth. So we have by united states standards a good transit system. It can be a lot better, and I appreciate TriMet management being here. It's been the last best year ever, not being able to working together very well in terms of the governmental entities that tri-met has not been receptive over the years to my input as a city commissioner and I don't think it's going to be receptive to the community as a whole so I am pleased the governor has appointed new people to the board, some of whom ride the bus, and we need people with Lyft experience of all kinds, commissioner Eudaly is needing mobility services when she travels with her son. It's important to make it so that if you have bad eyesight, if you are 60 years old and don't necessarily want to be walking a mile to get to the rapid bus stop, that there are choices available for us so thank you very much for your ongoing work, I am very interested in this as evidenced and I will be happy to work with you moving forward. The other thing is, this is a non-binding resolution. So this is setting a framework and it allows us as projects can in to say you have got it right here or no you have not. It gives the bureau guidelines so I think that that's really important. Aye.

Wheeler: I wanted to make that same point, this is a resolution, and I see our folks here sitting here diligently taking notes. I think that people raised really interesting points during Their testimony. Including a couple of new ideas, which I thought were provocative and worthy of future discussion. So expect that to happen. I think that this has been a tremendous effort, and I know that the transportation bureau and tri-met, many others have spent many, many hours putting this together, and it shows. I am appreciative of it. I know that commissioner Saltzman wishes that he could have been here to vote on his own work. In lieu of that, I will vote aye. The resolution is adopted, and we'll look forward to seeing what you bring back to council. And you know who the stakeholders are, who are in the room, who raised interesting issues, and we encourage you to reach out to them. Thank you. So colleagues we had one item that was held over from this morning. I don't know if we have somebody from the auditor who can address the specific issue. That commissioner Fritz raised. That was item number 688. Yes. We have somebody here. If you could call 688, please.

Item 688.

Wheeler: Good afternoon. Commissioner Fritz had a follow-up question. This is a second reading, so we're prime to vote but she had an outstanding issue that she wanted to raise.

Fritz: My understanding you would be working with a property owner concerned, and I wanted to know what the outcome was of that discussion.

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Sherree Matias, Auditor's Office: So pbot is going to be coming back within 30 days, and I believe to discuss their findings. Of the sidewalk charges. And that's the only thing that issue at this time.

Fritz: So this particular item that we are just about to vote on does not include that property?

Matias: No, that property was removed.

Fritz: Thank you very much for being here.

Wheeler: Very good, thanks for the clarification. Karla please call the roll.

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

Wheeler: Aye. The ordinance is adopted. Next item is time certain 690.

Item 690.

Wheeler: When I first became mayor the amount of trash on our streets in business districts and open spaces frankly shocked me. During my first year in office we undertook several strategies for cleaning up graffiti, picking up trash, and engaging businesses in the community to help us with pick it up Portland, which by the way is Friday and Saturday of this week, in partnership with solve. And we have had some success. I noticed that there is less trash lying on the streets. People have commented on that but obviously, we have a lot more work that we need to do. Already the bureau of planning and sustainability is standing. The business districts where they are locating trash receptacles, our cleanup of environmentally sensitive areas like the Springwater corridor and other natural areas continues. And we are working with the Oregon department of transportation to clean up their properties, as well, through an iga that we will be negotiating now that we have successfully worked with odot to pass legislation in Salem. In this year's budget we increased the funding for litter cleanup in the city. This ordinance amends the code for tonnage fees to waste management companies collecting from Portland's commercial customers. For a few dollars on commercial customers, Portland will be able to maintain and expand the cleanup of our city. The extra funding will continue in removing a much larger amount of trash from important public spaces like our city parks and public walkways. Cleaning these areas up not only allows our residents to enjoy them more but a basic tenant, of maintaining an environmentally conscientious city. Now we're going to hear from Bruce walker, I believe, first representing the bureau of planning and sustainability. But before I turn it over, I also just want to add that obviously this is an emergency item. We need four commissioners present to actually vote. So today we are going to accept written and verbal testimony, so people can sign up to testify. But since this item and the emergency ordinance and we don't have at least four city commissioners present for this meeting, we will hold this item's vote tomorrow, Thursday, June 21, 2:30 time certain. With that I will turn it over to you.

Bruce Walker, Solid Waste Manager Bureau of Planning and Sustainability: Thank you mayor and commissioners. I am Bruce walker, solid waste manager for the bureau of planning and sustainability. As authorized by city code, bps charges a tonnage fee to garbage and recycling companies for each ton of garbage collected from commercial accounts in Portland. The commercial tonnage fee supports the commercial ways and recycling programs managed by bps for the city. Given the increased need for cleanup services on public properties and rights-of-way, this ordinance will raise the commercial tonnage fee to provide up to 1 million annually to the office of management and finance impact reduction program. Under an interagency agreement, bps solid waste funds provided to OMF will be used exclusively to undertake cleanup activities and to dispose of waste such as cleanup crew costs and disposal fees. The ordinance would increase the fee that garbage and recycling companies pay from \$9.60 to \$12.60 per ton. This increase would be passed along to businesses in the commercial sector via their garbage bills. So

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one, just one other brief item is a representative from the Portland haulers association signed up and we will present, seeks to present testimony later. At this point, I would like to turn it over to carmen of OMF to Provide more details.

Carmen Merlo, Deputy Chief Administrative Office: Thanks.

Wheeler: Good afternoon.

Merlo: Good afternoon. Carmen Merlo, the deputy chief administrative officer for the office of management and finance. I am really delighted to talk to you about the revenue increase to help pay for the city cost to clean up increased trash and debris at city parks, other public spaces, and rights-of-way. To date alone in this fiscal year city vendors have removed over 2,300,000 pounds of trash, that's over 1200 tons of trash from public spaces, within the city. The cost for these efforts has grown substantially over the last two fiscal years. This funding helps to stabilize the cost burden on our property bureaus and is appreciated contribution for the business community. I could answer any questions that you may have.

Wheeler: Colleagues, any questions? Public testimony?

Karla: We have two people signed up. Shedrick Wilkins and Beth Vargas Duncan.

Wheeler: I support this, so I am eager to hear what folks have to say.

Shedrick Wilkins: I am not sure -- people call me jay. Shedrick wilkins. I don't want to sign up and talk about something else, but I thought the issue here was waste being sent to china, and stuff like that, not the gathering of The waste material. I would say this, I compliment the state of Oregon, in 2009 we went to a public recycling system for bottles and cans. And people do throw these things out. So that's kind of relating to the people that are part of the gathering process. I was -- 15 years ago I was put in the bottle machines and I am glad that we do have a system now of state recycling. 15 years ago it was more likely that the supermarkets were responsible for bottles and cans, and now it's the state. The state will take these things, even count them at night. And we followed from california. Actually we started the canon bottle recycling law. California did it by weight, did it better, and crv and there was with supermarkets that they decided to go for the recycling centers. And they do count them, so there is a solution to these things. And you will find it from the state. That did work. And in fact, I work at a target store, and in 2015 we no longer take cans and bottles so that's good. There's a recycling center on gleason, okay. These things get thrown out, if people don't have a place to put them.

Wheeler: Great, thank you.

Beth Vargas Duncan: commissioner, I am beth vargas duncan, the regional director with Oregon refuge and recycling association. In that capacity I represent the Portland haulers association today. I just want to say briefly that the Portland haulers association has 12 members. There are 32 permittees that provide commercial, solid waste services within the city of Portland. And the Portland haulers association members certainly appreciate and understand the intent behind this \$3 tonnage increase, and I just want to say that we look forward to partnering with the city and continuing to provide excellent service here.

Wheeler: Great, thank you for your testimony. Any further questions, commissioner Fritz?

Fritz: This was discussed during the budget process?

Merlo: It was, yes.

Fritz: I know you testified in that process as well.

Merlo: It is included in the mayor's office adopted budget, as well.

Fritz: So this is kind of just implementing what we already discussed.

Merlo: Correct.

Wheeler: And we appreciate your testimony. Thank you for coming here and thank you for your patience. So as I said we will continue this until 2:30:00 p.m. Tomorrow. Be there.

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Why don't we take a two-minute recess and we're going to come back and talk about straws and plastic. We are in recess. [recess taken]

Wheeler: We are ready to roll. We are back in session, please Read item 691.

Item 691.

Wheeler: Commissioners today we are considering a resolution to reduce single use disposable plastics by directing the bureau of planning and sustainability to research and develop a strategy including the consideration of public comments by October of 2018. Plastic straws are one of the top items that are found littered across the u.s. Coastlines. They are littering Portland's waterfronts, streets and parks and have a negative impact on wildlife habitats as they float through our rivers and into the ocean. We can't recycle them. Plastic straws are a single use, non-recyclable plastic item that is not accepted in Portland's mixed recycling system. Reduction of single use non-recyclable plastics will result in reaching several city goals of improving and protecting land and water quality. To date more than 100 Portland restaurants, bars, and businesses have pledged to change their straw policies, donate to the campaign, or volunteer time in various cleanup activities. We would like to hear from Susan Anderson, the bureau director, the bureau of planning and sustainability. We will then hear from Briana Goodwin and Nancy from the surf rider foundation, and representatives from the business community that have already voluntarily taken action to reduce the plastic straws and litter. So with that I will introduce Susan Anderson. Good afternoon and thank you.

Susan Anderson, Director Bureau Planning and Sustainability: Thank you mayor, city council. Susan Anderson, director of the bureau of planning and sustainability, and as the mayor indicated we are here today once again to ensure that Portland is doing its part to protect the environment and to promote a more resilient future over the years, we have known that the cities in the united states can't depend on their federal government to make quick changes on environmental issues, and we can think back to the 1970s and 1980s, and we are saying think global, act local, and that still holds true, and it represents how the, on so many issues not just environmental issues but how the fire has to happen at the local level before it can take off nationally, so today we're here to ask you to start this process. It's a process to reduce the use of plastic straws and other single use non-recyclable plastic items like plastic forks and spoons and we know that these items end up everywhere really, and they end up in our rivers and oceans and we know that dolphins and whales and turtles are impacted by the hundreds of thousands on a daily basis. So why is this a problem? Well, as you probably learned in seventh grade science plastics don't biodegrade. And that means that they are here forever. They do break down into smaller pieces, which at first seems like that sounds good, but Actually, it means that the problem is worse. The tiny pieces are then eaten by Fish and other small animals, and they become part of the food chain and eventually, that plastic is in their bodies and often eaten by us. So as the larger pieces also that are out in the ocean and you have all seen those pictures of the swirling masses of plastic in the oceans, those are entangling animals and-or piercing their bodies. In the u.s. We use about 5 million straws a day. The research shows that if we continue on the path we're on by 2050 there will be more plastic than Fish by weight in the oceans. So here in Portland this again, we often do these things that seem small and almost you know, inconsequential and the newspaper may have the headline of some crazy city council thing now they are doing straws. But these things add up one by one, hundreds of cities start doing these things, and it begins to make a change, and it's the change that we have seen in so many areas. We were first with the first climate action plan and we had one of the first green building programs and we had the first home energy score, and on this one we are not first. We are definitely not first. Several cities and even some other countries have started to restrict the use of single use plastics, or developing

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similar regulations, New York, San Francisco, Seattle, and Boulder and Vancouver, b.c., they are all doing the same work either already adopted something or in the process. So today our hope is that you will direct me and my team at BPS to come back with an ordinance by early fall with the recommendation, and during that time we will research all the best practices, look at lessons learned from those who have adopted regulations, and will hold conversations with the public and with stakeholders and especially the restaurant industry, and other business organizations and so that we can integrate their thoughts and their concerns into what we adopt, and then we'll also definitely be giving special considerations to those who actually really may need to use straws in such places as hospitals and other care-giving institutions, so we don't want to create any barriers for people who really do need to use them. So that's the plan. To get us going in the right direction, I gave you all presents that you just got. You got your own metal straw right there in front of you. That means you have no excuse from now on forever asking for a straw again.

Fritz: How do you clean it?

Anderson: You can put it in the dishwasher.

Fritz: If a smoothie coming through this, putting it in the dishwasher won't help. Do you have brushes?

Anderson: They do, yeah. I guess I could get one of those, but I think in the dishwasher they will work. The water is so hot, but that's why we're not adopting it today. So, I don't have the answer to that question, I will have the answer when we come back in September. This may spark a new industry of straw cleaners.

Wheeler: I have a drawer full of them because our child is still young.

Fritz: This seems like it's not very resource --

Anderson: Well, you have it once, and my daughters had one for years, and she gives me, why don't you carry your straw, mom. And so.

Fritz: Are you looking at coffee cup lids. There is a lot more plastic in a coffee cup lid and I see more of those on the ground.

Anderson: We will be looking at that. Step-by-step. You all can, could agree to do that. And we will bring forth that as part of the ordinance as an option, but that may be a step too far, too quickly.

Fritz: I know my colleagues really like being first. You could have a paper or cardboard lid.

Wheeler: And you might want the planning and sustainability commission is looking at a whole suite of items including plastic-wear. They are looking well beyond the straw question.

Anderson: Right.

Wheeler: Commissioner Eudaly.

Eudaly: How do we add to this list. While I appreciate this list it's only one thing that is made out of plastic that is optional, and I have other items that I would love to see.

Anderson: We will be in your office ready to hear the list, yeah. Straws are an easy one to talk about, and other utensils you know, India is saying the entire country is looking at all sorts of plastic items, so I think that it's a movement. So. I will stop there and turn it over to some of the folks who have been pushing this for a while.

Wheeler: Very good. We have some representatives from the Surf Rider Foundation, and I will let you introduce yourselves.

Nancy Nordman, Portland Chapter Surf Rider: Thank you very much for your time today. I am Nancy Nordman, and I am here on behalf of the Portland chapter of the Surf Rider Foundation and the PDX campaign. The Portland chapter of Surf Rider is dedicated to the protection and enjoyment of the world's oceans waves and beaches. And we're increasingly concerned about the issue of marine plastic pollution and the impacts on our

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waterways and our marine life. Over 660 species have been impacted and it's in the top ten list of things that we do find on our green trees, cleanups and beach cleanups. And so one way to help address this problem, we developed the ditch a straw pdx program in august of 2017 in which we collaborate with businesses to help them with the draw with a plastic free alternative. Like a paper or metal straw or bamboo straw as an alternative for when straws are requested. We offer inserts to inform Customers of why the switch is happening. That has been proven to be especially effective in creating a smooth transition and gaining customer backing. We also again work with the businesses to find the alternative that's going to work for them, so for some restaurants that's been a metal straw. It's also been reusable stir sticks. That's another example of branching out to other items. We hear from people that once they are interested in -- once they learn about straws they ask what about this item as well. Those are conversations that we have started to have with businesses. It's been really exciting to see the change and see how excited they are to take on the challenges. We don't promote bioplastics or other compostable straws due to the lack of marine biodegradability and our interest in supporting local composting programs. As of now we have had over 100 restaurants participating in some form, and we are getting more every day which is exciting. It's ranged from universities to coffee shops, fine dining establishments, and in our follow-ups with them, voluntarily taking on this policy, they have mostly reported very positive feedback. Little pushback, and they often say that customers actually thank them for taking a step up and being leaders in this. They are getting increasing Requests of customers asking for their drinks with no straw, adding that to their drink order. They have also seen drops in straw usage and cost savings as a result of taking on this policy. I am not able to share all the testimonials that we have gathered. But I would like to share this one. It was easier than expected. I and my staff worried that people would be confused or adverse to no straws. We have had only positive feedback and very few requests for paper straws as an alternative. I think that putting a little blurb on the menu has helped to prepare people for drinking out of the glass the old fashioned way. So that's from Taqueria Nueve.

Wheeler: That's awesome. Thank you.

Nordman: Thank you.

Briana Goodwin, Oregon Field Manager Surfrider: I am Briana Goodwin and I am the Oregon field manager for surf rider foundation, so I am a paid staff member of the international nonprofit. I wanted to provide a bit more of a global and statewide context for this. It's been mentioned that there are whole countries that are banning single use plastics. I also want to point out that there are corporations that also have locations in the u.s. That are choosing to get rid of straws and other single use plastic items. Mcdonald's in the u.k. Is phasing out single use plastic straws and switching to paper. It was announced that kfc and Singapore is getting rid of plastic straws, and you have probably heard that Alaska airlines also is getting rid of plastic straws, so there are corporations in the u.s. And internationally that are choosing to do this, as well as countries. I mentioned that surf rider international here in the u.s. We have 84 chapters, and over 25 of those chapters are engaging in programs similar to the ditch the straw program where they are working with businesses and their communities to move to straws upon request and to quit using single use plastic straws. Since this has been an important movement within all of our chapters, as an organization we have come together to create a ditch the straw tool kit that all of our chapters can use to start their own program, and I am very proud to report that Portland's ditch the straw program is the star example of how to lead a straw's campaign. Within the state we have four chapters, three of those are working to address straws in addition to Portland. We have a program in Newport and also in coos bay. Right now our chapter in Florence is working on plastic bags but straws might come next for them. And as Nancy

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said there's been a positive response, and I can say that that's happening in Newport. We are getting that p.o. Response, and coos bay is just starting, but we do have restaurants that switched to paper straws in coos bay. So there is support for this movement outside of Portland, and finally I want to close on this effort has been led by volunteers. I provide support as a paid staff member, but Nancy, who was working and just finished her master's degree led this campaign, which is really impressive, and she has a committee of many dedicated volunteers, so it's really a Portland area community members that are driving this, and worked with businesses, business-first approaches and finding ways that are going to work for them, so I am very proud of my volunteers and I think being a volunteer-led effort really shows how much support that there is.

Wheeler: Great, thank you, this is fantastic work and one of the partners, of course, is Burgerville. One of my favorite places.

Hilary Barber, Director of Strategic Initiatives Burgerville: Mayor and commissioners, thank you very much for the opportunity to be here today. I am Hilary barber. I am the director of strategic initiatives at Burgerville. We are a regional company. We have 42 restaurants in the pacific northwest from Corvallis to Centralia, Washington. Our headquarters are across the river in Vancouver. Our mission statement is: serve with love, and it's really at the heart of how we do all that we do. It represents the commitment that we have to our employees and our guests, and the farmers and ranchers that we partner with in the, and the communities that we serve, and to the Pacific northwest region. We employ 1500 individuals, and close to 75% of our ingredients are sourced from within 400 miles of the Portland and Vancouver area, so we have about a 30 million spend on food ingredients in the pacific northwest. For over a decade, we have been committed to environmental stewardship and to minimizing our environmental and business footprint. All of our waste oil is recycled into biodiesel, and 100% of our restaurants' energy use is offset with green power. In the mid 2000s, we helped to lead the industry on introducing compostable packaging and raising consumer awareness about the appropriate disposal of food waste packaging. Unfortunately, the industry for compostable packaging failed to mature for a number of reasons, and we were forced to discontinue that program. Since that time, we have consistently pushed on our suppliers and our partners, both big and small, to think big, and when it comes to innovation for packaging. We're deeply concerned about the impacts of plastics. On the regional eco-system and global eco-system, as well. So, we're thrilled that the city is taking this on, and we want to be a partner. It completely alliance with our values as a company. We appreciate the invitation to be part of a collaborative process to adopt policy that will open new conversations with the public and really expand Consumers choices. We see this as a tremendous opportunity both to reduce our reliance on single use plastics and to improve our business practices. So, we have been talking in the news lately, you may have heard about going first, and no, we would not, the first city to do this, and Burgerville would not necessarily be the first company or corporation to do this. But for the region and for our size and scale we would love to be a partner with the city on this initiative and leverage our impact as much as possible so thank you.

Wheeler: That's great, and we appreciate that very much. We appreciate the partnership. Commissioner Fritz.

Fritz: Thank you all for being here and I would like to particularly thank Sofra for not filling my emails like you did on plastic bags, so when it comes back in the fall you don't have to get your people to send 300 emails from Utah and California and elsewhere. You are making your point very well in pinner. I appreciate that very much.

Wheeler: Send them to dan and nick since they are not here. Sorry. Couldn't resist. Julia person from width mere, come on up.

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Julie Person, Widmer Sustainability Director: Good afternoon, Julia person, sustainability director at Widmer brothers brewery, we were the first business to participate in the ditch the straw program and we were excited to because we are Committed to protecting Oregon's clean water. It's the number one ingredient in our beer. It's so important for brewing our beers and we want to protect our watersheds and we piloted ditch the straw in august of 2017. During the first month we avoided using 1883 straws. At that time we were a full service restaurant and to further reduce the impact we switched to offering only paper straws upon request. And these straws really do hold up in customer drinks, we had a server that tested the straw through a seven-hour shift, and it was in good condition at the end of that time. The paper straw. And a couple of positive impacts. Include that we did receive positive responses from our customers, and some of them even thanked us for reducing the waste, and even though the straw is more extensive, by moving to the straws upon request only, overall we are using less straws so it came out to be a business cost savings for us. So switching to the straws upon request only was a very simple way that we can reduce our impacts on the environment and we're also still maintaining a high level of customer service, it's a positive experience with ditching the straw. We support the city of Portland and expanding the ordinance and hope to see ditch the straw taken citywide. So thank you.

Wheeler: Thank you very much, and we are very Disappointed you did not bring any product.

Person: Beer, which you do not need a straw to drink beer with.

Wheeler: Thank you very much. Kate, general manager of saint jacks, you are our last invited guest and we will have open testimony for those who would like to. Good afternoon and welcome.

Kate Berman, General Manager St. Jacks: Hi. How are you?

Wheeler: Great.

Berman: So I would...people have been talking about the challenges of switching from straws to a more reusable policy, and I am happy to report that we have not seen a single challenge. At this point in the year we would have spent probably upwards of 400 on plastic straws at saint jack. Starting in January of 2018 we switched to meddle straws. We invested 60 up fronts, and I have yet to reorder straws. That is a tremendous statistic, and I think that it would make a lot of other restaurants very happy to know that. I am a nut case about asking my staff to report to me when people are unhappy with anything at the restaurant. I am pleased to report there hasn't been a single case of anybody being upset that they don't have plastic straws in their drinks. It's been wonderful for us on a hospitality level. I think that the metal straws are a great way to go. And they are clean. They are easy to wash. We use straight ones. I don't know if that makes a difference to anybody, but it seems to be super simple for us to get them clean and get them back in the drinks. We also have, for the most part, straws upon request for all of our cocktails, some of them do come with one of the metal straws. It's nice to know that everything that we're serving in the drink world is reusable right now. The only thing that has been challenging, and I just am submitting this as a question for everybody, is that I have done a lot of networking and reached out to a lot of other restaurants that I know of in the area. And while most of them are enthusiastic about making the switch, some people have reported that they want to exhaust the supply of plastic that they are already working with, so what I pose today is to find a way that we might be able to give them another opportunity to put those plastic straws to use. One thing that I've been thinking about and trying to research, but I don't have a lot of time for it, is to have a piece of public art where people could put those plastic straws and give them a second life, which I think would be a very Portland thing to do. But that's the only negative response that I have had, and for the most part I would say that

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90% of the people that I have networked with have made the change and been happy to do so. That's all that I have to say about that.

Wheeler: Thank you for being here, and I have to say saint jacks happens to be one of my family's favorite places to go.

Berman: We love you guys.

Wheeler: It's mutual. And we happened to be this one day and got one of the straws, and we were excited about it. We asked about it. You said that you were doing a fundraiser for the surf rider foundation. Part of the ditch the straw campaign. So, we came to that, and it was extremely well attended. I had a chance there to talk to other people who are engaged in this. We have heard from some additional folks today. There clearly is a strong consensus in my opinion around the need to go beyond plastic straws, plastic-wear, and now the question is how we work together to make sure it works. I want to thank you for setting me up in this and with the surf rider foundation and really pushing this as an agenda of yours and St. Jacks, the way that the others have as well. So, thank you for that.

Berman: We are not the first, but we wanted to be really loud because in the food service community, you don't want to be behind the trends, so we wanted to put the pressure on our peers in the industry to get with the program. It seems to be working, and as far as the fundraiser goes, I think that we will be able to produce about \$12,000 to the cause which I hope makes an Impact. We are passionate about it. So, thank you for doing this.

Wheeler: Great. And awesome. And colleagues, any questions before we get open testimony?

Eudaly: So, I just want to first of all commend all of you on this effort. I think 18 months ago this was barely on anyone's radar. It was on a wish list in my office. One of the discouraging factors for us was we don't have facilities to process the biodegradable straws which seem to be the preferred alternative, so I am glad to hear paper straws are working fine and the metal reusable straws. I want to suggest a friendly amendment to this resolution that would specifically include ada considerations in the scope of issues in the analysis. Accommodating diners with disabilities. There are many people with motor skill challenges or diaphasia which is a swallowing disorder who do need straws, and ideally, they need a straw with a bend. It's a small number of your patrons, but we should not be creating barriers or embarrassment for them to enjoy the same amenities as everyone else. So I wonder if the attorney could language because I don't have anything drafted. I am just asking for something very simple.

Fritz: I think we are directing them to develop a strategy, so they have heard, could that not just be included.

Eudaly: I guess I always prefer to see it included in writing. I know that bps is aware of this issue am I trust that they will include it in the analysis. But I would personally prefer that it was actually included in the wording. And while maybe we'll -- people chat about that, 30 years ago, which is really weird to be able to say, I got to watch the movement, or the effort to eliminate the Styrofoam packaging in Portland. Hatch at my dining room table because my house mate was one of the people who was instrumental in that. And it goes to show you what a huge impact a small group of people that sit around a dining room table can have on a whole city, and a national and even international movement, so thank you and congratulations for that effort.

Wheeler: I am very supportive of your amendment concept, and it looks like you have smart people over there trying to draft something for your perusal and people can think broadly about that during the public testimony. Karla, how many people do we have signed up?

Karla: One person.

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Wheeler: That should be easy, so my demonstration is draft quickly. Very good.

Shedrick J Wilkins: I am shedrick j. Wilkins, plastic water bottles are not recyclable, they made benches out of them so I had this idea that there is a company called solo power that makes plastics, and I wondered if they use Recycled plastic. We are using a lot of water bottles now that they could turn them into solar panels. And it's possible that the plastic is toxic, and polysilicon glass ones aren't, that's a possibility. And another possibility is some solar panels have a shelf life. They are made -- the pure kill -- pure silica ones are blue colored. Solo world, a german company in hillsboro was bought out by a company called sun power at san jose, silicon valley, and silicon valley is where the plastic infill and flatscreen comes from, and it's the same idea that instead of having polysilicon do something you etch plastic. Put little plastic wires. Stuff like that. Solar power, I think, was bought by a british company and still working. And again, it is made out of the glass ones that you see. They fold it and sold out to san jose so I would like to ask them questions. There is a company called sun power. So you will hear the sun power. They made too many. Polysilicon solar panels, so there is time for something new, and a third thing is in your 2013 I found out at harvey scott, I found reply old school I saw the polar panels on the school. And wow, there is you know, 100 kilowatts so I asked the school district, and they are thin films and plastic, so I wonder what happens here with this thin film thing. And it was obviously, I think, they were installed in 2009 so it's probably an obama era experiment. I don't know if they have a shelf life. But remember this plastic is rain resistant. There is plastic raincoats. And instead of throwing this stuff around and putting it in the ocean, put it on top of somebody's roof. Keep track of it.

Wheeler: Thank you shedrick. How is our drafting exercise going?

Fritz: She had a question for you, and that is did you have paper straws when you were growing up? And there's bendy ones, too, so it seems like that should be a technology.

Eudaly: And crazy straws.

Fritz: What is that?

Eudaly: I guess it is more my generation. They were reusable, although very difficult to clean. And perhaps inappropriately named. There is that.

Anderson: You can never accuse us of bringing the funny stuff. That's what this bureau is for. It could be as simple as at the end of the resolution, at the part where it says now therefore be it resolved, that the city council and the mayor direct the bureau of planning and sustainability to introduce the single use non-recyclable plastic reduction strategy including plastic straws that will include addressing considerations of the ada. Or american, is that good Enough? Okay.

Wheeler: Second. Karla please call the roll on the amend.

Eudaly: Thank you for the fast foot work. I vote aye.

Fritz: Aye.

Wheeler: Aye. The amendment is adopted and the main motion, and any further questions or discussion.

Fritz: It seems to me when we did the plastic bags that we did allow people to use up their old ones as they phased in. Am I remembering that? Someone in the back is nodding. So given that we're not -- we're coming back with this when?

Anderson: Probably in september, and so we could maybe have it until -- we will talk to the restaurant industry and we will talk to others and see what a reasonable time is.

Fritz: They can sell them to vancouver, you know, Washington. And then secondly again I am thinking of the plastic bag changeover. What are you planning in terms of outreach particularly to under-representative communities who may not be on the surf rider email list? Who may need some education about what this is and why and how we are going to help.

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Anderson: In terms of the businesses, that are, might either [inaudible] we'll make sure that we use the same equity lens that we do on all the programs and target those organizations and individuals and we will also look at translating some of the information.

Fritz: So there will be specific outreach to the restauranteurs who serve? Great, thank you very much.

Anderson: Yes.

Wheeler: Very good, Karla please call the roll.

Eudaly: Thanks again for your efforts and I vote aye.

Fritz: Thanks to everybody, aye.

Wheeler: So first of all I would like to thank everybody who testified today starting with Susan Anderson and the Bureau of Planning and Sustainability for your great efforts on this. Nancy and Briana from the Surf Rider Foundation. You guys do outstanding work, and I am very appreciative of that work. I am glad that we have a partnership here and that we can learn from your experiences and advocate together and yes, I would love one of your t-shirts. Hillary Clinton Barber, Burgerville, awesome. Love the Strawberry Shortcake. Thank you for your leadership. Burgerville is frequently a leader in this community on a whole host of issues. It was no surprise to me whatever when I heard that Burgerville was interested in being a key component of this resolution. Julia, I can't say enough good things about Widmere Brothers or the folks in the leadership of that organization, and again, I was not surprised when I heard that you were the first company to sign up to be part of the Ditch the Straws campaign. We continue to be appreciative of your company's leadership. The signature contribution to the economy and the culture of this community is greatly appreciated. Kate, thank you for the great work that Saint Jacks does and keep on doing the great work that you are doing. We have a lot of work ahead. Packaging generally is way behind where we need to be in terms of achieving our planetary recycling goals and stewardship of our waterways and our oceans, and this is but a start, but I think it's a meaningful and important start. I am grateful to everybody being here today. I look forward to what you bring back to the council. I hope that it is comprehensive. I hope that it is on the edgy side. We need to move aggressively, but obviously we want to work with our private sector partners and nonprofit partners, and as my colleagues indicated we need to work harder to engage and bring the community along with us. I would like to see this be something where when we ultimately adopt ordinances related to this resolution, the public is broadly supportive of what we are doing. Thank you, I vote aye. And the resolution is adopted. As amended. And we are adjourned.

Adjourned 4:38 p.m.

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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.

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Wheeler: Be nice. Roll call, please. [roll call]

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

Fritz: For the record, we should state there are no members of the public here. That's why we can skip the announcement.

Wheeler: I'm also here but I'm keeping an eye just in case. 692, please.

Item 692.

Wheeler: So colleagues, I'm pleased that prosper Portland has moved forward with this program. Affordable commercial space, especially for new businesses is obviously getting more difficult to find and harder to afford as our city grows. These administrative rules will ensure that developers taking advantage of the affordable commercial space bonus are required to agree to provide a high level of tenant improvements and lease the spaces to qualified businesses for a period of 10 years or pay into a fund to support affordable commercial space. What I like most about this program is that it will ensure that spaces are prioritized for local businesses or nonprofits. Women-owned businesses and businesses owned by people of color and businesses and nonprofits that serve historically underserved communities. I want to thank prosper Portland for taking these steps to keep Portland moving towards a more equitable economy and towards ensuring that there are more equal distribution of opportunities towards economic success. And so with that, I will turn this over to the prosper Portland team.

Wheeler: Welcome. Good afternoon.

Kyra Straussman, Director of Development & Investment Prosper Portland: Thank you. Good afternoon, mayor wheeler and commissioners. I'm the director of development investment for prosper Portland. And my colleague who is a budget coordinator for affordable commercial program joins me today. We've been before you to talk about both affordable commercial bonus program that we have hashed out with the planning commission. So we will talk about how these complimentary administrative rules that we have developed support the bonus that have been proposed in the 2035 central city update and walk you through today what those are. I think the larger message and mayor

Fritz: Six inches away.

Straussman: Are we good?

Wheeler: Yeah, very sensitive mics. In fact, sorry, could we possibly get some tent cards just for the front -- just to let people sort of know that the microphones -- I know with the state legislature, they have little signs that say sensitive microphone, six inches.

Eudaly: Little labels to stick on them.

Wheeler: Exactly. We'll make an artwork out of plastic straws. Very good. We've only been in session for two minutes and already resolved a major issue.

Straussman: I love it. The problem that I think we're all venturing to solve for our small businesses are the ever increasing pressures of gentrification not just when it comes to affordability for residential, for people that are looking for homes but the pressures that are coming to our community based business districts and really trying to solve for the ongoing

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pressure on pricing that really can be discouraging particularly to businesses that haven't had access to space generally in the past. We walk into commercial leasing, the environment, the legal environment and construction environment is highly complicated. And I think we're also trying to support businesses not only by endeavoring to hold their costs low in our commercial affordable program but also to improve the level of technical service that we can offer folks that are venturing into retail for the first time at the street level and really need the support. So what we're going to present today is the administrative rules for the bonus and f.a.r. That supports our affordable commercial but in a comprehensive acknowledgment that prosper Portland along with the mayor's office and all of you have been working on a suite of responsible adaptations. To work that we're already doing inside of prosper Portland to support small businesses and businesses of color and women owned businesses so we're eager to hear your input on both the bonus program that we're going to present and how we're going to administrate that but any of your thoughts of how we can be better with you in the city in general to support our small businesses claims in the business districts which is ultimately our aim here. So my colleague Allison wicks is going to walk you through kind of how we got here today just a reflection on that. And talk to you about the technical aspects of the administrative rules and then we'll go on from there and welcome all of your questions. So thank you.

Wheeler: Thank you.

Alison Wicks, Project Coordinator II Prosper Portland: Great. Thank you. So to kick us off, you last saw us in November 2017 for an update on the affordable commercial framework that we've been working on at prosper Portland. I'm going to go over high level of review of that framework, and then also review the affordable commercial space bonus program and the administrative rules that will guide this program. We worked really closely with the bureau of planning and sustainability to put this program together in one of the like main things that we heard from the planning and sustainability commission is they also wanted to have city council see this program as well. So before I jump into the affordable commercial space program, I want to take a slide to review the prosper Portland affordable commercial framework. To us, commercial affordability is not just one thing, it's not a reduced rent rate or free space. A prosper Portland, we're developing a comprehensive framework to address the citywide issue of commercial affordability. The framework is made up of three sets of tools. Access to public and private space. Business coaching and technical assistance. And financial support. We currently have four projects that we're piloting these different affordable commercial tools. Two are located in Lents commons, Oliver station. One is in northeast Portland, Alberta commons and one is located downtown at 10th and Yamhill garage that are ground floor space from the Portland bureau of transportation. So the affordable commercial bonus kind of sits with these four pilot projects where we're testing different tools to access space. But each of these projects includes all three components of the framework. So we've been working closely with the bureau of planning and sustainability to define the affordable commercial space bonus. The concept of an affordable commercial bonus came out of an effort to consolidate the available bonus in city of Portland comprehensive plan. As i'm sure you'll recall, there used to be a suite of, I think, 10 different bonuses that a developer could access. And now, we've kind of really narrowed it down to the bonus -- the f.a.r. Bonuses available through inclusionary housing and the affordable commercial space bonus. For the affordable commercial space bonus was recently edited through the code reconciliation project which was passed by city council on may 24, 2018. Prosper Portland staff worked with the bureau of planning and sustainability on the structure of this bonus and the administrative rules. Starting about a year ago. We were asked to look at if the affordable commercial code language was written in a way that we agreed with. And decide if this

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was an affordable commercial tool that we wanted to pursue. We convened a stakeholder advisory committee that consisted of planning and sustainability commission members as well as members from local business districts, the broker community and the developer community. They reviewed different program options for this bonus and made a recommendation which was presented to the planning and sustainability commission last fall and we worked with them through the code reconciliation project to vet this program through this past spring. Last week, the prosper Portland board of commissioners approved the administrative rules to guide the affordable commercial bonus. So the affordable commercial space bonus has a set of five goals to help provide and stabilize commercial space along mixed use commercial corridors to ease the challenge of commercial gentrification and business displacement, to support businesses led by communities of color, women-owned businesses and other marginalized individuals. To increase the availability of affordable space and to reduce the barrier of entry into new construction commercial space. The affordable commercial space bonus is available across mixed use zones but not available in the central city, gateway planned district or historic or conservation districts.

Eudaly: Can you go into why that is a little bit?

Wicks: Maybe I can have -- Barry Manning is here from the bureau of planning.

Eudaly: We can wait until the end, too.

Wicks: Sure, yeah. So overview of the program is that it's voluntary. That's a question I've gotten through phone calls of, you know, is this mandatory the way inclusionary zoning is and no, it's a voluntary program. It's only in commercial mixed-use zones and it's only for projects with 20 or fewer residential units. If you have more than 20 units, then you're going to have access into all of the inclusionary housing available f.a.r. So, it sits next to the inclusionary housing program giving all projects an opportunity to provide an affordability component on site. Developers can currently access this f.a.r., the bonus f.a.r. Through the inclusionary housing voluntary fee so there's no new f.a.r. Being put on the table by this bonus and the affordable spaces will be leased to local businesses that are women owned -- owned by people of color or are nonprofits so it serves underserved communities and that have passed financial review by prosper Portland.

Wheeler: Can you remind me how long is long time? When it says "long time businesses".

Wicks: It's about 10 years.

Wheeler: 10 years. Thank you.

Wicks: Ok. So, in the rules, a developer can choose from on-site option, a payment into the affordable commercial fund and there's flexibility to combine those two if it's necessary. The main tool for the affordability component is a landlord work standard. This requires the developer to build out not a cold shell or warm shell but a hot shell for the space. And there's also leasing components. So, the on-site option, a developer would have access to two square feet of bonus f.a.r. For every square foot of affordable commercial space they provide. They're required to provide a high level of tenant improvements. This is a higher level than typically provided by a landlord including walls, electrical, hvac, finish, fees, restrooms, flooring, signage. So, it's a whole suite that we're asking landlords to provide instead of having that cost be passed on to tenants. The leasing requirements that the tenants must meet these qualifying criteria, it's a 10-year duration. The lease terms will be reviewed by prosper Portland. During that 10-year period, landlord is only allowed to re-tenant with businesses that have been approved by prosper Portland and required to report annually. Similar to the inclusionary housing program, if at any time during that 10-year period, landlord is found to be noncompliant, they're required to pay the full original payment into the affordable commercial fund.

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Fritz: What's the definition of affordable commercial?

Wicks: So, in this instance, it's the suite of tenant improvements that the --

Fritz: What's the definition of affordable?

Straussman: So the big challenge with designing this program is that it's not similar to housing affordability map where there's an index that we could pick from. All of the characteristics like you would for housing affordability compliance just simply is no index. So we really grappled with that our partners on our tenant advisory committee and our partners in the stakeholders for this. How can we define that if there's not really a national standard or even a local one? That's how we arrived at working really on the initial costs to keep it affordable. We see that many of the initial leases are inflated because the costs of assembling the tenant improvements inside the space have to be paid back to the developer in the early parts of the lease. So by holding the line on that and actually providing this hot shell that Miss Wicks is describing cut down on the initial capital costs that a start-up business would have to present or a business that has not had access to capital in the past to pay for that or to even borrow for it. So that also is complimented by a lease that we would review against financial characteristics of the operating program so that we can have, perhaps, under sophisticated businesses understand what the financial consequences of the long term deal is in their lease. That's what the technical assistance comes in. So it's going to be on a case-by-case basis. In the case of our pilot programs that we're running, Alberta Commons and Lents and so forth were negotiating deals at the \$18 a square foot but with capped expenses right now. And that's, you know, at a market rate of, again, providing a hot shell.

Wheeler: Could I make a suggestion?

Wicks: You may.

Wheeler: Because I don't think that's explicitly clear in this report what you mean by affordable and it's the first logical question that one would ask. So -- and I realize this is just a report that we're voting to accept but in the report, you have some clearly defined next steps. And I believe that that is intended to be encompassed in bullet point number four here on your summary. Conduct market analysis and outreach to small businesses in business districts to refine framework and approaches. I highly encourage you to come to a consensus in terms of the specific definition because I feel like we will, a, need to be able to talk about it and sell it. And b, we'll need some sort of a standard so it doesn't look like we're making subjective decisions based on who the developer is. I don't want to get backed against that wall. And so I'd really encourage us to refine that.

Straussman: Will do.

Fritz: I would go a step further and say that it's going to be hard to accept these administrative rules in the report without knowing, you know, what are we talking about?

Straussman: Right. I think one of the challenges we have and, you know, I've heard you be great to nail down sort of from a lease rate standpoint how we would define it which is, in fact, where we started, you know, the idea in the initial version of this was 25% less than market. We don't have an index that's reliable to tell us what market is and market rates float from place to place which is why we struck what we thought was a reasonable middle ground to focus on what the business needs of the tenant are and to make sure they can pay their rent and we should negotiate the lease that would be characteristic for them and the market that they're at that would make the space accessible. But I hear you. To define it more closely is what you're looking for.

Fritz: That leads into my later question is how do you pick which businesses get these advantages? So there's obviously going to be far more applicants than there are available spaces so if you're also looking at what can this particular business afford, that becomes even more mushy.

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Straussman: Right. So we have as Alison is pointing out, we have the preferences being businesses of color and nonprofits that have not had -- that are culturally specific or have not had access to the market.

Fritz: There's hundreds of those.

Straussman: But what's interesting and I think encouraging about this program is we're going to provide in addition to sort of already the technical assistance that we provide small businesses, if they're ready to look at space, we're going to review their financial characteristics, give some assurances, not just to tenants in properties that we own or we have some hand in developing. But we feel that by reviewing their characteristics, setting and establishing a boundary for them and helping to in fact, certify them as businesses that are credit worthy there may be even additional interest in them for properties that we don't own. So these would be, in effect, kind of gold standard tenants that prosper Portland and the financial analysts have gone through there and see what they in fact can rent space and we expect the brokerages to be interested in that especially when we're supporting additional businesses to make sure they're stabilized. So that's how we've tackle it, but I hear that you're looking for a stronger definition of affordability and I think, you know, what we're presenting here in terms of administrative rules is, you know, this is our pilot year. With planning and sustainability commission and other partners in the inclusive business resource network that we participate in, we're working toward looking at our pilot phase, learning from it and coming back with a stronger sense of guidelines as we move forward.

Wheeler: So I get what you're saying, you can't really ascribe a number to this or a percentage the way we do on the housing side so I get that. My suggestion and it is only that, a suggestion, I think we need to strengthen and you've picked broad criteria that I think are absolutely the center of target as far as Prosper's goals around building an equitable economy and making sure that for me what's attractive to this is we're protecting mom and pops, particularly those that have been in neighborhoods for a long time and we're trying to prevent displacement and gentrification of those business opportunities as the neighborhood develops. But I think we need to be very explicit. Crystal clear, in terms of the criteria because they are somewhat more -- I don't want to reuse the word subjective because they're really not subjective but they're not as iron -- not as concrete maybe as the work that we do on the housing side. The more that we can do to say that these are the top five criteria and they're weighted in such a certain way and the more explicit you can make it so we can defend the decisions that we make, I think, would be really helpful. Because we also have to be able to defend as commissioner Fritz correctly raises the question, if you have two businesses both that have applied, you give it to one and not the other, how well can you defend that decision? And the answer better be very well. Right?

Straussman: Yes, agreed.

Fritz: Why can't you go with \$18 a square foot definition? Or whatever it is? I have no idea what the going rate is.

Straussman: So different rates exist in different places and we're comfortable with the rate that we've settled on in our pilot projects where we have some concrete rights to the space. We've worked in the case of Alberta commons with majestic who owns the site along with the natural grocers to understand what the true costs are. But different rates apply in different spaces. So if you have a comprehensive build out you could be in the hundreds of thousands of dollars and each situation will look differently. Some businesses can afford some amounts and others can't. So depending on what the cost sold are and the overall supply costs are so we need to look at the whole picture. If our overall goal is both initiating, supporting and sustaining these businesses for the long term which I think is really what our overarching goals are here.

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Eudaly: I think a big part of the challenge is depending on the industry you're going to see huge variances in the profit margins so restaurant vs. Retail vs. Service so while you could probably average retail or commercial rents and then kind of arbitrarily decide this much less equals affordability, it doesn't -- it's not going to be equitable across industries and across different neighborhoods. I do think you could look industry by industry. And quarter by quarter, neighborhood by neighborhood.

Straussman: The data is tricky. But I think, you know, you're sort of looking at the overall profitability index, you know, maybe one way to think about it is, you know, there's often been discussed in housing that, you know, they should pay \$30% of housing into their costs. Similarly, we're looking at the overall profitability of that business. How much space do they really need to be profitable given the kind of business that they're in. And then can we kind of help develop a cap that can sustain them over the long term and it really is an individual business metric. I understand having a strong sense, mayor, of being I think you said crystal clear about the criteria of who gets in the program is important.

Wheeler: I think the goals here are entirely laudable and consistent with my own objectives and consistent with prosper's strategic plan and it's a little dicier going out with the commercial bonus program relative to, say, the housing bonus program by virtue of the fact that there are more variables that, you know, i'm just saying and it sounds like i'm hearing my colleagues agree. The more we can do to really tighten that down the better. And this is where your community engagement piece is going to be super important. I really want the community to buy in to these criteria. And have the clearest, clearest understanding possible of what those criteria are. And this should be a -- this should be an easy sell because it's a voluntary program. The goals are good goals but let's not trip on ourselves by being squishy around the criteria, right?

Straussman: Agreed.

Wheeler: That's all I want to say.

Straussman: Agreed. Thanks for the feedback.

Eudaly: I may have missed something. We've mostly focused on new retail developments. But in these materials, I see that the program is intended to target both businesses that are launching and existing businesses that are struggling to afford rents? Have you covered that side of it yet?

Straussman: I can go through it again. Our targets are both long term property -- so we're kind of looking at who has been most impacted by the price of inflation. What are we hearing anecdotally because we don't have awesome, you know, research and data. But what we're hearing is these are long term property owners that have been in commercial districts that are kind of historic corridors that are getting priced out or becoming marginalized.

Eudaly: You mean business owners, not property owners, right?

Straussman: Business owners, right. We're talking entirely about tenants here.

Eudaly: In that case, it's easier to determine what affordable rent would be because you know --

Straussman: That they can afford -- yeah, for the folks that have been in business for a while and metabolized what their rent rate is, certainly.

Eudaly: Ok, thank you.

Straussman: Yep. Did we hit all of our --

Wicks: Yeah, so there's two options a developer can choose from providing affordable commercial space on site or paying into the affordable commercial fund which is pegged with the inclusionary housing, the same factor schedule that's used to calculate the fees for inclusionary housing. And then our -- this is last slide so next steps are to continue --

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Fritz: You just skipped over the end of that slide and that is the payment supporting this program, the framework and again, it's not clear for that pool of money how is that going to be used?

Straussman: So we're proposing that this basically gets rolled back into the affordable commercial programs. So our strong preference is for the developers to use the bonus to actually build the space. If they elect to pay in lieu, our intention is to roll whatever proceeds come into that back into the program to support future t.i. Improvements across the city.

Fritz: So basically staff time.

Straussman: No. In all likelihood, this would -- one of the overall challenges for business support tangibly for prosper Portland is often our resources have to be used in urban renewal areas. So our proposal for the payment in lieu fund is that that would be prioritized in places where we haven't had money for capital improvements outside of t.i.f. Zones.

Fritz: Once again, that would not be for properties owned by the city. It would be for properties privately owned, right?

Straussman: Go ahead.

Wicks: It would support the tenant improvements of business owners. So yes, those could be privately owned businesses.

Fritz: I'm going to want to see exactly how are you going to dole those out? Commissioner eudaly and I have been through with you the process of allocating the small amount of cannabis tax grants for businesses and for community support etc., and we know there's a lot of need out there. And some applicants are most sophisticated than others. So, I'm concerned about how that fund gets priority -- who gets it. And I'm also continuing to reflect the planning and sustainability commission feeling that, perhaps, some of that money should be put into investments in the area that's getting the increased height to provide some mitigation of the increased intensity that wasn't zoned for. For instance, bike parking or trees, something like that that is mitigation to the neighborhood for having this increased intensity. So, is that something that can be looked at or is that in the code, do you remember?

Wheeler: I don't to be honest.

Straussman: We have not contemplated beyond rolling it back into the affordable commercial suite of support. But we can certainly take that into consideration of mitigating -- what I'm understanding commissioner Fritz is the concept of using some of the funds to mitigate the impacts more generally in the neighborhood.

Fritz: Barry Manning, could you come on up please for a second? Because you can remind us what we approved in terms of code language.

Barry Manning, Planning and Sustainability: Sure. Barry manning, bureau of planning and sustainability. So, in terms of code language, what the council approved back in, I guess we're doing May 24th, as part of code reconciliation, were some amendments to the commercial and mixed-use zones chapter 33-130 and we had proposed based on the prosper some changes in code. We had made some changes in the affordable commercial space bonus that really aligned the code language with the application of prosper Portland moving forward and administering the program as Kara had indicated earlier an earlier vision this that council had looked at when we adopted the mixed-use zones back in December of 2016 had pegged affordability for this commercial space program to 25% below market. I believe that was approximately where it was. And then generated as part of an early start of the mixed use zone project and what we found in working with prosper Portland and the working group that they had put together, the stake holder group is that that as it was mentioned earlier was somewhat of an arbitrary figure and really hard to pin down in terms of indexing what affordability is in commercial space there's so much

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variability and 25% below market was a good aspiration but really was highly variable. So we changed it to this language that gave prosper a little bit more flexibility to define the terms of affordability and the program in their administrative rules. So that's what you're looking at today. And the hot shell standards emerged as the preferred way to approach the affordable commercial space.

Fritz: I'm not sure that it's defined as much as this sounds like another concept report rather than actual definitions. And my other question is what about -- what does the code say about the fee in lieu and what that can be used for?

Manning: The code doesn't speak to the fee in lieu. It speaks to the rule.

Fritz: Yes, it can be used for improvements in the vicinity.

Manning: I don't believe the code -- need to put my glasses on to make sure. I don't believe the code is specific about what the fee could be used for. That would be deferring to the administrative rule.

Fritz: Yeah. Then the question of how you decide what that is but that's something i'd like you to explore.

Straussman: Will do. Thank you, commissioner. All right. So if there are no other questions, and i'm happy to take them at any time after testimony as well, we meet with your staffs regularly and yourself. But I want to thank our colleagues at planning and sustainability. The commissioners particularly theresa st. Martin, help me out here.

Wicks: Chris smith.

Straussman: Who were part of our advisory council and been great supporters of this process. As have you.

Wheeler: Yeah, this is cutting edge stuff. And there is, you know, there will obviously be some improvements with time and some learning with time and i'm sure we'll be coming back with recommendations and suggestions. So I appreciate your taking this effort.

Wicks: One thing that the planning and sustainability commissioners agreed on as well as our board is they want to hear how it's going and want to be reported back to. That's something we committed to.

Eudaly: I had one question and that was the decision to not include downtown gateway or central gateway and historic districts? Can I just hear the rationale?

Manning: Yeah. Central city and gateway both have their own set of bonus structures. And the way our zoning code is set up is that if you have a bonus structure that is in place in a particular plan, those tend to supersede whatever happens to be in the base zone, this affordable commercial space bonus exists in the base zone so when you have really explicit bonus structures like the central city does, that supersedes this. So it's not available in central city and gateway because of that factor. It's also not available in historic conservation districts and that was the decision that was made when the mixed-use zone projects was conceived because of the concerns of the additional height or floor area that might be allowed by bonuses. There may be a couple of other plans where we may need to sort out how bonuses apply as well because of some bonus provisions that exist in different planned districts so there may be some limitations, but this bonus would generally be available in any commercial used mixed zone where the bonuses are available. Outside of those planned districts and most of the corridors and centers throughout the city.

Eudaly: I don't necessarily think this would be appropriate for this project but I want to put a bee in your bonnet about commercial condos because that's really, I think, probably the best way to support small businesses from the whims of the market and to help women and minority business owners build wealth is to give them an opportunity to actually own their space.

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Straussman: Yeah, commissioner Eudaly has an excellent point. A lot of the sustainability of many of these small precious businesses owe to the fact that there are no buildings and not subject to rent pressure. I think we're really eager to dive in there and look at -- we already have a long-term property owner program that's intended to look at where there are opportunities for those that own buildings to have stronger business fundamentals on that side. I think we could easily be talking about incentivizing commercial conization in the next iteration of this. I think it's something that we're very eager to see since wealth creation is really at the top of our agenda for equity creation in prosper Portland generally, so I think it's an excellent idea and we'll be working with you and how that gets manifested.

Eudaly: I'm just curious, at any point in this process, did you look at the -- I can't remember what the name of the program is in san Francisco but it's really targeting historic and landmark businesses that are contributing members of their community that are at risk of being displaced because of rising rents. Did you look at their program because they're doing some really innovative stuff down there.

Straussman: Yeah, I think we've kind of done a bit of a survey. You know, mayor wheeler is right, we're at the sort of cutting edge or leading edge at the very least of policies and programs aimed at the impacts of gentrification on commercial properties. So i'd be eager to hear any and all examples that you have. I think there's a learning community that's emerging on the west coast. I was just up in seattle working with their Ethiopian community group on some of these issues and they're tackling it. So there's a learning community out there particularly on the west coast that's eager to tackle this. And the market environments are not that different. So I think there's a lot of getting together and sort of pulling towards a collective future worth doing.

Wicks: We've had conversations with the bay area, Seattle, Gresham, city of Vancouver and New York City is working on things, got an inquiry from the city at the end of this week. It's a hot topic out there.

Fritz: One of the things that I'm struggling with. I don't have the administrative rules. They weren't filed with the piece. If you could please get me the administrative rules, that would be, perhaps, bring some clarity. And I would encourage you, we have an expert on affordable small business space on our council and obviously, it's something that all of us are concerned about. So I would hope that your staff would be having conversations with ours and with us as well as prosper and I appreciate your monthly briefings for me. This is kind a crossover between planning and business developments and various other things. So, more engagement of the whole council would be really appreciated.

Wheeler: I think that's a great idea. And this is a new concept for the city of Portland. Other cities have been experimenting with it and I would welcome that. So, I will turn that over to my able prosper Portland team and let's make sure that we have a broad engagement process.

Straussman: Thank you, mayor.

Wheeler: Take advantage of the offer that's been put on the table.

Fritz: With your staff, please, mayor.

Wheeler: Very good. And just for the record, prosper Portland is in my portfolio.

Fritz: More specific. With your office staff.

Wheeler: Who on my staff would you like to speak with?

Fritz: Who is the right person?

Wheeler: Speak with me. I'll engage you on this process. Very good. I'll entertain a motion.

Eudaly: Move to accept the report.

Wheeler: Second, call the roll.

Moore: Eudaly?

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Eudaly: Thank you for the report. It's intriguing. I have a lot of questions and ideas and I look forward to further discussions. I vote aye.

Karla: Fritz?

Fritz: It's hard to accept a report when I don't have the actual administrative rules and when there are these concerns. However, I know that you're going to continue to work on this project and I would in particular ask both you and the mayor's office staff to talk to commissioner eudaly. Aye.

Karla: Wheeler?

Wheeler: We will make absolutely certain we speak with all of our fellow commissioners on this subject. It's an important one. As I said earlier, more minds working on this, the better. It's a new policy. Let's get it right. The way we get it right is we include everybody. I vote aye. The report is accepted. Thank you.

Straussman: Thank you, mayor wheeler and commissioner Fritz and commissioner eudaly for your time and attention.

Wheeler: I neglected one thing. Go ahead, sir.

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

Wheeler: Colleagues, as you recall, item 690 was held over to today at 2:30 as a result of a lack of quorum. Commissioner Saltzman will be joining us by phone for this item. This is an item he put forward. Pursuant to pcc3.02.25, commissioner Saltzman is participating by telephone because he is traveling. Failure to allow participation of the absent city council member by electronic communication would jeopardize the public interest, health, safety or welfare. All other council members are physically present in the chambers. Do any of the council members who are physically present object to having commissioner Saltzman participate by telephone? No objections.

Taylor: Mr. Mayor? To make a clear record, commissioner Fish is not present.

Wheeler: That's correct. Thank you.

Taylor: Thank you.

Fritz: And I think we're supposed to say he was invited to participate and was unable to or something like that, right?

Wheeler: I just read this script what council gives me.

Taylor: That's correct. Thank you, commissioner.

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Wheeler: I'm just the actor, I read the lines.

Fritz: I've been here a while. I know we're supposed to say that bit.

Wheeler: We're back to item 690. This is an ordinance, we have already had the presentation. We have already taken testimony. Is there any further discussion on this? Commissioner Saltzman, I want to make sure you can hear us.

Saltzman: I can hear.

Wheeler: Any further discussion before we call the roll? Very good. Call the roll, please.

Item 690.

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

Wheeler: Aye. The ordinance is adopted. Thank you, commissioner Saltzman.

Saltzman: You're welcome.

Wheeler: Next up are 693 and 694. They will be read together. They'll be voted on separately.

Items 693 and 694.

Karla: Also, mayor, I took in the signup sheets early. If anyone wanted to speak for the public testimony, just come up here.

Wheeler: Very good. Colleagues mount hood regulatory commission is a long standing intergovernmental partnership among Fairview, Troutdale, wood village, Multnomah county and the city of Portland. The cities and the county each contribute to the mount hood regulatory commission's annual budget which funds about half of their operating budget. The council's special appropriation for the mount hood cable regulatory commission budget is slightly more than \$300,000. And it's included in the city's fiscal year 1819 approved budget. Portland's special appropriation goes to administer about \$8 million in community technology related benefits throughout the city and the rest of the county. The mount hood community -- mount hood cable regulatory commission also advocates for local authority and compensation for cable company use of the public right-of-way. I would like to thank sue and she's not here today. But leif hansen for their service on the commission. Citizen appointees who contribute hundreds of hours annually to represent the public interest in the ever changing communications technology environment have a lot of hard work to do and we're greatly appreciative of their service. So I understand we're going to start off with leaf hansen who is the Portland appointee to the mounthood cable regulatory commission. Thank you for being here.

Leif Hansen, Mt Hood Cable Regulatory Commission Chair: Thank you, mayor wheeler and commissioners. So my name is leaf Hansen. I'm the current chair and i'm also one of the two Portland representatives that you've appointed to the commission. Beside me is julia who is our program manager and works within the office of community technology on our behalf. I'm going to kind of run through handful of our accomplishments. I won't do as much of the introduction since, thank you, mayor, you did that for me. In front of you, you've got two documents. You've got the budget report and you've also got our annual report. I'll kind of be referencing both documents as I run through sort of the highlights. Portland has two cable service franchises. Comcast and century link and we provide oversight, enforcement, public benefit responsibilities for those franchisees within the city and the county. As annual report points out, we deal with ever changing technology to support community needs. Of those, local authority over the public rights, compensation, we act as a consumer watchdog platform for community voices. Affordable broadband networks for schools, libraries and local governments is in our purview. And local solutions for addressing digital equity issues. Over the past year, we have provided many services to our communities, residents, we continue to work with public school districts under the initiative. Look at the annual report, page 4, you'll see that initiative detailed out. Portland public schools, Douglas, centennial and park rose districts have

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active grants with us. Thus far, they have spent over \$11 1/2 million out of our long term investment goal of \$19 million on those projects. 210 classroom teachers in six school districts are now supported by these resources. The community technology competitive grant round is the other grant program that we support. That's detailed within the annual report on page 6. We've funded eight new grants this past year with community organizations and leveraged over \$2.9 million in matching resources. These grants are responsible to needs identified by the community and support organizations to use technology in addressing those issues. For example, grants are supporting boys and girls club in rockwood and outside the frame to address the needs of the low income and homeless youth. Multnomah county library is using its grant to develop an on-line data base of digital inclusion resources so community organizations can connect their clients to free and low cost computer training devices. And the Portland fire bureau also received funding this past year to greatly improve network connectivity and provide equipment at 28 fire stations so firefighters can take training on line during their time at the stations. Affordable broadband has become more and more critical to our local institutions. It facilitates the institutional network that is the private/public network with 18 agencies and comcast. Partnership provides high speed affordable broadband connectivity to libraries, public agencies throughout the county. They will also work with the cities and the county on the long term network planning for that institutional system. We provide funding and franchising support to open signal. I would like to note that we recently approved a four year grant agreement with open signal this past monday for capital funds and encourages the city council to support the open signal grant for city funding. This past year, community members produced over 3500 hours of original local programming and trained over 730 residents in digital media and literacy skills. Not to steal their thunder, they'll be up here shortly. They addressed consumer protection issues both broadly and with individual consumers. For example, mhcrs worked on on time appointments, phone answering and service fees. There were 134 such complaints from this past year that we dealt with. Coming up in our fiscal year 2018, we continue to be engaged in the future planning initiative considering the rapidly evolving technologies as they intersect with public policy. Our community is increasing reliance on availability of broadband. And interest by the participating cities in each of the smart city planning initiatives. The mhcrs is working hard to adaptly rule to maintain and grow its future relevance. We intend to work with you and your staff and our communities to identify needs and opportunities for our broadband future. The budget includes -- pardon me. A few comments with respect to the finances. The budget document that you've got in front of you. I'm happy to report that once again, the mhcrs received a clean audit for fiscal year 16-17. Full audit document is available on the website and I wanted to note a couple of trends we're seeing in cable revenue. On page 9 of the annual report, you'll see two graphs that show these trends. The total number of cable tv subscribers remain about the same as they were roughly 10 years ago. And franchise fees revenues have steadily increased up and through the last fiscal year. However, actual revenues as we look at those through first to third quarter of the present fiscal year of 2017-18 have shown a decrease over the previous year's quarters so that's the first time in the 10 year window that we've seen that. The mhcrs has been closely watching these trends and anticipated implications for franchise fee revenues for local governments and for revenues that support the mhcrs community grants and other programs. Fiscal year 18-19 budget reflects the increase in franchise fee. The proposed 18-19 budget primarily contains resources gained through cable franchise ageements and expenditures of the resources for purposes dictated by the franchises or the intergovernmental agreement. Annual allocations from all the mhcrs jurisdictions collectively fund about half of the total operating budget. The remaining portion of the

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budget is funded by other resources, mostly to administer the dedicated capital fee, revenue and related programs such as the mhcr community grants, the community media. The allocation for fiscal year 18-19, mayor, as you mentioned is \$304,998. Or in another way of viewing that number, roughly 5% of cable franchise fees are spent on regulation and program related administration. Before closing, I want to thank mayor and council for supporting this county wide partnership since 1993. With that support, the mhcr has been success fortunately with community members, agencies to steward and leverage resources to amplify the benefit for all. We're working with you to explore and leverage our success as we adapt to the evolving needs of our city and community. Thank you for your time today. Please contact me or the staff with any questions, ideas or concerns. And finally, I respectfully request that Portland city council approve the fiscal year 2018-19 mhcr fund budget.

Wheeler: Any questions? Commissioner Fritz?

Fritz: First, thank you for all the work that you do and the whole committee. I don't think people recognize. It's always astonishing to me when I get the annual report that this committee, this commission. First of all, you got to work with all the other jurisdictions that is both an honor and privilege and challenge sometimes. So I think that this -- that's unique, that and the 911 board are about the only two. Excuse me a second. But second of all, we approve this budget but it's you the commission that decides who gets the grants. I don't know of too many citizen volunteer opportunities where you really have direction over that amount of money. And I greatly respect the amount of work and diligence you put in to make sure it goes to the right places and building on the digital equity action plan. And so I don't have a question except how do you do it? How do you -- I mean, it must be hours and hours and hours of work every week.

Hansen: It is a fair amount of work, yes. But it is a great privilege, as you mentioned. We're involved in some great, great programs. We take the responsibility of spending that amount of money very seriously. And we really could not do it without the amazing staff that we leverage to be able to pull it all together.

Fritz: Now that you've had the experience of doing some of these grants and working on the digital equity action plan, are there particular ways that the money is invested that seems to bring the most benefit?

Hansen: Well, I think one of the really new things that we've done in the past few years has been the text smart initiative and thinking more than one year at a time. So trying to look longer term at some of the greater challenges, more systemic type challenges like classroom outcome, student outcomes, you know, in our high schools, middle schools. And to watch that evolve and now see the third year into that program which will be this upcoming here, we're going to start really drawing more meaning from the -- from the grants themselves. And the -- the metrics that we're gathering along the way. And I think that has been very fulfilling to watch and to see. I think that's been a real change in the last few years of how we've done things and I think it's for the positive.

Fritz: Thank you.

Wheeler: Very good. Do we have public testimony on these -- this or item 693 or 694?

Moore: We have two people signed up. Please come up, dan and charles johnson.

Wheeler: Fantastic. You can cool your heels. Good presentation.

Fritz: We want to hear from open signal as well?

Julie Omelchuck, Community Technology Program Manager: I apologize. I'm a little -- we've never had two agenda items moved together. And so we do have the open signal grant agreement also.

Wheeler: Let's hear that and take the testimony together. Great, thanks.

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Omelchuck: Thank you. I know you all have had a very busy schedule. And had to re-arrange a couple of things. So thank you for bearing with me of being on two agenda items.

Wheeler: No, it was my doing. I combined the two and I believed I was supposed to do that. But we want to give you a full hearing on this because we love the work you do. So thanks for being here.

Just in Harn, Executive Director Open Signal: Thank you so, so much.

Omelchuck: So i'm julia, program manager with the office for community technology. And i'm here today with justin and rebecca from open signal.

Wheeler: Welcome.

Omelchuck: To talk about the grant agreement that we are proposing, one year grant agreement that provides community media and digital literacy services throughout the city. I'd just like to take a minute to highlight a couple of things that have shifted from your last grant agreement with open signal. And then i'd like to turn it over to open signal to talk a little bit more deeply about their programs. So as you know, the open signal grant agreement supports the broadband strategic plan and the digital equity action plan. More detail about specifics on that is -- are in your meeting packet for today. But I wanted to highlight a couple of things more specifically in the scope of work. As you know, the digital equity action plan focuses on people of color, english language learners and people with disabilities. And this new scope of work specifically calls out training, culturally responsive and relevant and affordable training for those populations to use media and broadband technologies competently. Another shift is around work force development. We have two areas in the scope of work that are supporting those. One is for open signal to develop partnerships focused on assisting people from underrepresented populations to gain digital literacy skills needed for education and employment. And there are reporting metrics around that and I know they're going to talk a little bit about keeping up on technology around work force development. And then the next thing is offering internships to support people from underrepresented populations in developing career ready and technology competencies and experience necessary for jobs in the digital economy. And one of the things in working with open signal over this last year on updating the scope of work was the realization that as a community media center, they have a lot of opportunity for -- to have interns with them that they can help those folks gain digital technology skills, leadership skills, work force skills, that they can then build their resumes on as well. And so we've built that into the scope of work this year for their grant agreement. And then the last thing I just wanted to note was open signal has been very active in the digital inclusion network. I know a couple of your staff members and mayor wheeler attended the digital inclusion summit. And I just wanted to say that we've also in their scope of work talked about collaborating with other organizations throughout Portland to build community media and digital literacy capacity throughout nonprofits. As mhcr chair hansen noted, the mhcr has approved kind of a companion grant to this one to provide the capital resources for open signal to fulfill its -- its scope of work in your grant agreement. And in addition to that to the digital literacy work, open signal will continue to program the six cable channels including the video programming from both your council meetings and your community budget forums, and also distribute that programming on video in demand on your cable systems and streaming over the internet. I think with that, I would like to turn it over to Justin and Rebecca for them to talk about their services.

Wheeler: Great. Before you do that, dan, commissioner Saltzman, I want to make sure you can hear us ok.

Saltzman: Yes, I can.

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Harn: Good afternoon, mayor wheeler and commissioners. I'm the executive director at open signal. Community media center and it's my pleasure to present this afternoon. Sharing our many successes as well as our goals for the future in support of next year's grant agreement with the city of Portland. We come to city hall today at the culmination, as you'll know, of over two years of thoughtful planning, hard work, engagement to transform this organization to be more responsible, accessible and vital than ever before. In 2015, the board of community media launched a strategic planning process. This is a course to reflect digital technology needs in the 21st century, make better use of our assets and take an assertive approach to address inequity. This year, we've continued that engaging the leader of the American African forum to further inform our way forward. In the past two years, we've hired leadership staff, created new equity driven programs and renovated our building. Our staff and board are growing to more accurately reflect the community we serve. 57% of our staff and 71% of our board are people of color. Every city council session, committee hearing and community meeting associated with the city of Portland is recorded for the public to see so we can further this message of democracy, connecting people is our civic duty. In 2017, we broadcast a total of 148 city council meetings.

Eudaly: Ouch

Wheeler: I don't know who I feel sorrier for.

Harn: It's a lot of fun.

Wheeler: Sure it is.

Harn: We are the largest community media center in the pacific northwest with a 10,000 square foot media facility. Two media production studios with full green screens and a large studio that's 2,000 square feet. Open signal provides five cable channels airing local and independently produced contents, reaching 400,000 homes in the Portland metro area in six languages. The diversity of our programming is growing and evolving constantly to reflect the city's rapidly changing citizenry. One of the biggest benefits is our media equipment library which is valued at over \$650,000 including professional grade cameras, lighting, microphones, iPad, mac book pro laptops fully loaded with state-of-the-art production software and more. The public is invited to check out this equipment in order to create content to air on our channels. We're a proud member of the digital inclusion network and committed stakeholder to the digital equity action plan. We're grateful for the opportunity to support the digital summit last month by offering resources and staff connections to help lead the nation in digital access and equity along with comcast, free geek, work systems Inc., elders in action, Portland public schools and many others. We offer education in both English and Spanish at the best rates in the city. Our education for youth and adults provides affordable beginner advance classes covering McIntosh basics, production studio operation, editing, animation and more. This provides accessible work force training for people who can't afford higher education or unpaid internships. For youth, we offer after school programs and summer camp and a long time partnership with open school north, an alternative middle school for nontraditional learners who have left our public school systems. Our community events bring together the neighborhood on northeast martin luther king jr. Boulevard where we're proud to be located and provide screenings, immersive media events and exhibitions. We're serving more of the community than we ever have. In a single year, we tripled the number of Portlanders that we engaged through events, broadcasts, production and community partnerships. We continue to do more with our city dollars than ever before. Incubating immersive video, providing cutting edge innovative cost-effective storytelling accessible to all. It's a new era of equity, access and positive community impact through media arts. Thank you.

Wheeler: Thank you. Good afternoon.

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Rebecca Burrell, Director of Strategy & Development: Good afternoon. I'm the director of strategy and development at open signal. All of our work is completed thanks to the oversight of Julia and the Mount Hood Cable Regulatory Commission, or the MHCRC. We are grateful to them for providing systems that hold us accountable to the city and public through the reports that we provide every six months to the MHCRC, we have been able to track the following highlights that I'm able to share with you now. Last year, Open Signal provided media training, TV broadcasts and community engagement to more than 5,244 youth and adults more than tripling the number of we engaged over the last year. We offered 95 evening and weekend classes to the public in English and Spanish donating 100 spots to students in need and in the last half of 2017, 48% of our students reported annual income under \$30,000 per year. We learned our state-of-the-art laptops, cameras and other equipment to the public for free for more than 150,000 hours. We broadcast 943 new programs produced by the community in English, Spanish, Russian, Romanian, and Chinese through our cable channels. We provided 144-hour media training to more than 30 students at Open School North. A middle school for nontraditional learners who have left the public-school system. We connected 15 high school students to mentors at local digital agency instrument which is just down the street from our space through our free after school program. We collaborated with Portland Work Force Alliance, Lents Youth Initiative, Urban League of Portland, Women in Film, Media Institute for Social Change and many, many other community groups. And last month, we instituted a membership program with a \$1 annual fee. Keeping our facility accessible for all. We know that the professional film and video industry is lacking in diversity. In fact, in 2016 study by the University of Southern California tells us that 87.3% of film directors are white and 90.4% of broadcast TV directors are white. So, we are investing heavily in work force development for media makers of color. The past two years through a partnership with the Governor's Office of Film and the Oregon Media Production Association, we have placed emerging leaders of color on professional sets including Grimm, The Librarians, Portlandia and Documentary Now. This summer, we are really excited to launch a yearlong fellowship program providing intensive training and professional production opportunities to emerging African-American media makers. We also currently developing a female and p.o.c. led in house digital production outfit where up and coming media makers from underrepresented communities will be invited to take part in professional productions gaining necessary industry experience and providing access to family wage jobs. And finally, I am happy to report that our executive director Justin Harn will be honored tomorrow as one of Portland's 40 Under 40 by the Portland Business Journal for his vision and profound ability to revitalize Open Signal and secure our place as an essential part of the Portland community. So thank you to each of you individually for your consistent support of our work and to the city at large for continuous investment over the course of our organization's 37 years. 37-year history. Thank you.

Wheeler: Thank you. Very good. Any questions before we move to public testimony? We have two individuals signed up. Thank you, great presentation. Appreciate it. Good afternoon, welcome.

Dan Handelman, Flying Focus Video Collective: Thank you. Today I'm representing video collective. We want to be clear up front that we support the council agenda item to fund Open Signal and Portland Community Media for the next fiscal year. As beneficiaries of the facilities for 27 years, it's difficult to say enough about how important the facility is to the public and underpinnings of our democracy. In February, council declared Producer Day for the City of Portland to highlight the work of those who make videos at Portland. Thank you. And one of our members was hand selected to give testimony. I was unable to testify because of a policy limiting reports to the council. We recognize there's deep concern

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about cable subscriber fees start to go plummet as more and more people get their television programs through other platforms, their intended mission is to make their facilities available to everyone especially underserved populations and we have done a good job getting the word out about their revamped meaning through aggressive meeting. They are asking producers to pay membership fees on top of sometimes steep class fees. We urge council to join us in helping us find ways to fund this incredibly important facility without funding it off the backs of producers. Producers put hundreds of time in order to create program to fill the channels. Years ago, p.c.m. Instituted an annual fee that prompted a lot of people not to use the facility. We needed one program slot. And the fee was wisely dropped a few years later and participation resumed. The current policy is something that is inclusive at \$1 per person per year, they initially said they would not raise the amount. They would use a box of dollar bills to subsidize those that can't afford it. Soon after that announcement, announcing the membership is between \$1 and \$45. If you want to donate \$90 it will cover another person's membership. We're trying to engage the board and staff about a discussion about how this is going to drive people away and threaten their mission to no avail. We recently talked to a woman with years of production experience elsewhere in Portland who prior to the membership fee said she didn't want to learn how to use it because the classes were too expensive. This was a chance encounter and not prompted by her expressing concerns. We asked the board to compensate for the fee by allowing producers to vote on the board as they do at cable or other community member organizations or setting aside a seat on the board for a producer with five or more years of experience. They have done neither. Two board members nominated by the mayor has the term coming up this november. If the board does not naturally reserve a seat for producer, perhaps council can consider doing so. Regardless, we encourage the mayor to meet with the board members since it gives the city a vested interest in the operations. We fully support the stated mission and operation even though we have some concerns about the decisions being made currently, we urge you to support this grant and we hope you will work with us and encourage the board to figure out ways to diversifying funding without cutting out those who cannot fund their own equipment.

Wheeler: I would like to take you up on your offer to meet with the board. Thank you. Good afternoon.

Charles Bridgecrane Johnson: Good afternoon. Good afternoon, commissioners. Charles johnson and always a pleasure to testify whether speaking about focus or we learn so much from the testimony.

Wheeler: The mics are very sensitive. That's better. A little better.

Fritz: Further away.

Eudaly: About six inches.

Wheeler: Perfect: Thank you. And action:

Johnson: What a great class. We need to get the microphones replicated across the river so we can have experience. It occurred to me there's two city employees that dove tail with this work so I hope that the comment that he made about community representative on the open signal board is something that you can engage with them about. Public service fee generated dollars towards meaningful life for people in Portland and to help people especially that are low income on the wrong side of the digital divide to connect. This is sort of a sad week in Portland. We've had resident so distressed about their inability to get traction with important issues that they've set themselves on fire and died here in our city just two blocks away. So it's always an important work for this commission and our county commission to find ways that people that are marginalized can engage and have meaningful, productive lives, opportunities to give into despair especially people who cannot for one reason connect with regular workplace jobs. So the other issue, I think, is --

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I was glad that the public testimony was delayed until the second item because there was a little bit mention of digital divide but I think that if you reflect upon what we just heard, there was a little bit of a shortage of numbers about actual impact we're having. We did hear great numbers about the board and inclusion in the administration at open signal. But it would be great if there's some tools in the software that they have so that they know how they're doing a better job of actually connecting with communities of color and people with disability to really make meaningful action against -- to breach the digital divide and make sure that students at lower income and lower resource schools are equally empowered with award winning schools like Lincoln. So I hope that maybe next year, when we have an even more diverse city commission with a woman of color sitting on it, go Joanne Hardesty, we will have some concrete nuts and bolts numbers beyond the great progress that's been made on the open signal board and maybe some testimony from individuals that have to go have a little discussion and I know they've done some great work and been happy with open signal. Mayor, sometimes you're looking for bragging rights. It's noted that we have more community media space just at open signal than other second rate city up there in the metro Seattle area. And that doesn't even include Portland metro east. People who are listening at home, this information is best found by going to mhcr.org which will link you to your community media. Excellent.

Wheeler: Perfect way to end it. Colleagues, any further questions before we call the roll? Very good. This is item 693. Call the roll.

Karla: Saltzman?

Saltzman: Thank you. I wanted to thank the Mount Hood regulatory commission in particular for its grant to help Portland fire and rescue become more -- help our stations become more wired and connected to our community. Great step for everybody's public safety. Aye.

Karla: Eudaly?

Eudaly: Thank you to the Mount Hood regulatory commission and for the chair for being here today as well as our hard working city staff. And Open Signal, I'm so impressed with how your organization is evolving and these numbers are exciting and also exhausting, especially the 148 Portland city council meetings that you broadcast last year. I'm hoping to find some ways to collaborate whether through my office or through one of my bureaus. So let's put that on our to do list for the coming year. I vote aye.

Karla: Fritz?

Fritz: Thank you very much for the regulatory commission report. It's astonishing how much work that you do and I particularly thank Leaf Hansen who are representative and looking at the rest of the board, doesn't seem possible that so few people could do so much work. And thank you for your support of this staff. It's a new opportunity with the office of community technology moving to be the entity again. Sounds like there will be some vying for the mayor's attention and getting that assignment when the bureau is handed out. I look toward to seeing how we can continue to elevate the work that you do and appreciate it very much. Thank you. Aye.

Karla: Wheeler?

Wheeler: Not everything we get to do in our 148 council sessions per year is always fun. Sometimes it's very difficult. This is very easy. We appreciate the report. We appreciate the fact that this is truly a community facing organization. It's a fantastic partnership and it's inclusive in all the ways that we want to see inclusive take hold in our community. And I've heard so many stories from people who participate in various programs, ultimately this inspires people and engages them. It brings people together. And potentially for people, it launches careers. And so there is also a personal and family community prosperity message that's embedded here as well. Special shout out to Justin Harne, 40 under 40.

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That's impressive: To be identified amongst all the people in our community who do great things and there's so many young people in our community who are just exceptional leaders so to be called out among those leaders is impressive. And the older I get, anybody under 40 seems impressive to me: So, shout out there as well. I'm very pleased to support this. I vote aye. The ordinance is adopted. Item 694, please. Call the roll.

Item 694.

Karla: Saltzman?

Saltzman: I wanted to echo the mayor's congratulations to Justin on his award tomorrow. And in general, to just acknowledge the outstanding leadership that has been brought to open signal. Including its name change, open signal. I think it's really a breath of fresh air to Portland community media and I'm very pleased with the leadership and direction it's taken. Aye.

Karla: Eudaly?

Eudaly: Congratulations to Justin and thank you to the whole open signal crew. Aye.

Karla: Fritz?

Fritz: 10 years that I've been here, Portland community media and now open signal has really undergone a change and I really appreciate the work that people have done. Sue disciple has been on the board on and off for all that time. Still on the board, I believe, right? And has been truly another citizen or community member who has helped steer it. For those who testified, you couldn't see the faces of Rebecca and Justin behind them. But they were listening intently, and I know that your concerns are their concerns. And so, I'm really pleased with how open signal is serving our community. I believe it is a shining example of how we share resources including access to media, access to how you do media. That of course is that door opener for access to information, access to shaping the information. I appreciate what you do very much. I also want to shout out former director Noelle who was definitely part of changing the directions, I will always remember that. Aye.

Wheeler: Is empowerment. Information is power, digital literacy is at the heart of that, and that's your mission. We support it, and I vote aye. Thank you. Great presentation. Fantastic testimony. Thank you all. Next item. 695.

Item 695.

Wheeler: Colleagues, I want to thank Nike for being an incredible partner for the city of Portland. Today Nike is partnering with Portland trail blazers to make sure that nearly 100 basketball courts across 30 Portland parks and recreation parks are able to continue to serve our children and grandchildren well into the future. In addition, Nike donated over \$2 million to the Portland parks foundation in 2002 to similarly help the city maintain recreation for all Portlanders. Nike's ongoing partnership with Portland parks and recreation reflects its commitment to the city of Portland and inspiring sports and physical activities for children as part of made to play, Nike's pledge to get kids moving through play and sport. Nike's contribution to the 2018 Portland basketball courts revitalization project is a one-time donation of \$750,000 to Portland parks and recreation to be used To the refresh of the courts in partnership with the Portland trail blazers. The Portland trail blazers are donating \$1,000 a year for the next three years. Nike and the trail blazers are also committing to support programming on the courts in collaboration with Portland parks and recreation. This type of business community, I am going off the script. This is the kind of relationship we want with the business community here in our city. One that supports everyone in the community and partners with the community. Both Nike and the blazers have gone well beyond that. They have selected Verde to serve as the general contractor on this project. They have served the community since 2005, and most recently, worked to bring Portland parks and recreation's Cully Park to fruition. Individual courts will be worked on from the fall of 2018 to the fall of 2019. This is Portlanders getting things done. In a

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collaborative spirit. I want to thank everyone involved in this, but especially verde, nike and the blazers. This is proving again what we can do together. Commissioner Fritz.

Fritz: Thank you. I also want to thank everybody for your partnership. As we all know we have an aging park system, and we can use all the help that we can get to keep it maintained. And this will allow some of our courts to be fixed. However, I also appreciate that the list of 29 has been prioritized with equity in mind making sure that those most in need are taken care of first, so thank you very much to nike for your partnership. And thank you to the mayor who facilitated this agreement while he was in charge of the parks bureau during the budget process.

Wheeler: Very good. I want to thank commissioner Fritz for her outstanding stewardship of the parks bureau. I would like now to introduce kia selley, the interim director of the Portland parks bureau. Good afternoon.

Kia Selley, Interim Director Portland Park and Recreation: Good afternoon. Good afternoon mayor wheeler.

Wheeler: There you go.

Fritz: Six inches away.

Seleey: Good afternoon mayor wheeler and commissioners. My name is kia selley. I am the interim director of Portland parks and recreation. In 2002 in honor of their 30th anniversary nike generously donated 2.1 million to recondition basketball courts in 30 Portland parks. Anyone who has had the opportunity to play on or be in the proximity of these incredible courts over the last 16 years will notice that they are much loved and well used. Earlier this year nike approached Portland parks and recreation once again. This time in partnership with the Portland trail blazers, offering an opportunity to revitalize the original courts from the 2002 project. Nike is contributing \$750,000, and the trail blazers are contributing \$300,000 for a combined total of over \$1 million. Today we are proud to celebrate this unique and collaborative partnership, one that will increase the recreation opportunities on our diversity and inclusion and encourage fun and play for all. It's part of our presentation you will hear from each of the project partners. Nike, the Portland trail blazers, and verde. Our chief philanthropic partner, the Portland parks foundation, will also play an important role as they will manage allocated maintenance funding for the Portland trail blazers for future care of these revitalized courts. In the planning stages parks affectionately called this "project unite," and in that spirit we are here to share our collective goals and the community minded motivation behind this exciting project. We request that council authorize Portland parks and recreation to execute a formal sponsorship agreement. I am pleased to start by introducing carol collymoore, nike senior manager of global impact.

Wheeler: Good afternoon and welcome.

Carol Collymore, Senior Manager Global Community Impact: Good afternoon, mayor wheeler and commissioners, and I think the commissioner on the phone. I am the senior manager of global community impact at Nike focusing on our work in Oregon. Nike is excited to partner with The Portland trail blazers to revitalize the nearly 100 basketball courts across 30 Portland parks and recreation parks. As you just heard this project builds on the 2002 anniversary project, when Nike donated 2 million to the park's foundation in celebration of our 30th anniversary. To resurface all the basketball courts in 75 days, to thank the region for being our home since 1972. Nike's ongoing partnership with Portland parks and recreation reflects our commitment to the city of Portland and to inspiring sport and physical activity for kids as part of our belief that kids are not made to sit still, they are made to play. And play equals power. Kids who move, do better in all aspects of their lives on the court, in the classroom, and in the community, and in their careers. We are thrilled to continue our support of Portland's courts, with the Portland trail blazers knowing how

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much they share our passion for kids, community, sports, and creating equal playing fields for all through access of quality courts and programming for youth in the region. We look forward to the courts being completed in celebrating with the city and thank you very much for your partnership.

Wheeler: Thank you.

Selley: Thank you, Carol. The next partner duo represents the Portland Trail Blazers. Please welcome Michael Luellen, vice president of Corporate Communications for the Portland Trail Blazers and Trail Blazers Ambassador Bill Schonley.

Wheeler: Good afternoon.

Michael Llewellyn, Vice President Portland Trail Blazers: Good afternoon. Mayor Wheeler, Commissioner Fritz, Commissioner Eudaly, Commissioner Saltzman on the phone. It's good to see you all again. We thank you for your time and attention. Our commitment to the betterment of this community and this region continues to diversify itself with creative initiatives like the one that we are sharing today, and as our Trail Blazers franchise sits less than two years away from celebrating its 50th anniversary season, we are and will continue to be partners you can count on here in Rip City. Speaking of Rip City, the man that I am with requires no introduction at all. He's been honored by the Naismith Memorial Basketball Hall of Fame as one of the best sports broadcasters of all-time. But of course we know and love him here as our very own Mayor of Rip City, former Trail Blazer broadcaster and now Trail Blazer Ambassador Bill Schonley who will say a few words. Bill?

Bill Schonley, Ambassador Portland Trail Blazers: Thank you, Michael, Mr. Mayor.

Wheeler: Good afternoon, sir.

Schonley: You have your job, and I have the Mayor of Rip City so we need to get together one of these days.

Wheeler: I will take whatever tips you can offer.

Schonley: And Commissioner Fritz and Eudaly. It's good to see you always. And thank you for adding your voice to the leadership of this community. No one enjoys a positive occasion more than me. This is certainly a positive discussion we have and having just turned 89 a few days ago on the 1st of June, all bills come on the first of the month. Not very many people have seen the positive outcomes of the team as much as I have over these many years, and that is what Project Unite represents in my eye, teamwork at its best. Good teams require good players. You have them here with Nike, Portland Parks and Recreation, Verde, and of course, our own Trail Blazer organization. Each one of them bring their own skills, assets, and effort to achieve a single goal, and in the case of Project Unite our goal is to not only renovate the basketball courts in those 30 public parks, but to also further and energize basketball open play outdoors getting along with one another, exercise, and healthy living. These presenters are sharing with you the kind of information which I hope further explains what this is all about. We will need you as supporters. Advocates. Both with your fellow city council members, but also in the media as needed, and if by chance our well meeting motives meet with any concerns, from local citizens. It is, therefore, those kids out there. So thank you again for taking time to listen to the few of us here today, the experts and investors in this initiative are here to show unity and share a belief in this product. Thus the appropriate name, Project United. I think that this should be nothing but a slam dunk. So let your conscience be your guide and remember this, too. You have got to make your free throws up there. It's going to make you feel much better for our community and for those kids, Rip City. Thank you very much.

Wheeler: Thank you sir.

Selley: I am proud to introduce our final partner, Alan Hipolito from Verde.

Alan Hipolito, Verde: Good afternoon. I feel like I need to get my baritone on. I am not quite resonant enough in my usual tonight of voice. Mayor and Commissioners,

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commissioner on the phone, I am alan, I work for verde. In the words of your friend and mine, a blessing to be here with you today. I want to share verde's excitement about this partnership that's in front of us. As you know per our mission statement verde serves the communities by building environmental wealth through social enterprise, outreach and advocacy. Through these social enterprise programs verde, what we do is create environmental businesses and do that to employ and train low income adults. We do it to create contracting opportunities for target businesses, by that we mean minority owned, women owned, Other social enterprises, and to bring environmental assets to low income communities and Portland neighborhoods. These are structured as program areas of verde. They sell these services in support of our mission. These include verde builds, a licensed general contractor that brings habitat, parks, and other new environmental investments to the community, and I am excited that verde will serve as project manager and general contractor on project unite, this will support our mission and give us the opportunities to identify subcontracting opportunities for target businesses, and, of course, it enhances the already great partnership that we built from the ground up at cully park with Portland parks and recreation. So thank you very much, I encourage you to authorize the sponsorship agreement and make your free throws.

Wheeler: Thank you.

Selley: We are grateful for the support and collaborative nature from each of these partners, and we are proud to be the recipient of such a generous gift. We anticipate revealing the court and backboard design late this summer. You saw some of those design options in the presentation today. Individual court completions will take place from fall 2018, this fall through fall 2019. We now welcome your questions and comments. Thank you.

Wheeler: Very good. Colleagues, any questions before we open it up for public Testimony? I think we are good for public testimony. Carla, how many folks do we have signed up?

Karla: One person. Charles bridgecrane johnson.

Wheeler: Very good. Come on up.

Charles Bridgecrane Johnson: Good afternoon. Charles bridgecrane johnson for the record. And I think we will just start off with a big thank you to mark parker and the whole suite at nike. But as a private citizen with no invested financial interests I can also say some other things. One thing that I think would be great is that when we have a distinguished guest talking about, I think, his 89th birthday on june 1, I think it's great to also talk about lifelong commitments, and we could have lifelong synergy between the phil knight foundation and nike. We could have lifelong synergy between the paul allen foundation and the work of the trail blazers, so there is room for more giving from some of those ultrahuge foundations, knight foundation. We are grateful for the trail blazers and nike, but as commissioner Fritz noted, not every park will be able to be resurfaced at the basketball courts through this program, so there is always room. If the paul allen family foundation or the knight foundation doesn't want to step in, we can always ask casper if he has any money or mark king, perhaps they have money. So this will be great for our Youth. Great to know that the parks are prioritized, look at it through an equity lens and see that in the equity world. We have an interim, perhaps, permanent parks director who is a woman, so that's nice. Thanks very much, nike, trail blazers, and the team that came out here to do this great work for the adults and children using those courts.

Wheeler: Thank you. And with that Karla, please call the roll.

Saltzman: Well I want to thank nike and Portland trail blazers and verde and Portland parks and recreation for bringing us a fantastic project united. It's a great partnership, and

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as mr. Schonley said, and happy birthday bill, as mr. Schonley said this is an investment in our kids. That's what this is all about. I am very pleased to support it. Aye.

Eudaly: Well you know mr. Schonley the professional, because we have never met before, yet he pronounced my name correctly, so thank you for that. While I am more of a book worm than a sports fan, I have to admit there is a special thrill for me to hear you say my voice on air, even if it is cable access. This is a lovely project and partnership, of course, I vote aye.

Fritz: Thanks to everybody who is involved in this, and thank you to the mayor and his staff for sealing the deal. At the 11th hour, and thank You to Julie Edwards, who has been a long-time supporter of lots of good things in our community, and I know that Nike is happy to have you on their team. Thanks to Verde, I want to invite everybody to the opening of the park built by verde in cully neighborhood on June 30, coming up. Yes, the finishing line is in sight, so like the parks bureau and like Verde, it's like you know, you are no sooner done with one great project and then it's on to the next, so I appreciate all of the staff who are here doing that and again, the community support. People in Portland and people in the metro region love our parks, and this is just another example of that. Mr. Schonley thank you for -- you have got to make your free throws. My son was on the wilson high school basketball team back in the day, and spent many an hour at the southwest community center counting the thousands of free throws he took that summer in order so that he could get his percentage up, so thanks for reminding me of my son who is far away in Chicago. Thanks again to everybody. Aye.

Wheeler: Well equitable access to sports is for me a very, very important benchmark for this community. We all understand that access to sports can lead to other things. It can lead to better health outcomes. It can lead to more engagement in the community. It provides more opportunities For families to come together and do the things that families do together, and it can even lead to better academic outcomes. So I am enthusiastically supportive of this, obviously, and I am very proud of this partnership with the trail blazers and mr. Schonley and nike. I am very proud that you came together with verde. Verde is a very important community organization. They have a strong reputation for engagement for including people and communities that are not the first to be considered when assets are being distributed or resources are being allocated. And so I think that this is really a perfect partnership. I hope that it is the continuation of the partnerships that we have seen in the past, and maybe also a harbinger of things to come. So thank you everybody for the hard work that you have put into this. I enthusiastically vote aye. The ordinance is adopted. Thank you. We are passed 3:30, so we will move onto the last item, 696.

Item 696.

Wheeler: Everywhere we look technology is changing the way we live, the way we work, and the way that we get around our city. The direction of that change is not evitable. We have an active role in determining how technology is used and how data is collected and shared in our city. As we work to create a smarter and more equitable city, we must Start by listening. Sam is gone, I will try not to take this personally. [phone hangs up]

Wheeler: Dan would not have hung up on bill schonley. [laughter]

Wheeler: Get the mayor back in here, so as we work to create a smarter more equitable city we must start by listening to the people of Portland and assessing new technologies and partnerships alongside our values. If we don't we risk technology happening to us rather than working for us. To accomplish this goal we must prioritize data and technology investments that address inequities and disparities for people left behind in our city. Specifically, people of color and with disabilities. At the same time we have an obligation to ensure that privacy is protected and rights are respected. This resolution established the city's commitment to the smart city's pdx priorities framework, a structured process for

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evaluating new technologies, uses of information, and related partnerships to ensure that they promote equity, address inequities and disparities in our city, and provide tangible benefits to the people of Portland. This process will allow the city to design solutions that work for the most marginalized communities. Ultimately providing benefits for all communities. The smart city pdx initiative priorities framework is just the first step in achieving that Goal. City staff must engage with the community to further develop the strategies to implement and uphold these commitments. Over the past several years much of the national conversation around smart cities is focused on how government must shift the way that we think, operate, and plan, in order to adapt to changes in the data and technology that leverage them for the public good. The very same lessons apply to addressing disparities in our community. The smart cities pdx initiative seeks to bring these ideas together by establishing the smart cities pdx priorities framework with this resolution. And with that I will turn it over to staff. Good afternoon.

Kevin Martin, Planning and Sustainability Smart City PDX: Good afternoon. Thank you mr. Mayor. Thank you city council. Great to be here. I am Kevin martin, I lead the smart city PDX initiative for the city out of the bureau of planning and sustainability. Joined with our partners from office equity and human rights, the office of four community technology and the bureau of technology services, and the, our friends from Multnomah county, so bill is a tough act to follow, but we will try to move through this quickly and keep you entertained here. We are very excited to be here to present the smart city of PDX framework resolution. We feel strongly this will establish Portland as a national smart city's leader. We see this as a culmination of Smart cities activities here in Portland, was ed a traffic safety sensor ribbon-cutting on Monday that the mayor took part in. We had a u.s. Ignite big data workshop on Tuesday that a number of folks took part in and cities across the country. And we had the global tech jam conference here through tomorrow that the mayor and I both spoke at this morning. And really in our opinion this is the most important thing that we will do this week as this frame our approach to all of this work, and really instills the values that we have as a city in that work. When the smart city steering committee was established in May of 2017 you directed us to set the priorities, identify focus areas and establish goals for the city's smart cities work. This included a clearer definition of what we mean when we say underserved in underrepresented communities. The priorities framework resolution is the response to both those directives. Every day a new technology is emerging that offer the potential to transform the cities, but they are not built for gadgets and sensors but for people. The smart cities framework will guide the use of new technology to reduce inequities and disparities for people left behind, specifically people of color and people with disabilities. Not just for today, but for the Portland communities of tomorrow. Mayor Wheeler, Maurice Henderson Framed this commitment with our 2016 smart cities challenge proposal. The first paragraph of that proposal stated the core issues facing Portland are not unique. We need to improve safety and enhance mobility, address climate change, and create opportunity for all residents. The challenge is to address these in a way that ensures equity at the center of this paradigm shift. This framework is our answer to that challenge. It's not an end but a beginning, adopting this framework kicks off a conversation with the community about the problems that we should focus on and what technology and data tools we will use to solve them. It starts by building trust. We will approach the community with humanity from a perspective that we do not have all the answers. We want to empower them to help us to find solutions. It also recognizes that we develop an internal strategy as a city before engaging in those conversations. It's been a citywide busting conversation. This framework is a product of our smart cities steering committee, involving 14 different bureaus and all five commissioners' offices. And the resolution itself and the framework itself was created in

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partnership with the bureau of planning and sustainability, office for community technology, and office of equity and human rights, and Portland bureau of transportation, and bureau of technology services, and Commissioner Fritz's office, and the mayor's office. So, this is really a cross agency effort. Our goal was to establish guiding citywide values for smart cities work that are not specific to any bureau or bureau leadership. No one bureau owns this framework, it is owned by all of us. If adopted Portland will be the first city to formally declare what it means to prioritize the most marginalized and vulnerable in our smart cities work. We know that resources are limited, and there is only so much that we can do, and that these projects are resource intensive because they are experimental and involve learning and failure. We are also overwhelmed with opportunities to partner with the private sector. We will need to make choices. This prioritizes the people and the problems where our work will have the greatest and most meaningful impact. Cities become smart by learning, there is a long history of decisions in Portland and other cities that intentionally or unintentionally negatively impact our most vulnerable applications. We want to learn from those mistakes, focus not on those with the most influence first but those with the least. The city will, of course, continue to pursue a variety of data and technology projects and policies. This framework establishes that if they are not addressing the needs of underserved and Underrepresented communities, they will not be recognized as part of the city's smart city PDX program. The next step is to work with the community on an implementation and engagement strategy. We brought in a consultant to begin those conversations, having this framework in place will also help us to shape projects underway. And better address the technologies coming at us in the short-term. We need to build a long-term strategy at the same time we address what's happening now. We recognize that smart cities is a marketing term created by the private sector. This resolution is our attempt to take ownership of it. Drive what it means from within. And to make it focused on people, not products. The private sector is going to provide technology related services to those who already have the most. This framework is really disruptive. It's our attempt to influence the market as the city in a way to make sure the benefits reach Portlanders. All Portlanders. I've been asked a couple times what we want this program to look like in a few years and the future Willamette week cover to say. Our open data coordinator Hector Dominguez has the best response to that question, I think. It's the street roots cover that we want, he said because that would mean that we have demonstrated value to those who need us most, that we built trust in those communities. This resolution is a signature step towards achieving that goal. With that I will turn it over to Christine Kendrick who has done the heavy lifting on this framework and resolution to get into the details of how it came together.

Christine Kendrick, Bureau of Planning and Sustainability: Thank you Kevin. Good afternoon mayor and commissioners. I am Christine from the bureau of planning and sustainability. I will be talking about the content of the framework and next steps, as well. So when we look at the Portland plan, comp plan, digital equity action plan, racial equity tool kit, this establishes the city of Portland's commitment to equity and implementation of strategies that reduce disparities. So the priority framework uses language and values from those plans that tailor to data and technology and information strategies to set a goal of, process and criteria for upholding equity in the smart city pdx initiative. The first section outlines the process that will guide the city staff on how data integrated with community engagement will be collected and used for decision-making within smart city pdx projects and policies and also decision-making for investments and future smart cities pdx projects. An example of this process is a commitment to engage underserved and underrepresented populations, to inform data collection and have those lead in identification of needs and priorities and solutions. We know from previous work that the

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most detrimental disparities and persistent disparities are present, when we look at race and disability so when we say underserved communities we know an intentional focus on communities of color and communities with disabilities. And as the mayor said in his opening when the city designs policies, programs, practices, that work for the most marginalized communities, all communities benefit. The next section of the priority's framework outlines criteria. For evaluating smart city projects, plans, and policies. So the community partner or a private sector partner or academic partner comes to our, comes to the city and proposes a project and wants the city support, which can be staff time, expertise, investment of funds, or access to infrastructure and assets, but it does not meet the criteria outlined here, we will not support it as a smart city pdx project. This helps us vet the multiple and often competing opportunities that are coming our way. Sometimes at a very intense pace. It will allow us to better allocation the resources and coordinate and standardize our values into our decision-making process. And it also gives us a clear starting point for evaluating our smart city pdx initiative projects. So really if we think about combining the process in section 1 and criteria in section 2 it gives a way to filter through the emerging opportunities, make sure that we are focusing on our equity goals and somebody thoughtful about how we use our resources.

Wheeler: I have to comment on that last one. That is a great lens. That is a very well thought out lens. I just want to point out that this could be broadly applicable.

Kendrick: That's wonderful to hear. The equity work group was a collaborative effort, lots of discussion and how to reword it, how do we cover everything.

Wheeler: That's great. Thanks.

Kendrick: Thank you mayor. The last part of the framework lists eight focus areas based on existing citywide plans. And right now we are working on a strategy map project to help broaden our smart city pdx work beyond transportation, and part of that work is also to see where we are making connections between existing and upcoming projects across all bureaus and offices and where are those gaps between projects and the community identified needs and to make sure that we are filling in the gaps. The priority framework has been endorsed by the smart city's steering committee, and 14 bureaus and officers and all commissioner's offices involved in that committee. If adopted we feel that this will create a citywide coordinated approach for Designing how and when and if to engage in work. It really also implements equity values and strategies across an entire initiative. Not something separate that we do afterwards, really centered at the beginning of the work, and we think that embedding this thought process from the very beginning can actually spur more innovative approaches, projects, and result in increased measurable community benefits. Adopting the framework is really just the first step, though. Next we need to work with our community partners to implement and evaluate our success in meeting the framework criteria. And we also need to go back and look at how we can apply the priorities framework to existing smart city pdx projects, if we think about their quality testing we have implemented or on-going, and maybe some of the traffic safety sensors and open data. All of these can still be applied through this lens. Are we doing, how are we sharing data, can we improve that and add more evaluation to it so that would be an important next step as well. Of course applying it to identify and prioritize the future projects, as well. And as part of that map work, we are exploring strategies to develop those community partnerships and the means to support that community involvement. One option is potentially creating an equity advisory committee and that would help us evaluate how well we are doing and centering upholding equity, But we want to look for other types of innovative community engagement, so that we're not just creating transactional engagement, processes, but how do we create true partnerships and implement strategies

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that could be agile and responsive as community needs change and also technology changes quickly. Thank you.

Wheeler: Thank you.

Martin: Thanks Christine, and with that I will turn it over to Judith from the off of equity and human rights.

Judith Mowry, Senior Program Manager: Thank you mayor and commissioner Fritz and eudaly. It has been a really great pleasure to work with this team. This project has been firmly focused on equity in a really strong way, and that's been a great pleasure to be a part of a group of committed people. And the smart city pdx priority framework is a great first step towards meeting our obligations as a city to be accountable and proactively address the disparities in smart city pdx projects, plans, and policies. With this framework we can prioritize the projects that are driven by people's needs. Such as displacement projects or economic development for business owners or entrepreneurs, from communities of color and people living with disabilities. The cross-bureau collaboration established by the framework and implementation work ahead can help us to move on a path exploring solutions that result in paradigm shifts, create real power sharing, and partnerships across the community members, private sector, and the local Government, on data, and technology projects. And in this work we need to remain cognizant of how vulnerable the communities may be affected by, I am association how communities may be affected by various privacy issues when it comes to range of data types. Creating proactive privacy policies for the city will be an essential next step and connection to this framework. Creating proactive comprehensive privacy policy provides direction for considerations on implementation of everything from transportation projects to public safety projects. Like police body cameras. I am excited that we are really looking at this issue in a proactive way. We want council to guide us and our thinking about it, technology is moving way faster than we tend to, and we want to be sure that we get the greatest benefit. I would like to make one last comment, which is to say that when we talk about people living with disabilities, we are also really talking about aging populations. It is the most common age group that you are going to find folks developing disabilities, so in our world, age and disability are often the proxy for disability. So I think that it's also really works well within our aging Portlander framework. I think that there is a smarter word for that. I know that I am one of them but I can't remember what we're calling it. Thank you very much.

Wheeler: Thank you.

Martin: With that I will bring up a few more speakers just from our bureau of technology services, office for community technology and Multnomah county.

Wheeler: Welcome.

Fritz: This is your afternoon, julie.

Julie Omelchuck, Office of Community Technology: It kind of is. I am going to start off this group. I am julie omalchek with the office for community technology, and I served on the smart city steering committee equity group that came up with the framework to move forward today. The pdx priorities framework establishes commitments and criteria for city staff across all bureaus and offices to take actionable steps in line with the city's equity goals and to foster deeper collaborations and partnerships among city staff. With this policy direction from council and buy-in from all city bureaus and offices we believe that this framework will improve communications among city staff and with outside partners, leverage our city resources, and including staff time and physical assets and infrastructure, and build community trust. The office for community technology is excited to work collaboratively across the bureaus under a unifying vision and process to better serve Portland residents. As you know our office has a history of working with diverse

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populations to identify their needs around community technology. We have leveraged public benefits related to our Franchising and licensing authority to meet those needs. The city's broadband strategic plan and digital equity action plan also have public benefit oriented goals and strategic actions designed to overcome barriers to digital access and economic opportunity. We look forward to furthering the city's internal network of information sharing around the smart cities work. And also developing integrated strategies that will enable us to negotiate impactful public benefits in our franchise and other utility agreements that directly address a community need. The smart city pdx priorities framework is a welcomed tool that will help us to design and implement community supported solutions that are well integrated with efforts of other city bureaus and offices. Thank you.

Wheeler: Thank you.

Liz Mitchell, Bureau of Technology Services: Good afternoon mayor and commissioner, I am liz mitchell with the bureau of technology services and I was also a member of the equity work group for the smart cities steering committee. The city needs a proactive responsive and adaptive basis for how the city approaches and prioritizes data and technology projects associated with smart city pdx. The framework will help us to move in that direction. The framework can be used to help prioritize city interests and investments, and those projects and services that promote the city's equity goals. This gives us a guide for selecting investments that Provide the most benefit to the community. The framework guides us away from implementing technology just for technology's sake. Instead this is a framework for using data and technology to improve people's lives. As long as we keep that ideal ahead of us and turn that into action, we will go in the right direction for the community now and in the future.

Mary Li, Multnomah County: Good afternoon, I am one of the aforementioned friends of the smart cities pdx framework from Multnomah county. Mary lee. I am the representative social worker in this group. I don't work in technology and I don't work in transportation. But I do work with people. We, and my colleagues are a part of the regional smart cities initiative. We are thrilled to be invited to the table as we -- as you do this important work. The Multnomah idea lab is charged with finding policy and innovation in human services, not in the i.t. Sector. And that is sort of a rare occurrence in local government you, and we're also very focused on the intersections of poverty and race. So being able to be invited to this table along with all of the wonderful staff people has really been an opportunity for us to share innovation back and forth, and to support each other in figuring out the real challenges to racial justice agenda with the local county government. In particular the mill has been working with the bureau of Transportation on building our practice of human centered design. So, this is a practice that very much is used to design products and businesses, but there is also a lot of potential in using this to really engage with the community in co-creation, not a community engagement process, not a feedback process, but in true co-creation of whatever the solutions are that we are going to figure out to go. We are super excited. We have begun a nine-week learning community with our colleagues at PBOT, and we are going to practice our human centered design technique, and then be able to bring them to bear in this conversation. We think that it's incredibly wise that the group has figured out a framework and made the commitment if adopted today to apply that, I think that mayor wheeler, as you remarked this has applications far beyond the smart cities and certainly that's part of what we're working to do is to learn from you all, frankly, and to be able to bring that practice back and forth. This is one of a number of collaborations that we are working on right now with you all, and we really believe that when both jurisdictions are working to go, we all benefit. The community benefits and we all benefit. So, we are in strong support of the framework. We appreciate

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being asked to the table, and we are looking forward to co-creating, with you and the community as we roll out the implementation of the Framework.

Wheeler: Fantastic. Commissioner Fritz.

Fritz: Can you tell me how it came to be that you were invited, I think it's great that you were, but we don't -- that's not generally the practice. So how did that come about?

Li: Well, I think actually the people at the table started to ask themselves how we might approach and engage with the community in some different ways. I think that all of us who work for local government understand there are challenges to the ways we do community engagement, and include the county in that, and I think my colleagues said to themselves how might we be better and do different to get to a different result. Through a variety of conversation, it was very funny we walked into one meeting, and it was all data technology, computer folks, and my colleague and I walked in, and we are like we are here for the smart city's conversation. And we want to talk about what people need, and we want to talk about -- and everyone looked at us and said you know this is the data and technology work group, don't you? And we had nothing to add. At that point. But that is emblematic of what the opportunity is, so we are thinking differently about smart cities and how that might intersect with our goals around racial justice and housing and the things that the county does, and I think that your staff are thinking differently about how they might engage in a Collaboration with the communities.

Fritz: Thank you for being willing to walk into a room full of data geeks and hold your own.

Li: It's a classic.

Fritz: When I look at the eight focus areas that come out of the Portland and comprehensive plan, we should be asking the county about human health, the environmental health, and all of these things are our joint, so in many ways, it verifies that making the comprehensive plan more than just land, use and transportation document but more of a, what is Portland and the Portland area going to become? Has led to this kind of collaboration so I really appreciate you being here today and your participation.

Li: Thanks for including us.

Wheeler: Very good. Thank you. All right. So with that, is there any public testimony on this item?

Taylor: there is an amendment, I believe you have.

Wheeler: An amendment that I have. In my binder. Hang on. Let me find the amendment.

Taylor: The replacement exhibit a.

Fritz: I have got it. I move the replacement exhibit a.

Eudaly: Second.

Wheeler: I got beat to the punch on that.

Fritz: This address something I brought to the committee. I am excited about it. Thank you. I didn't read my binder before, Either. It previously said is the goal was the to use data to address inequities and disparities through investing in technology driven projects that improve people's lives.

Wheeler: That's a brilliant idea.

Fritz: Yes. And like she just said, are we talking about the people or about the data? So the new goal is, the city of Portland is smart city of pdx initiative goal is to address inequities and disparities, using data and investing in technology driven projects, that's improved people's lives.

Wheeler: A better idea.

Fritz: Thank you. Is that a motion?

Fritz: It was, and commissioner eudaly seconded it.

Wheeler: Let's call the roll on the amendment.

Eudaly: Aye.

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Fritz: I don't know why I am astonished when people listen to something that I suggest and had do it, but you made my week, nevermind my day. very much, thank you, aye.

Wheeler: I think it's a brilliant amendment. I strongly support it, and mary lee, we are thrilled to have you here and be part of this, and you are right, this technology, it's not really a technology discussion. It's a people discussion, it's about the outcomes that are public wants and expects and the question therefore is what technologies and what policies actually help us to address the needs that the people in our community, so I strongly support commissioner Fritz's amendment, and I think it's great. And I vote aye. The amendment is adopted.

Fritz: I do want to point out that some of the pieces to this amendment, to the exhibit, that is addressing what mary said in terms of the privacy. Whoever thought of that is brilliant, and that's another good addition.

Wheeler: Great. And public testimony. Good afternoon. Do we just have the one? Where would we be without you today?

Charles Bridgecrane Johnson: Charles bridgecrane johnson, and perfect presentation. Since mary lee came across the river I will make one small man explaining attack. She talked about walking into the room of data geeks and had nothing to add. Those were bad data geeks, the only thing that matters is ux, user experience, the way that data geeks create good user experience, and talking to end users like mary lee and myself. So the experience is, you know, especially with the amendment, we're talking about data as a tool to improve quality of life for everybody in Portland. So one thing we are going to have to change is when you go to Portlandoregon.gov/smart, none of your pictures come up. It takes you to smart park. And we need to do that better. There is other good shortcuts, your last names work to contact the commissioners but were you go to Portlandoregon.gov/smart there should be a page that lets you choose between cars or this. Smart city pdx. And that's, you know, there is other things. The table where we had the bureau of technology services, we are doing great with the diversity and running neck in neck with nike and we had to look them up earlier, their general counsel, not a man. So progress is being made here in the metro area, and I don't want to -- all the people in tri-met don't want to go to Portlandoregon.gov, we want to find out about Portland pdx, and the other thing is smartestcity.org should redirect to Portlandoregon.gov.

Wheeler: Good suggestion.

Fritz: That's one of the most helpful mansplaining I have had for some time.

Johnson: Sometimes you overcome our genetics.

Wheeler: I was more worried when he got to the part about how when you google smart Portland our picture doesn't come up. I thought that there would be a joke or a punch line coming. I am glad that it was actually a good suggestion. So with that, any further questions colleagues?

Wheeler: Let's call the roll on the main resolution as amended.

Eudaly: Well, thank you to the steering committee and for everyone that presented today, this is an exciting, can, and I am particularly happy to see someone here from the county today. I serve as the second chair on the joint office of a home for everyone, and without going into too much detail, I see a lot of opportunities for greater collaboration between the city Ask the county. And I began to wonder who, you know, who are the counterparts that kind of would compliment the bureaus that I have, and the next day I ran into a woman from the office of community involvement at the county. And I said we should talk. So we are going to talk. This is fantastic. I vote aye.

Fritz: Thank you very much to everybody who has done such a lot of work. I want to particularly call out the members of the equity work group who have really foundational framework, christine and [inaudible] planning and sustainability, and [inaudible] thank you

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for being here today. And Janine Gates on my staff is ill today but she has been really foundational in asking the right questions and helping to form this. Rebecca Gibbons and Julia from the office of community technology, Judyth, Mary, office of equity and human rights and [inaudible] in the bureau of transportation, so those are the folks who have done a lot of this work. It is a framework which everybody can and should use, so this is a good way to be the last agenda item of a tiring week. Aye.

Wheeler: This was, a prolific week, and I think that this item ties it all to go neatly. The city is changing. Technologies are changing. This now gives us the beginning of a platform for helping us to evaluate new technologies, uses of information, how we prioritize the technologies, and how we really use them to support the community, particularly, through an equity lens, and both identifying and supporting the communities that have historically been left behind. Those are, of course, communities of color and people with disabilities, and others, and this framework puts Portland in the lead of cities that are addressing these issues. So I am really proud of the collaboration that's been brought here today. It's built on a foundation of work that's been undertaken for some time. And I particularly want to shout out my friend and chief of staff Maurice Henderson, he will be going onto bigger and better, and he spent a tremendous amount of time in his previous role working on the U.S. Department of Transportation Smart Cities Challenge on behalf of the city of Portland, and he certainly has helped lead my office's engagement around this subject. And as my colleagues have indicated there have been so many people at the city, the county, in the community at large who have had a hand inside and all of our presenters today are really fantastic in helping to reflect those different perspectives and different communities, and it goes much broader than that. And again with this framework this is really only the beginning. This is the foundation upon which we are going to build a much larger community engagement, and it will help us to focus, which will be a fabulous thing, so great way to end the week. Thank you everybody who worked so hard on this. I vote aye. And the resolution is adopted as amended. [gavel pounded] and we are adjourned.

Adjourned at 4:25 p.m.